



CITY OF
BAINBRIDGE ISLAND

**PLANNING COMMISSION SPECIAL MEETING
THURSDAY, JULY 08, 2021**

THE PLANNING COMMISSION WILL HOLD THIS MEETING USING A VIRTUAL ZOOM WEBINAR PLATFORM. MEMBERS OF THE PUBLIC WHO DO NOT WISH TO VIEW THE MEETING VIA THE CITY'S WEBSITE STREAMING WILL BE ABLE TO CALL IN TO THE ZOOM MEETING.

PLEASE CLICK THE LINK BELOW TO JOIN THE WEBINAR:

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DIAL (FOR HIGHER QUALITY, DIAL A NUMBER BASED ON YOUR CURRENT LOCATION):

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WEBINAR ID: 990 9316 3225

INTERNATIONAL NUMBERS AVAILABLE: [HTTPS://BAINBRIDGEWA.ZOOM.US/U/ABC2WQZA2T](https://bainbridgewa.zoom.us/j/93919490652)

AGENDA

1. **CALL TO ORDER/LAND ACKNOWLEDGMENT/AGENDA REVIEW - 6:00 PM**
We would like to begin by acknowledging that the land on which we gather is within the aboriginal 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. **PUBLIC COMMENT - 6:05 PM**
Public comment on off-agenda items.
3. **UNFINISHED BUSINESS - 6:15 PM**
 - 3.a **(6:15 PM) - Public Hearing Draft Ordinance No. 2021-12 & Resolution 2021-07: Phase 2 Triage Code Changes Related to Improving the Pre-application Phase.** 30 Minutes
[Ordinance No. 2021-12](#)
[Exhibit A Phase Two Triage Code Changes - DforB revisions](#)
[Exhibit B - Project Review Flow Chart](#)
[RESOLUTION_NO_2021-07](#)
 - 3.b **(6:45 PM) - BIMC Chapter 16.18. Tree Removal, Forest Stewardship and Vegetation Maintenance re: an exemption from a permit for defensible space**

10 Minutes

December 17, 2020 - Public Hearing Draft ORD 2020-28 Exhibit A Chapter 16.18 BIMC Tree Removal Forest Stewardship and Vegetation Maintenance

4. NEW BUSINESS - 6:55 PM

- 4.a (6:55 PM) - Discuss Draft Island Center Subarea Plan: Focus on Introduction, History, Existing Conditions, Vision and Goals Sections (Plan pages 1-18)** 60 Minutes
20210708 PC Memo
Steering Committee Recommended DRAFT Island Center Subarea Plan
ISLAND CENTER COMMITTEE - MINORITY REPORT

5. PLANNING DIRECTOR'S REPORT - 7:55 PM

6. FOR THE GOOD OF THE ORDER - 8:00 PM

7. ADJOURNMENT - 8:05 PM

GUIDING PRINCIPLES

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

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

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

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

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

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

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

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



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

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



CITY OF
BAINBRIDGE ISLAND

Planning Commission Special Meeting Agenda Bill

MEETING DATE: July 8, 2021

ESTIMATED TIME: 30 Minutes

AGENDA ITEM: (6:15 PM) - Public Hearing Draft Ordinance No. 2021-12 & Resolution 2021-07: Phase 2 Triage Code Changes Related to Improving the Pre-application Phase.

AGENDA CATEGORY: Ordinance

PROPOSED BY: David Greetham

PREVIOUS PLANNING COMMISSION

REVIEW DATE(S): - October 29, 2020

- February 11, 2021
- March 11, 2021
- April 22, 2021
- May 13, 2021
- May 27, 2021
- June 10, 2021

PREVIOUS COUCIL REVIEW DATE(S):

RECOMMENDED MOTION:

Hold public hearing on Draft Ordinance 2021-12 & Resolution 2021-07: Phase 2 Triage Code Changes Related to Improving the Pre-application process.

Suggested motion if the Planning Commission determines the draft ordinance and resolution are ready to move forward for City Council review:

"I move to recommend approval of Draft Ordinance No. 2021-12 & Resolution 2021-07: Phase 2 Triage Code Changes Related to Improving the Pre-application Phase to the CIty Council".

SUMMARY:

Public testimony will be received on Draft Ordinance 2021-10 and Resolution 2021-07: Phase 2 Triage Code Changes Related to Improving the Pre-application phase.

BACKGROUND: Early-mid 2020: The Design Review Board (DRB) determined that revisions to the preapplication process were necessary and appointed a subcommittee to work on proposed revisions to the BIMC, including BIMC Chapter 2.16 and Design for Bainbridge, which is incorporated by reference at BIMC at 18.18.

October 2020: The Planning Commission considered the land use subcommittee's proposed "triage" land use code changes and separated the changes into two phases, with the second phase including improvements to the preapplication process and the role of the Design Review Board and Planning Commission.

December 2020: A subcommittee of the Planning Commission joined the DRB subcommittee for two meetings to discuss the proposed process revisions. The key recommendation was to re-order the preapplication process such that the preapplication conference with staff occurs as the first step in the review process.

February 2021: The Planning Commission discussed Resolution No. 2010-32 that adopted the mandatory public participation program currently in effect. As the resolution didn't specify that the meetings would occur at the Planning Commission it was agreed that updates to the 2010 resolution were necessary to reflect the current. These revisions are reflected in draft Resolution 2021-07.

March 11, 2021: The Planning Commission conducted the first touch review of Ordinance 2021-12 and Resolution 2021-07. The Planning Commission reviewed draft code changes relating to the preapplication process, including moving the preapplication conference to the first step in the preapplication phase and the role of the Planning Commission and DRB in the meeting. In order to accommodate final recommendations of the DRB subcommittee, the Planning Commission agreed to continue the discussion upon completion of the final subcommittee recommendations. The subcommittee met three additional times in March, resulting in recommended revision to Design for Bainbridge in order to improve the pre-application and DRB review process.

April 22, 2021: Staff incorporated changes from the March 11 meeting into draft Ordinance 2021-12, including clarification of Planning Commission and DRB roles in the preapplication conference, added references to Resolution 2021-07 with regard to the updated public participation meeting process, and deletion of the process flow chart from BIMC 2.16. An updated flow chart is proposed to be added to Design for Bainbridge, and additional guidance for applicants is planned for the Design for Bainbridge web page currently under construction.

At the conclusion of the study session Planning Commission directed staff to reconvene the DRB/PC subcommittee to explore scaling back the proposed Design for Bainbridge revisions, including applicant submittal requirements for each DRB meeting.

May 13, 2021: Staff briefed the Planning Commission on subcommittee progress, including discussion of the revised process flowchart.

May 27, 2021: The Planning Commission conducted a final study session and directed staff to schedule the public hearing for June 10, 2021.

June 10, 2021: Originally scheduled public hearing moved to July 8 due to staff error in public hearing documents. in lieu of public hearing, additional Planning Commission and Design Review Board recommendations were received on final draft ordinance.

ATTACHMENTS:

ORDINANCE NO. 2021-12

AN ORDINANCE of the City of Bainbridge Island, Washington, amending BIMC 2.16.020, 2.16.040, 2.16.070, 2.16.110, 2.16.125, and 18.18 related to improving the early phases of the land use permitting process.

WHEREAS, in mid-2020, Design Review Board members identified the need for more detailed background information prior to holding a Conceptual Review Meeting on early development proposals; and

WHEREAS, on August 17, 2020 the Design Review Board began formal discussion of Design Review Board role and changing the pre-application process; and

WHEREAS, the Design Review Board appointed a subcommittee to continue more detailed work on proposed process revisions; and

WHEREAS, on June 22, 2020, the City Council formed a City Council and Planning Commission joint land use subcommittee (subcommittee) directed by the Council to, among other things, develop a process and list for undertaking work on priorities for land use code revisions; and

WHEREAS, the subcommittee's first phase of work included identifying urgent land use code changes; and

WHEREAS, the City Council endorsed beginning work on this first phase of work at their meeting on October 13, 2020; and

WHEREAS, on October 19, 2020 the Design Review Board reviewed the subcommittee draft proposed process revisions and made recommendations to reorder required meetings for projects that require Site Plan and Design Review and a Pre-application Conference such that the Preapplication conference is the first step, prior to Design Review Board Conceptual Review and Design Guidance meetings; and

WHEREAS, the Planning Commission considered the proposed changes on October 29, 2020 and separated the land use code changes into two phases, with the second phase including improvements to the preapplication process and the role of the Design Review Board and Planning Commission; and

WHEREAS, two Planning Commissioners joined the existing three member Design Review Board subcommittee to continue development of specific code improvements related to the preapplication phase of the land use permitting process; and

WHEREAS, on December 9 and 16, 2020 the newly formed Planning Commission/Design Review Board subcommittee reviewed and finalized proposed recommended revisions to the preapplication process revision recommendations; and

WHEREAS, the Design Review Board completed their initial review and recommended code changes on April 19, 2021 and continued communicating revisions to staff until June 30, 2021; and

WHEREAS, the Planning Commission discussed the Ordinance No. 2021-12 on March 11, April 22, May 13, May 27 and June 10, 2021; and

WHEREAS, the Planning Commission held a public hearing on this ordinance, Ordinance No. 2021-12 on July 8, 2021, and after closing the public hearing, made a recommendation of approval of Ordinance No. 2021-12 to the City Council; and

WHEREAS, notice was given on **XXXX**, 2021, to the Office of Community Development at the Washington State Department of Commerce in conformance with RCW 36.70A.106; and

WHEREAS, the City Council considered this ordinance at its meeting on XXX, 2021; and

WHEREAS, the City Council considered Ordinance No. 2021-12 further on XXXX, 2021, *holding a public hearing on the ordinance, and after closing the public hearing, further discussed the ordinance.*

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

Section 1. Section 2.16.020.F of the Bainbridge Island Municipal Code is hereby amended to read as follows:

1. The Design Review Board shall review and make recommendations on all land use applications as set forth in this section. This design process reflects a collaborative effort between an applicant, the Design Review Board, and the community to better incorporate the vision of the city as outlined in the adopted design standards and guidelines.

2. Subsequent to submittal of preapplication materials, the Board shall review a proposal for conformance with applicable design standards and guidelines. The Board's written recommendations shall be included in the staff report transmitted to the Planning Commission.

Section 2. Section 2.16.020.I of the Bainbridge Island Municipal Code is hereby amended to read as follows:

2. The preapplication conference is an informal discussion between a potential applicant and city staff. A preapplication conference shall not include extensive field inspection or correspondence. The purpose of

the preapplication conference is to assist the applicant by identifying the following:

- a. Requirements for submittal, including types of permits necessary to complete the proposal and whether SEPA review is required, pursuant to the State Environmental Policy Act (SEPA), Chapter RCW 43.21. RCW.
- b. Compliance with applicable city plans, Comprehensive Plan goals and policies, codes, guidelines and possible revisions to the proposed project that will enhance the proposal with respect to these requirements.
- c. Required plans, studies, reports, and/or other materials specific to the proposal that will provide necessary information for staff to review the project.
- d. Whether or not the project will likely qualify as a housing design demonstration project, and/or feedback about how to qualify, if applicable.

5. Applications requiring Design Review Board review shall be first reviewed at a department facilitated preapplication conference and followed up by a summary letter that provides application submittal requirements, as described in this section. The applicant shall then meet with the Design Review Board to discuss the design concept and proceed through the design review process.

The preapplication conference application shall be provided to the Design Review Board and the Planning Commission. Up to two members of the Design Review Board and the Planning Commission may attend the preapplication conference with the intent of listening and reporting the proposal to the full Design Review Board and Planning Commission at a subsequent meeting.

6. The review process for long subdivisions, major site plan and design review permits, and major conditional use permits shall include a public participation meeting following the procedures outlined in Resolution No. 2021-07. The meeting will be held after the Design Review Board Concept Review, during the project proposal phase.

7. An applicant shall arrange for a preapplication conference by submitting forms and plans as required in the administrative manual, and the Design for Bainbridge appendices where design review is required.

Section 3. Section 2.16.020.S.3 of the Bainbridge Island Municipal Code is hereby amended to read as follows:

3. Review and Approval Process. Housing design demonstration project applications shall be reviewed as specified in the same manner as other applications for the same type of underlying land use permit (see BIMC 2.16.030 through 2.16.210), with additional review steps done in the order outlined in BIMC 2.16.040 (site plans and design review), 2.16.070 (short subdivisions), 2.16.110 (major conditional use permits) and 2.16.125 (preliminary long subdivisions) and as outlined in this subsection.

~~b. Public Participation Program. The applicant is required to participate in one or more community meetings, either through (i) the city's public participation program following the procedures outlined in Resolution Nos. 2010-32 and 2001-11, or (ii) an equivalent public meeting that includes participation by city staff, as approved by the director. [Note: The PPM is now addressed via revisions to subsection 3 above. The remaining subsections shall be re-lettered accordingly.]~~

Section 4. Section 2.16.040.D of the Bainbridge Island Municipal Code is hereby amended to read as follows:

D. Review Procedures – Project Proposal Phase. Review of site plan and design review proposals shall include all of the following in the order listed:

1. Preapplication Conference. The applicant shall participate in a preapplication conference in accordance with the provisions and requirements in BIMC 2.16.020.I.
2. Conceptual Review. The Conceptual Review will be held at a meeting of the Design Review Board. The applicant will present a short project description, zoning summary, and a thorough narrative of design context in accordance with the *Design for Bainbridge* manual and appendices. This meeting is a means of providing feedback on projects in their earliest stages before applicants are committed to a particular design. The Conceptual Review is an opportunity to ensure that the applicant understands the design review process, and the design standards and guidelines. This early touch allows the Design Review Board and applicant to consider optional concepts for a project that may be better suited to the Island community, to dialogue in an informal manner with the applicant, and review the design standards and guidelines applicable to the project. Project design submittal requirements are described in the *Design for Bainbridge* appendices.
3. Public Participation Meeting. As part of the project proposal phase,

applicants are required to participate in a community meeting through the city's public participation program at a Planning Commission meeting and as outlined in Resolution No. 2021-07. The Public Participation Meeting is a meeting of citizen engagement, and the applicant's opportunity to respond to questions, comments, and assessments of the proposed project. A second Public Participation Meeting may be required if significant project changes occur after completion of the Design Guidance Review.

4. Design Guidance Review. The Design Guidance Review will be held at a meeting of the Design Review Board. The Design Guidance Review meeting is intended to provide input and guidance to an applicant that the proposed project is responding adequately to the *Design for Bainbridge* standards and guidelines, including recommendations for how the project could be revised to achieve greater consistency. The applicant shall also make known the potential need and rationale for any departure from the design standards and guidelines. The design submittal requirements are described in the *Design for Bainbridge* appendices. Additional design guidance review may be required if significant project changes occur after the initial Design Guidance Review.

5. Final Design Review and Recommendation. The Design Review Board reviews and makes a final determination of project consistency with *Design for Bainbridge* standards and guidelines. The Design Review Board will forward written findings, their determination of the project's consistency with the standards and guidelines, the design guideline checklist, and their recommendation, including any conditions, to the staff planner. Any condition attached to a recommendation must be intended to achieve consistency with one or more specific standards or guidelines. The Design Review Board's written findings will be included in the staff report transmitted to the director or Planning Commission. The Design Review Board shall recommend approval, approval with conditions or departures, or denial. A Design Review Board recommendation is not a final decision and therefore there is no appeal of the recommendation. The Planning Commission may determine that additional design review is required if significant project changes occur following the Final Design Review and Recommendation.

Section 5. Section 2.16.070.D of the Bainbridge Island Municipal Code is hereby amended to read as follows:

D. Review Procedures – Project Proposal Phase. Review of short subdivision proposals shall include all of the following in the order listed, except that the division or redivision of land into two lots shall not be required to comply with subsections D.2 and D.3 of this section:

1. Preapplication Conference. The applicant shall participate in a preapplication conference in accordance with the provisions and

requirements in BIMC 2.16.020.I.

2. Conceptual Review. The Conceptual Review will be held at a meeting of the Design Review Board. The applicant will present a short project description, zoning summary, and a thorough narrative of design context in accordance with the *Design for Bainbridge* manual and appendices. This meeting is a means of providing feedback on projects in their earliest stages before applicants are committed to a particular design. The Conceptual Review is an opportunity to ensure that the applicant understands the design review process, and the design standards and guidelines. This early touch allows the Design Review Board and applicant to consider optional concepts for a project that may be better suited to the Island community, to dialogue in an informal manner with the applicant, and review the design standards and guidelines applicable to the project. Project design submittal requirements are described in the *Design for Bainbridge* appendices.

3. Public Participation Meeting. As part of the project proposal phase, applicants are required to participate in a community meeting through the city's public participation program at a Planning Commission meeting and as outlined in Resolution No. 2021-07. The Public Participation Meeting is a meeting of citizen engagement, and the applicant's opportunity to respond to questions, comments, and assessments of the proposed project. A second Public Participation Meeting may be required if significant project changes occur after completion of the Design Guidance Review.

4. Design Guidance Review. The Design Guidance Review will be held at a meeting of the Design Review Board. The Design Guidance Review meeting is intended to provide input and guidance to an applicant that the proposed project is responding adequately to the *Design for Bainbridge* standards and guidelines, including recommendations for how the project could be revised to achieve greater consistency. The applicant shall also make known the potential need and rationale for any departure from the design standards and guidelines. The design submittal requirements are described in the *Design for Bainbridge* appendices and the administrative manual and include documentation of the four-step design process, schematic design, and completed subdivision design guidelines checklist. The four-step design process includes:
 - a. Delineate Natural Space. The applicant shall prioritize natural resources on the site in terms of their highest to least appropriateness for inclusion in the proposed natural area. On the basis of those priorities and practical considerations given to the site's configuration, its context in relation to natural areas on adjoining and neighboring properties, and the applicant's subdivision objectives, natural space shall be delineated in a manner clearly indicating boundaries as well as the types of resources. The amount of natural space required is provided in Chapter 17.12 BIMC.

- b. Locate Homesites and Community Space. After delineating natural space, homesite areas and community space shall be identified (a “sketch” diagram is acceptable), using the site analysis and context maps produced for the conceptual proposal review meeting as a base map. The amount of community space required is provided in Chapter 17.12 BIMC.
- c. Define Access. After locating the natural space, homesites, and community space, the access network shall be defined. The access network shall provide a safe, convenient, and efficient system for vehicular, pedestrian and bicycle circulation and minimize impacts on proposed natural space.
- d. Draw Lot Lines. Upon completion of the preceding three steps, draw lot lines to delineate the boundaries of individual lots.

Additional design guidance review may be required if significant project changes occur after the initial Design Guidance Review.

- 5. Final Design Review and Recommendation. The Design Review Board reviews and makes a final determination of project consistency with *Design for Bainbridge* standards and guidelines. The Design Review Board will forward written findings, their determination of the project’s consistency with the standards and guidelines, the design guideline checklist, and their recommendation, including any conditions, to the staff planner. Any condition attached to a recommendation must be intended to achieve consistency with one or more specific standards or guidelines. The Design Review Board’s written findings will be included in the staff report transmitted to the director or Planning Commission. The Design Review Board shall recommend approval, approval with conditions or departures, or denial. A Design Review Board recommendation is not a final decision and therefore there is no appeal of the recommendation. The Planning Commission may determine that additional design review is required if significant project changes occur following the Final Design Review and Recommendation.

Section 6. Section 2.16.110.D of the Bainbridge Island Municipal Code is hereby amended to read as follows:

D. Review Procedures – Project Proposal Phase. Review of major conditional use permit proposals shall include all of the following in the order listed:

- 1. Preapplication Conference. The applicant shall participate in a preapplication conference in accordance with the provisions and requirements in BIMC 2.16.020.I.
- 2. Conceptual Review. The Conceptual Review will be held at a meeting of the Design Review Board. The applicant will present a short project description, zoning summary, and a thorough narrative of design context in accordance with the *Design for Bainbridge* manual and appendices. This meeting is a means of

providing feedback on projects in their earliest stages before applicants are committed to a particular design. The Conceptual Review Meeting is an opportunity to ensure that the applicant understands the design review process, and the design standards and guidelines. This early touch allows the Design Review Board and applicant to consider optional concepts for a project that may be better suited to the Island community, to dialogue in an informal manner with the applicant, and review the design standards and guidelines applicable to the project. Project design submittal requirements are described in the administrative manual and include a statement of intent, site analysis, and context map. An applicant may request a waiver from the conceptual proposal review if the applicant demonstrates knowledge and understanding of the city's permit processing procedures.

3. **Public Participation Meeting.** As part of the project proposal phase, applicants are required to participate in a community meeting through the city's public participation program at a Planning Commission meeting and as outlined in Resolution No. 2021-07. The Public Participation Meeting is a meeting of citizen engagement, and the applicant's opportunity to respond to questions, comments, and assessments of the proposed project. A second Public Participation Meeting may be required if significant project changes occur after completion of the Design Guidance Review.

4. **Design Guidance Review.** The Design Guidance Review will be held at a meeting of the Design Review Board. The Design Guidance Review meeting is intended to provide input and guidance to an applicant that the proposed project is responding adequately to the *Design for Bainbridge* standards and guidelines, including recommendations for how the project could be revised to achieve greater consistency. The applicant shall also make known the potential need and rationale for any departure from the design standards and guidelines and construction standards and specifications. Submittal requirements are described in the administrative manual and include a schematic design and completed design guidelines checklist. Additional design guidance review may be required if significant project changes occur after the initial Design Guidance Review.

5. **Final Design Review and Recommendation.** The Design Review Board reviews and makes a final determination of project consistency with *Design for Bainbridge* standards and guidelines. The Design Review Board will forward written findings, their determination of the project's consistency with the standards and guidelines, the design guideline checklist, and their recommendation, including any conditions, to the staff planner. Any condition attached to a recommendation must be intended to achieve consistency with one or more specific standards or guidelines. The Design Review Board's written findings will be included in the staff report transmitted to the director or Planning Commission. The Design Review Board shall recommend approval, approval with conditions or departures, or denial. A Design Review Board

recommendation is not a final decision and therefore there is no appeal of the recommendation. The Planning Commission may determine that additional design review is required if significant project changes occur following the Final Design Review and Recommendation.

Section 7. Section 2.16.125.D of the Bainbridge Island Municipal Code is hereby amended to read as follows:

D. Review Procedures – Project Proposal Phase. Review of long subdivision proposals shall include all of the following in the order listed:

1. Preapplication Conference. The applicant shall participate in a preapplication conference in accordance with the provisions and requirements in BIMC [2.16.020.I](#).
2. Conceptual Review. The Conceptual Review will be held at a meeting of the Design Review Board. The applicant will present a short project description, zoning summary, and a thorough narrative of design context in accordance with the *Design for Bainbridge* manual and appendices. This meeting is a means of providing feedback on projects in their earliest stages before applicants are committed to a particular design. The Conceptual Review is an opportunity to ensure that the applicant understands the design review process, and the design standards and guidelines. This early touch allows the Design Review Board and applicant to consider optional concepts for a project that may be better suited to the Island community, to dialogue in an informal manner with the applicant, and review the design standards and guidelines applicable to the project. Project design submittal requirements are described in the *Design for Bainbridge* appendices and administrative manual, and include a statement of intent, site analysis, and context map. An applicant may request a waiver from the conceptual proposal review meeting if the applicant demonstrates knowledge and understanding of the city’s permit processing procedures.
3. Public Participation Meeting. As part of the project proposal phase, applicants are required to participate in a community meeting through the city’s public participation program at a Planning Commission meeting and as outlined in Resolution No. 2021-07. The Public Participation Meeting is a meeting of citizen engagement, and the applicant’s opportunity to respond to questions, comments, and assessments of the proposed project. A second Public Participation Meeting may be required if significant project changes occur after completion of the Design Guidance Review.
4. Design Guidance Review. The Design Guidance Review will be held at a meeting of the Design Review Board. The Design Guidance Review meeting is intended to provide input and guidance to an applicant that the proposed project is responding adequately to the *Design for Bainbridge* standards and guidelines, including recommendations for how the project

could be revised to achieve greater consistency. The applicant shall also make known the potential need and rationale for any departure from the design standards and guidelines. The design submittal requirements are described in the *Design for Bainbridge* appendices and the administrative manual and include documentation of the four-step design process, schematic design, and completed subdivision design guidelines checklist. The four-step design process includes:

- a. Delineate Natural Space. The applicant shall prioritize natural resources on the site in terms of their highest to least appropriateness for inclusion in the proposed natural area. On the basis of those priorities and practical considerations given to the site's configuration, its context in relation to natural areas on adjoining and neighboring properties, and the applicant's subdivision objectives, natural space shall be delineated in a manner clearly indicating boundaries as well as the types of resources. The amount of natural space required is provided in Chapter [17.12](#) BIMC.
- b. Locate Homesites and Community Space. After delineating natural space, homesite areas and community space shall be identified (a "sketch" diagram is acceptable), using the site analysis and context maps produced for the conceptual proposal review meeting as a base map. The amount of community space required is provided in Chapter [17.12](#) BIMC.
- c. Define Access. After locating the natural space, homesites, and community space, the access network shall be defined. The access network shall provide a safe, convenient, and efficient system for vehicular, pedestrian and bicycle circulation and minimize impacts on proposed natural space.
- d. Draw Lot Lines. Upon completion of the preceding three steps, draw lot lines to delineate the boundaries of individual lots.

Additional design guidance review may be required if significant project changes occur after the initial Design Guidance Review.

5. Final Design Review and Recommendation. The Design Review Board reviews and makes a final determination of project consistency with *Design for Bainbridge* standards and guidelines. The Design Review Board will forward written findings, their determination of the project's consistency with the standards and guidelines, the design guideline checklist, and their recommendation, including any conditions, to the staff planner. Any condition attached to a recommendation must be intended to achieve consistency with one or more specific standards or guidelines. The Design Review Board's written findings will be included in the staff report transmitted to the director or Planning Commission. The Design Review Board shall recommend approval, approval with conditions or departures, or denial. A Design Review Board recommendation is not a final decision and therefore there is no appeal of the recommendation. The Planning Commission may determine that additional

design review is required if significant project changes occur following the Final Design Review and Recommendation.

Section 8. Subsections 2.16.040.E.4, 2.16.070.E.4, 2.16.110.E.2, and 2.16.125.E.4 are hereby deleted, and each section is renumbered accordingly. [NOTE: Final Design Review and Recommendation is moved from the project application phase (subsection E) to the project proposal phase (subsection D) in accordance with Sections 4-7 above.]

Section 9. Section 18.18.030 of the Bainbridge Island Municipal Code is hereby amended as shown in Exhibit A **DESIGN GUIDELINES (DESIGN FOR BAINBRIDGE) PLACEHOLDER**, Exhibit B **PROCESS FLOW CHART PLACEHOLDER**, and to read as follows:

Sections:

- 18.18.010 Applicability.
- 18.18.020 Promoting sustainable development.
- 18.18.030 Specific design regulations, standards, and guidelines.

18.18.010 Applicability. All development, exterior renovation and redevelopment shall comply with the following regulations, standards, and guidelines, as applicable. In some cases, design standards in this chapter may be waived or modified through the housing design demonstration program in BIMC 2.16.020.S.

18.18.030 Specific design standards and guidelines. All development subject to design review shall comply with the requirements of the Bainbridge Island design review standards and guidelines, “Design for Bainbridge”. In the event of a conflict between two or more design standards or regulations, the Bainbridge Island design review standards and guidelines, “Design for Bainbridge”, shall apply.

Section 10. 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 XX day of XXX, 2021.

APPROVED by the Mayor this XX day of XXX, 2021.

Rasham Nassar, Mayor

ATTEST/AUTHENTICATE:

Christine Brown, CMC, City Clerk

FILED WITH THE CITY CLERK:	XXX, 2021
PASSED BY THE CITY COUNCIL:	XXX, 2021
PUBLISHED:	XXX, 2021
EFFECTIVE DATE:	XXX, 2021
ORDINANCE NUMBER:	2021-12

Exhibit A *Design for Bainbridge* Revisions

*[Note: Framework Consultants will incorporate Exhibit A revisions to *Design for Bainbridge*]*

Pp. 10-11, Design Review Process

Revisions: Updated and re-ordered meeting descriptions

NOTE: See Appendix A for submittal requirements for each individual meeting below.

1. Preapplication Conference. The Preapplication conference with City staff is intended to provide information to the applicant in response to the submittal of a preliminary site plan and a conceptual design for the project, showing how it responds to site characteristics and the context of neighboring uses. City staff shall identify potential issues/concerns related to applicable City development regulations and standards including, but not limited to, zoning, environmental, utilities, transportation and stormwater regulations, relevant Comprehensive Plan goals and policies, and relevant goals and principles from *Design for Bainbridge*.

City staff shall ensure that the applicant is aware of the standards and criteria involved in review and approval of the project, both in the Bainbridge Island Municipal Code and the *Design for Bainbridge* manual. Planning staff shall prepare a summary letter detailing the pre-application guidance, to be provided to the applicant and the Design Review Board. See Appendix A below for a complete list of design related submittal requirements, in addition to other requirements in the Administrative Manual.

2. Conceptual Review. The Conceptual Review meeting is an applicant-led narrative to present site-specific conditions and contextual considerations for the design of development on site. This discussion is intended to inform strategies for site planning and massing that respond sensitively to the neighborhood context and the public realm as described in *Design for Bainbridge*. The six Goals and Principles listed in Chapter 1 serve as a useful narrative outline. (See Appendix A for a complete list of submittal requirements).

3. Public Participation Meeting. Following the Conceptual Review meeting, the applicant will make a formal and complete presentation of their concept(s) to the public at a Planning Commission meeting, providing the applicant an opportunity to respond to questions and comments from the public and Planning Commissioners before the Design Review Board conducts its design guidance review. A second Public Participation Meeting may be required if significant project changes occur after completion of the Design Guidance Review Meeting.

4. Design Guidance Review. Design guidance review meetings include applicant-led presentations at which the Design Review Board will offer guidance to applicants. The purpose of these meetings is to determine, with reference to the *Design for Bainbridge* manual, how the proposed alternatives fit the surrounding context, with a focus on the development's program, uses, site plan, and massing. The Board will also consider any requested departures, the rationale for those departures and their consistency with the intent and principles of the standards and guidelines. See Appendix A for a complete list of submittal requirements. Additional design

guidance review may be required if significant project changes occur after the initial Design Guidance Review Meeting.

5. Final Design Review and Recommendation. At this meeting, the Board will complete the review of final drawings and the DRB worksheet for compliance with Design Standards and Design Guidelines and ensure that the project reflects any required changes recommended by the Board, as listed in the project worksheet. The Board will document its findings and ~~transmit~~ issue a signed written recommendation. The Board's recommendation may include conditions to ensure compliance with all standards. If a majority of the Board members find that standards essential to the project's success have not been met, the Board shall recommend denial of the project. See Appendix A for a complete list of submittal requirements. The Planning Commission may determine that additional design review is required if significant project changes occur following the Final Design Review and Recommendation Meeting.

P. 11 Discussion Topics & Materials.

Revision: Replace existing 4-step chart below with revised project review flow chart (Exhibit B)



Pp. 12-14, Submittal Requirements.

Revision: Replace existing submittal requirements (summary snip below) with expanded meeting submittal requirements (new Appendix A, below) and additional graphic illustrations of site plans and building elevations (new Appendix B, below).

Submittal Requirements

1 Conceptual Proposal Review

Preliminary Development Program (Optional)

2 Design Guidance Review

a. Vision statement & design intent;

Conceptual site plan & massing cross section



3 Pre-Application Conference

a. Illustrative site plan, including:

d. Sun/shadow graphic analysis;

Misc. additional Design for Bainbridge text revisions and clarifications. Note: Framework Consulting to review for final pagination when updating document.

General: Conduct word search for “design guidelines” and change to “design standards”, except when referring to actual guidelines.

P.3 Change “Values and Principles” to “Goals and Principles”

P.5 “Design Standards vs. Guidelines” paragraph: Bold “**For a project to be approved, it must comply with all applicable design standards...**” (line 8)

P.6 “Relationship to Other Regulations, and Permit Review” paragraph: Insert additional references to BIMC where applicable (e.g. Critical Areas, Shoreline Master Program references).

P.6 “Departures” paragraph: Delete “Departures shall be reviewed concurrently with an application...” (paragraph 2, second sentence), and delete “~~administrative~~ departures” (paragraph 2, third sentence)

P.7 “Definitions”: Add reference to complete list of BIMC definitions in introductory sentence.

Pp.12-14 (Submittal requirements): Add language to each introductory section emphasizing necessity for applicant to *present* project to Design Review Board.

P.16 Ch. 3 Context Analysis introductory sentence: Bold “**Context analysis is a prerequisite for application of Design Standards and Design Guidelines.**”

P. 21 Ch. 4 Design Standards and Guidelines, introductory sentence: “In combination with the Context Analysis in Chapter 3, the Design Standards in Chapters 4 and 7 establish the minimum requirements in Design for Bainbridge necessary to take advantage of the opportunities of the surrounding context and site while contributing to the neighborhood.”

P.41 B5 Heading: “Use ~~high-~~ durable, quality materials and well-crafted details.”

P.49 Ch. 5, Street Types and Frontages: Break introductory paragraph into two paragraphs and insert reference to “Street Types” map on p.50.

P.65 Vegetated Buffer illustration: Revise “~~Setback~~ 25-50 feet” to “Buffer 25-50 feet” to clarify intent of illustration.

P.67 Subdivision Guidelines: Bold introductory sentence “**The subdivision guidelines in this chapter and the green street guidelines in the previous chapter support implementation of the City’s subdivision standards in BIMC 17.12.**”

P.70 Homesite Design guideline, “Intent” sentence: “To efficiently configure building footprint(s) and allowed uses within a homesite~~s~~.”

Revision: Insert new appendix A

Appendix A: Design Review Board – Documents Required for Review

Minimum Document Format: All submittal drawings and revisions shall be submitted at each meeting as a complete package, whether only one or multiple sheet changes.

The first page of every submittal package must show the Project Name, Permit Number, and Applicant Name. Each sheet must include Page# of #, submittal date, and a legible description of sheet contents.

Preapplication Conference

1. Project Zoning Summary (See Sample)
2. Context Analysis Map – Existing property including surrounding uses (See Sample)
3. Site Photos – up to 500’ from property (optional)
4. Conceptual Site Analysis (topography, physical and natural features on site, trees >6” dbh) (See Sample)

5. Conceptual Site Plan (including pedestrian, vehicular access, architectural massing concept)
(See Sample)

Meeting #1: Conceptual Review Meeting

1. Project description and design narrative (see sample)
2. Project zoning summary (see sample)
3. Basic site analysis describing appropriateness of proposed use for the subject property
4. Context map showing property and surrounding uses (google maps minimum) (see sample)
5. Photos of the site and surrounding area up to 500 ft from property
6. Conceptual site plan(s) (see sample)
7. Development program (e.g. residential, live/work, retail, office, number of parking stalls) (see sample)

Meeting #2: Design Guidance Review Meeting

A. Context Analysis including:

1. aerial photo (Google Earth Image is sufficient) and streetscape photos with streets and site boundaries indicated.
2. vicinity map showing existing conditions including adjacent structures, uses and zoning up to 500 feet from property lines.
3. documents, photos, maps etc., that respond to Chapter 3: Context Analysis Pgs. 17-20 of the Design For Bainbridge 2019
4. applicant shall refer to Context Analysis (C-1 through C-6) in the Design for Bainbridge book.

B. Design Standards Worksheet (DRAFT) previously recommended during meeting #1.

Review Design for Bainbridge Standards:

1. Site Design Standards (S-1 through S-5)
2. Public Realm Standards (P-1 through P-6)
3. Building Design Standards (B-1 through B-5)
4. Landscape Standards (L-1 through L-6)

C. Preliminary Drawings:

I. Site plan:

- a. roadways, traffic patterns, parking areas, vehicular, pedestrian, and bicycle circulation on the site, trails, facilities, proposed infrastructure, including vehicle and bicycle batter charging provisions.
- b. estimates of square footage provided/allowed for commercial space and/or residential units.
- c. estimates of landscape area provided/required.
- d. estimates of parking spaces provided/required.

- e. location and description of mechanical, accessory or trash/recycle structures on site.
 - f. location of adjacent buildings and features located on the site perimeter within 100 feet.
 - g. relationship of proposed development to significant site features and trees
 - h. all known easements on-site and within 100 feet of property lines shall be identified.
 - i. all known utilities above and below ground shall be identified.
 - j. separate drawing showing color code uses proposed including but not limited to buildings, landscaping, community spaces, natural areas, and other uses.
- II. Landscape plan including:
- a. streetscape and landscape elements
 - b. bike racks, benches, fire pits, pea patches, outdoor playground areas.
 - c. list of plant materials used.
- III. Building elevations (all four sides of proposed building) showing relative scale to neighboring properties
- IV. Floor Plan(s) includes:
- a. ground floor/ entrance plan(s), showing the ground floor uses.
 - b. roof plan of new structures – including pre-wire for solar panels if none provided.
 - c. locations of entrances, outdoor areas, and vehicular access to the structure.
 - d. building locations, secured bicycle storage, courtyards, setbacks.
- V. Site Sections include:
- a. site sections extending to adjacent buildings within 100 feet of the property line.
 - b. section through the most critical area of the structure(s) with property lines, preliminary floor to floor heights, overall height, and spot elevations noted.
- VI. Building Elevations include:
- a. eye level perspective from major street location.
 - b. elevations of each structure and of adjacent structures in context.
 - c. identification and discussion of material and color selections identification and discussion of mechanical screens and venting locations.
- VII. Preliminary Axiomatic drawings include:
- a. aerial perspective depicting entire project and adjacent buildings in context.
- D. Residential Subdivisions: Documentation of the four-step design process (BIMC 2.16.070.D, Short Subdivisions or BIMC 2.16.125.D, Preliminary Long Subdivisions)

Meeting #3: Final Design Review and Recommendation Meeting

1. Completed Design Standards Worksheet with comments from both the applicant and DRB.

2. Context Analysis (from Design Guidance meeting) :
3. Full Summary and rationale for all requested departures from Design Standards identified in Design for Bainbridge 2019.
4. Final Drawings and Plans Required:
Move items below to the right
 - A. Site Plan
 1. all streets and property lines with dimensions.
 2. final roadways, parking areas, vehicular and pedestrian circulation on the site.
 3. final location and description of mechanical, accessory or trash structures on site.
 4. location of adjacent buildings and features located on the site perimeter.
 5. significant existing trees that are to be saved on the site and basic landscape features.
 6. adjacent buildings and features within 500 feet of the site or across the street.
 7. final square footage provided/allowed for commercial space and/or residential units.
 8. final landscape area provided/required.
 9. final parking spaces provided/required.
 - B. Landscape Plan Includes:
 1. streetscape and landscape elements
 2. bike racks, benches, fire pits, outdoor playground areas.
 3. final selection of existing trees and plants incorporated into the landscape design.
 - C. Floor Plan (s) includes:
 1. final Plans showing uses for all floors.
 2. final design for all entrances, outdoor areas, and vehicular access to the structure.
 3. final design for building modulation indicating setbacks with dimensions and changes in material.
 4. adjacent building locations, courtyards, setbacks, ground floor uses and section references.
 - D. Sections includes:
 1. final transverse and longitudinal sections through the entire site extending 100 feet past the property line to adjacent buildings or buildings across a roadway. (These sections can include the “b” sections that follow.)
 2. final transverse and longitudinal sections through each structure with property lines, floor to floor heights, overall height, and spot elevations noted.
 - E. Elevations include:
 1. final elevations of each structure including exterior mechanical screens, venting locations and adjacent structures in context.
 2. final material and color notes as needed for clarification.
 3. scale figures and transparent street trees or planned landscaping.
 4. final roof plan of new structures and their proposed entrances.
 - F. Renderings: Change below to 1, 2, 3 and move left

- A. eye level perspective renderings from two opposite street locations.
- B. at least one depicting entire project with adjacent buildings in context.
- C. optional: video fly-through project

G. Preliminary Exterior Lighting Plan:

- 1. final location of exterior lights and indication of light spillage at night.
- 2. description, images, color and finish of selected fixtures.

H. Materials and Colors: Change below to 1, 2, 3

- 3. Final color and material board(s) with accurate reference to drawings.
- 4. Final landscape color and material board(s) with accurate reference to drawings.
- 5. Critical materials should have samples provided for the review meeting.

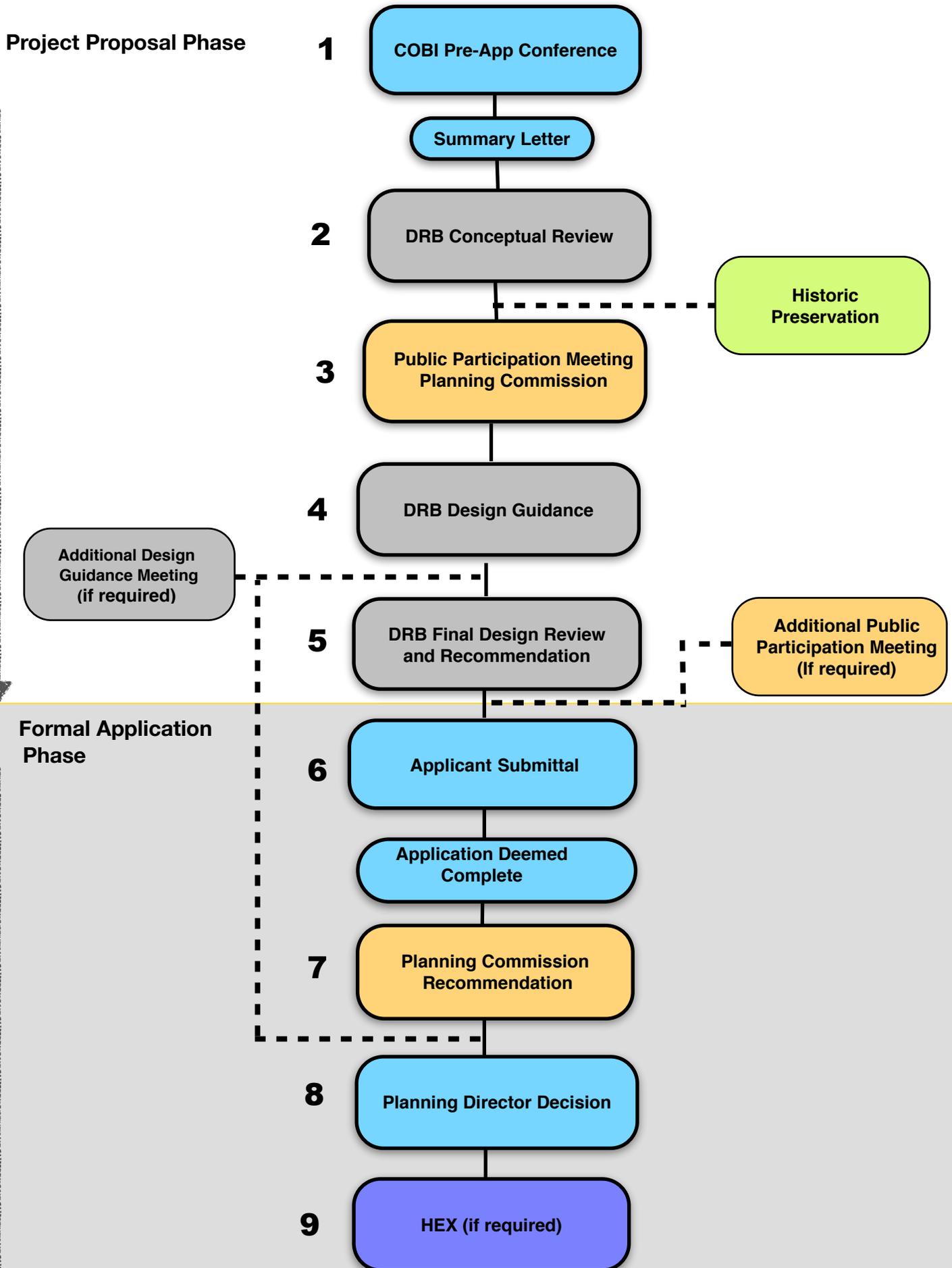
Revision: Insert new Appendix B [Placeholder]

Appendix B: Sample Site Plans and Building Elevations

Revision: Insert new Appendix C [Placeholder]

Appendix C: Design for Bainbridge Worksheet

COBI PROJECT REVIEW CHART. DRAFT 7.1.21



RESOLUTION NO. 2021-07

A RESOLUTION of the City of Bainbridge Island, Washington, to amend the City's public participation program.

WHEREAS, in 2001, the City Council adopted Resolution No. 2001-11 establishing a voluntary public participation program in order to inform citizens of proposed projects in their neighborhood, and to provide the development community with an awareness of public concerns; and

WHEREAS, in 2010, the City Council adopted Resolution No. 2010-32 to adopt a mandatory public participation program; and

WHEREAS, in 2018, the City Council approved Ordinance No. 2018-08, which moved public participation meetings from special city meetings, sometimes within neighborhoods to the Planning Commission; and

WHEREAS, in 2020, the City Council directed staff to work with the Planning Commission to modify the Pre-application process; and

WHEREAS, after holding public participation meetings for a few years, the Planning Commission identified the need to amend the public participation program to include a broader audience; to solidify their role in the process, and to ensure that the community is receiving accurate and timely information; and

THE CITY COUNCIL OF THE CITY OF BAINBRIDGE ISLAND, WASHINGTON, DOES RESOLVE AS FOLLOWS:

The City Council of the City of Bainbridge Island, Washington, approved the amendment to the public participation program. The program will be administered by the Department of Planning and Community Development in coordination with the Planning Commission and is described in Exhibit A attached hereto and made a part hereof by the reference.

PASSED by the City Council this X day of August, 2021.

APPROVED by the City Council this X day of August, 2021.

ATTEST/AUTHENTICATE:

Christine Brown, City Clerk

FILED WITH THE CITY CLERK:
PASSED BY THE CITY COUNCIL:
RESOLUTION NO:

2021-07

THE CITY OF BAINBRIDE ISLAND PUBLIC PARTICIPATION PROGRAM

Purpose: The program is intended to bring developers, community members, City Staff and the Planning Commission together in the pre-application process, so that the residents and Planning Commission can learn about any proposed developments in their community and the applicant can be aware of their concerns, if any.

Format: The meetings are to be held at the Planning Commission. The Planning Commission is to provide opening remarks, followed by the staff planning lead describing the project and where it is in the review process. Following the Planning Commission and Staff introductions, the applicant is to provide an overview with visuals of the project. The meeting is then followed by questions and comments from the public and responses from the applicant and/or staff. Following the Q & A, the Planning Commission provides comments and suggestions based on the Municipal Code and the Comprehensive Plan.

Notice: The City shall provide a notice with a brief description of the proposal and make site plans and the pre-application letter available to the public. The City shall use various, available methods to provide notice to reach and engage the broader community to include at a minimum 1) a 500' mailing from the project site, and advertisement in the local paper and 3) other popular means employed by the City including but not limited to the City Manager Report (or its successor) and the City's primary calendar. The City shall also notify the Design Review Board members of the meeting date.

Post Meeting: The meeting video and/or minutes shall be made available after the meeting to the public.

Need for Additional Public Participation Meeting: If there are substantial changes made to the project after a public participation meeting, the applicant may be required to attend an additional public participation meeting. The decision shall be made by the director in coordination with the planning commission chair.

EXHIBIT A



CITY OF
BAINBRIDGE ISLAND

Planning Commission Special Meeting Agenda Bill

MEETING DATE: July 8, 2021

ESTIMATED TIME: 10 Minutes

AGENDA ITEM: (6:45 PM) - BIMC Chapter 16.18. Tree Removal, Forest Stewardship and Vegetation Maintenance re: an exemption from a permit for defensible space

AGENDA CATEGORY: Ordinance

PROPOSED BY: Heather Wright

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

PREVIOUS COUCIL REVIEW DATE(S):

RECOMMENDED MOTION:

Forward Section 16.18.040.H to the City Council for immediate action.

SUMMARY:

The Planning Commission held a public hearing on this code section and was later requested by the City Council to amend sections of the Chapter before returning for adoption. However, due to the dry, hot weather we are currently experiencing, the Chair of the Planning Commission with support of the Fire Department, is recommending we bring this section from the Ordinance to the City Council for immediate adoption.

16.18.040.H. Wildfire mitigation activities, other than tree removals requiring a permit pursuant to BIMC 16.18.050 or vegetation clearing under BIMC 16.18.050.A., within a 30-foot defensible space around primary structures, that bring a property up to the current minimum standards of Firewise USA®, the Bainbridge Island Community Wildfire Protection Plan, or as recommended by the Bainbridge Island Fire Department.

BACKGROUND: On December 17, 2020, the Planning Commission held a public hearing and recommended approval of Ordinance No. 2020-28 which included changes to BIMC 16.18. Tree Removal, Forest Stewardship and Vegetation Maintenance specific to exempting activities to create a 30' defensible space around primary structures.

Defensible space is the buffer you create between a building on your property and the grass, trees, shrubs, or any wildland area that surround it. This space is needed to slow or stop the spread of wildfire and it helps protect your home from catching fire - either from embers, direct flame contact or radiant heat.

ATTACHMENTS:

Chapter 16.18 TREE REMOVAL, FOREST STEWARDSHIP, AND VEGETATION MAINTENANCE

Sections:

- 16.18.010 Overview.**
- 16.18.020 Findings.**
- 16.18.025 Purposes.**
- 16.18.030 Applicability.**
- 16.18.040 Activities allowed without a permit.**
- 16.18.050 Activities requiring a permit.**
- 16.18.060 General regulations and standards.**
- 16.18.070 Tree removal/vegetation maintenance permit administration and review process.**
- 16.18.080 After-the-fact tree removal/vegetation maintenance permit.**
- 16.18.090 Forest Stewardship Plan. ~~Mitigation and restoration.~~**
- 16.18.100 Mitigation and restoration. ~~Performance assurance.~~**
- 16.18.110 Performance assurance. ~~Appeals.~~**
- 16.18.120 Appeals. ~~Violations, restoration and enforcement.~~**
- 16.18.130 Violations, restoration and enforcement. ~~Definitions.~~**
- 16.16.140 Definitions**

16.18.010 Overview.

A. The policies presented in this chapter rest on an assumption that in, the care of trees and vegetation on their property, citizens will be guided by common sense and best practices, responsive to the purposes stated in BIMC [16.18.025](#). Sanctions shall be applied to activities that are found by the planning director to be reckless and destructive, and to any action or negligence that adversely affects a neighboring property, pursuant to the provisions of BIMC [16.18.120](#) and other applicable provisions of the code.

B. To a large extent, work carried out in landscaped yards and forested areas does not require a permit (see BIMC [16.18.040](#)). However, property owners who are considering major changes to the landscape and trees on their property should seek advice and professional services from a licensed arborist who is certified by the American Society of Consulting Arborists or the International Society of Arboriculture, ~~or a landscape professional who is certified by the city.~~

C. This chapter is one of several in the municipal code that pertain to the care of trees, vegetation, and forested areas on Bainbridge Island. Its policies and nonregulatory provisions pertain especially to the plans and ongoing activities of island residents, outside of their homes or places of business but on their

own property, when the use and enjoyment of the property involves stewardship and maintenance of trees and vegetation. (Ord. 2018-19 § 1 (Exh. A), 2018)

16.18.020 Findings.

A. Forested areas and trees on individual lots are integral parts of Bainbridge Island's character; they enhance the city's appearance and livability, as well as providing significant environmental benefits and natural resource values.

B. Conserving and managing the island's forested areas and native vegetation is a central goal of the Bainbridge Island Comprehensive Plan: see Guiding Principles 1 and 5 and related Policies; Goals LU-6, 12 and 13; EN-3, 4, 5, 18 and 19; WR-3 and 4; and Policies LU 4.10 and EN 15.3.

C. Trees are valued by homeowners and, when well cared for, enhance property values.

D. Removal of trees and understory vegetation, combined with extensive disturbance of soils, cause loss of habitat and wildlife, runoff and soil erosion, degradation of surface water and aquifer recharge, and adverse impacts on air quality, as well as loss of aesthetic appeal.

E. The community forest resources of the island are best understood as a mosaic, with some large and many small pieces, on publicly owned and private properties. When clearing for development further fragments the mosaic, both individual and community interests are affected.

F. On Bainbridge Island and elsewhere, examples exist to demonstrate that development for residential and other uses can be compatible with careful conservation of forest conditions and other natural features; and that such development can be cost-effective, attractive, energy-efficient, and well adapted to our climate. (Ord. 2018-19 § 1 (Exh. A), 2018)

16.18.025 Purposes.

This chapter is adopted for the following purposes:

A. To promote the public health, safety, and general welfare of Bainbridge Island citizens without preventing the reasonable use of private property.

B. To preserve and enhance the city's physical and aesthetic character, to promote the healthy functioning of our island's natural systems, and to provide economic benefits to the community, for the sake of present and future generations.

C. To implement the purposes of the State Growth Management Act relating to conservation of natural resources, pursuant to Chapter [36.70A](#) RCW.

D. To implement goals and policies in the ~~current e~~Comprehensive ~~p~~Plan, the Community Forest Management Plan (~~2006~~), the Bainbridge Island Open Space Study (~~October 2008~~), and the Bainbridge Island Community Wildfire Protection Plan (~~2010~~), or subsequent updated versions.

E. To promote forest stewardship practices and carefully planned development that results in minimal disturbance to the prior conditions of a property and neighboring properties.

F. To implement a long-range policy of maintaining the island's forest canopy cover while taking measures to prevent wildfires and protect structures in accordance with the minimum standards of Firewise USA® or recommendations ~~of from~~ the Bainbridge Island ~~f~~Fire ~~d~~Department.

G. To allow limited tree and vegetation removal to provide for solar access, agriculture and gardens.

H. To promote infiltration of stormwater and aquifer recharge; to minimize erosion and prevent pollution; to prevent landslides; to protect the waters of Puget Sound and the quality and quantity of water in wells.

I. To maintain in a healthy state significant trees, clusters of trees, and forested areas, allowing for thinning, pruning, removal of invasive and undesirable vegetation, selective harvest and replanting, developing and maintaining trails, and removal of dead or dangerous trees. (Ord. 2018-19 § 1 (Exh. A), 2018)

16.18.030 Applicability.

Provisions of this chapter apply citywide to all properties where trees and ~~naturally occurring~~ vegetation are found, except where the following chapters of the municipal code apply:

A. This chapter does not apply to any portion of a parcel that is identified as a critical area pursuant to Chapter [16.20](#) BIMC, Critical Areas, including designated aquifer recharge protection areas (ARPAs) or prescribed critical area buffers or setbacks. Chapter [16.20](#) BIMC applies to critical areas, designated ARPAs, and buffer zones, and critical area setbacks.

B. This chapter does not apply to the portion(s) of a shoreline property within 200 feet landward of an ordinary high water mark, where the regulations of Chapter [16.12](#) BIMC (the Shoreline Master Program) apply. (Ord. 2018-19 § 1 (Exh. A), 2018)

16.18.040 Activities allowed without a permit.

The following activities are allowed without a tree removal/vegetation maintenance permit, subject to any other applicable city regulations:

A. Routine landscaping and maintenance of vegetation, such as pruning and planting, removal of invasive/exotic species, management of brush and seedling trees. Pruning should comply with ANSI A300 (Part 1 – 2017), Tree, Shrub and Other Woody Plant Management – Standard Practices, to maintain long term health. This includes maintenance of trees and vegetation required to be retained or planted through a land use permit such as a subdivision, site plan review, or conditional use permit.

B. Outside of the Mixed Use Town Center and High School Road zoning districts, removal of some healthy significant trees (see BIMC [16.18.130](#), Definitions) is allowed without a permit, except for trees required to meet any tree retention provisions of this chapter, BIMC [18.15.010](#) (Landscaping, screening, and tree retention, protection and replacement), Chapter [17.12](#) BIMC (Subdivision Design Standards) or other applicable provisions of the code.

1. On a lot that is larger than one acre, a property owner may remove up to six significant trees in any 36-month period without a permit.
2. On a lot one acre or less in size, a property owner may remove up to three significant trees in any 36-month period without a permit.
3. After the tree removal limits of this section have been reached, see BIMC [16.18.050](#), [16.18.060](#), and [16.18.070](#) related to obtaining a tree removal/vegetation maintenance permit.

C. Removal of trees and ground cover in emergency situations involving immediate danger to life or structure or substantial fire hazards. If this activity would ordinarily require a tree removal/vegetation maintenance permit, it shall be obtained as soon as possible after the emergency situation is stabilized.

D. Removal of dead or fallen trees. The city encourages property owners to leave dead trees in place for ecological benefit such as wildlife snags or nurse logs where possible. If a standing dead tree poses a hazard, creating a shorter wildlife snag is recommended.

E. Routine maintenance activities in rights-of-way and required roadside buffers, including removal of hazard trees and invasive/exotic species, trimming of overgrown hedges, thinning and planting to replace removed vegetation to control vegetation on road and utility rights-of-way (~~see Chapter [12.04](#) BIMC~~) Where all portions of the project comply with applicable Right-of-Way regulations found in Chapter [15.12](#) BIMC.

F. The installation and maintenance of fire hydrants, water meters, and pumping stations, and street furniture by the city or utility companies or their contractors.

G. Pruning and limbing of significant trees that are required to be retained, to remove dead or hazardous branches, and to improve the tree's form and long-term vitality, provided that such work is done by an ISA certified arborist. (Ord. 2018-19 § 1 (Exh. A), 2018)

H. Wildfire mitigation activities, other than tree removals requiring a permit in BIMC 16.18.050 or vegetation clearing under 16.18.050.A, within a 30-foot defensible space around primary structures, that bring a property up to the current minimum standards of Firewise USA®, the Bainbridge Island Community Wildfire Protection Plan, or as recommended by the Bainbridge Island Fire Department.

16.18.050 Activities requiring a permit.

The following activities require an applicant to obtain a tree removal/vegetation maintenance permit prior to commencing:

A. A permit is required for any tree removal or vegetation ~~maintenance~~ clearing in an area required to be retained or planted, pursuant to BIMC [18.15.010](#), through a land use permit such as a subdivision, a site plan review, or a conditional use permit. Tree retention requirements ~~for the R-2.9, R-3.5 and R-4.3 single-family residential zones (subsection E of this section) also apply (see below)~~ in subsection H-J of this section also apply (see below).

B. For developed properties located within the Mixed Use Town Center and High School Road zoning districts, a tree removal/vegetation maintenance permit is required for removing any tree eight inches in diameter or greater, measured four and one-half feet above grade. The applicant must demonstrate that the requested removal meets one of the following criteria:

1. The removal is necessary to allow reasonable use or enable permitted construction, and no alternative is feasible; or
2. The removal is necessary to maintain utilities, provide access, or fulfill the terms of an easement or covenant recorded prior to the adoption of the ordinance codified in this chapter; or
3. The tree is dead, or determined to be ~~hazardous, as certified~~ between moderate to extreme risk by an International Society of Arboriculture (ISA) Tree Risk Assessment Qualified (TRAQ) arborist who:
 - a. Identifies the tree part(s) and defect(s) that increase the likelihood of failure
 - b. Identifies the target(s) and site factors contributing to increased likelihood of impact
 - c. Utilizes a timeframe of five years or less
 - d. Utilizes the Risk Matrixes in tables 16.18.050-1 and 16.18.050-2

16.18.050-1: Likelihood Matrix

<u>Likelihood of Failure</u>	<u>Likelihood of Impact</u>			
	<u>Very Low</u>	<u>Low</u>	<u>Medium</u>	<u>High</u>
<u>Imminent</u>	<u>Unlikely</u>	<u>Somewhat Likely</u>	<u>Likely</u>	<u>Very Likely</u>
<u>Probable</u>	<u>Unlikely</u>	<u>Unlikely</u>	<u>Somewhat Likely</u>	<u>Likely</u>
<u>Possible</u>	<u>Unlikely</u>	<u>Unlikely</u>	<u>Unlikely</u>	<u>Somewhat Likely</u>
<u>Improbable</u>	<u>Unlikely</u>	<u>Unlikely</u>	<u>Unlikely</u>	<u>Unlikely</u>

16.18.050-2: Tree Risk Rating Matrix

<u>Likelihood of Failure and Impact</u>	<u>Consequences of Failure</u>			
	<u>Negligible</u>	<u>Minor</u>	<u>Significant</u>	<u>Severe</u>
<u>Very Likely</u>	<u>Low</u>	<u>Moderate</u>	<u>High</u>	<u>Extreme</u>
<u>Likely</u>	<u>Low</u>	<u>Moderate</u>	<u>High</u>	<u>High</u>
<u>Somewhat Likely</u>	<u>Low</u>	<u>Low</u>	<u>Moderate</u>	<u>Moderate</u>
<u>Unlikely</u>	<u>Low</u>	<u>Low</u>	<u>Low</u>	<u>Low</u>

C. For undeveloped properties within the Mixed Use Town Center and High School Road zoning districts, a tree removal/vegetation maintenance permit is required to remove any tree except trees that are hazardous, dead, fallen, or contributing to an emergency. The tree removal permit will be reviewed for consistency with any applicable provisions of BIMC [18.15.010](#) that would apply to future development permits.

D. For properties located outside of the Mixed Use Town Center and High School Road zoning districts, a tree removal/vegetation maintenance permit is required for removing more than the number of significant trees allowed without a permit, pursuant to BIMC [16.18.040.B](#). A permit is required:

1. On a lot that is larger than one acre, a property owner needs an approved permit to remove seven or more significant trees in any 36-month period, up to any retention requirements of subsection E of this section (if applicable).

2. On a lot one acre or less in size, a property owner needs an approved permit to remove four or more significant trees in any 36-month period, up to any retention requirements of subsection E of this section (if applicable).

E. For properties located within the Mixed Use Town Center or Highschool Road Zones I and II a tree removal/vegetation maintenance permit is required for vegetation and underbrush clearing of over 2500 square feet.

F. For properties located outside the Mixed Use Town Center or Highschool Road Zones I and II a tree removal/vegetation maintenance permit is required for vegetation and underbrush clearing of over 7000 square feet.

G. Removal or shortening of a wildlife snag that was kept or created as part of a mitigation plan resulting from a land use permit requires a tree removal/vegetation maintenance permit.

~~¶ H. In the R-4.3, R-3.5 and R-2.9 zoning districts, existing single-family residential development, developing single-family residences and vacant parcels shall retain at least 30 tree units per acre, or at least as many tree units as the property had on October 31, 2018, pursuant to BIMC [18.15.010.G](#) the date of permit application. Tree removals that bring a parcel below this threshold will require a tree removal/vegetation maintenance permit and replanting may be required as described in BIMC [18.15.010.G](#). Replanting may be required as described in BIMC [18.15.010.G](#). (Ord. 2018-19 § 1 (Exh. A), 2018)~~

I. In the MUTC Central Core and Ferry Terminal Overlay districts, any parcel shall have at least 30 tree units per acre or at least as many tree units the property had on the date of permit application. Tree removals that bring a parcel below this threshold will require a tree removal/vegetation maintenance permit and replanting may be required as described in BIMC [18.15.010.G](#).

J. In the Mixed Use Town Center Ericksen Avenue, Madison Avenue, and gateway overlay districts, and each site in the R-5, R-8, R-14, HSR I and II, and NC districts, and for permitted nonresidential

developments in the R-4.3, R-3.5, and R-2.9 zone districts, the parcel shall have at least 40 tree units per acre or at least as many tree units the property had on the date of permit application. Tree removals that bring a parcel below this threshold will require a tree removal/vegetation maintenance permit and replanting may be required as described in BIMC [18.15.010.G](#).

16.18.060 General regulations and standards.

A. While nonnative and invasive species should be kept under control and eradicated if possible, native understory vegetation shall be maintained and land disturbing activity shall be kept to a minimum. Stump pulling and use of heavy equipment is only allowed if the activity will not affect the health of adjacent trees.

B. An applicant shall protect any trees or landscaped area that must be retained during approved tree removal or vegetation maintenance work, pursuant to the protection provisions of BIMC [18.15.010.C.4](#) and the Community Forest Best Management Practices Manual.

C. Once a portion of a property is cleared, the property owner shall ensure that invasive species do not reestablish or expand into cleared areas.

D. Any tree or vegetation removal or maintenance undertaken without a permit pursuant to this section shall be done to ensure long-term health of the trees or vegetation. A property owner shall follow ~~the~~ ANSI A300 (Part 1 – 2017), Tree, Shrub and Other Woody Plant Management – Standard Practices (Pruning), ~~or 60 percent live-crown ratio, whichever standard is more appropriate for the species.~~

E. A forest practice permit from the State Department of Natural Resources may be required pursuant to Chapter [76.09](#) RCW. Failure to obtain a forest practice permit when applicable shall be grounds for denial of all applications for permits or approvals, including building permits and subdivision approvals, relating to nonforestry uses of the land for a period of six years, in accordance with RCW [76.09.060](#). (Ord. 2018-19 § 1 (Exh. A), 2018)

16.18.070 Tree removal/vegetation maintenance permit administration and review process.

A. For activities requiring a permit, the process begins with submission of a complete permit application, usually after discussion of the proposed activity with a member of the planning staff.

B. Tree removal and vegetation maintenance activities shall comply with this chapter's provisions for permits and related regulations. Permits for tree removal/vegetation maintenance may require the

planting of replacement trees and/or other city permits such as a site assessment review (Chapter [15.19](#) BIMC).

C. The planning director shall grant a tree removal/vegetation maintenance permit if the application meets the requirements of this chapter and is consistent with other relevant city codes, including but not limited to Chapters [15.19](#), [15.20](#), [16.12](#), [16.20](#) and [17.12](#) BIMC and BIMC [18.15.010](#). If the tree removal permit application is denied, the decision may be appealed pursuant to BIMC [16.18.110](#).

D. No work authorized by a tree removal/vegetation maintenance permit shall commence until a permit notice has been posted by the applicant at a conspicuous location on the subject property. The notice shall describe specific plans for tree removal and land disturbing activity and shall remain posted in said location until the authorized tree removal has been completed.

E. Any tree removal/vegetation maintenance permit granted under this chapter shall expire one year from the date of issuance. Upon a showing of good cause, the permit may be extended for six months by the planning director. Approved tree removal permits shall not be amended without authorization of the planning director.

F. A tree removal/vegetation maintenance permit may be suspended or revoked by the planning director because of incorrect information supplied or any violation of the provisions of this chapter. (Ord. 2018-19 § 1 (Exh. A), 2018)

16.18.080 After-the-fact tree removal/vegetation maintenance permit.

A. In response to a report that one or more trees have been removed improperly or vegetation maintenance activity did not comply with requirements of this code, the city's code enforcement officer shall investigate. If in fact the reported activity was legitimate without a permit, no action will be taken. If the reported activity would have been allowed if a permit had been applied for, an after-the-fact tree removal/vegetation maintenance permit shall be issued. The person or persons responsible for unauthorized tree removal shall be made aware of all the conditions for approval and any applicable regulations and remedies. The fee for an after-the-fact permit shall be established by a resolution of the city council.

B. If the reported activity would not have been permitted, entirely or in some particulars, the code enforcement officer, in consultation with the planning director or the city attorney, shall follow the procedures for enforcement and penalty in BIMC [16.18.120](#). (Ord. 2018-19 § 1 (Exh. A), 2018)

16.18.090 Forest Stewardship Plan

A. Tree Removal and Vegetation Management activities that require a permit and are planned over multiple years may be permitted for up to a 5 year period after the submittal and City review of a Forest Stewardship Plan. At a minimum the plan shall include:

1. A project narrative that addresses:
 - a. Goals of the project
 - b. Compliance with all applicable tree and vegetation retention regulations including those that resulted from a land use permit such as a subdivision, site plan review, or conditional use permit.
 - c. Canopy cover impacts.
 - d. Wildlife habitat impacts.
 - e. Wildfire impacts
2. A site plan identifying existing vegetation and proposed activities
3. A vegetation activity timeline
4. A mitigation plan developed according to section [16.18.100 BIMC](#)
5. The administrator may include additional conditions for a site-specific analysis by a qualified professional at the applicants expense.

B. This permit type will be reviewed under procedures in [16.18.070 BIMC](#).

C. This permit type is not applicable within the shoreline jurisdiction, or any portion of a parcel that is identified as a critical area or a critical area buffer or designated Aquifer Recharge Protection Areas (ARPAs).

16.18.090100 Mitigation and restoration.

A. For alterations to or removal of significant trees or vegetation that require a permit under this chapter, the following minimum performance standards for mitigation shall be met when replanting or other mitigation is required; provided, that if the applicant can demonstrate that greater functions or values can be obtained through the application of different standards, these standards may be modified:

1. ~~Historic structural and functional values~~ Vegetation types, size, distribution and habitat functions shall be restored, including ~~water quality and habitat functions~~ including stormwater infiltration;
2. ~~Historic soil types and configuration~~ organic matter and infiltration rate shall be replicated;
3. ~~The disturbed area shall be replanted with vegetation that replicates the vegetation historically found on the site in species types, sizes, and densities.~~ The historic environmental functions and values should be replicated at the location of the alteration;
4. Any applicable tree retention or replanting requirements shall be met through restoration, ~~if required~~ of disturbed areas when possible.

B. Information demonstrating compliance with the requirements of this section shall be submitted to the director. (Ord. 2018-19 § 1 (Exh. A), 2018)

16.18.100110 Performance assurance.

A. The planning director may require, as a condition for the granting of a permit, that the applicant furnish a performance assurance in a form approved by the planning director, in order to obligate the applicant, after the approved tree removal has been accomplished, to complete all required replanting, erosion control, and cleanup on the property. The surety device shall be in an amount equal to the estimated cost of such services, with surety and conditions satisfactory to the planning director.

B. In order to stay enforcement, the director may choose to enter into a voluntary correction agreement (VCA). This is a civil contract entered between the city and the applicant. The VCA will outline several performance items that will be required within an agreed-upon time frame. (Ord. 2018-19 § 1 (Exh. A), 2018)

16.18.110120 Appeals.

Appeals of the planning director's decision on a tree removal/vegetation maintenance permit application shall be in accordance with the administrative decision procedures established in Chapter [2.16](#) BIMC. (Ord. 2018-19 § 1 (Exh. A), 2018)

16.18.120130 Violations, restoration and enforcement.

A. It is a violation of this chapter for any person to fail to comply with a requirement of this chapter. It is also a violation of this chapter for any person to:

1. Initiate or maintain, or cause to be initiated or maintained, the removal of significant tree(s) or native vegetation within the city without first obtaining permits or authorizations required by this chapter, or in a manner that violates the terms or conditions of such permits or authorizations or this chapter;
2. Misrepresent any material fact in any application, plans or other information submitted to obtain permits or authorizations under this chapter; or
3. Remove or deface any sign, notice, complaint, or order required by or posted in accordance with this chapter.

B. When a significant tree or vegetation has been removed or altered in violation of this chapter, all ongoing development work shall stop, and the significant tree or vegetation shall be restored or replaced. The city shall have the authority to issue a stop work order to cease all ongoing development work, and order restoration, rehabilitation, or replacement measures at the owner's or other responsible party's expense to compensate for violation of provisions of this chapter.

C. Restoration Plan Required. All development work shall remain stopped until a restoration plan is prepared and approved by the director. Such a plan shall be prepared by a qualified professional using the best available science and shall describe how the actions proposed meet the minimum requirements described in BIMC [16.18.090](#). The director shall, at the violator's expense, seek expert advice in determining the adequacy of the plan. Inadequate plans shall be returned to the applicant or violator for revision and resubmittal.

D. Site Investigations. The director is authorized to make site inspections and take such actions as are necessary to enforce this chapter. The director shall present proper credentials and make a reasonable effort to contact any property owner before entering onto private property.

E. Penalties. Any development or activity carried out contrary to the provisions of this chapter shall constitute a public nuisance and may be enjoined as provided by the statutes of the state of Washington. Enforcement of this chapter and the imposition of penalties for violations of this chapter shall be as provided for in Chapter [1.26](#) BIMC; provided, that in addition to the civil penalties provided for in BIMC [1.26.090](#), an additional penalty shall be imposed on any person, party, firm, corporation, property owner, or other legal entity who fails to complete a required restoration plan, who conducts any

disturbance (including cutting or removing trees or vegetation) in violation of this chapter, or who is otherwise in violation of this chapter.

For such violations, the additional penalty shall be in the amount equal to 200 percent of the cost of restoration as approved under a restoration plan pursuant to subsections B and C of this section for a minor violation. For a major violation, the additional penalty shall be in the amount equal to 200 percent of the cost of restoration as approved under a restoration plan pursuant to subsections B and C of this section, or \$2,500, whichever is greater. The director shall determine whether the disturbance is a minor or major violation. Any person, party, firm, corporation, or other legal entity who knowingly and willfully refuses to complete a required restoration pursuant to subsections C and D of this section shall be guilty of a misdemeanor punishable by not more than 30 days in jail and/or not more than a \$1,000 fine. (Ord. 2018-19 § 1 (Exh. A), 2018)

16.18.130140 Definitions.

“Applicant” means a person, corporation, or organization that files an application for a land use or development permit with the city: either the owner of the land in question, or the authorized agent of such a person.

“Aquifer recharge protection area (ARPA)” means a portion of a development site comprised of native or equivalent vegetation in which existing vegetation, topography and supporting soils are free of development, uses or activities detrimental to the aquifer recharge of the total site area.

“Arborist” means an individual engaged in the profession of arboriculture who, through experience, education, and related training, possesses the competence to provide for or supervise the management of trees and other woody plants. Must be concurrently an International Society of Arboriculture (ISA) Certified Arborist to perform any role required of a Certified Arborist.

“Arborist, ISA Certified” means an arborist holding a current International Society of Arboriculture (ISA) Certified Arborist credential.

“Arborist, Tree Risk Assessment Qualified (TRAQ)” means an arborist who has successfully completed the International Society of Arboriculture (ISA) TRAQ training course and assessment and holds a valid ISA TRAQ credential.

“Clearing” means the destruction and removal of vegetation by manual, mechanical, or chemical methods.

“Dead Tree” means a tree that has no live tissue or is determined to have less than 10% live tissue by a Tree Risk Assessment Qualified ISA Arborist.

“Hazard Tree” means a tree that has been found to be high or extreme risk, by an International Society of Arboriculture (ISA) Tree Risk Assessment Qualified (TRAQ) arborist who identifies criteria located in 16.18.050

“Invasive/exotic species” means opportunistic plant species (~~either native or non-native~~) that colonize disturbed ecosystems and may come to dominate the plant community in ways that are seen by us as reducing the values provided by the previous plant community.

“Land disturbing activity” means any activity that results in a change in the existing soil cover (both vegetative and nonvegetative) and/or the existing soil topography. Land disturbing activities include, but are not limited to, clearing, grading, filling and excavation. Compaction that is associated with stabilization of structures and road construction shall also be considered a land disturbing activity. Vegetation maintenance practices are not considered land disturbing activity. Stormwater facility maintenance is not considered land disturbing activity if conducted according to established standards and procedures.

“Low impact development (LID)” means a stormwater and land use management strategy that strives to mimic predisturbance hydrologic processes of infiltration, filtration, storage, evaporation and transpiration by emphasizing conservation, use of on-site natural features, site planning, and distributed stormwater management practices that are integrated into a project design.

“Low impact development best management practices (LID BMPs)” means distributed stormwater management practices, integrated into a project design, that emphasize predisturbance hydrologic processes of infiltration, filtration, storage, evaporation and transpiration. LID BMPs include, but are not limited to: bioretention, rain gardens, permeable pavements, roof downspout controls, dispersion, improvements to soil quality and depth, minimal excavation foundations, vegetated roofs, and water reuse.

“Significant tree” means a: (1) a live evergreen tree 10 inches in diameter or greater, measured four and one-half feet above existing grade; or (2) a live deciduous tree 12 inches in diameter or greater, measured four and one-half feet above existing grade; or (3) in the Mixed Use Town Center and High School Road zoning districts, any live tree eight inches in diameter or greater, measured four and one-half feet above existing grade; or (4) any live trees located within a required critical area or critical area buffer as defined in Chapter [16.20](#) BIMC.

“Vegetation” means plant matter, including trees, shrubs and ground cover. (Ord. 2018-19 § 1 (Exh. A), 2018)

“Wildlife Snag” means a standing tree that is purposefully managed for wildlife habitat or a tree that has been partially removed and whose trunk has been left standing at six feet tall or taller to provide quality habitat for wildlife species.



CITY OF
BAINBRIDGE ISLAND

Planning Commission Special Meeting Agenda Bill

MEETING DATE:

ESTIMATED TIME: 60 Minutes

AGENDA ITEM: (6:55 PM) - Discuss Draft Island Center Subarea Plan: Focus on Introduction, History, Existing Conditions, Vision and Goals Sections (Plan pages 1-18)

AGENDA CATEGORY: Discussion

PROPOSED BY: Jennifer Sutton

PREVIOUS PLANNING COMMISSION

REVIEW DATE(S): November 8, 2018, June 10, 2021

PREVIOUS COUCIL REVIEW DATE(S):

RECOMMENDED MOTION:

Discussion and direction on the review of the draft subarea plan. The Planning Commission should ask questions about these early sections of the DRAFT Plan, and discuss any whether or not to suggest any changes, additions, etc. to these early sections of the DRAFT Plan.

Discuss and agree upon how to organize the Planning Commission review of the DRAFT Subarea Plan, e.g. what order should the Subarea Plan sections be reviewed. See Next Steps section of the memo.

SUMMARY:

On May 5, 2021, the Island Center Subarea Planning Steering Committee completed its recommendation on a draft Island Center Subarea Plan (Plan) following three years of extensive discussion, outreach, review and analysis. The draft Plan includes recommendations for land use alternatives, traffic calming, bicycle and pedestrian facilities and trail connections.

The July 8 meeting is an opportunity for the Planning Commissioners to familiarize themselves with the beginning sections of the DRAFT Island Center Subarea Plan (Plan), Introduction, History, Existing Conditions, Vision and Goals (Plan pages 1-18). These sections will assist the commissioners to have a deeper understanding of Island Center past and present, and how this subarea planning effort is supported by the Comprehensive Plan.

BACKGROUND: The Island Center Neighborhood Center area is classified as a designated center in the City of Bainbridge Island Comprehensive Plan, and there are specific goals and policies related to designated centers in the Plan, primarily in the Introduction and Land Use, Economic, Housing & Transportation Elements. The designated centers have land uses and conditions that are unique to the area, and are identified in the Comprehensive Plan as areas that would

benefit from a subarea planning process to address issues such as current land uses, future mix and location of uses and densities, transportation, utilities, public facilities, amenities and natural resources.

The result of a subarea planning process is a subarea (or neighborhood) plan which will be incorporated in the Comprehensive Plan and ultimately implemented by the City in many ways- code changes, capital projects, interagency coordination, to name a few . The Subarea Planning Process is outlined in Bainbridge Island Municipal Code (BIMC) Section 2.16.210 (see attached).

A previous Island Center subarea planning process took place between 2000 and 2002. The draft Island Subarea Plan that was developed, but not adopted by the City Council, and other supporting documents can be found on the current Island Center Subarea Planning project page on the City's website.

The City Council embarked upon this current effort for an Island Center subarea planning process first with solicitations for a steering committee.

The City Council appointed a Steering Committee in November 2017 as described in BIMC Section 2.16.210.E composed mostly of residents and business owners in or nearby Island Center to guide and oversee the subarea planning process. Replacement steering committee members were appointed in late 2018. Liaisons from the City Council, Planning Commission, and Design Review Board have also been participating in the subarea planning process and steering committee meetings.

The Steering Committee began meeting consistently in 2018, generally twice a month. The project was paused in March 2020 due to the coronavirus pandemic. The committee began meeting again in August 2020, generally monthly.

Information about the Steering Committee and the Island Center Subarea Planning Process itself is available on the City's website.

ATTACHMENTS:



Department of Planning and Community Development

Memorandum

Date: July 8, 2021
To: Planning Commission
From: Jennifer Sutton, AICP
Senior Planner
Subject: DRAFT Island Center Subarea Plan: Focus discussion on beginning sections of Plan-- Introduction, History, Existing Conditions, Vision and Goals (Plan pages 1-18)

I. MEETING PURPOSE

The purpose of the Island Center agenda item on the July 8 Planning Commission meeting agenda is to:

- Familiarize the Planning Commission with the beginning sections of the DRAFT Island Center Subarea Plan (Plan), Introduction, History, Existing Conditions, Vision and Goals (Plan pages 1-18). These sections will assist the commissioners to have a deeper understanding of Island Center past and present, and how this subarea planning effort is supported by the Comprehensive Plan.
- Provide the Commission ample opportunity to ask questions about these early sections of the DRAFT Plan, and discuss any suggested changes, additions, etc.
- This is an ambitious amount of material to review. Discussion of particular sections may need to be continued at another Planning Commission meeting.
- Discuss and agree upon how to organize the Planning Commission review of the DRAFT Subarea Plan (see Next Steps section below).

II. Background

The Island Center Neighborhood Center area is classified as a designated center in the [City of Bainbridge Island Comprehensive Plan](#), and there are specific goals and policies related to designated centers in the [Plan](#), primarily in the [Introduction](#) and [Land Use, Economic, Housing & Transportation Elements](#). The designated centers are identified in the [Comprehensive Plan](#) as areas to focus new residences and businesses to prevent sprawl and protect the natural resources that make up the [conservation areas](#) of Bainbridge Island (see [Land Use Element Figure LU-3 and Goals 4 and 5](#)). [Land Use Element Policy 4.3](#) indicates that designated centers should undergo subarea planning process to address issues such as current land uses, future mix and location of uses and densities, transportation, utilities, public facilities, amenities and natural resources. Currently, only [Winslow](#) and [Lynwood Center](#) have approved subarea plans. After approving an updated [Comprehensive Plan](#) in February 2017, the City Council later selected the Island Center Neighborhood Center area to first begin the subarea planning process called for in [Land Use Element Policy 4.3](#).

The result of a subarea planning process is a subarea (or neighborhood) plan which will be incorporated in the Comprehensive Plan and ultimately implemented by the City in many ways- code changes, capital projects,

interagency coordination, to name a few . The Subarea Planning Process is outlined in [Bainbridge Island Municipal Code \(BIMC\) Section 2.16.210](#).

Information about the [Steering Committee](#) and the [Island Center Subarea Planning Process](#) itself, including information gathered throughout the subarea planning process, is available on the City's [website](#).

III. Steering Committee Recommended DRAFT Plan

On [May 5, 2021](#), the [Island Center Subarea Planning Steering Committee](#) completed its recommendation on a DRAFT Island Center Subarea Plan (Plan) following three years of extensive discussion, outreach, review and analysis. The DRAFT Plan includes an introduction, existing condition information, vision statement, goals, recommendations for land use alternatives, traffic calming, bicycle and pedestrian facilities and trail connections., and strategies for implementation or action plan.

The beginning of the Plan describes Island Center today and in the past and provides the Comprehensive Plan framework and visioning work that is the scaffolding for the later changes proposed in the Plan for land use, transportation and new public spaces. A Minority Report from three steering committee members was transmitted to the City on Friday June 4, 2021 and is attached. It could be added to the Appendices to the DRAFT Subarea Plan at a later date. The Minority Report addressed the residential density proposed by the recommended land use changes in the Plan and should be discussed by the Planning Commission during their discussion on DRAFT Plan Land Use at a later date. The Minority Report also addressed other sections in the Introduction and What We Heard sections of the Plan. See below.

Introduction (pages 1-6): The Introduction section includes a description of the Island Center Study Area (see Figure 1). This area surrounds the existing Island Center Neighborhood Center zoning and was generally considered for updates through the DRAFT Plan, particularly regarding land use and public space planning recommendations. The Introduction also summarizes how Island Center subarea planning fits into the Comprehensive Plan as a whole. The Minority Report also addressed the Comprehensive Plan summary in the Introduction section.

Island Center History + Context (pages 7-12): The Island Center area has a rich history on Bainbridge Island, and has long been a hub for commerce. Today's Island Center is home to thriving commercial businesses. The larger area has several agriculture and equestrian properties, and the potential for future agriculture (Figure 6). The Island Center area is also home to many streams and wetlands (Figure 7), including two fish-bearing streams, Springbrook and Issei Creeks that flow into Fletcher Bay.

What We Heard (pages 13-16): Over three years of meetings, including 2 large public meetings, the Steering Committee received a lot of feedback from the public. This section attempts to distill and summarize that public feedback. Additional information gathered from the public can be viewed on the [Island Center Subarea Planning project website](#). The Minority Report also addressed the summary of public feedback in this section.

Vision + Goals (pages 17-18): The Steering Committee developed this Vision Statement and Goals in 2018, early in the subarea planning process.

IV. NEXT STEPS:

The Planning Commission will fully review the DRAFT Subarea Plan, and eventually, any changes to the municipal code necessary to implement the Subarea Plan.

Depending on future Planning Commission agendas, staff anticipates that the Planning Commission will be reviewing the DRAFT Subarea Plan through the summer and into the fall, and will next be on a Planning Commission agenda on August 12.

Staff recommends that the Commission organize their discussion and review the DRAFT Subarea Plan at first to focus on particular sections to ensure efficiency and clarity in Planning Commission review.. Staff recommends that once the Planning Commission finishes the preliminary review of the Introduction through Vision + Goals, that the Commission review the rest of the Plan in the following order:

1. Land Use and Zoning; Propose Island Center Neighborhood Center Uses
2. Transportation
3. Public Space Improvements.

Once the Planning Commission has reviewed the components of the Plan, the Commission can then again review the Plan as a whole, including recommended changes and the Action Plan. The Planning Commission will eventually hold a public hearing on a Planning Commission DRAFT recommended Subarea Plan.

Ultimately, the Planning Commission will make a recommendation on the DRAFT Subarea Plan and any relevant implementing actions to the City Council for final consideration and approval.

**STEERING COMMITTEE
RECOMMENDED DRAFT**



ISLAND CENTER

SUBAREA PLAN

JUNE, 2021

BAINBRIDGE ISLAND

ACKNOWLEDGEMENTS

ISLAND CENTER SUBAREA PLANNING PROCESS STEERING COMMITTEE

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CAROLLO ENGINEERS

TRANSPORTATION SOLUTIONS, INC.

WENZLAU ARCHITECTS

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INTRODUCTION

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

FIGURE 1. ISLAND CENTER PLANNING AREA



STUDY AREA

-  STUDY AREA
-  PARKS

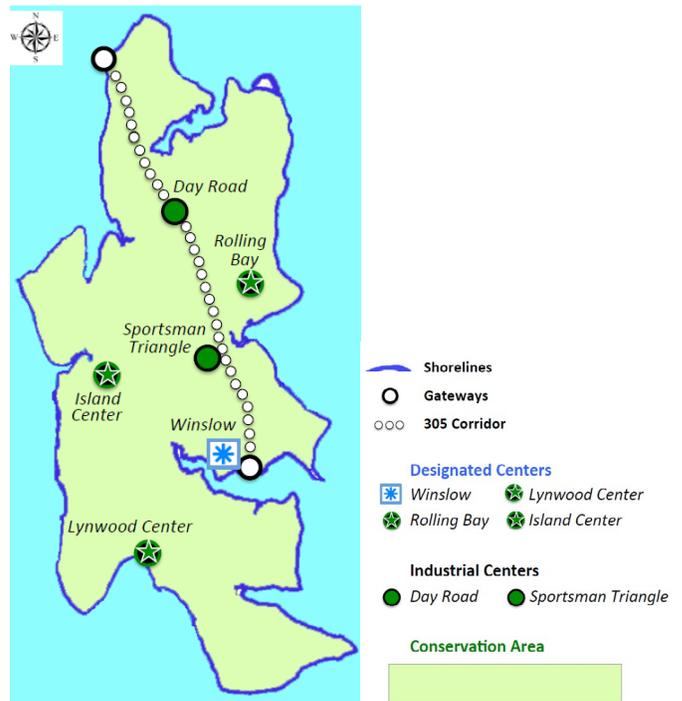
COBI, Framework, 2021

COMPREHENSIVE PLAN

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

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

FIGURE 2 ISLAND-WIDE LAND USE CONCEPT



COBI, 2017

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

LAND USE ELEMENT

GOAL LU-4

As part of a long-term Island-wide Conservation and Development Strategy, focus residential and commercial development in designated centers, increase a network of conservation lands, maximize public access while protecting the shoreline, minimize impacts from the SR 305 corridor and conserve the Island's ecosystems and the green and open character of its landscape.

Policy LU 4.2

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

Policy LU 5.1

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

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

Policy LU 5.8

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

NEIGHBORHOOD CENTERS

The Neighborhood Centers provide Island-wide commercial and service activity outside Winslow. These areas are to be developed at higher densities to reinforce their roles as community centers. The neighborhood centers will help reduce traffic congestion by providing an alternative to shopping in Winslow.

Policy LU 9.1

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

Policy LU 9.2

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

HOUSING ELEMENT

Policy HO 3.7

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

GOAL HO-6

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

ENVIRONMENTAL ELEMENT

GOAL LU-15

Promote food security and public health through support for local food production, awareness of farming practices. Encourage locally-based food production, distribution and choice through commercial and urban agriculture, community gardens, farmers' markets, farm stands and food access initiatives.

GOAL EN-15

Conserve and protect the Island's existing agricultural uses and increase the acreage of permanently protected and productive farmland by using preservation methods including incentive-based programs.

Policy EN 15.1

Provide owners of farms the option of participating in the *transfer of development rights (TDRs)/purchase of development rights (PDRs) program*.

ECONOMIC ELEMENT

Policy EC 1.4

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

Policy EC 1.5

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

GOAL EC-6

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

Policy EC 14.1

Support the market for Island-grown agriculture products by:

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

TRANSPORTATION ELEMENT

MOTORIZED SYSTEM

GOAL TR-2

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

Policy TR 2.1

Provide a non-motorized transportation system that effectively serves the needs of people of all ages and abilities who walk, bike, or ride horses, or use wheel

chairs; encourages non-motorized travel; and provides continuous networks of safe, efficient and attractive shoulders, sidewalks, pathways (footpaths), and multi-purpose trails throughout the Island that are also connecting to regional systems.

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

PARKING

GOAL TR-10

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

Policy TR 10.2

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

ISLAND CENTER

HISTORY + CONTEXT

HISTORY OF ISLAND CENTER

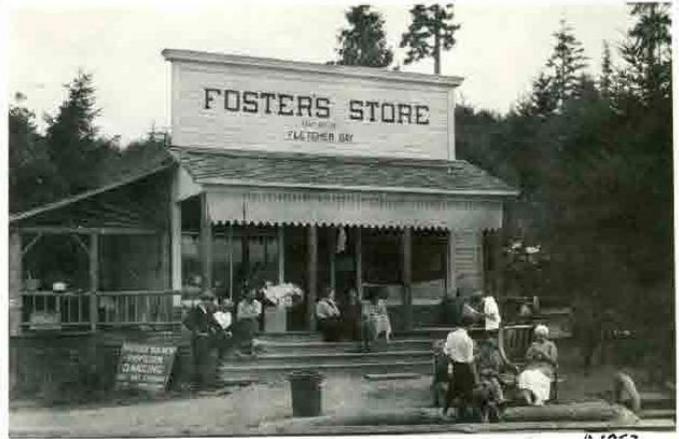
Bainbridge Island is within the aboriginal territory of the suqabš, "People of Clear Salt Water" (Suquamish People). Expert fishermen, canoe builders, and basket weavers, the Suquamish people live in harmony with the lands and waterways along Washington's Central Salish Sea and Bainbridge Island as they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

Non-native settlement of the Island began in 1853 when George Anson Meigs ventured into Puget Sound to establish a lumber mill. Bainbridge Island was a historic center of logging and shipbuilding in the 19th century, a history that Island Center shares with many of the communities on the Island. After old growth forests in the area were cleared, Island

Center emerged as an agricultural community with a shipping route connecting Fletcher Bay to Seattle, Manzanita, and Brownsville. The Kitsap County Transportation began operating steamboat service along the route in 1917, as Fletcher Bay was becoming a resort destination. Foster's Resort, later taken over by the Hamilton family and renamed Hamilton's was established on Fletcher Bay in 1912 and a post office began operating out of the resort in 1915. Island Center Hall which remains a focal point for the community to this day was donated to the Island Center Improvement Club in 1913.

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

FIGURE 3. HISTORIC IMAGES OF ISLAND CENTER



COBI, 2021

ISLAND CENTER TODAY

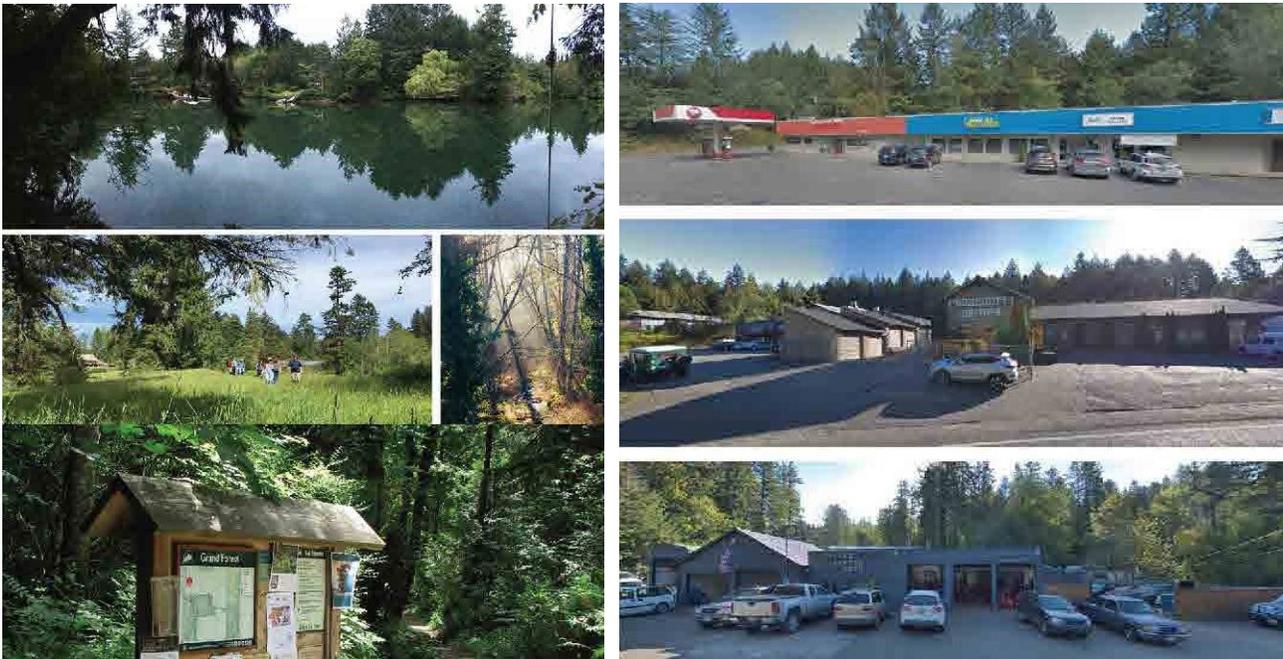
Island Center is still a center of agricultural land in Kitsap County, with some working farms and agricultural uses within and around the study area. Although the Study Area is a hub for local commercial services, single family homes are the predominant form of development. There are limited commercial,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

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

LAND USE

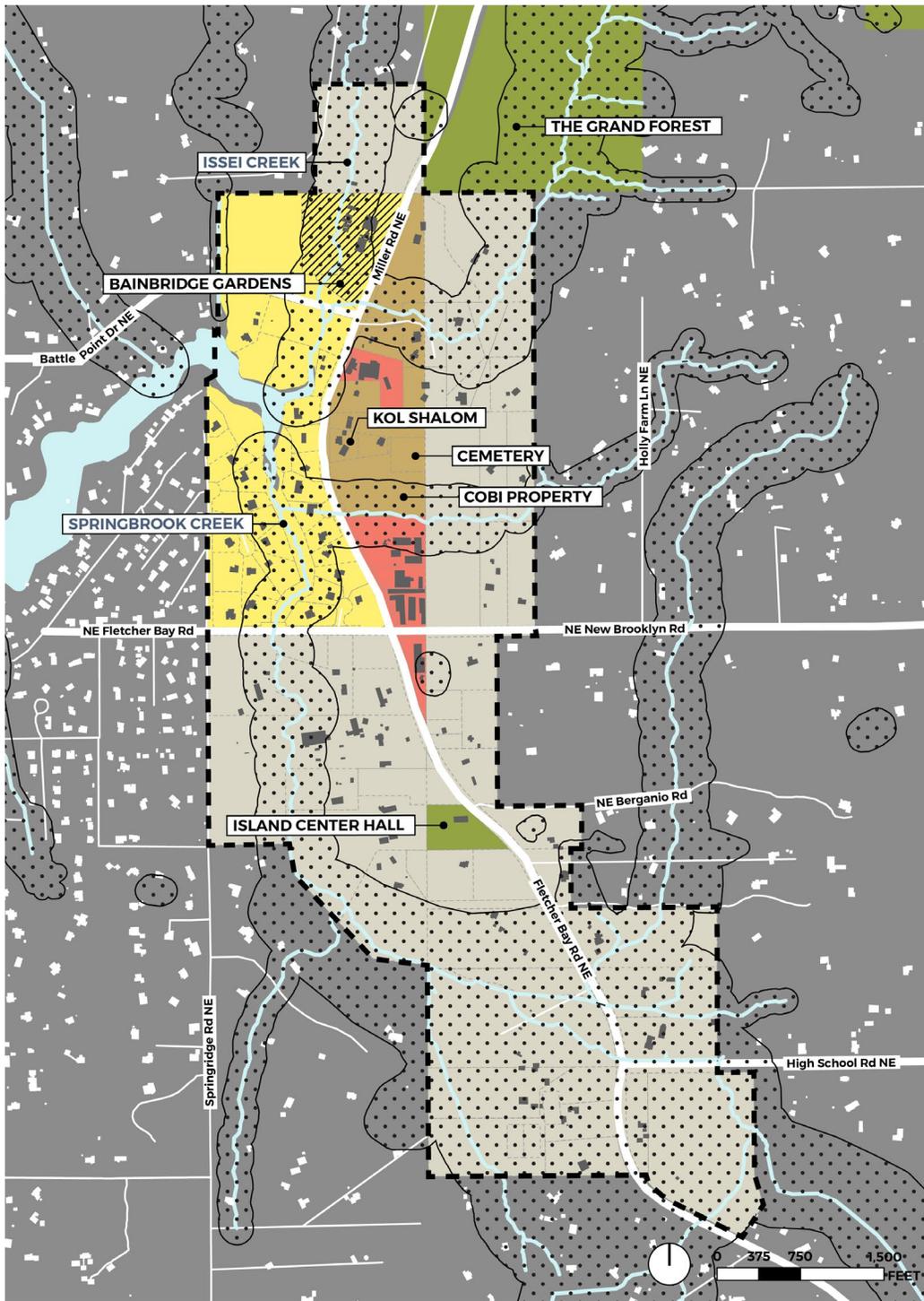
The Island Center planning area consists of mostly single-family homes, agriculture uses, and neighborhood commercial uses. Figure 5 shows the existing zoning for Island Center including the neighborhood commercial zone shown in red.

FIGURE 4. CURRENT IMAGES OF ISLAND CENTER



COBI, 2021

FIGURE 5. ISLAND CENTER EXISTING ZONING MAP



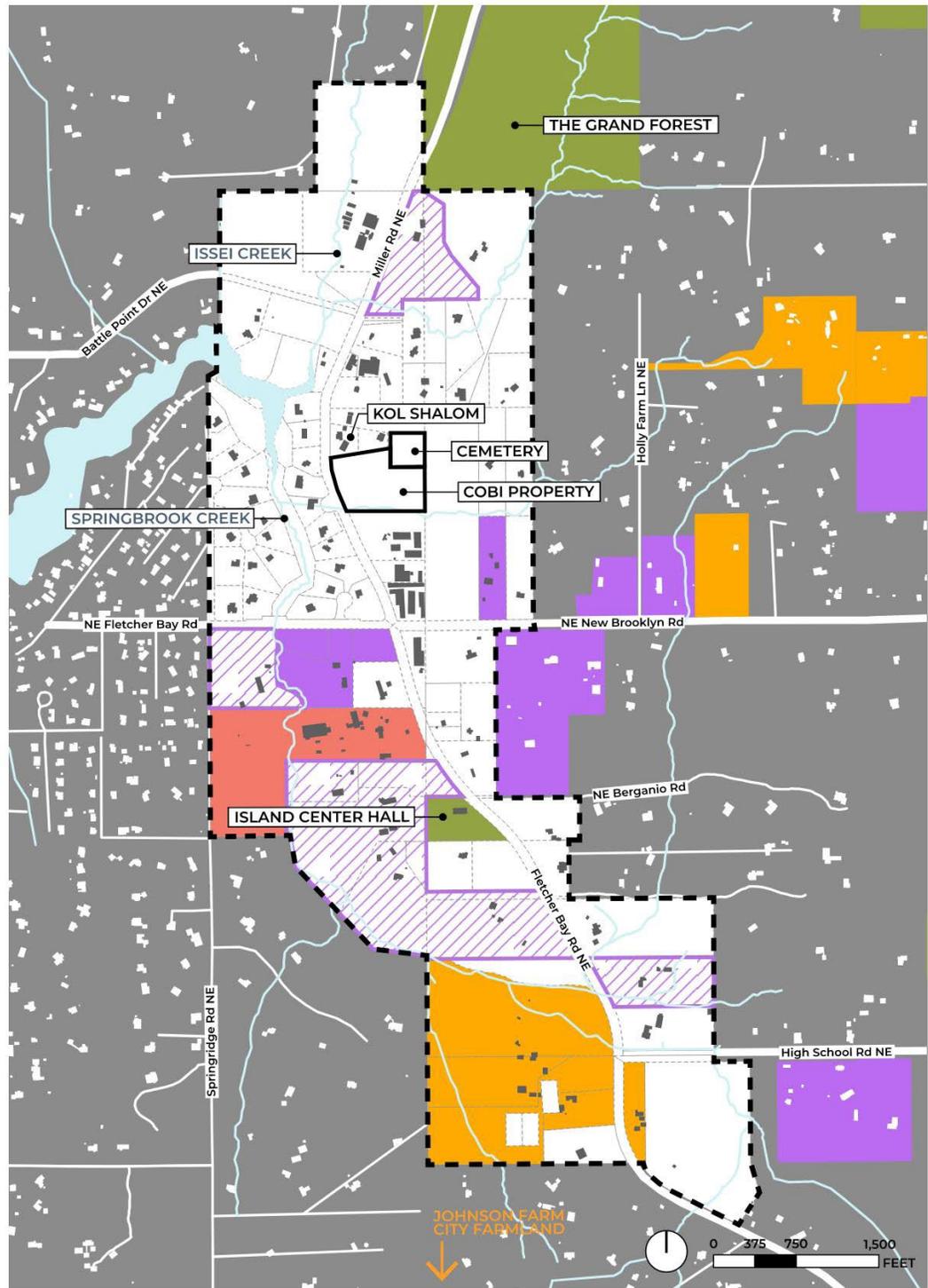
EXISTING ZONING

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

COBI, Framework, 2021

FIGURE 6. AGRICULTURE USES IN ISLAND CENTER

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

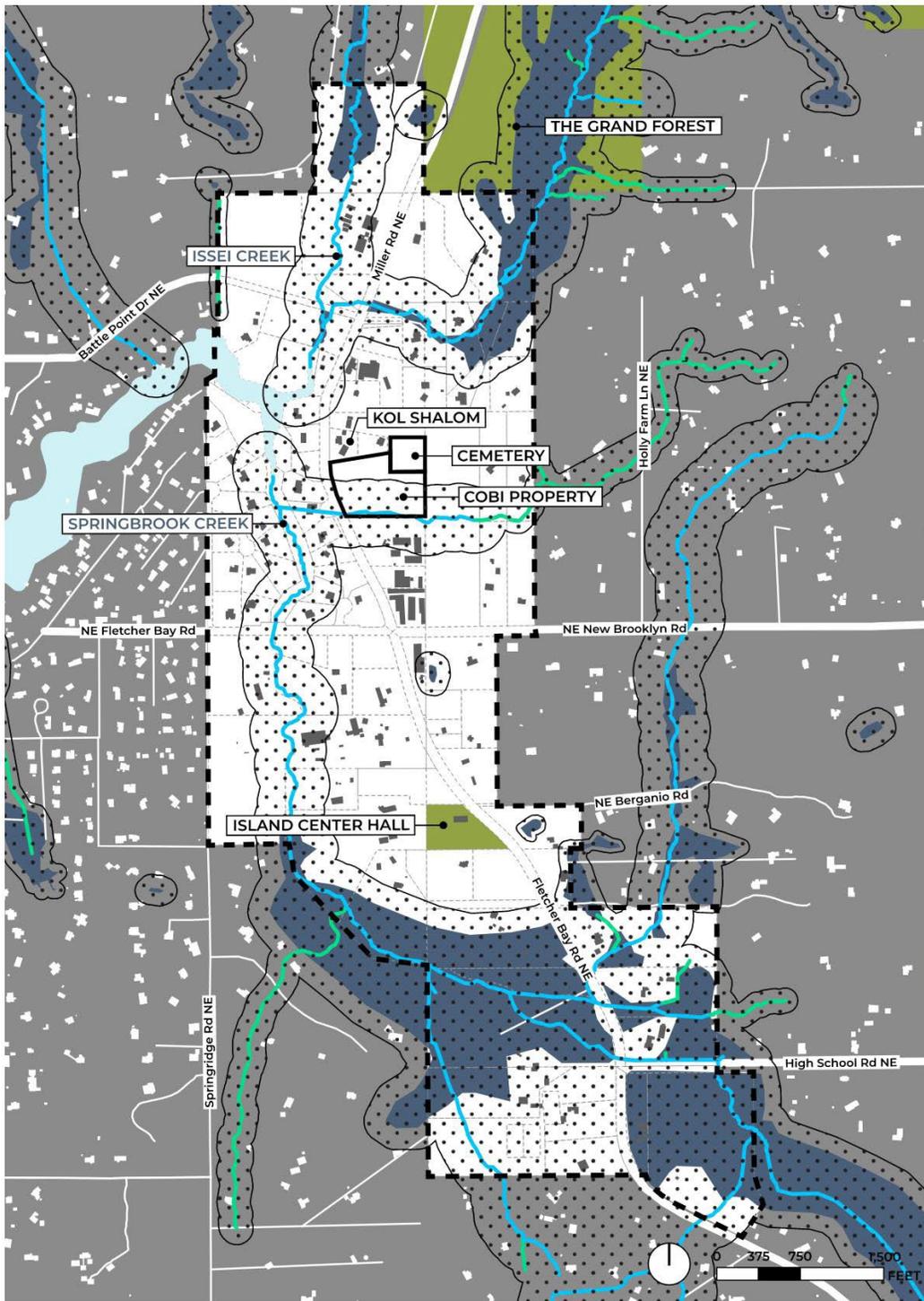


AGRICULTURE & EQUESTRIAN LAND

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

COBI, Framework, 2021

FIGURE 7. ISLAND CENTER CRITICAL AREAS



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

CRITICAL AREAS

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

COBI, Framework, 2021

WHAT WE HEARD – THE COMMUNITY INPUT PROCESS

PLANNING PROCESS

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

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

STEERING COMMITTEE

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

COMMUNITY MEETINGS

COMMUNITY KICK-OFF JUNE 18, 2018

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

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

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

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

PUBLIC MEETING FEBRUARY 10, 2020

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

FIGURE 8. OPEN HOUSE AT THE FEBRUARY 10, 2010 PUBLIC MEETING



Framework, 2020

COMMUNITY SURVEY

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

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

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

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

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

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

VISION + GOALS

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

VISION STATEMENT

Island Center is an area rich in natural resources that we strive to maintain, enhance and restore. It provides residents and others with an abundance of diverse outdoor activities to enjoy and a small variety of parks, open space and other places to gather as a community. Its ability to provide residents with a sense of community has served its residents well. Proximity to the Grand Forest is a special feature of Island Center and visitors to the Grand Forest often explore the Island Center business community as well.

A network of local trails and paths gives its residents and others a safe way to move about without fear of vehicle traffic. Traffic calming measures and improved intersections make roads in Island Center safer and provides pedestrians, cyclists and those using alternative modes of transportation a safe option.

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

Diverse new housing has been incremental in-fill through the years. Limited zoning changes provide better use of the natural topography and promote safety while keeping the original feel of the small tight knit community of Island Center now and for years to come.

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

GOALS

A. PLACE / IDENTITY

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

B. BUSINESS / ECONOMY

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

C. TRANSPORTATION

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

D. HOUSING

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

E. ENVIRONMENT

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

ISLAND CENTER PLAN

LAND USE & ZONING

ISLAND CENTER ZONE

The Island Center Plan focuses on three nodes of neighborhood center zoning within the study area (see Figure 10). The residential zoning for all areas outside of the three nodes will remain the same and no changes are proposed. A new zoning district called the Island Center Zone is an Island Center specific neighborhood commercial zone that modifies the standards of the existing Neighborhood Center Zone (see Figure 15) and Appendix C Recommended Island Center Use Table. The neighborhood center zoning is proposed to be expanded in all three nodes-Bainbridge Gardens, Issei Creek and Four Corners nodes..

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

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

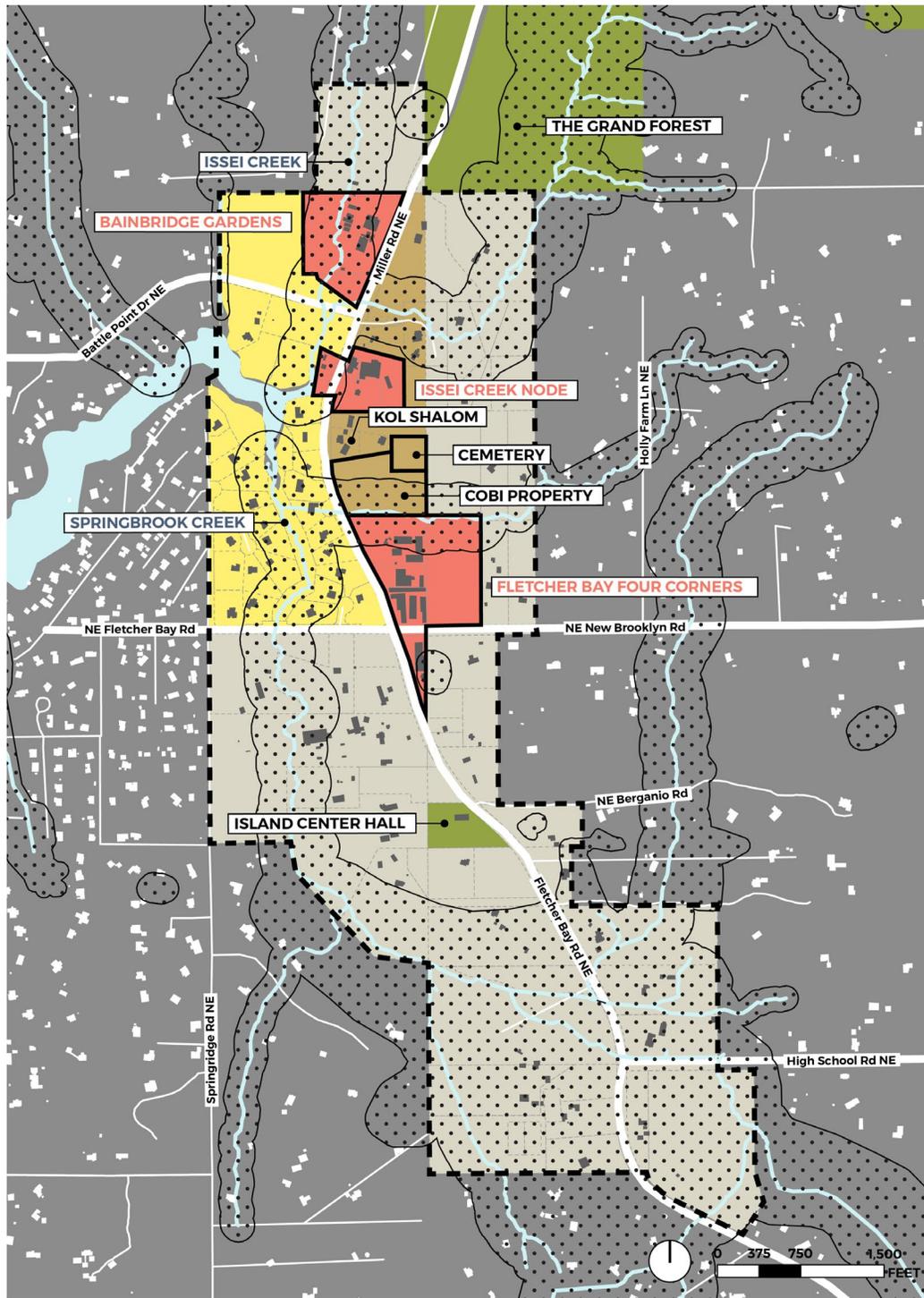
There is healthy debate regarding the many root causes of housing affordability, including historical use of exclusionary zoning, over-reliance on single family housing, design standards that increase building costs, dramatic shifts in the local economy, lack of subsidized housing, and many more. However,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

FIGURE 9. ISLAND CENTER AERIAL VIEW



Framework, 2021

FIGURE 10. PROPOSED ISLAND CENTER ZONING

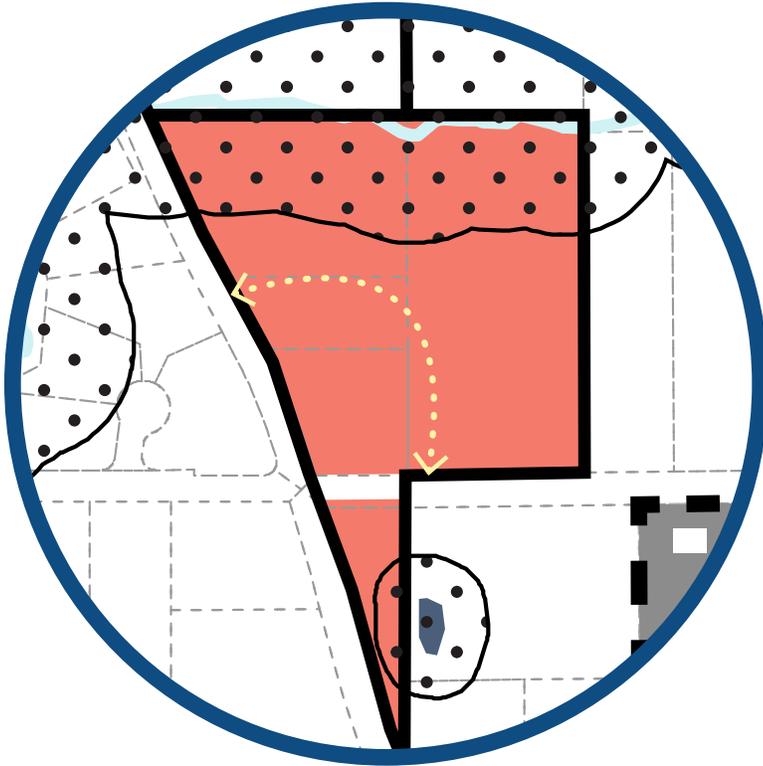


PROPOSED ISLAND CENTER ZONING



Framework, 2021

FIGURE 11. FOUR CORNERS NODE ZONING

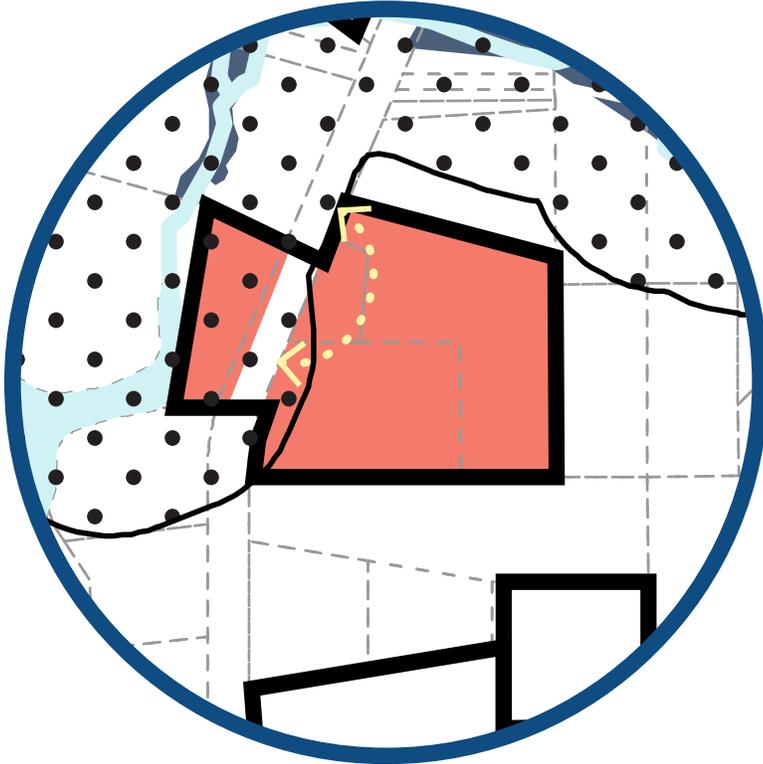


Framework, 2021

Four Corners Node

The Four Corners node expands neighborhood center zoning to the east to include the approximately 5 acres north of NE New Brooklyn Rd. These 5 acres have common ownership with the property at the NE corner of Miller and New Brooklyn Road. Like other Island Center Neighborhood Center properties, the properties along Miller Road have long been developed with commercial uses, including self-service storage and currently, Bainbridge Rental (equipment rental), a gas station and restaurant. Improving safety for accessing commercial properties has been identified as a goal for this Plan. Adding to the Island Center zone to the east of this area allows room for redevelopment or reorganizing of the layout of commercial properties (that front on Miller Road) over time. Any major changes to these properties will require improvements to the ingress/egress. With current and future Island Center zone properties already developed with thriving commercial businesses, the additional 5 acres of Island Center zoning is perhaps the only proposed change in this Island Center plan that may add residential development in the near term. The properties shown in red in Figure 11 through Figure 13 are proposed for inclusion in the Island Center Zone within each node.

FIGURE 12. ISSEI CREEK NODE ZONING

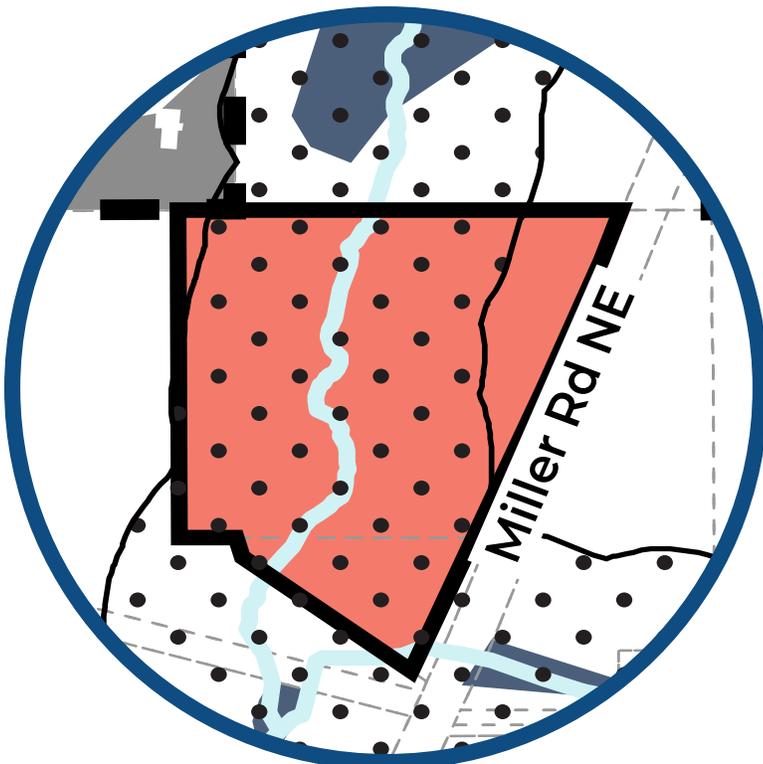


Framework, 2021

Issei Creek Node

In the Issei Creek node neighborhood center zoning is proposed to be expanded to the west of Miller Bay Rd NE and south of the existing neighborhood commercial on the east side of Miller Bay Rd NE. The properties shown in red in Figure 12 are proposed for inclusion in the Island Center Zone.

FIGURE 13. BAINBRIDGE GARDENS NODE ZONING



Framework, 2021

Bainbridge Garden Node

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

LAND USE

Significant changes to the land uses that are currently allowed in the Neighborhood Commercial Zone are proposed to focus on community priorities for Island Center. Because neighborhood commercial zoning is very limited on Bainbridge Island properties must have a primarily commercial use with specific opportunities for mixed-use development that includes residential uses. See Appendix C for a chart of recommended land uses to be adopted into the City's zoning and development code.

DEVELOPMENT STANDARDS

The development standards shown in Figure 15 are proposed to implement the vision and goals for Island Center and vary by node. The development standard recommendations were crafted with the Island Center Steering Committee and input from the public during Steering Committee meetings. Development standards maintain the same base density as the existing Neighborhood Commercial Zone and allow bonus units for affordable housing with a 50% affordable housing requirement. For properties newly added to the Island Center zone, underlying base density remains the same as its current residential zoning (e.g. R-1) with a higher amount of bonus density available for affordable housing. Buildings must be designed to be human-scale with limits on building widths at the street frontage, building footprint limits, and requirements for active uses and features at the street level. Residential unit sizes are capped at 1,800 square feet to encourage smaller and more affordable units with opportunities for an additional 900 sq ft caretaker unit. Figure 14 on the following page shows design examples of housing types, commercial places, and public places that resonate with Island Center's characteristics and the Steering Committee's Vision and Goals.

POLICIES

- Require a principal commercial use for development in Island Center.
- Prioritize land uses that serve the surrounding Island Center area.
- Consider changes to residential densities as part of a City-wide strategy for affordable housing and land conservation.
- Allow residential uses when part of a mixed-use development including single-family when not located along primary street frontages.
- Encourage the development of affordable housing in Island Center for a range of household incomes.
- Ensure new development is small-scale, has a rural character, and prioritizes places for people in public spaces.
- Minimize negative impacts from vehicles in the design of new development including access, the location and design of parking, and street frontages.
- Require active street level uses in the Island Center Zone.
- Encourage agricultural and supporting uses in Island Center, including improving the City's Transfer of Development rights program or other agriculture preservation programs.
- On split zoned parcels allow or require the transfer of density into the IC Zone to preserve land.
- Allow for non-conforming uses to relocate buildings within a property on an adjacent property in the Island Center zone when there is a clear public benefit to relocating the non-conforming use.

STRATEGIES

- Update the City's Zoning Map and Municipal Code to establish the Island Center Zone
- Update the City's Municipal Code to

establish development standards for the Island Center Zone

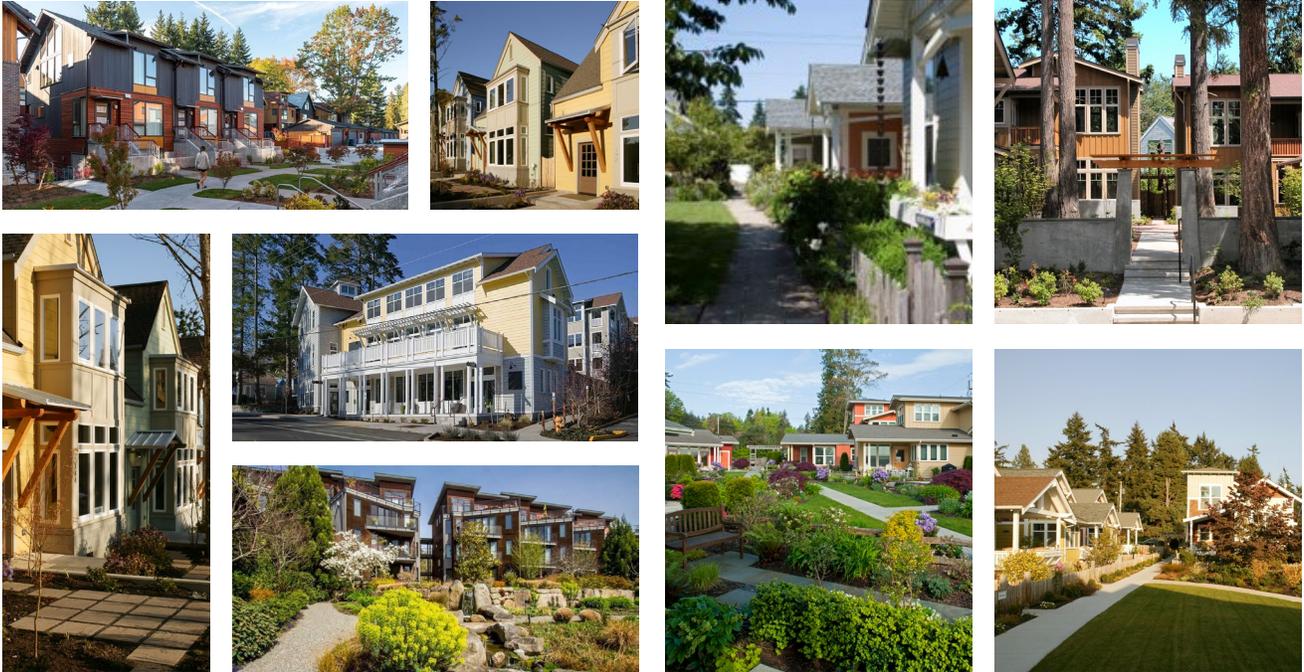
- Update the City's Design Review Manual Design for Bainbridge for consistency with the Island Center Zone land uses, street

concepts, and development standards.

- Review any future land use or transportation changes in the Island Center area for consistency with the Island Center Subarea Plan.

FIGURE 14. CHARACTER IMAGES AND DESIGN EXAMPLES

RESIDENTIAL PLACE



COMMERCIAL PLACE



PUBLIC PLACE



Framework, 2021

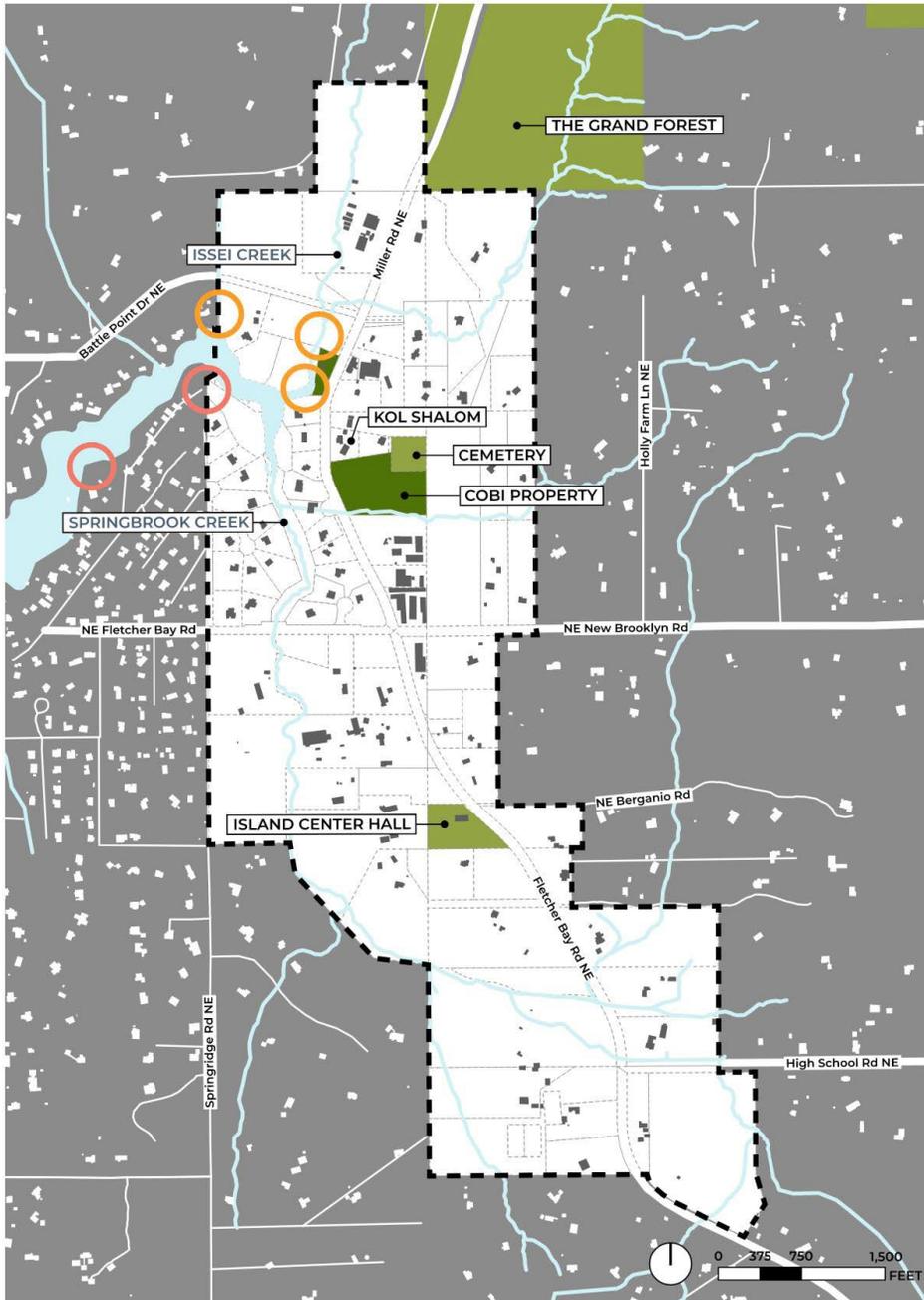
FIGURE 15. ISLAND CENTER ZONE DEVELOPMENT STANDARDS

STANDARD	EXISTING NC ZONE	BAINBRIDGE GARDENS NODE	ISSEI CREEK NODE	FOUR CORNERS NODE
MAX. LOT COVERAGE	35 %	35%	35%	35%
MAX. BUILDING HEIGHT	35 ft. (est. 3 stories)	25' (two stories)	25' (two stories)	25' (two stories)
MAX. HEIGHT WITH CUP FOR NONRESIDENTIAL USES	45 ft.	Eliminate	Eliminate	Eliminate
BASE RESIDENTIAL DENSITY: EXISTING IC NC PROPERTIES	R-2: one unit/20,000 ft ²	R-2	R-2	R-2
RESIDENTIAL DENSITY WITH BONUS: EXISTING IC NC PROPERTIES:	R-3 with affordable housing, TDR or in mixed-use development	R-4; 50% Affordable (or 2 bonus units per acre that must be designated as affordable housing)		
BASE RESIDENTIAL DENSITY: NEW IC NC PROPERTIES		R-1	R-1	R-0.4
RESIDENTIAL DENSITY WITH BONUS: NEW IC NC PROPERTIES		R-8; All bonus density to be designated as affordable housing.		
FRONT SETBACK (VARY BY NODE)	20 ft. max.	Vary by node/ frontage types	Vary by node/ frontage types	Vary by node/ frontage types
SIDE & REAR SETBACKS	0 ft. between NC properties; 15 ft. to Residential Zones	5'-10' side yard	5'-10' side yard	5'-10' side yard
MAX. BUILDING FOOTPRINT	NA	4,000 sq ft	4,000 sq ft	4,000 sq ft
SPACE BETWEEN BUILDINGS	NA	10'	10'	10'
COMMERCIAL/RESIDENTIAL MIX		Minimum 50% commercial required	Minimum 50% commercial required	Minimum 50% commercial required
MAX. BLDG WIDTH AT STREET	NA	40'	40'	40'
ACTIVE USE/DESIGN REQUIREMENTS	NA	Active uses or features at street at level	Active uses or features at street at level	Active uses or features at street at level
*FLOOR AREA RATIO	NA	NA	NA	NA
MAX SF UNIT SIZE	NA	Max 1,800 sq ft SF; 900 sq ft Caretaker	Max 1,800 sq ft; 900 sq ft Caretaker	Max 1,800 sq ft; 900 sq ft Caretaker

COBI, Framework, 2021

PUBLIC IMPROVEMENTS

FIGURE 16. PROPOSED PUBLIC IMPROVEMENTS



Multimodal access, trails connections, and public spaces benefit neighborhood residents and the broader public and are an integral part of the plan for the future of Island Center. Although the planning area is immediately adjacent to Fletcher Bay, there is limited public access to the waterfront, and the streams that flow into the Bay. There are several options for near public access points to the bay in and around the subarea, some of which could be integrated into future redevelopment. Figure 16 shows opportunities for waterfront public access and public spaces in Island Center.

PUBLIC SPACE & WATERFRONT ACCESS

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

COBI, Framework, 2021

COBI OWNED PROPERTY

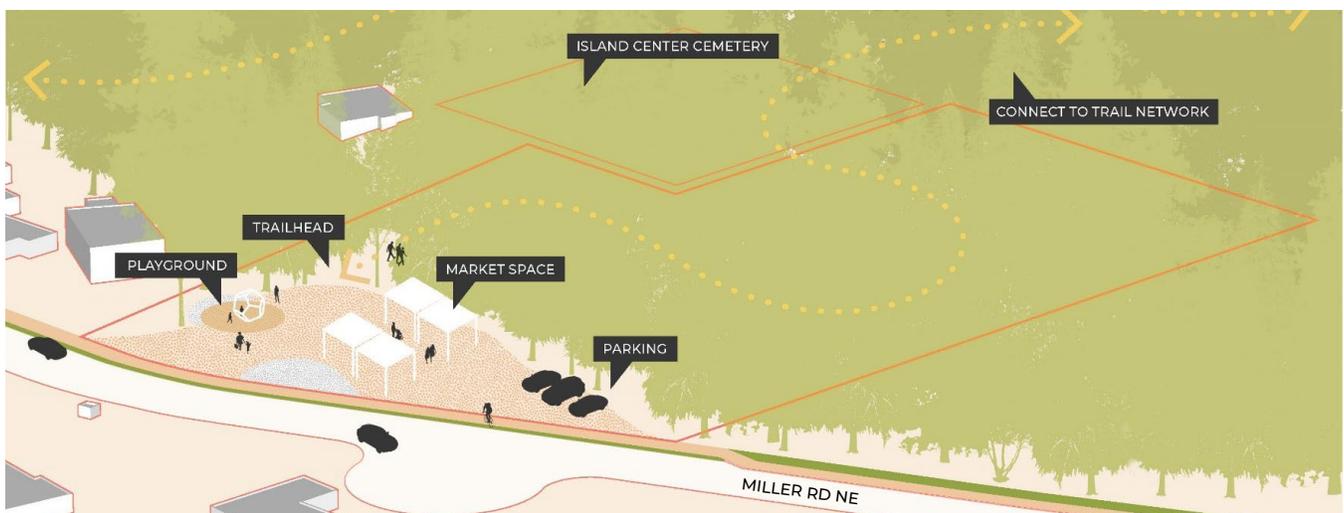
At the Center of the Island Center is an undeveloped 4-acre City-owned parcel the Department of Public Works uses for staging and storage and otherwise serves as informal parking for adjacent uses. The property is largely wooded, with only the first hundred or so feet nearest to the roadway cleared and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

There is substantial change in elevation of roughly 45-50 feet between the rear of the lot, farther from Miller Rd and the front of the lot, which is at grade with the roadway. Throughout the planning process, there has been interest in upland portions of the property that may be able to capitalize on this change in elevation to create a viewpoint to the Fletcher Bay. Any viewpoint feature, however, should be designed around natural features and wooded areas so that views are unobstructed and may require the construction of a viewing platform or tower.

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

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

FIGURE 17. PUBLIC SPACE CONCEPT PLAN FOR COBI PROPERTY



Framework, 2021

WATERFRONT ACCESS

Waterfront access on Fletcher Bay can help re-establish a connection with the waterfront for people living and visiting Island Center. Most of the land with direct waterfront access to Fletcher Bay is developed, with single family residences along the easternmost part of the Bay, and along Springbrook Creek, primarily built in the 1990's. However, there are opportunities to create new visual and physical access to Fletcher Bay and the creeks that flow into it.

The properties that offer the clearest opportunities to create new publicly accessible spaces on Fletcher Bay along Miller Road are all owned by longtime residents of Bainbridge Island. One developed property at the point where Fletcher Bay comes closest to Miller Rd is a small 0.56 acres property with a private residence that has been included in the Issei Creek node with Island Center Automotive. Despite its location in a critical area, this property may offer an opportunity for future non-residential like a small restaurant or cafe that highlight Fletcher Bay as a natural feature, if any new uses occupy the same footprint as the existing home.

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

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

POLICIES

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

STRATEGIES

- Pursue waterfront public access in partnership with private property owners and recreation and conservation organizations.
- Pursue development of the COBI property for public access, use and enjoyment including additional public engagement as plans are refined.
- Update Capital Improvement Plan with Island Center projects over time through the annual capital improvement/budget process, including improving public access to Fletcher Bay and improvement to COBI property.

INFRASTRUCTURE

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

TRANSPORTATION

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

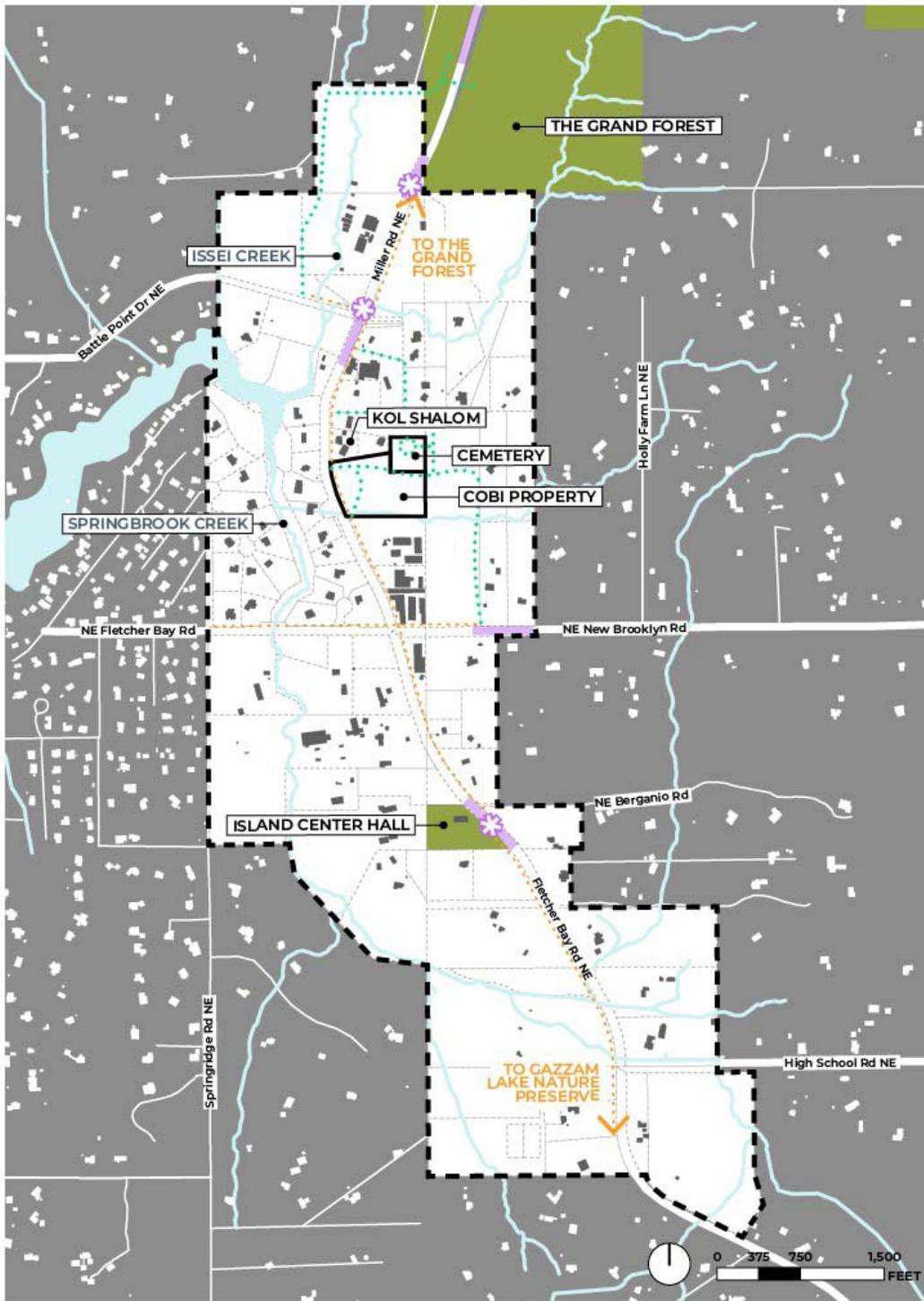
NON-MOTORIZED IMPROVEMENTS

Island Center currently lacks safe facilities for walking and biking and the Island Center Plan calls for both on and off-street improvements to allow people to access Island Center on foot or bike (see Figure 18). A trail system is proposed to connect areas within the planning area and provide additional recreational opportunities while on-street concepts are focused on providing separated bike and walking facilities, incorporating traffic calming measures, and addressing physical constraints. The specific design for new facilities will be subject to additional planning, engineering, and design work as well as opportunities for further public engagement. The Island Center process did not include detailed physical, engineering, or fiscal analysis and therefore should be further considered in the future.

Traffic Calming

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

FIGURE 18. NON-MOTORIZED TRANSPORTATION IMPROVEMENTS



NON-MOTORIZED TRANSPORTATION

- STUDY AREA
- OFF-ROAD TRAIL (PROPOSED)
- NON-MOTORIZED IMPROVEMENTS
- PARKS
- TRAFFIC CALMING LOCATIONS
- ✳ MID-BLOCK CROSSINGS / GATEWAYS
- STREAMS

Framework, 2021

Streets

Existing streets in Island Center have limited sidewalk and pedestrian facilities, with relatively narrow shoulders extending north along Miller Rd, NE and sidewalks only at the corner of Miller Rd NE, NE New Brooklyn Rd and Fletcher Bay Rd NE. One of the priorities of this plan is to create safe, dedicated facilities for people walking and biking, particularly along the north-south portion Fletcher Bay Rd and Miller Rd NE between Island Center Hall and the Grand Forest, and safer crossings at the busy intersection of Miller Rd NE, NE New Brooklyn Rd and Fletcher Bay Rd NE. Figure 19 shows concept plans for potential short- and long-term improvements. The short-term concepts would be relatively inexpensive to implement and would allow for testing to ensure the concepts are effective at providing safe places to walk and bike. The long-term option would require further design and engineering work along with a capital investment for implementation.

The physical conditions along the major streets in Island Center are highly variable and in some cases are challenging for adding facilities for walking and biking. To address the varying conditions several street section concepts were developed at the locations shown in Figure 20. Physical constraints along with poor access management to adjacent properties makes it difficult to add dedicated sidewalks and bike facilities on both sides of the street such as on portions of Miller Rd NE north of NE New Brooklyn Rd and NE Fletcher Bay Rd. Therefore, a multi-use path is proposed as one option for addressing they physical constraints since it allows for bi-directional travel for pedestrians and bicyclists and is the most efficient use of limited space. Some locations include more than one section to show the range of options for improvements. On-street parallel parking is recommended as an option only in the Four Corners node to right-of-way constraints and physical conflicts.

Trail System

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

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

FIGURE 19. STREET IMPROVEMENT CONCEPTS – SHORT AND LONG-TERM

EXISTING STREETScape - MILLER BAY ROAD



TEMPORARY / LOW COST IMPROVEMENTS - MILLER BAY ROAD



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

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

EXISTING STREETScape - FLETCHER BAY RD NE



LONG TERM IMPROVEMENTS - MILLER BAY ROAD



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

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

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



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

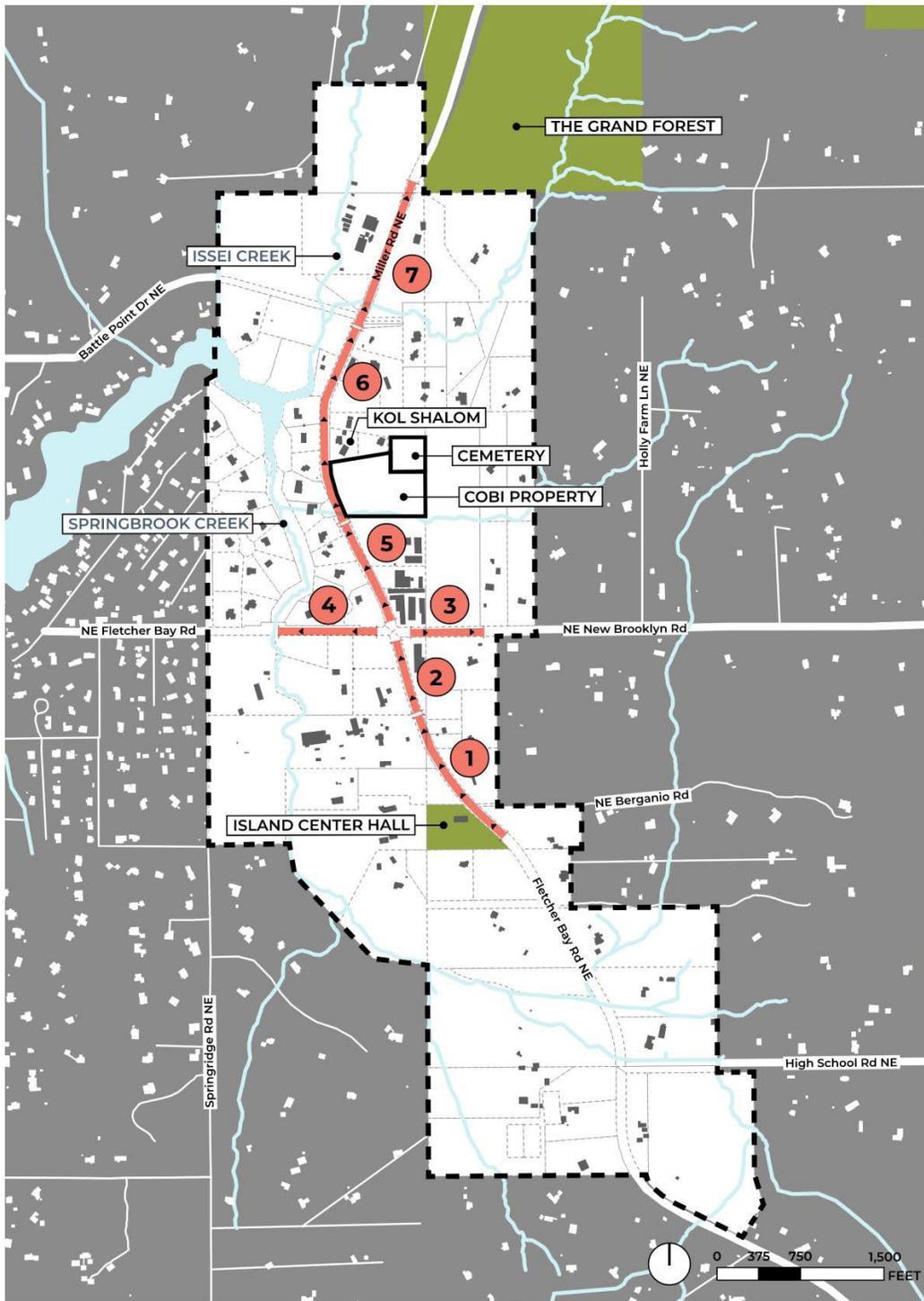


LONG TERM IMPROVEMENTS - MILLER RD NE/NEW BROOKLYN RD/FLETCHER BAY RD NE



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

FIGURE 20. STREET SECTION LOCATIONS

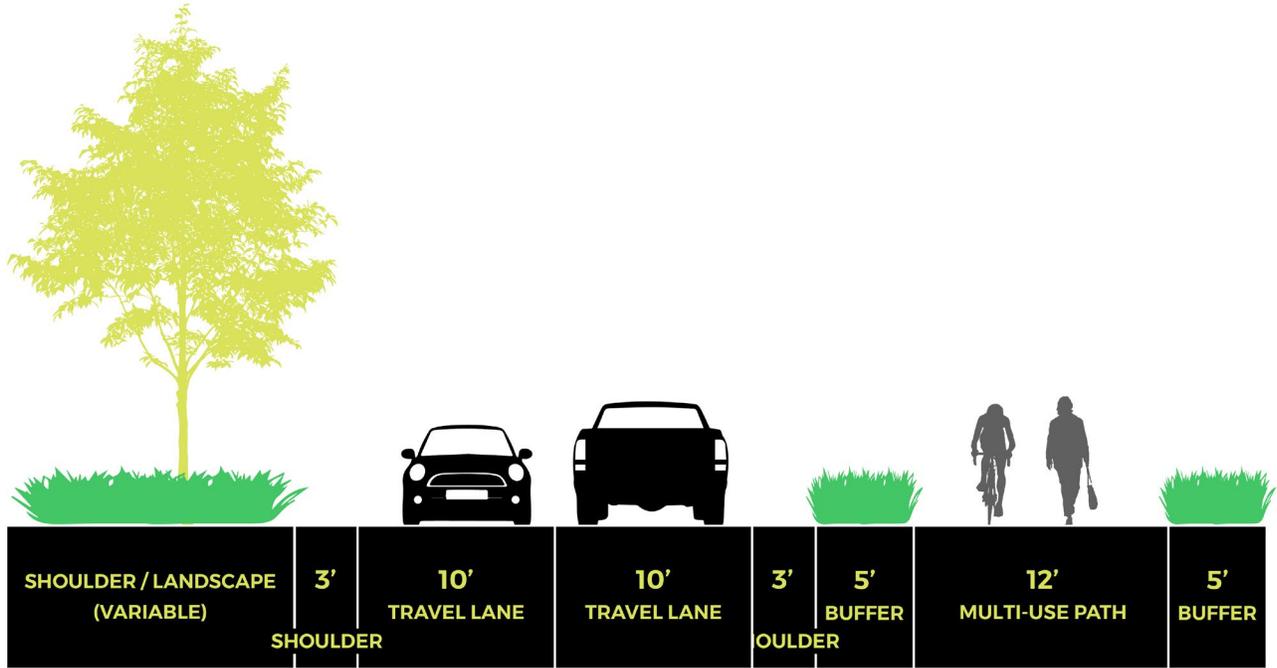


SECTION LOCATIONS

 STUDY AREA

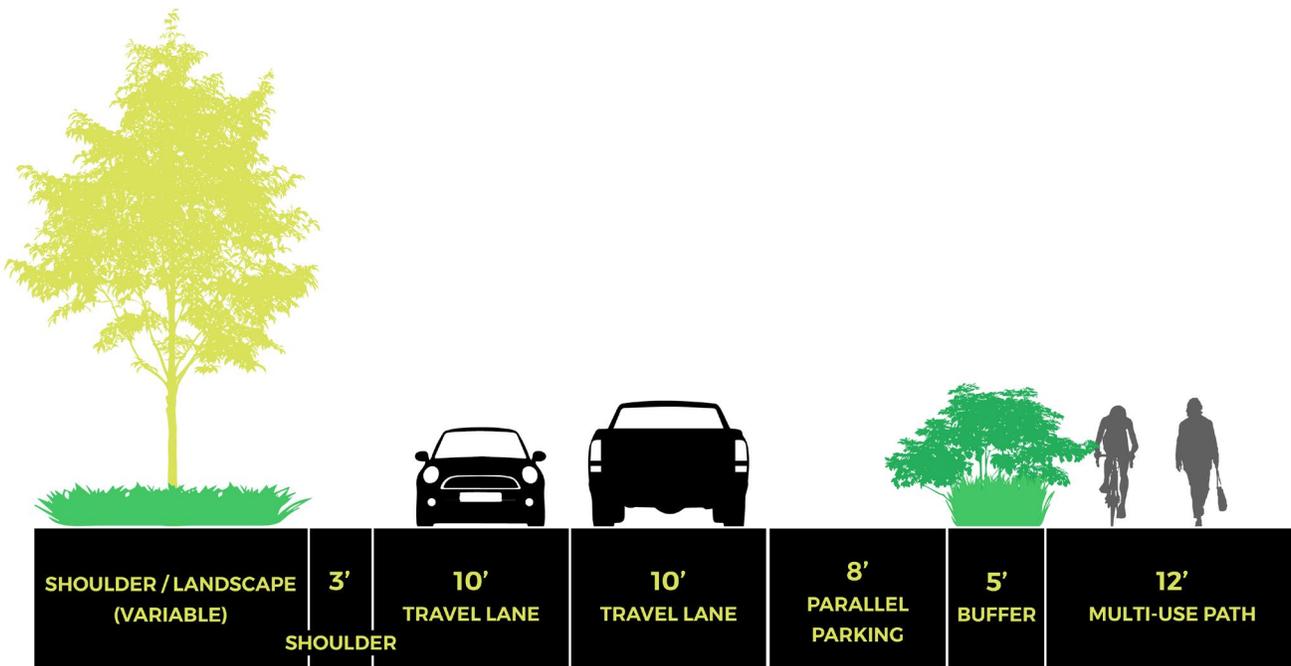
Framework, 2021

FIGURE 21. STREET CONCEPT SECTION #1 - SOUTH FLETCHER BAY RD LOOKING NORTH



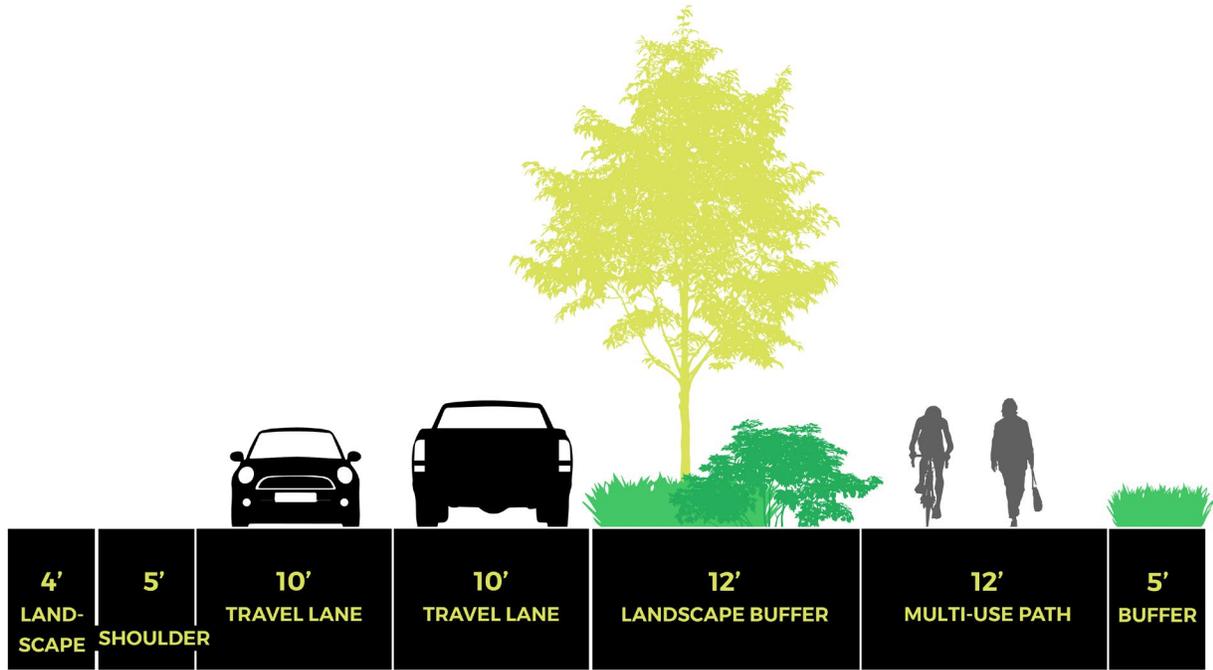
Framework, 2021

FIGURE 22. STREET CONCEPT SECTION #2.1 - MILLER RD/FLETCHER BAY RD LOOKING NORTH



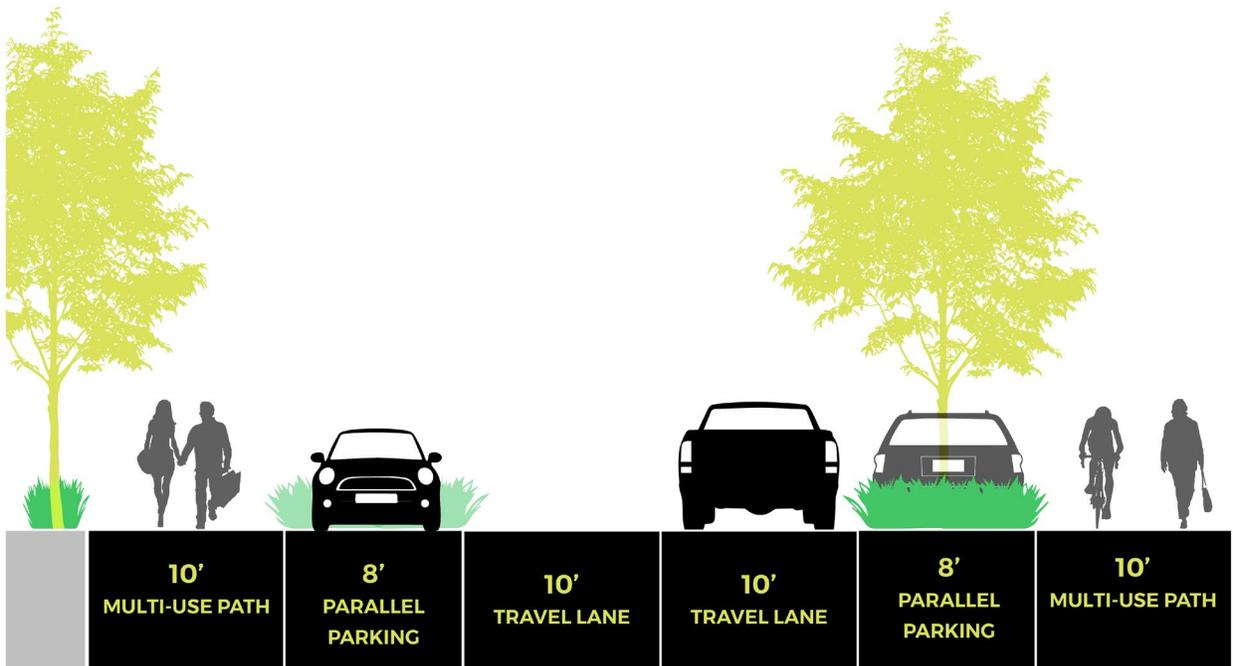
Framework, 2021

FIGURE 23. STREET CONCEPT SECTION #2.2 - MILLER RD / FLETCHER BAY RD LOOKING NORTH



Framework, 2021

FIGURE 24. STREET CONCEPT SECTION #3 - NEW BROOKLYN RD LOOKING EAST



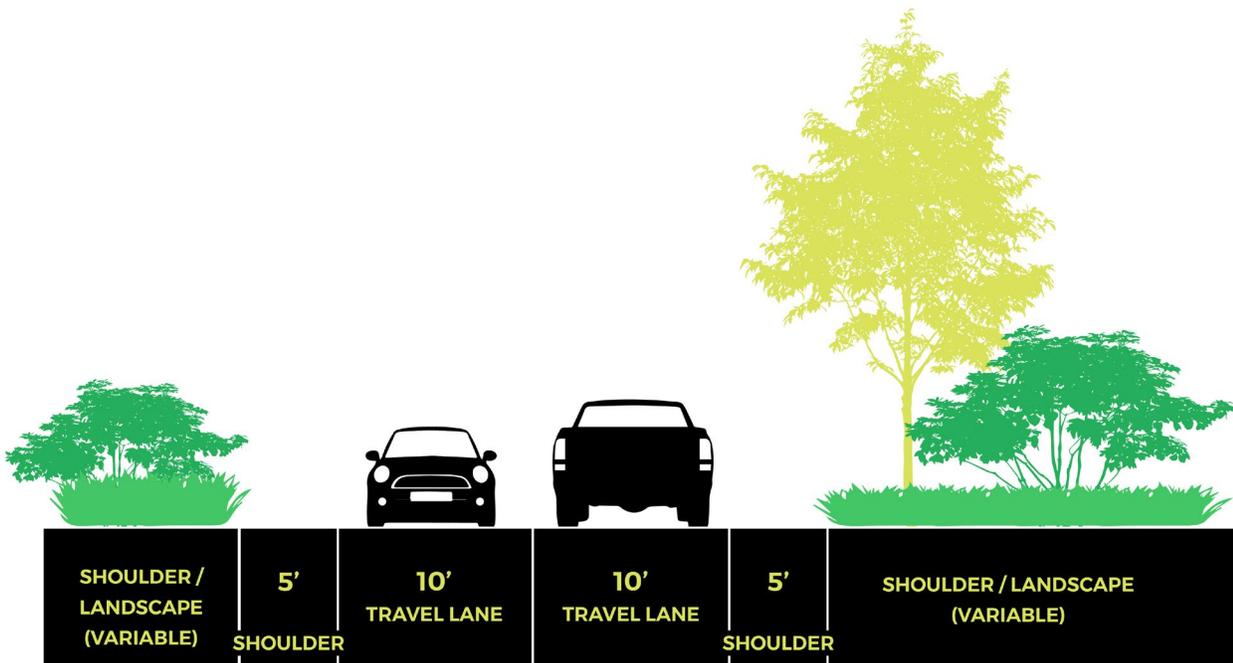
Framework, 2021

FIGURE 25. STREET CONCEPT SECTION #4.1 - FLETCHER BAY RD WESTBOUND LOOKING WEST



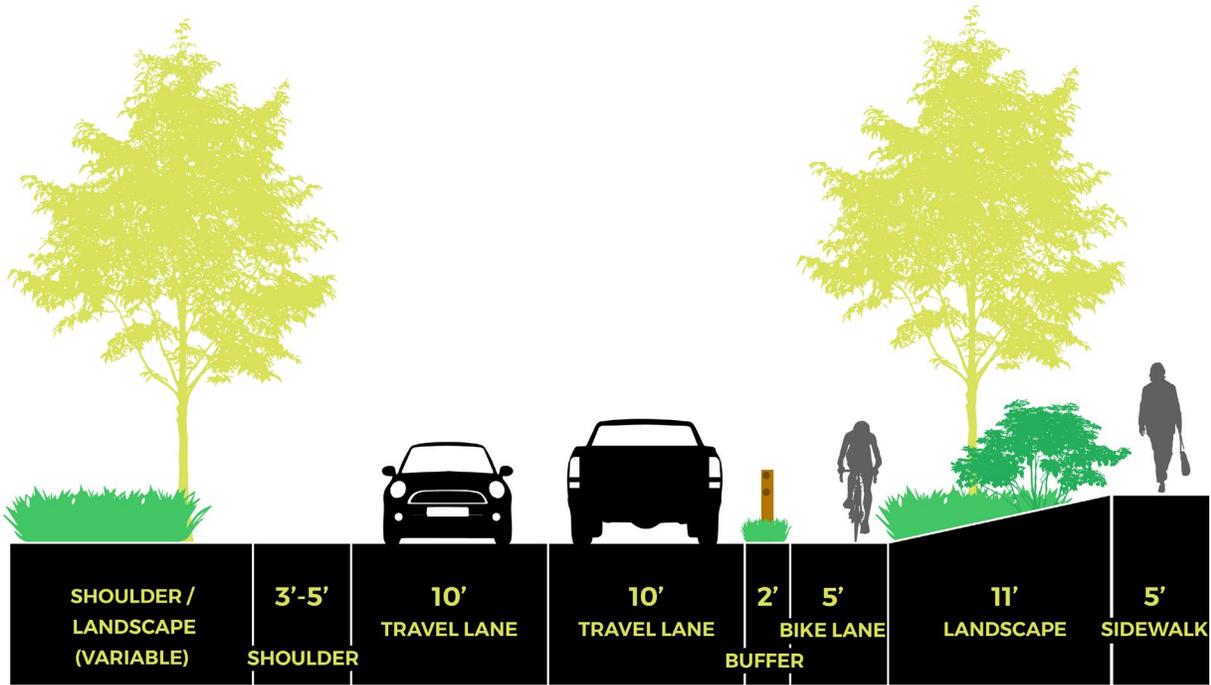
Framework, 2021

FIGURE 26. STREET CONCEPT SECTION #4.2 - FLETCHER BAY RD WESTBOUND LOOKING WEST



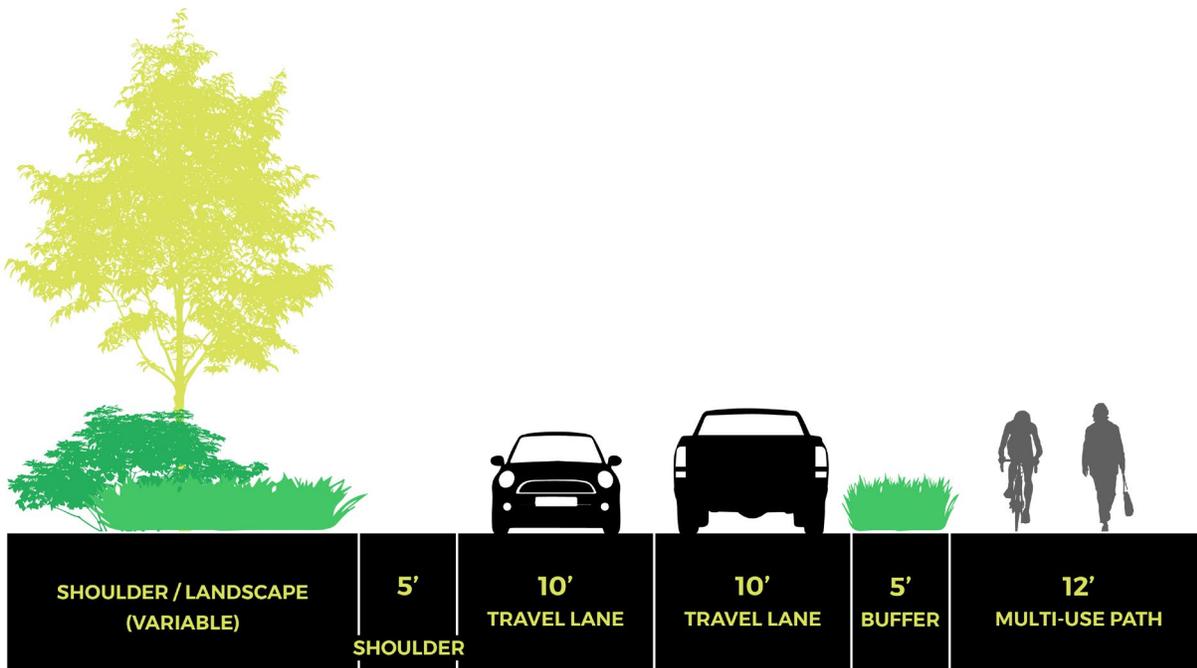
Framework, 2021

FIGURE 27. STREET CONCEPT SECTION #5 - MILLER RD SOUTH OF DPW LOT LOOKING NORTH



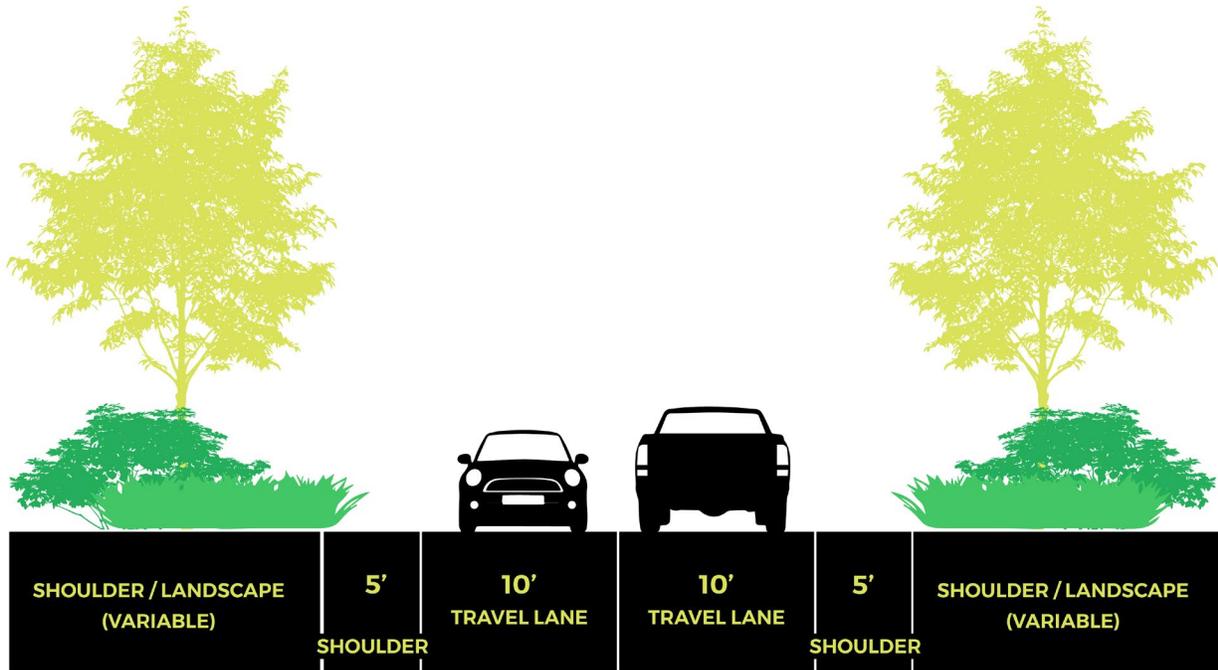
Notes: Given the topography change in this portion, trees may require adjusting location for the bike lane and sidewalk. Framework, 2021

FIGURE 28. STREET CONCEPT SECTION #6.1 - MILLER RD AT DPW LOT LOOKING NORTH



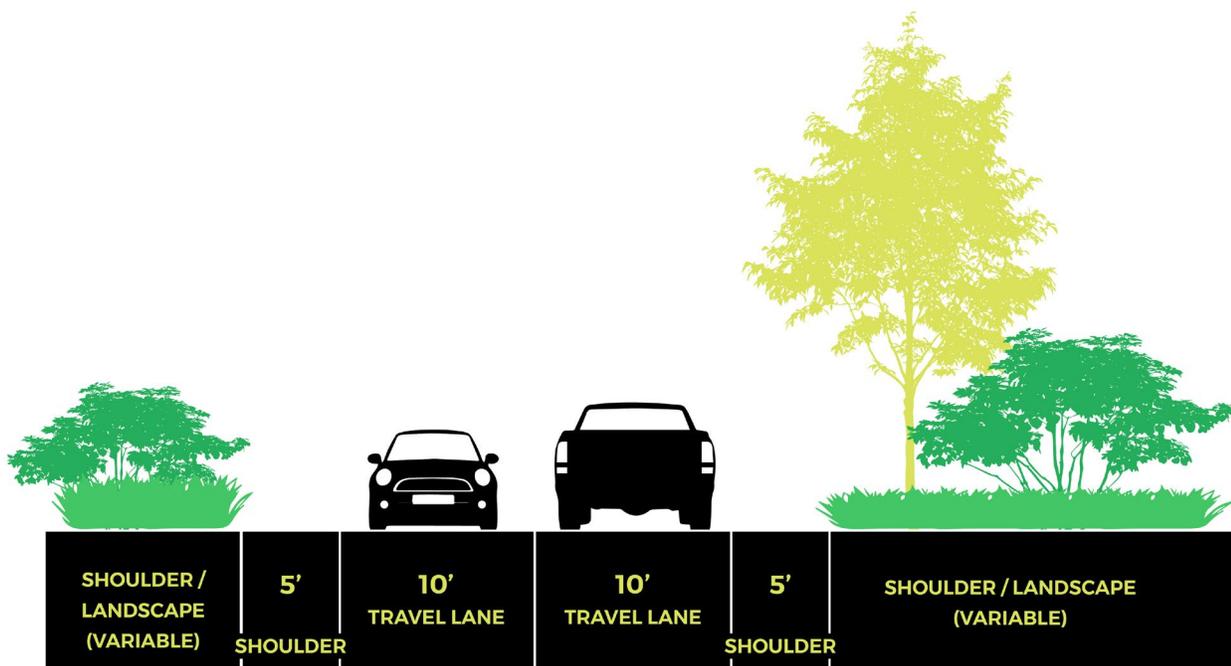
Framework, 2021

FIGURE 29. STREET CONCEPT SECTION #6.2 - MILLER RD AT DPW LOT LOOKING NORTH



Framework, 2021

FIGURE 30. STREET CONCEPT SECTION #7 - MILLER RD NEAR BATTLE POINT DR LOOKING NORTH



Framework, 2021

POLICIES

- Encourage undergrounding new and existing franchise utilities, including electrical transmission/distribution power, cable, telephone, and internet lines; maximize opportunities with new construction; and prioritize work that affects the greatest number of households and businesses.
- Provide safe multi-modal transportation facilities in Island Center that accommodate vehicles and people walking and biking.
- Provide safe on- and off-street facilities for walking and biking that connect all areas within Island Center.
- Incorporate appropriate traffic calming measures into street improvements to reduce vehicle speeds and improve safety.
- Transportation improvements should be subject to additional public engagement efforts during the design and engineering process including direct outreach to residents and property owners that will be directly affected. Transportation improvements should be designed to ensure that employees and customers can safely access Island Center businesses.
- Minimize the number and size of curb cuts along major streets in Island Center to avoid conflicts between vehicles and pedestrians and bicyclists.
- Avoid widening streets to increase vehicle capacity in Island Center and emphasize local access.

STRATEGIES

- Continue to coordinate with Puget Sound Energy and other utilities to improve reliability of the power grid and telecommunication systems, and integrate undergrounding utility lines whenever possible during public or private capital or development projects.
- Actively pursue an off-street trail network in Island Center in partnership with private property owners and conservation and recreation organizations
- Consider implementing temporary transportation improvements to enhance opportunities for walking and biking in the near term while testing potential long-term improvements
- Further plan for street improvements in Island Center with additional design and engineering work in collaboration with community stakeholders.

ACTION PLAN

ACTION STRATEGY MATRIX

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

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

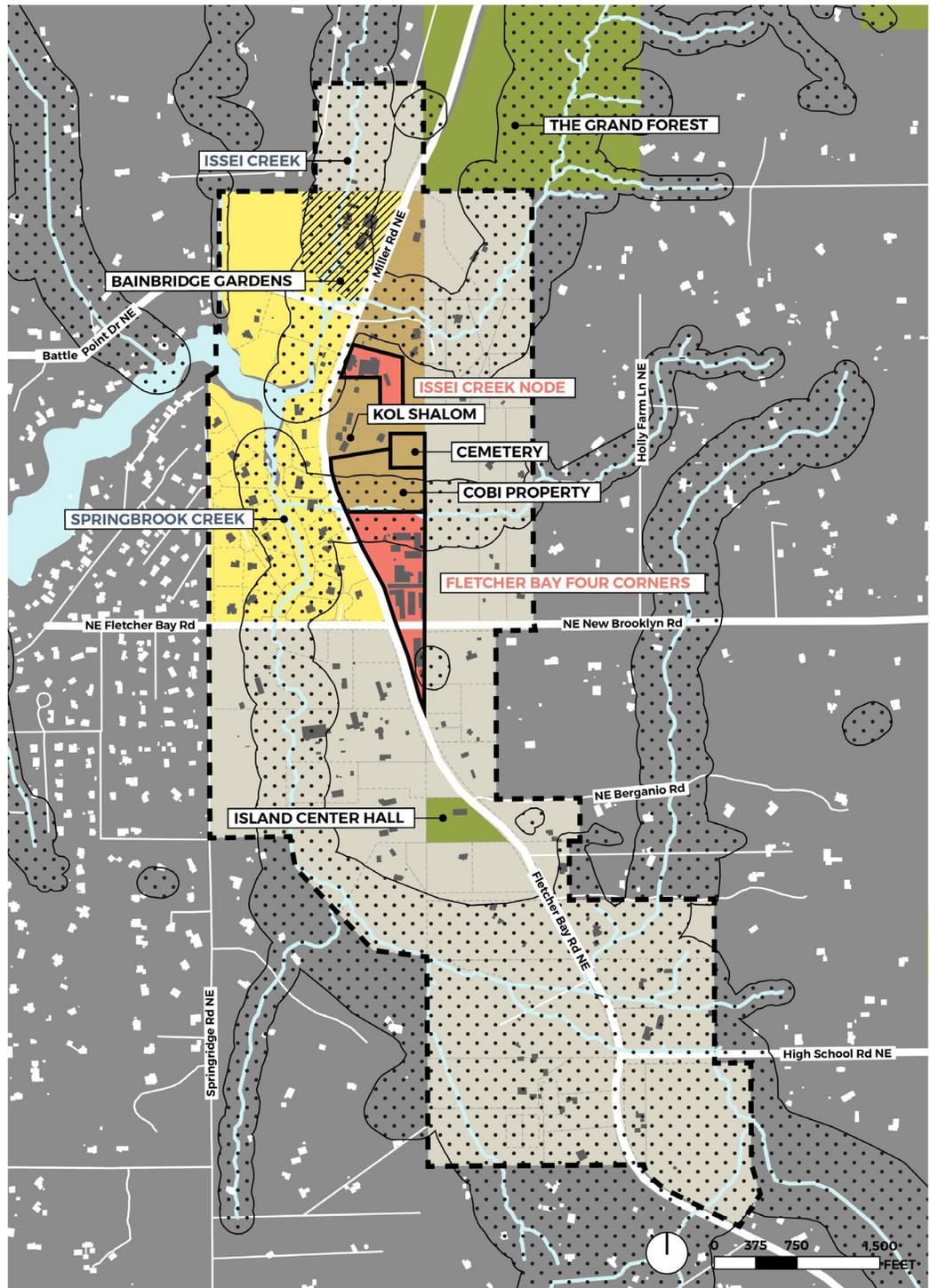
STRATEGY	SUMMARY	TIMELINE	DEPARTMENT	COST/ FUNDING
Review any future land use or transportation changes in the Island Center area for consistency with the Island Center Subarea Plan	In the future, such as part of a Comprehensive Plan update, review any future land use or transportation changes for consistency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

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

APPENDIX

APPENDIX A: ALTERNATIVES ISLAND CENTER ZONING

FIGURE A1. ALTERNATIVE 1 PROPOSED ISLAND CENTER ZONING

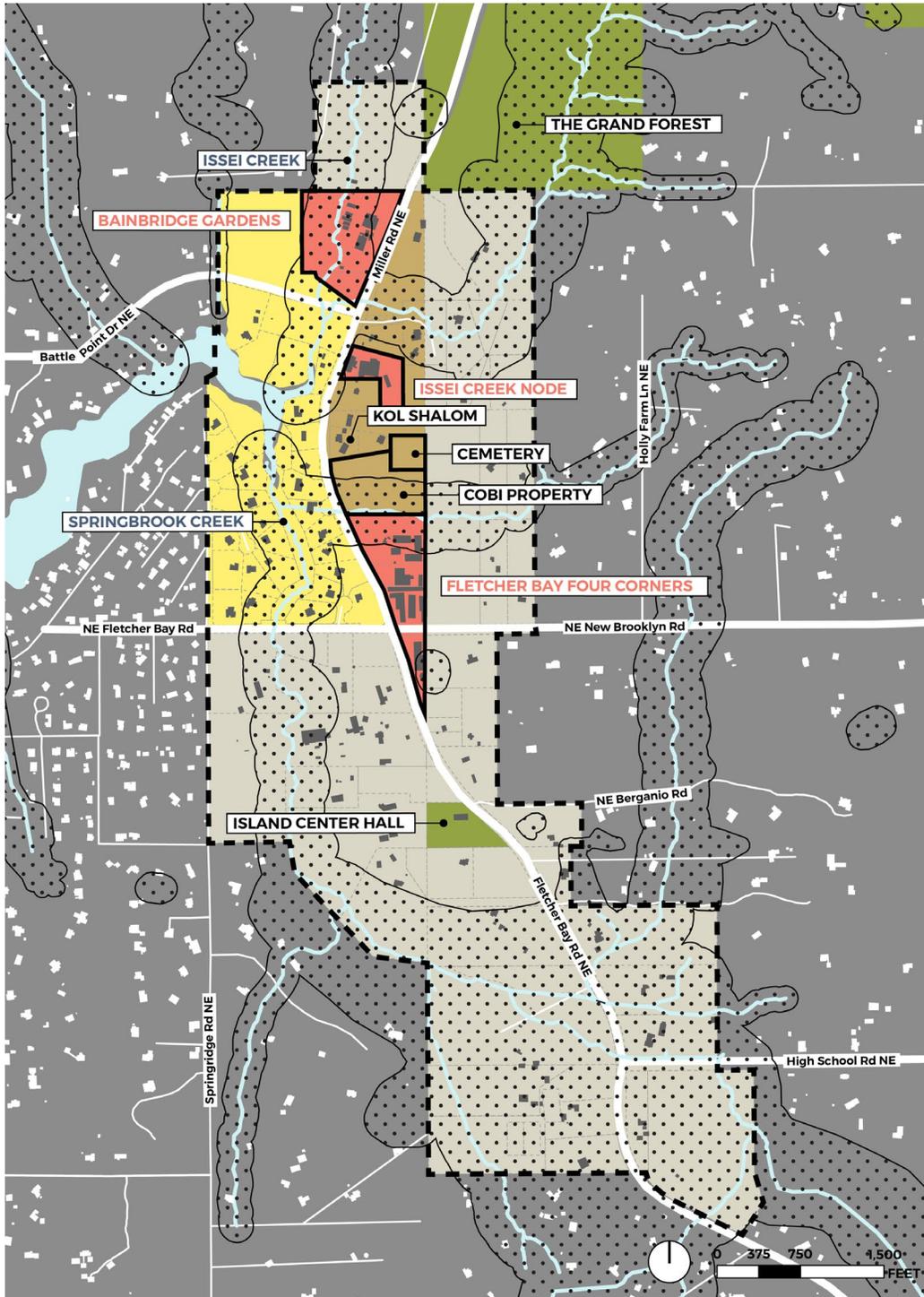


ALTERNATIVE 1 ZONING

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

The following two maps show the land use alternatives considered by the Steering Committee. Alternative 1 maintains the existing zoning map designations but replaces the Neighborhood Commercial (NC) zoning with new Island Center (IC) specific zoning. Alternative 2 expands the Island Center specific zoning in Alternative 1 to the Bainbridge Gardens property.

FIGURE A2. ALTERNATIVE 2 PROPOSED ISLAND CENTER ZONING



ALTERNATIVE 2 ZONING

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

EMERGING THEMES

IDENTITY & HOUSING

- Interest in creating a community identity centered around rural character and access to green space without compromising current lifestyle *"Island Center doesn't feel like the center of anything..."*
- Distrust of density increases and a desire to ensure current capacity is met before considering changes (DOWN OR UP)
- Desire to impact kinds of development and review design guidelines: no McMansions (size), encourage cottage housing (type) and affordable housing that is at a rural scale (cost)

BUSINESS & ECONOMY

- Concern that extending city services like water and sewer will increase pace of development
- No desire to become an urban hub with extensive retail or services
- Improve access and condition of existing businesses and add businesses that locals will use

TRANSPORTATION & MOBILITY

- Mitigate impacts of SR 305 traffic and Miller Road congestion
- Expand bike and pedestrian options
- Consider separating trails from roads to allow for safe walking and bicycling
- Create links between existing parks and trails (Battle-point to Gazzam)

ENVIRONMENT

- Limited drinking water resources
- Impacts of stormwater on Fletcher Bay and salmon streams
- Light pollution from urbanization is a concern
- Protection of historic farming enterprises

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

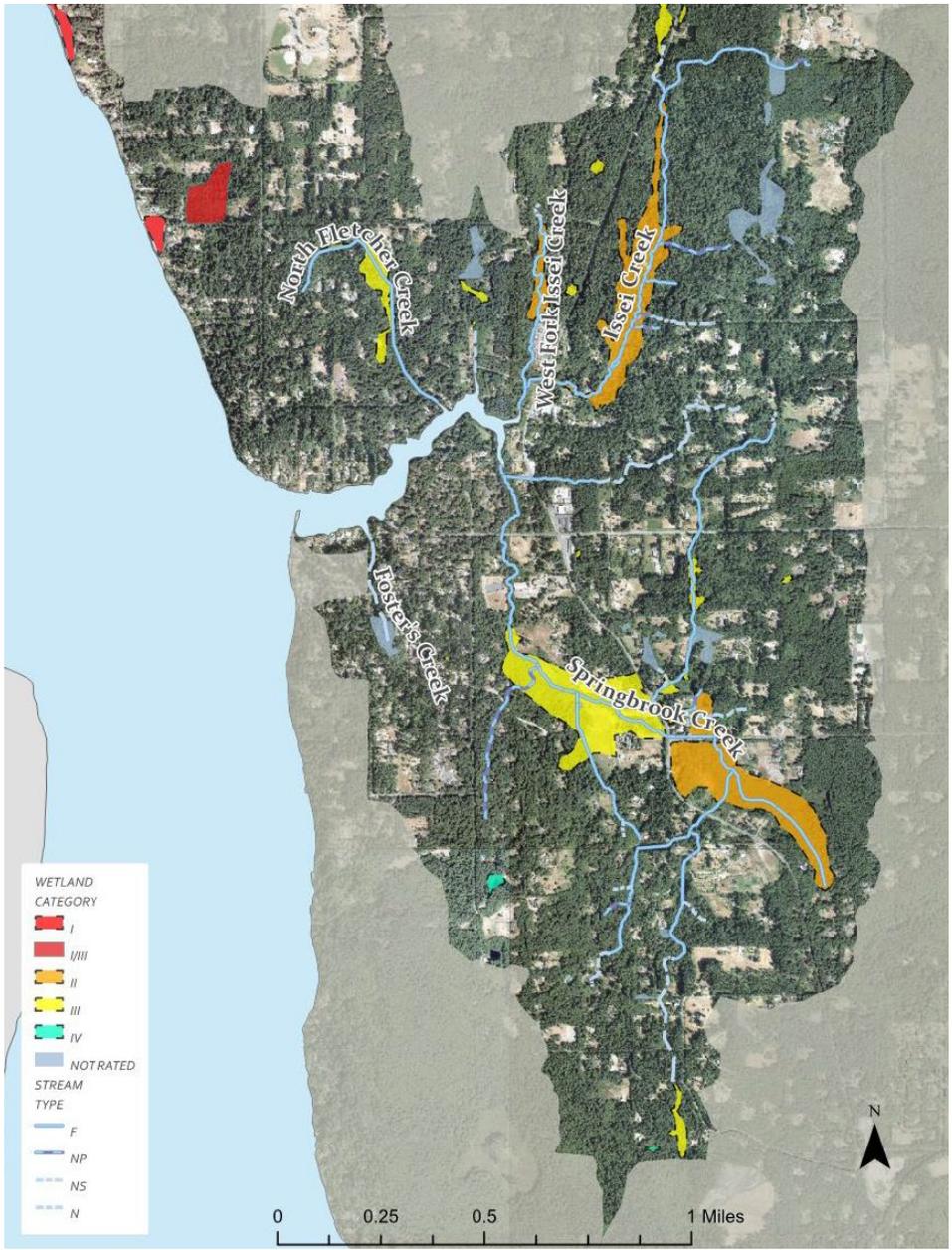
USE CATEGORY/TYPE	CURRENT NC ZONE	BAINBRIDGE GARDENS NODE	ISSEI CREEK NODE	FOUR CORNERS NODE
P: PERMITTED USE C: CONDITIONAL USE BLANK: PROHIBITED USE				
Agriculture, Animal	P	P	P	
Agriculture, Crop	P	P	P	
Agriculture Research Facility				
Agricultural Processing				
Single-Family Dwelling	P	P	P	P
Consider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

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

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

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

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

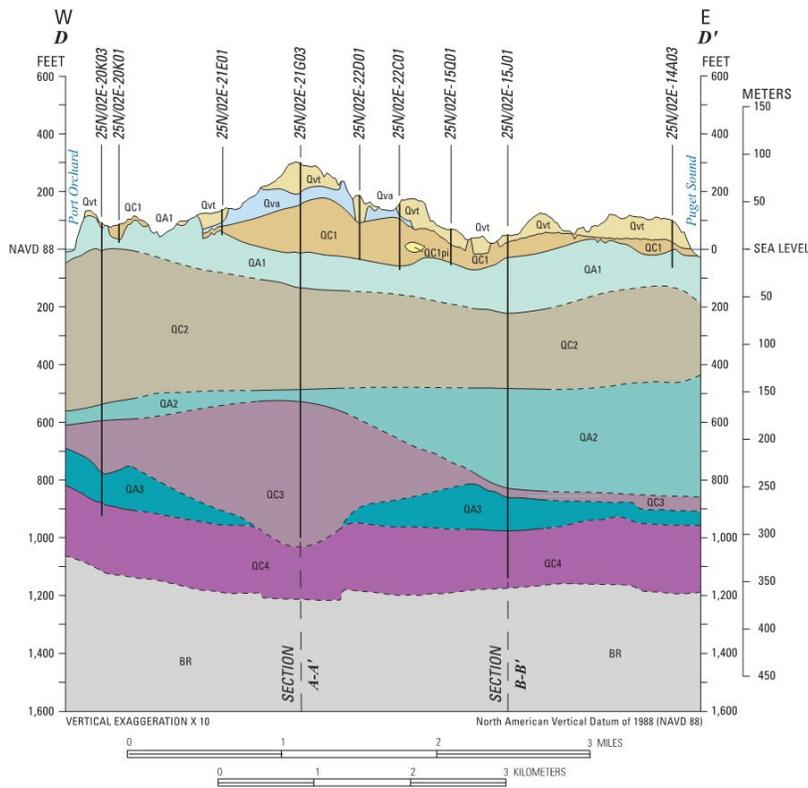


The Fletcher Bay watershed, also known as *Xl̥l̥k̥ap* or *s̥əxwul̥l̥ə̥k̥'wəb* in the native Lushootseed language, comprises 2,102 acres of land that drains to Fletcher Bay and ultimately Port Orchard Passage. There are two principal sub-basins within the watershed that produce perennial salmon bearing streams. Issei Creek captures drainage from the north east portion of the watershed, while Springbrook Creek captures drainage from the south side of the watershed and both creeks discharge into the head of Fletcher Bay. See the [State of the Island's Waters Report](#) for more details. While historically more interest has been paid to surface features, such as streams, wetlands and ponds (Figure D1), we also must consider the subterranean features i.e. the aquifer system (Figure D2), as well as precipitation patterns (Figure D3). When we consider these three components, surficial, geologic and climatological, we can fully understand the state of the three-dimensional watershed.

FIGURE D1. SURFACE WATER FEATURES

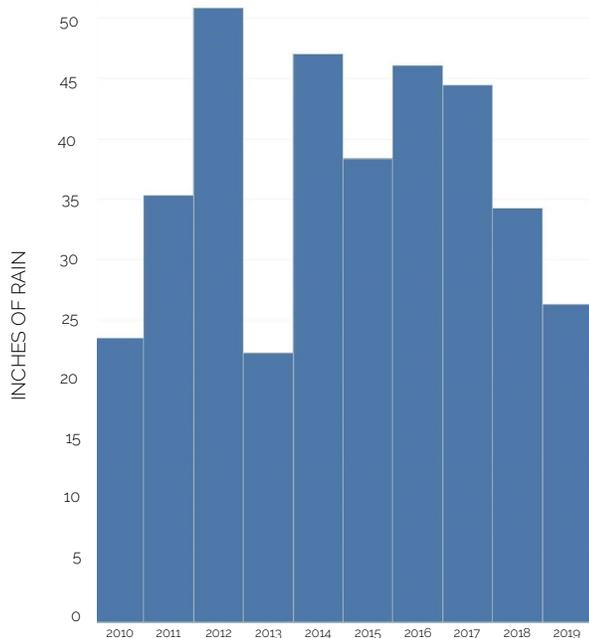
COBI, 2018

FIGURE D2. REPRESENTATIVE CROSS SECTION OF AQUIFERS UNDERLYING THE FLETCHER BAY WATERSHED



U.S. Geological Survey, 2011

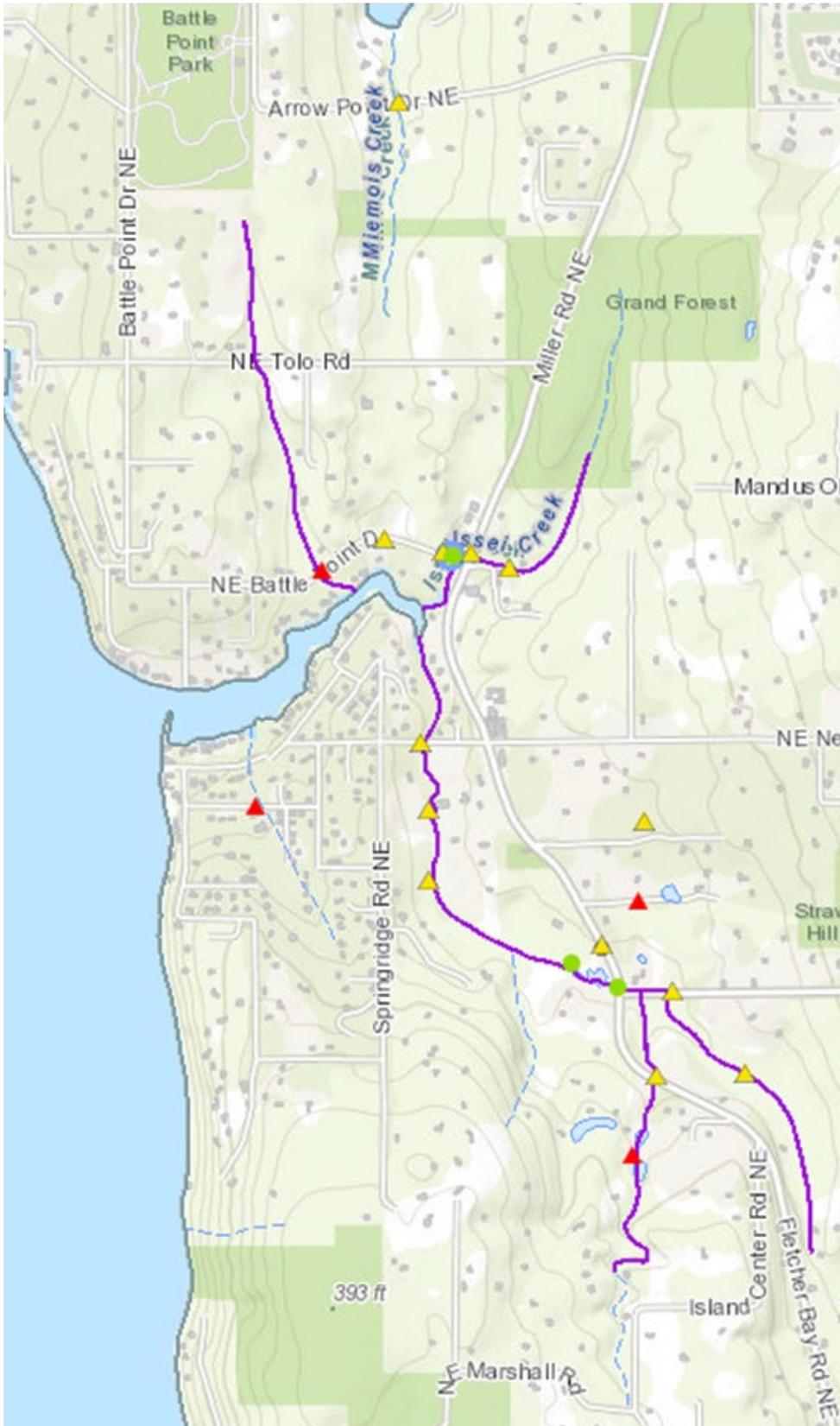
FIGURE D3. YEARLY RAIN TOTALS IN INCHES (COBI WEATHER STATION 1)



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

COBI, 2018

FIGURE D4. FISH PASSAGE & HABITAT



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

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

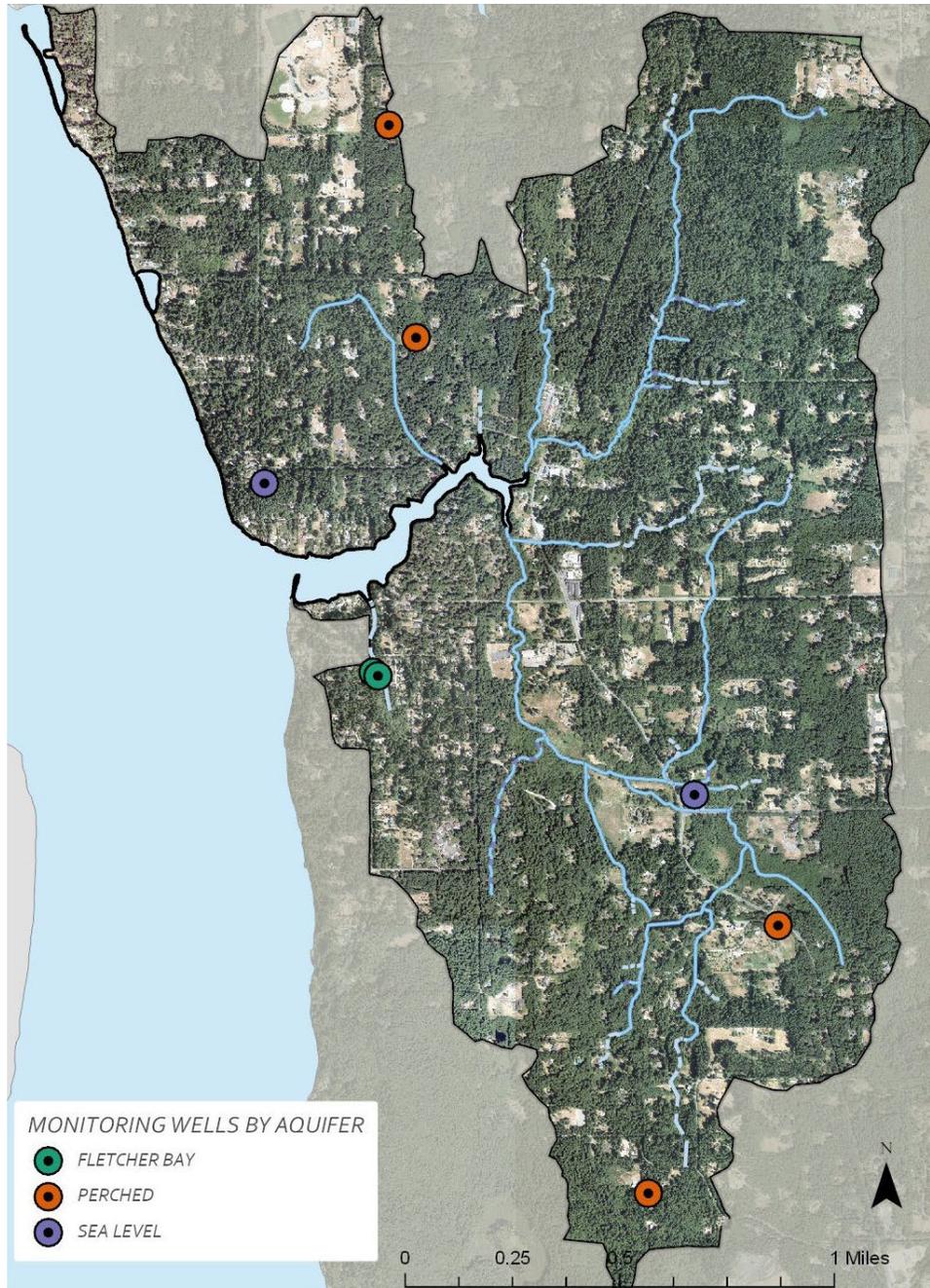
Another useful resource has been created by the Wild Fish Conservancy (WFC). The WFC has documented the condition most of the fish-bearing streams in the watershed. To view their online map and survey points visit: [WFC Stream Typing](#)

Additional References

- [Fletcher Bay watershed Surface water Status and trends monitoring](#)
- [Salmon Monitoring is performed annually in Springbrook Creek by the Bainbridge Island Watershed Council](#)

Washington Department of Fish & Wildlife, COBI, 2018

FIGURE D5. MONITORING WELLS



COBI, 2018

GOUNDWATER

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

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

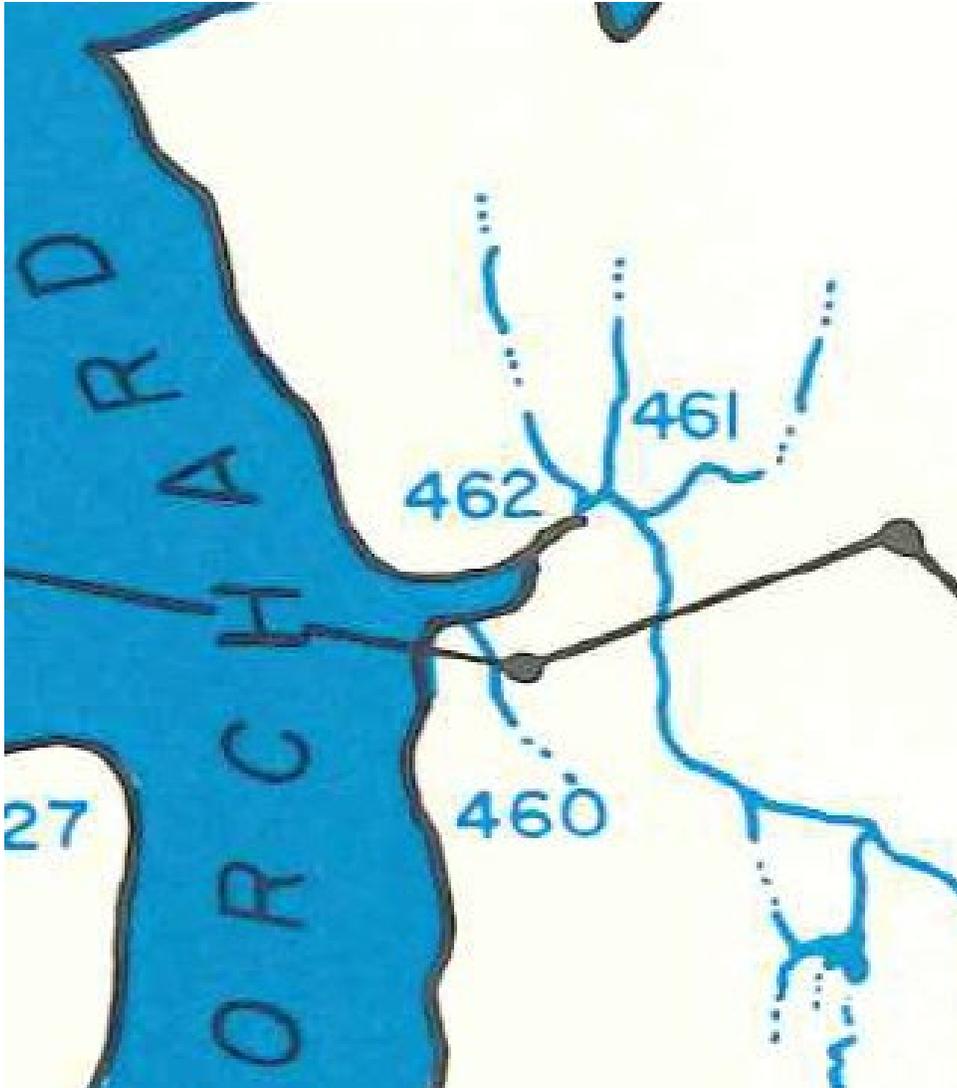
Five wells are monitored for chloride concentration, an indicator of seawater intrusion. Chloride levels in the watershed are generally low (less than 20 mg/L) with no significant increasing trends.

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

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

FIGURE D6. STREAM SYSTEM '461'

Issei and Springbrook creeks is closed to further surface water appropriation. WAC 173-515-040



As of January 19, 2018, a new State law, ESSB 6091, states that new wells drilled for use in residential projects are subject to a 500-dollar fee and a limit of 950 gallons per day. Kitsap County has explained this new requirement in the following document: [Kitsap Brochure and Notice to Title example](#).

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

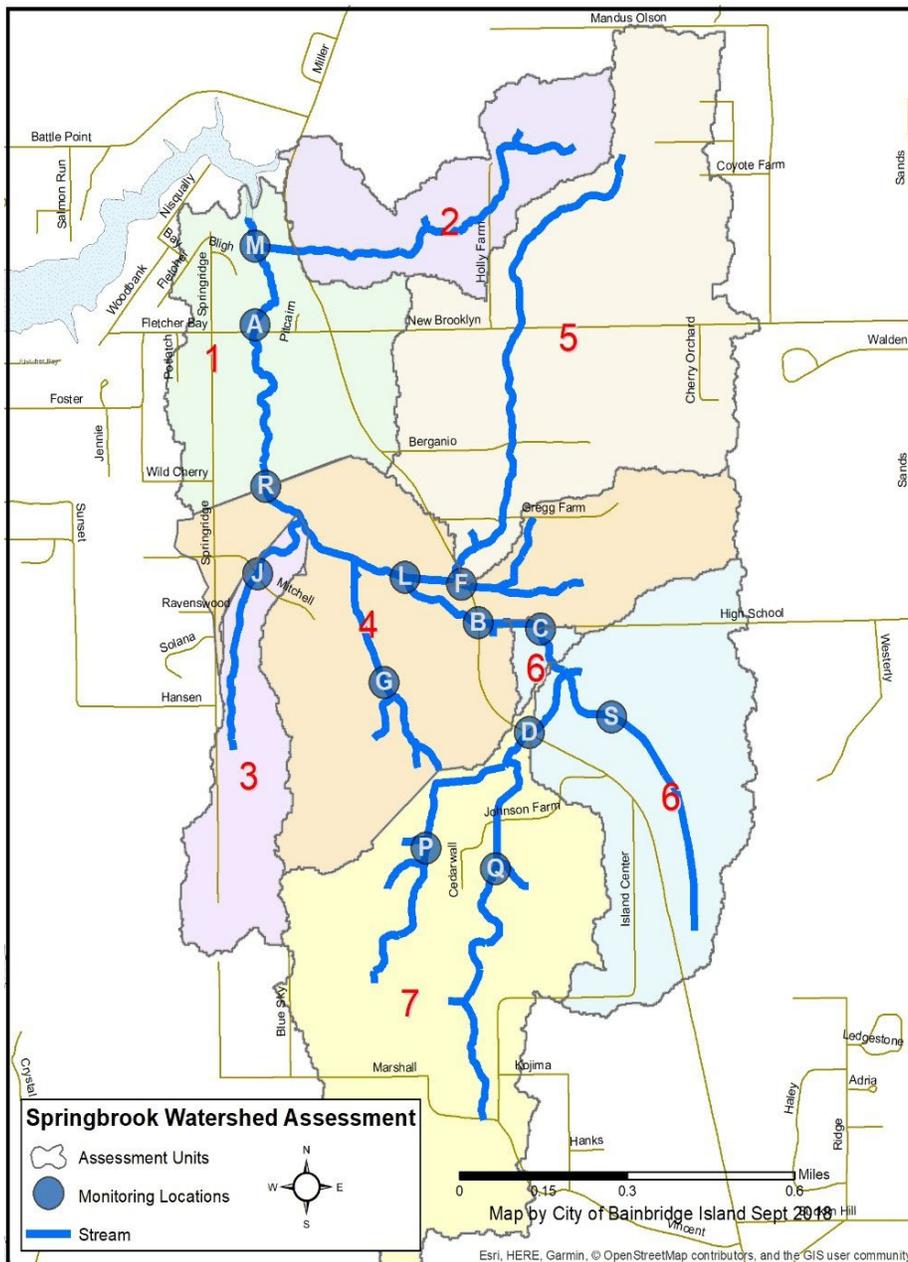
For more information visit the Department of Ecology's webpage: [here](#).

COBI, 2018

FIGURE D7. SPRINGBROOK CREEK WATERSHED STUDY LOCATIONS

The City supported the Bainbridge Island Land Trust in the Springbrook Creek Watershed Assessment Project by monitoring water quality and flow at sites throughout the watershed to better understand environmental stressors at a finer scale (Figure D7). In addition to the project's field work the WA Department of Ecology ran their Puget Sound Watershed Characterization Model to analyze natural processes and give guidance on management actions in the watershed. For more information: visit [Characterization Results for Springbrook Creek Watershed](#) or [Springbrook Creek Watershed Assessment](#).

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



COBI, 2018

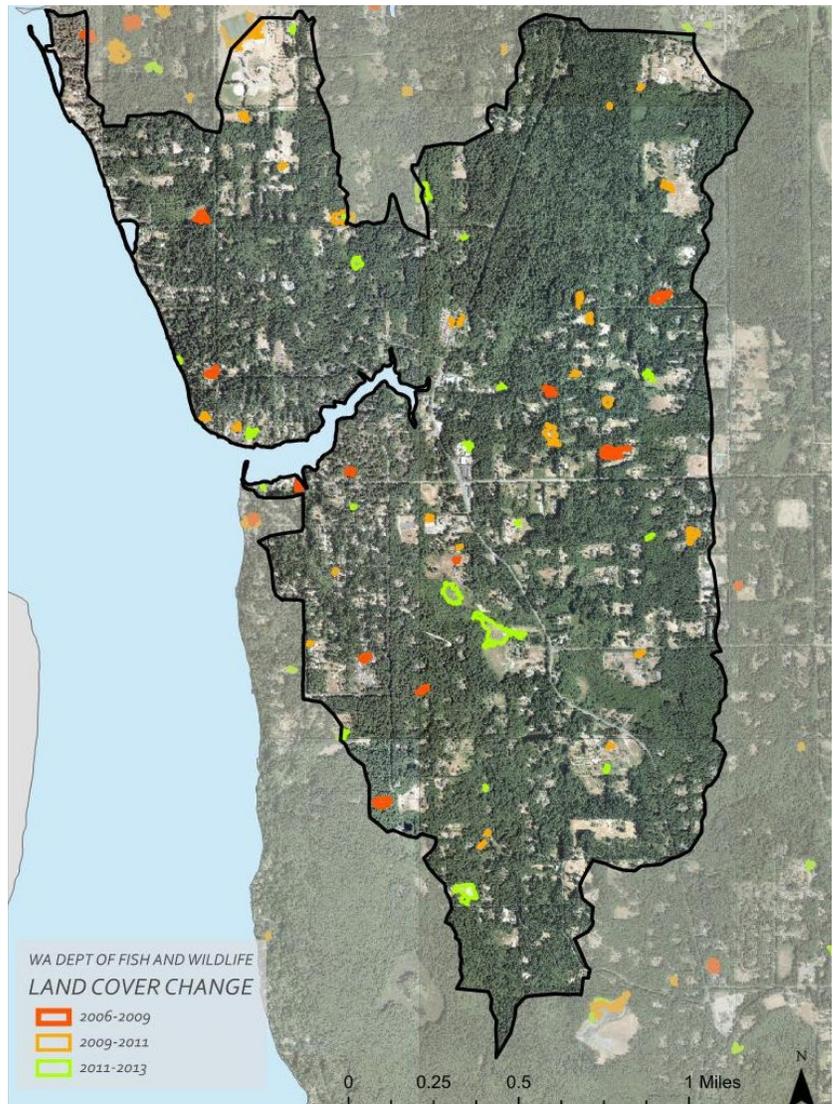
FIGURE D8. LAND COVER CHANGE 2006-2013

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

DATA SOURCE	FOREST (TREE)	DEVELOPED (GRASS, IMPERVIOUS SURFACES, BARE GROUND)
BAINBRIDGE WATERSHEDS 1995	75.3%	24.7%
KATO AND WARREN 2000	76.92%	22.52%
COBI LC/LU GIS DATA 2015	74.3%	25.6%

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

VEGETATION ALTERED IN FLETCHER BAY WATERSHED (ACRES)	TIME FRAME (YEARS)
2.9	2006-2009
6.1	2009-2011
8.1	2011-2013



WA Dept. of Fish and Wildlife

**ISLAND
CENTER**

**SUBAREA
PLAN**

CITY OF BAINBRIDGE ISLAND
ISLAND CENTER SUBAREA PLANNING COMMITTEE
MINORITY REPORT

To: City Council, Planning Commission
Date: May 26, 2021
Subject: Island Center Subarea Planning Process Plan

The Committee voted to include the following comments in the final Plan. There follows the Minority Report on these two topics: 1) Residential Base and Bonus Density limits; 2) Recommendation of Alternative Three (the most expansion) without sufficient public benefit. This Minority Report is presented by John Decker, Michael Loverich, and Sam Marshall. We are two architects and a transportation data analyst.

Introduction

For most people Island Center is the commercial strip on their way around the island. However, just off the road and sometimes under the road are 2 major island streams and two tributaries as well as Fletcher Bay, the Grand Forest, Island Center Cemetery, old barns, greenhouses and one thing that is increasingly rare in today's climate and market are large tracts of former farmland. It also is a landscape populated by people who have lived on that land for generations. Island Center is unique in that it is long and thin versus compact like Lynwood Center and Rollingbay. That being said, there is a richness to the environmental and economic diversity of the neighborhood that is rapidly vanishing from the Island that is not readily apparent when passing through. Island Center's geography, history, environment and businesses require a unique approach to planning.

We've heard from the community about many challenging factors about living in Island Center, primarily regarding the dominance of automobiles in the area and the lack of good, safe, quiet pedestrian infrastructure that allows residents to avoid cars. We've also heard about the community's love for the natural resources and open spaces of the neighborhood. Those factors and others demand that the future of Island Center seeks out innovative and creative community builders to address the cultural and environmental impact of growth in the area. It shouldn't be a plan that is just about infilling planning gaps, or putting a Band-Aid on the current crisis of the day, but linking together disparate elements, working holistically and thinking about the future. All the parts should add up to create a better whole, allowing space for change as well as healing. The subarea planning process is designed to capture the feedback from the community and to not approach planning from the top down but to listen to what the Island Center community is saying and put together a plan that represents those viewpoints.

From surveys, public meeting feedback, written commentary, being stopped in the street or at T&C it has been made very clear what the goals of the community are. Alternative 3 does challenge that public opinion because it expands and increases density and commercial development in Island Center. It does capture a lot of concerns of the community except, in our opinion, the following topics. A plan should be comprehensive and when the strongest sentiments by the community are not represented or are even contradicted in the plan, then we feel the need to dissent.

Dissent Re R-8 Residential Density

The Committee has consistently recognized that the community does not want increased residential density in Island Center. Until the Committee meeting on May 5, 2021, the Committee had reached consensus on a maximum residential density of R-4. Higher densities above R-4 were discussed but were not supported by the community nor by the financial means to bring in the

infrastructure to allow that density to occur. The financial burden on property owners and COBI as well as the environmental impacts made these ideas unfeasible. However, since affordable housing is very much needed, the requirement that all new density be affordable allowed the community to achieve a goal of making space for more affordable housing while managing growth and keeping it at a scale that is supported by the community, environment and finances. The switch to R-8 while it makes a strong statement, requires an infrastructure plan to support it which lacks the financial and community support it needs. Therefore, increasing density to R-8 doesn't have the thoughtfulness nor support that a plan requires.

On May 5, the Committee addressed the fact that the consultant's draft Plan had consistently failed to reflect the Committee's consensus that all upzoned density should be mandated affordable, as the draft plan at the start of the meeting reflected a base density of R-2, and not all NC properties (existing or potential) are currently R-2. Discussion reflected that this was a compromise with the community's rejection of new density in an effort to potentially create workforce affordable housing, consistent with the "blue collar" and agrarian roots of Island Center.

In connection with voting to place the affordable housing mandate in the Plan, a Committee member moved to amend the motion to double the upper residential density limit to R-8. As there had been a Committee consensus of a maximum of R-4, the transportation element had not taken this higher level of density into account, green space requirements for this level of density, etc. Marshall and Decker realized later in the meeting that they were confused about what was being voted upon, and three of those who voted to increase density to R-8 retracted their support and voted to reduce density back to R-4 (Marshall, Decker and Strom). That vote tied, and so failed. Had those three voted originally as they eventually did, the motion to double residential density to R-8 would have failed.

Based on the repeated discussions and rejection of high density by the community, and during Committee meetings, the dissenters request that the Planning Commission consider the impact this doubling of residential density will have on the neighborhood, and recommend a maximum density possible through an affordable housing bonus of R-4 (not R-8). We further request that the Planning Commission recognize that the goal is to provide workforce housing for persons working in the Island Center study area.

Dissent – Alternative 3

Alternative 3 recommends upzoning of properties within the Island Center area, but does not guarantee commensurate public benefit. Of primary concern is the south 5 acres of the Anderson property on New Brooklyn, owned by Committee member Anderson and family members. Only where a public benefit would be realized did the Committee consider an up-zone. Public benefit options discussed were 1) requiring that the change in zoning for the Anderson property was contingent on redeveloping the existing businesses/uses to move the buildings on the property at Miller and New Brooklyn back to comply with the design guidelines in the Plan; and 2) designation of the north 5 acres (heavily encumbered by wetlands) as a natural area / undeveloped / trail space with public access for passive uses (to connect to the Cemetery and COBI owned property). This would have included clustering the base density to the south 5 acres, with no loss in development rights.

At the final meeting on May 5, 2021, it was made clear that neither of these options would be required in the Plan. As such, the public's stated needs and concerns are not met by upzoning the Anderson property without the public benefits. Some key desires expressed at the 2020 public meeting included:

- Four-Corners visual/aesthetic improvements
- Environmental protection / access to nature

- Emphasis on agriculture
- Traffic calming
- Minimal fondling / leave it alone
- No large development / No high-density housing
- Pedestrian trails and related safety
- (For a more complete summary of takeaways, please see the links in the Community Meeting section below.)

It does not seem that Alternative 3, as it currently stands, reflects the expressed will of the community. This corner is very important to the character of the neighborhood. The Plan does little to guarantee improvements to the quality and safety of this high traffic, key location. The dissenters request that the Planning Commission recommend dedication of the north 5 acres of the Anderson property to natural area / undeveloped / trail space with public access for passive uses (to connect to the Cemetery and COBI owned property) and that the Commission explore possible ways to improve the corner lot aesthetics in exchange for up-zoning the property. (See appended parcel map.)

Dissent – Additions to the Comprehensive Plan Excerpts and Community Meetings Report

Comprehensive Plan Excerpts

The Plan references several Comprehensive Plan provisions that apply to Island Center, but omits one that has governed the Committee’s discussions for several years:

Policy LU 5.2

Increased density over and above the existing zoning in the Neighborhood Centers *should only occur through a shift in density from areas identified in the Island-wide Conservation Strategy through PDRs, TDRs or other mechanisms and through the use of density bonuses for affordable housing.*

(2017 Comprehensive Plan, italics in the original).

This provision supports the Committee’s determination that any new density in Island Center must be affordable, and should be set out in the Plan. The omission of this Policy undermines the Committee’s decisions.

Similarly, these additional Comprehensive Plan provisions specifically apply to the

Subarea Planning Process, and support the concerns raised during the Steering Committee meetings, and it is requested that they be included.

Policy LU 5.6

Create mechanisms for retaining and preserving open space near designated centers.

Policy LU 5.4

Sustainable development and redevelopment will be focused in the designated centers through a combination of intergovernmental and public-private partnerships, affordable housing programs, “green” capital projects and low impact development standards.

Policy LU 5.11

Commercial and residential density within designated centers may be increased through the use of:

- **Affordable housing.**
- **TDRs (transferable development rights).**
- **Contributions to public infrastructure and public amenities in excess of what is required to mitigate the impacts of development.**
- **Transfer of residential density within the MUTC and the High School Road Districts or within neighborhood centers.**
- **Preservation of on-site of historic structures eligible for inclusion on a local, state or federal register of historic places.**
- **Locating ferry-related parking under building.**

Policy LU 15.2

Encourage the development of neighborhood community gardens or small-scale commercial agriculture where appropriate.

Policy LU 15.3

Promote interagency and intergovernmental cooperation and resource-sharing to expand community gardening opportunities.

Policy LU 15.5

The dissenters request that the complete body of public input received at Island Center public meetings be considered when recommending policy, zoning, and project proposals.