



CITY OF  
BAINBRIDGE ISLAND

ISLAND CENTER SUBAREA PLANNING  
STEERING COMMITTEE SPECIAL MEETING  
WEDNESDAY, JANUARY 16, 2019  
6:30-8:30 PM  
CITY HALL  
COUNCIL CHAMBER  
280 MADISON AVENUE N  
BAINBRIDGE ISLAND, WA 98110

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## AGENDA

- 6:30 PM Call to Order, Agenda Review, Conflict Disclosure
- 6:35 PM Review and Approve Minutes  
December 19, 2018
- 6:40 PM Discuss Goals for Island Center Subarea Planning
- Relevant goals from [Bainbridge Island Comprehensive Plan](#)
  - DRAFT Island Center Goals from 12/19/18 Meeting
- 7:45 PM Next Steps and Estimated Schedule for Island Center Subarea  
Planning Process
- 8:25 PM Public Comment
- 8:30 PM Adjourn

**\*\*TIMES ARE ESTIMATES\*\***

Public comment will be taken after each agenda item is completed. Public comment time at meeting may be limited to allow time for Committee members to deliberate. To provide additional comment to the City outside of this meeting, e-mail us at [pcd@bainbridgewa.gov](mailto:pcd@bainbridgewa.gov) or write us at Planning and Community Development, 280 Madison Avenue, Bainbridge Island, WA 98110

**For special accommodations, please contact Jane Rasely, Planning & Community  
Development 206-780-3758 or at [jrasely@bainbridgewa.gov](mailto:jrasely@bainbridgewa.gov)**

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Call to Order (Attendance, Agenda, Ethics)  
Review and Approve Minutes – November 20, 2018 and December 5, 2018  
Review DRAFT Goals from December 5, 2018 Meeting  
Discuss 2019 Meetings Location  
Discuss Agenda for Next Regular Meeting – January 16, 2019 (No meeting on January 2, 2019)  
Public Comment  
Adjourn

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**Call to Order (Attendance, Agenda, Ethics)**

Chair Maradel Gale called the meeting to order at 7:02 PM. Steering Committee Members in attendance were Vice-Chair Micah Strom, Sam Marshall, Michael Loverich, Mark Tiernan and John Decker. Donna Harui, Asaph Glosser and Scott Anderson were absent and excused. Sarah Blossom (City Council) and Jane Rein (Design Review Board) were also in attendance. City Staff present were Planning Director Gary Christensen, Long Range Senior Planner Jennifer Sutton and Administrative Specialist Jane Rasely who monitored recording and prepared minutes.

The agenda was reviewed. There were not any changes in status.

**Review and Approve Minutes – November 20, 2018 and December 5, 2018**

November 20, 2018

**Motion: I move to accept the minutes as distributed.**

**Decker/Marshall: Passed unanimously**

December 5, 2018

**Motion: I move to accept the minutes as distributed.**

**Strom/Tiernan: Passed Unanimously**

**Review DRAFT Goals from December 5, 2018 Meeting**

Chair Gale led the discussion of draft goals.

**Discuss 2019 Meetings Location**

Future meetings will be held at city hall.

**Discuss Agenda for Next Regular Meeting – January 16, 2019 (No meeting January 2, 2019)**

**Public Comment**

**Robert Dashiell, Citizen** – Provided his summary on groundwater to Steering Committee members.

**Adjourn**

Meeting adjourned at 8:41 PM.

# ECONOMIC ELEMENT

## DIVERSIFIED ECONOMY

### GOAL EC-1

#### **Promote economic vitality, growth and stability.**

Bainbridge Island has the opportunity to create a robust, resilient and durable economy by demonstrating early leadership and acknowledging the changes that will affect our economy. Planning for these changes and taking actions that support and encourage a local economy will help reduce community vulnerability to issues such as aging demographics, housing availability, transportation constraints, and climate change.

By providing enterprises that both serve and employ local residents, Bainbridge Island will be better able to withstand fluctuations in the larger regional economy. In addition, people who live and work in their community are available to invest time and money in their families, organizations, and community life. A key to a healthy, stable and vital economy is to create and undertake business opportunities that anticipate and respond to conditions that affect our community. This would include identifying emerging needs and markets so that Bainbridge Island businesses benefit from being on the leading edge of change.

## INFRASTRUCTURE

### GOAL EC-2

Provide sufficient and resilient infrastructure that is supportive of a healthy economy and environment, particularly telecommunications and electrical reliability.

**Policy EC 2.1** Identify long-term infrastructure needs that support economic sustainability and are designed to withstand future conditions.

**Policy EC 2.2** Support infrastructure enhancement to accommodate new information

## JOBS/HOUSING BALANCE

### GOAL EC-5

**Provide a variety of *affordable housing* choices so that more people who work on Bainbridge Island can live here.**

The Housing Element of the *comprehensive plan* provides several options for the development of *affordable housing* on the Island.

#### **Policy EC 5.1**

Continue to monitor the progress in implementing the Housing Element and evaluate new ways of providing *affordable housing*.

## **Policy EC 5.2**

In concert with the Housing Element's Goals and Policies, pursue a housing strategy that seeks to accommodate a wide variety of housing options, both in design and affordability, to meet the demands of the full range of the population including service sector employees, retirees, students, artists, farmers and craftspeople.

## **DEVELOPMENT IN DESIGNATED CENTERS**

### **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 6.1**

Enhance the existing *designated centers* to help the Island economy prosper and provide a high quality of life, creating ancillary benefits such as decreasing pollution (including *greenhouse gas emissions*), protecting *open space*, and creating local family wage jobs.

#### **Policy EC 6.2**

Utilize urban design strategies and approaches to ensure that changes to the built environment are at a locally appropriate scale and enhance the Island's unique attributes, in recognition of the economic value of "sense of place."

#### **Policy EC 6.3**

Develop urban design strategies to ensure that the built environment is appropriate for present and future conditions, including the impacts of *climate change*.

#### **Policy EC 6.4**

Ensure the efficient flow of people, goods, services, and information in and throughout the Island with *infrastructure* investments, particularly within and connecting to *designated centers*, to anticipate the needs of the Island's businesses.

#### **Policy EC 6.5**

Promote emerging business sectors such as artisanal and small-scale producers, including *craft food and beverages*, as well as low-impact, specialty manufacturing, including software, electronics and green technology.

#### **Policy EC 6.6**

Preserve and enhance activities that feature Bainbridge Island's history of maritime, agricultural and artistic enterprises.

#### **Policy EC 6.7**

Monitor parking requirements in the *designated centers* and revise them as needed to encourage business development, while reasonably accommodating parking demand. This should be done in concert with efforts to increase use of multi-modal transportation options, reduce dependence on automobiles and improve our local environment.

# ENVIRONMENTAL ELEMENT

## ENVIRONMENT

### GOAL EN-1

**Preserve and enhance Bainbridge Island's natural systems, natural beauty and environmental quality.**

#### Policy EN 1.1

A primary goal of the *Comprehensive Plan* is protecting the Island's natural environment; land use decisions implement this *goal*.

## AIR QUALITY

### GOAL EN-10

**Protect and promote clean air.**

These policies address the need for clean air to protect the Island's residents and ecosystems, under current and future climatological conditions. For example, increasing regional air temperatures are increasing air pollution components such as ground level ozone and smog.

#### Policy EN 10.1

Promote *land use* patterns and transportation policies that ensure that the Island's contribution to regional air quality is consistent with or better than State and Federal standards.

#### Policy EN 10.2

Encourage the retention of existing trees and vegetation and the planting of new trees and vegetation that provides natural filtration of suspended particulate matter, removes carbon dioxide and improves air quality.

## GREENHOUSE GASES

### GOAL EN-12

**Reduce *greenhouse gas* emissions through compliance with federal, state and regional policies while developing local strategies to reduce emissions further.**

#### Policy EN 12.1

Support and implement climate pledges and commitments undertaken by the City and other multi-jurisdictional efforts to reduce *greenhouse gas* emissions, address *climate change*, sea-level rise, ocean acidification and other impacts of changing global conditions.

**Policy EN 12.2**

Facilitate the improvement and convenience of low carbon mass transit and increased car-sharing, cycling, walking and the development of alternative vehicle infrastructure (e.g., charging stations) to reduce *greenhouse gas* emissions.

**Policy EN 12.3**

Strive for reduced *greenhouse gas* emissions by, among other actions, integrating *climate change* into the city planning process, including *land use* and transportation planning and management, and making *climate change* considerations and meeting *greenhouse gas* emission reduction goals a component of city decision making.

## HOUSING ELEMENT

**GOAL HO-1**

**Make steady progress toward the following aspirational targets for increasing the diversity of *housing types* and the supply of *affordable housing*.**

**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.**

# WATER RESOURCES ELEMENT

## GENERAL WATER RESOURCES

### GOAL WR-1

**Manage the water resources of the Island in ways that preserve, protect, maintain, and where possible restore and enhance their ecological and hydrologic function.**

- Degradation of water resources is not allowed.
- The long-term *sustainability* of the Island's water resources is maintained, taking into account future climatic conditions and their effects on the water cycle.
- New development and population growth are managed so that water resources remain adequate and affordable for the indefinite future.
- *Groundwater*, surface water and *stormwater* monitoring, data assessment and reporting are current and available including future projections of availability, quality and need.
- Use current and future technology to maintain and protect water resources.

# CULTURAL ELEMENT

### Policy CUL 1.5

Support the emergence of cultural spaces Island-wide especially in *designated centers* where they are accessible to a broad range of people encouraging both informal and planned gatherings and recreation.

### Policy CUL 1.7

Make creative *placemaking* a part of *subarea planning* and redevelopment projects.

### Policy CUL 5.4

Maintain the artistic aesthetic of Bainbridge Island through inclusion of support for inspiring public spaces.

# TRANSPORTATION ELEMENT

## MULTIMODAL

### GOAL TR-1

Encourage the development of an integrated multimodal transportation system that provides a range of safe transportation alternatives and increases the through movement of people, maximizing use of non-motorized and public *transit*.

## NON-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.

The non-motorized system *should* maximize mobility, provide safety, efficiency and comfort for pedestrians, bicyclists, and equestrians, respect property owners' rights, protect the natural environment and complement the character of *neighborhoods*.

The non-motorized system should allow for students at all Bainbridge Island schools of all ages to safely bike to and from school.

#### Policy TR 8.3

Develop a circulation and access management plan for *neighborhoods* and neighborhood centers so that as properties develop, vehicular and non-motorized connectivity and circulation are maintained.

#### Policy TR 11.3

Create safe, attractive, and functional pedestrian and bicycle circulation within Winslow and designated *neighborhood* centers through the design and implementation of Complete Streets to enhance community character.



# LAND USE ELEMENT

## DESIGNATED CENTERS

### GOAL LU-5

#### Focus Urban Development in *Designated Centers*

The Plan focuses residential, commercial, and industrial growth in Winslow and other *designated centers* with urban services such as the Neighborhood Centers, and the industrial centers at Day Road, and Sportsman Triangle. Collectively, Winslow, the Neighborhood Centers, and the two industrial centers constitute Bainbridge Island's *designated centers*.

This is a change from the 1994 and 2004 Plans both of which specified a numeric growth strategy as follows: accommodate 50% of the population growth in Winslow through the year 2012 and accommodate 5% of population growth in the Neighborhood Centers. The balance of the growth was to be absorbed throughout the remainder of the 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 5.2

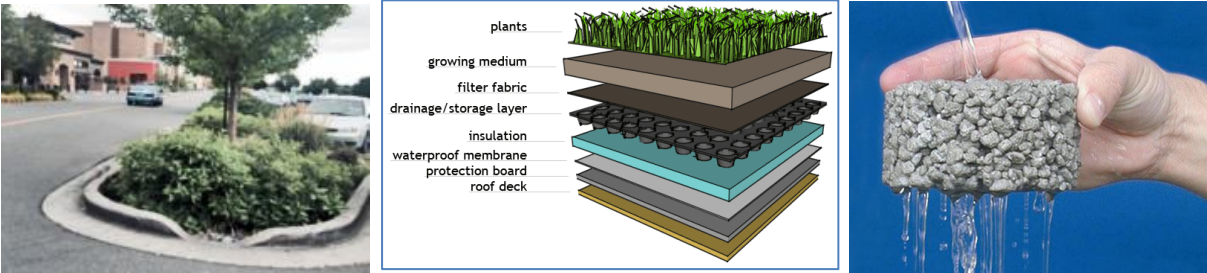
Increased density over and above the existing zoning in the Neighborhood Centers *should* only occur through a shift in *density* from areas identified in the Island-wide Conservation Strategy through *PDRs*, *TDRs* or other mechanisms and through the use of *density bonuses* for *affordable housing*.

#### Policy LU 5.3

Encourage *residential uses* in a variety of forms and *densities* as part of the use mix in Winslow and neighborhood 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.



**Fig. LU-7 Low Impact Development methods mimic natural drainage processes**

**Policy LU 5.5**

Implement a *green building code*.

**Policy LU 5.6**

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

**Policy LU 5.7**

Encourage the design of buildings in *designated centers* for a long life and adaptability to successive uses over time.

**Policy LU 5.8**

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

**Policy LU 5.9**

Design and locate development to avoid or minimize potential conflicts with agricultural activities and recognize right-to-farm regulations in developments located adjacent to agricultural uses.

**Policy LU 5.10**

Improve transportation facilities between *designated centers* to reduce *vehicle miles traveled* and *greenhouse gas emissions*.

**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.

## GOAL LU-6

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

### Policy LU 6.1

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

### Policy LU 6.3

Island Center, Rolling Bay, and Lynwood Center offer housing and small-scale, commercial and service activity outside of Winslow. These Neighborhood Centers are allowed to develop at higher *densities* to reinforce their roles as centers.

## 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.

## GOAL LU-9

**Encourage the development of the Neighborhood Centers at Rolling Bay, Lynwood Center, and Island Center as areas with small-scale commercial, mixed use and residential development outside 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.

### Policy LU 9.3

Allow development of Neighborhood Centers in areas designated on the Future Land Use Map.

### Island Center

### Policy LU 9.5

The boundaries for Island Center are as shown on Fig. LU-5, the Future Land Use Map. Any changes to the boundaries may be considered during the subarea planning process.

## Contract Zone: Miller Road/Battle Point Drive

### Policy LU 9.6

The 16.7-acre site on Miller Road is designated a contract zone to recognize the activities currently occurring on-site under the provisions of an Unclassified Use Permit and to consider some expansion of those activities.

### Standards for all *Neighborhood Centers*

The following standards ensure that development will be designed to fit into the scale and character of the existing centers and the adjacent residential *neighborhoods*. The City developed design prototypes or illustrated design guidelines for each of the three Neighborhood Centers to serve as a visual reference for the future development of the community. These design guidelines can be crafted to recognize the distinct qualities of each *designated center*.

### Policy LU 9.8

The Neighborhood Centers achieve a mix of neighborhood-scale businesses, public uses and housing which are compatible with the scale and intensity of the surrounding residential *neighborhood* and which minimize the impact of noise, odor, lighting, fire safety and transportation on the *neighborhood*.

### Policy LU 9.9

*Mixed use development* is encouraged.

### Policy LU 9.10

Proposed uses must consider the impact on water quality, stormwater *runoff* and *environmentally sensitive areas* such as *wetlands*, *streams* and *aquifer recharge areas*.

### Policy LU 9.11

The *development regulations* should include design standards for:

- Building height, bulk, massing and articulation to promote a pedestrian scale.
- Parking requirements including location of parking to the rear or side yards unless otherwise provided for in a *Subarea Plan*.
- Landscaping including parking lots and buffer areas between higher and lower intensity uses and consideration of trees that allow solar access.
- Lighting standards that prevent unnecessary glare and light trespass on neighboring residential properties.
- Noise level limits appropriate for *mixed use development*.
- Location and screening of service areas such as dumpsters.
- *Open space*.
- Pedestrian linkages.

### Policy LU 9.12

Encourage *neighborhood* participation in defining the design standards for each Neighborhood Center.

**Policy LU 9.13**

Establish and implement a street tree plan and planting program for major roadways at the Neighborhood Centers.

**Policy LU 9.14**

Develop a parking plan for each Neighborhood Center if appropriate.

**Policy LU 9.15**

Consider opportunities for providing a *neighborhood* commons or meeting place with any proposal for major redevelopment of an existing Neighborhood Center or as part of development of a new Neighborhood Center to encourage the use of the Neighborhood Center by surrounding residents.

**Policy LU 9.16**

To minimize visual and environmental impacts, encourage parking in the rear or side yards or underground of *multifamily*, commercial and *mixed use developments*. Design parking lots to be *pedestrian-oriented* and provide pedestrian and bicycle routes between the street, parking area and main entrance. Consider solar access when planning size and type of trees within a parking lot.

**Policy LU 9.17**

Infill within the boundaries of Neighborhood Centers through the *transfer of development rights* from the *Conservation Areas* of the Island (See Fig. LU-3) or through an *affordable housing density bonus*.

**ISLAND CENTER SUBAREA PLAN DRAFT GOALS FROM 12/19 STEERING COMMITTEE MEETING:**

TOPIC AREA	EXISTING CONDITIONS ISSUE	PLANNING GOAL	COMMUNITY SENTIMENT FROM COMMENTS, SURVEYS	STRATEGY/ACTION
<b>PLACE/IDENTITY</b>	<ol style="list-style-type: none"> <li>1. Island Center does not have a central destination or focal point.</li> <li>2. People value Island Center’s “rural” ambience.</li> </ol>	<ol style="list-style-type: none"> <li>1. Enhance the sense of community at Island Center and make it a place where people want to meet and spend time.</li> <li>2. Recognize and encourage continued agricultural and horticultural uses.</li> <li>3. Link and celebrate the parks open spaces, services and attractions in and near Island Center</li> <li>4. Ensure that new development reinforces Island Center’s physical character and social connections.</li> <li>5. Guide the built environment by incorporating Island Center’s existing and historic character, and fostering a diverse design aesthetic that features a mix of small-scale buildings.</li> <li>6. Preserve and enhance Island Center’s natural environment and landscape character, which is an important part of its aesthetic character.</li> </ol>		<ol style="list-style-type: none"> <li>1. Identify historic resources or information about the Island Center area. Seek help from the BI Historical Society.</li> <li>2. Update design guidelines for Island Center.</li> <li>3. Island Center doesn’t have uniform setbacks to the road now, which adds to its character. Zoning setbacks and design guidelines related to façade uniformity.</li> </ol>
<b>BUSINESS/ECONOMY</b>	<ol style="list-style-type: none"> <li>1. Parking is challenging for businesses</li> <li>2. Island Center residents travel to Winslow for most services</li> </ol>	<ol style="list-style-type: none"> <li>1. Recognize the importance of the existing business community and help it thrive and diversify.</li> <li>2. Encourage the creation of new, independent, economically and environmentally sustainable businesses that benefit the community and are appropriate in scope, size, and design according to Island Center design guidelines and standards.</li> </ol>		

<b>TRANSPORTATION</b>	<ol style="list-style-type: none"> <li>1. There is heavy traffic on Miller Rd and New Brooklyn Rd.</li> <li>2. Miller Rd is used as a way to avoid congestion on 305</li> <li>3. Pedestrians and bikes lack safe and connected routes.</li> <li>4. Island Center is served by a transit lines with high ridership.</li> </ol>	<ol style="list-style-type: none"> <li>1. Improve mobility, circulation, and safety for all transportation modes through: <ol style="list-style-type: none"> <li>a. Minimizing the traffic congestion, caused by new development, especially at Miller Road and New Brooklyn Road</li> <li>b. Adding pedestrian walkways and bicycle lanes where appropriate.</li> <li>c. Integrate “Traffic Calming” into roadway design (that is, slowing traffic at appropriate locations to improve safety and comfort.)</li> <li>d. Improving service and comfort for transit riders.</li> </ol> </li> </ol>		<ol style="list-style-type: none"> <li>1. Add shelters for bus riders</li> <li>2. Minimizing the traffic congestion, caused by new development, especially at Miller Road and New Brooklyn Road</li> <li>3. Adding pedestrian walkways and bicycle lanes where appropriate.</li> <li>4. Integrate “Traffic Calming” into roadway design (that is, slowing traffic at appropriate locations to improve safety and comfort.)</li> <li>5. Improve service and comfort for transit riders.</li> </ol>
<b>ENVIRONMENT</b>	<ol style="list-style-type: none"> <li>1. Fletcher Bay water quality impacted by stormwater sediment and wastewater septic systems</li> <li>2. There is no public access point at Fletcher Bay</li> <li>3. Private wells experience problems.</li> <li>4. Residents of the general study area favor keeping density in Winslow and not changing the atmosphere of Island Center</li> </ol>	<ol style="list-style-type: none"> <li>1. Preserve, protect, and restore natural features, including salt water bodies, shorelines, stream corridors, open spaces and stands of mature trees.</li> <li>2. Provide better visual and public access to and between Fletcher Bay, the Grand Forest and other local open spaces and attractions.</li> <li>3. Protect watershed viability and 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.</li> <li>4. Recognize and protect wildlife and fish</li> <li>5. Ensure that development minimizes and mitigates significant impacts, including impacts to the watershed’s natural systems (so there is no net loss of ecological function) and increases in air, noise, and light pollution (impacts to dark skies).</li> </ol>		

**HOUSING**

1. There are few vacancies in the Island’s rental housing market.
2. The Island’s housing stock is overwhelmingly made up of single-family homes, not multifamily units such as apartments or condos.
3. Employees of Island businesses have a hard time finding a place to live on the Island, close to work.

1. Integrate housing for moderate income residents such as housing options for Island Center employees and workforce residents.
2. Provided that the increased density is accompanied by a public benefit (Open space, transfer of development rights) .



## PROPOSAL FOR DEVELOPING ISLAND CENTER SUBAREA PLAN ALTERNATIVES

### **Objective:**

To develop three community design alternatives for the Island Center Subarea that illustrate a range of options for land uses, pedestrian and vehicle circulation networks, environmental enhancement, business development strategies, design character and public facilities. The alternatives will be presented to the public for their evaluation. The results of that evaluation will be used by the Committee to configure a preferred subarea plan concept that will, in turn be the basis for subarea plan recommendations.

### **Steps:**

1. (Prior to the committee's work session to sketch alternatives) With input from the Committee, identify an analytical framework consisting of three approaches to achieving the Comprehensive Plan policies and Committee goals to ensure that a range of options are considered. This framework might vary, for example, approaches to site development flexibility, capacity, design character, development standards, roadway circulation, pedestrian and bicycle systems, etc. The discussion about developing options/alternatives should include defining the intent of each alternative.
2. As a Committee, using base maps with existing conditions information, counters, markers, tracing paper, photos of different development types, etc., explore alternative layouts indicating preservation, enhancement, improvement and development actions and outcomes. For each alternative, indicate:
  - Measures to address community and design character goals (E.g.: design guidelines, natural systems enhancement, streetscape improvements, tree retention, etc.)
  - Types, amount and location of development.
  - Actions to improve access, mobility, pedestrian comfort, etc.
  - Other as identified by the Committee
3. Review the alternatives to ensure that they present a realistic range of options for the public to consider. Evaluate the extent to which they address the relevant Comprehensive Plan policies and Island Center Subarea Plan goals. Make revisions and direct the consultant team regarding refinement and illustration of the alternatives for a public event to identify preferences.
4. The consultant team will refine the sketch alternatives produced by the Committee.

# ISLAND CENTER SUBAREA PLAN SCHEDULE FOR 2019

*Dates indicate when step is complete*

Conduct “charrette” to develop alternative scenarios	Mid-February
Refine alternatives and conduct public work session to evaluate	Mid-March
Review public input with Committee and sketch preferred concept	Late March/Early April
Refine and illustrate preferred concept and add technical evaluation	by late June
Continue to work with committee on unresolved issues and draft plan	by early September
Conduct public event #3 to review plan with the public	Mid-September
Revise plan as directed by Committee	Mid-October
Begin adoption process	Late October