



CITY OF
BAINBRIDGE ISLAND

ISLAND CENTER SUBAREA PLANNING
STEERING COMMITTEE
WEDNESDAY, JANUARY 22, 2020
6:30-9:00 PM
COUNCIL CHAMBER
280 MADISON AVE N
BAINBRIDGE ISLAND, WA 98110

AGENDA

- 6:30 PM Call to Order, Agenda Review, Conflict Disclosure
- 6:35 PM Review and Approve Minutes – November 6, 2019
- 6:45 PM Review DRAFT Alternatives
- 8:10 PM Possible Meeting 1/29 or 2/5 if Needed
- 8:15 PM Recap of Decisions and Consensus
- 8:20 PM Public Comment
- 8:30 PM Adjourn

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

Public comment time at meeting may be limited to allow time for Steering Committee deliberation. To provide additional comment to the City outside of this meeting, e-mail us at 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 206-780-3750 or at pcd@bainbridgewa.gov**

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CALL TO ORDER, AGENDA REVIEW, CONFLICT DISCLOSURE
REVIEW AND APPROVE MINUTES – October 16, 2019
CONSULTANT/COMMITTEE INTRODUCTIONS
REVIEW PROJECT SCHEDULE
ISLAND CENTER VISION/GOALS AND CITY COMPREHENSIVE PLAN OVERVIEW
COMPOSITE MAP OF PLAN ELEMENTS AND GRAPHICS LIST
DISCUSS AGENDA FOR NOVEMBER 20, 2019 MEETING
PUBLIC COMMENT
ADJOURN

CALL TO ORDER, AGENDA REVIEW, CONFLICT DISCLOSURE

Chair Maradel Gale called the meeting to order at 6:31 PM. Steering Committee members in attendance were Mark Tiernan, John Decker, Sam Marshall, Scott Anderson, Micah Strom, Michael Loverich, Jane Rein (Design Review Board) and Jon Quitslund (Planning Commission). Donna Harui, Asaph Glosser and Sarah Blossom were absent and excused. City Staff present were Engineering Manager Mike Michael, Senior Planner Jennifer Sutton and Administrative Specialist Jane Rasely who monitored recording and prepared minutes.

Senior Planner Jennifer Sutton asked to add a recap of the night's meeting discussion points to be captured in the minutes before the next meeting's agenda is discussed.

The conflict disclosure was read by Chair Gale and each committee member disclosed their interest in the Island Center area.

REVIEW AND APPROVE MINUTES – October 16, 2019

Motion: Move to approve minutes as distributed.

Mark Tiernan asked that the minutes be amended to reflect the need to record any decisions that were made during the course of the meeting and that it was the responsibility of each committee member to bring themselves up to date on the committee's work if they miss a meeting.

Strom/Loverich: Passed Unanimously

CONSULTANT/COMMITTEE INTRODUCTIONS

Jeff Arango from Framework was introduced as the newly hired City consultant.

REVIEW PROJECT SCHEDULE

Timeline was discussed as well as extending meeting times to 2 ½ hours (until 9:00 PM) in the future to have the time to cover necessary material.

ISLAND CENTER VISION/GOALS AND CITY COMPREHENSIVE PLAN OVERVIEW

Reviewed and discussed previously stated vision and goals.

COMPOSITE MAP OF PLAN ELEMENTS AND GRAPHICS LIST

Reviewed and discussed composite maps provided by Framework (see attached).

RECAP OF DECISIONS AND CONSENSUS.

Recap was not felt to be necessary, but it was reiterated that:

- On street parking in smaller, shorter sections with landscape intermittently could be under consideration as a possibility.
- Ideally, the lay-down area on city property would be re-located so that entire City property was available for enhanced community use.
- Smaller building footprints over large buildings preferred with permeability through development.

DISCUSS AGENDA FOR NOVEMBER 20, 2019 MEETING

Street concepts, integrated trail map and possible plans for the public property were discussed as subjects for the next meeting. Meeting was planned for 6:30 – 9:00 PM.

PUBLIC COMMENT

Bob Russell – Wanted to know how the committee would come to a consensus on the other sites that were not called out on the map presented that night.

Heide Madden – Asked to see Holly Farm Lane go all the way through the Grand Forest so traffic can skip going through the Island Center area. She also felt that if development rights were going to be taken from farmers that those landowners with trees should also have their development rights taken away. Ms. Madden also did not understand how the committee interpreted her survey answers the way they were.

Lisa Neal – Asked if they were going to see the information Michael Loverich developed on the maps the next time the consultants came back specifically calling out the trail, access point and several corridor improvements. She was also concerned about hearing that it was all about growth.

ADJOURN

Meeting was adjourned at 8:33 PM.



DRAFT

ISLAND CENTER

SUBAREA PLAN

**ALTERNATIVES
SUMMARY**

JAN 2020

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OVERVIEW

COMPREHENSIVE PLAN

Along with Rolling Bay and Lynwood Center, Island Center is identified in the Comprehensive Plan as one of the City's "Neighborhood Centers" offering housing and small-scale commercial and service activity outside of Winslow.

Comprehensive Plan Policy LU 4.2 directs the City to start subarea planning for those centers without a local plan. In 2017, the City Council chose to begin the formal subarea process in Island Center:



*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." **Land Use Element, Comprehensive Plan***

The Land Use Element describes the relationship between the designated centers and the City's conservation strategy in 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."

This alternatives summary intends to capture the diversity of opinions regarding the future of Island Center and to allow for consideration of a range of factors for each alternative including public improvements, infrastructure, housing density, and commercial zoning. Each alternative should be consistent with the vision statement for Island Center.

DESIGNATED CENTERS

The following graphic and images are from the Comprehensive Plan including the designated centers and the type of development that is typical of a center. Development typical of Winslow is not currently feasible in Island Center under existing zoning, development standards (including parking requirements and lot coverage), and lack of sewer service.



Goals and Policies.



Fig. LU-1 Typical Island Designated Center



Fig. LU-2 Typical Island Conservation Area



VISION

The following draft vision statement was developed by the Island Center Steering Committee in May 2018:

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.

ALTERNATIVES FRAMEWORK

The following table outlines three potential alternatives for Island Center that are intended to capture the committee's work to date, reflect the range of public input received, and further the committee's discussion regarding plan alternatives. The alternatives range from Alternative 1: Modest Change which retains existing land use and zoning but includes improvements to streets and public spaces to Alternative 3: Growth Center which expands neighborhood commercial zoning and increases housing density consistent with the currently adopted Comprehensive Plan. Alternative 2: Neighborhood Activity Center would be focused primarily on neighborhood commercial land use and zoning but would not include substantial increases in housing density.

ALTERNATIVE VARIABLES	SUMMARY	ALT 1 MODEST CHANGE	ALT 2 NEIGHBORHOOD CENTER	ALT 3 GROWTH CENTER
PUBLIC AMENITIES AND IMPROVEMENTS	Public improvements such as pedestrian and bicycle facilities, public space expansion and improvement, trails, public art, waterfront access, and other improvements may differ between alternatives (see Consensus Maps in Attachment A). Alternatives with greater development potential may require more investments in public amenities and improvements.	Prioritize temporary and low-scale improvements for safe pedestrian and bicycle facilities, including waterfront access (see Consensus Maps in Attachment A).	Improvements focused on supporting safe access to and circulation within the neighborhood center.	Larger scale improvements to support safe access to neighborhood services and connections to new housing.
NEIGHBORHOOD COMMERCIAL ZONING	The extent and location of neighborhood commercial zoning may differ between alternatives and may include a proposal to create a neighborhood commercial zone that is specific to Island Center.	Existing NC Zoning	Expanded Neighborhood Center Zoning; Potential for new Island Center zone.	Expanded Neighborhood Center Zoning; Potential for new Island Center zone.
HOUSING DENSITY + ZONING	The extent and type of residential zoning will differ between alternatives. In addition, the Island Center Subarea Plan is an opportunity to better define appropriate residential zoning within designated centers to ensure consistency with Comprehensive Plan policies.	Existing Zoning: 2 units per acre	<p>Island Center specific neighborhood commercial zone</p> <p>Maintains current density limits: 2 units per acre</p> <p>Modifies development standards including an increased lot coverage to +/- 80%</p> <p>Maintains the same building heights</p> <p>Reduces off-street parking requirements and expands public parking</p>	<p>Island Center specific neighborhood commercial zone</p> <p>Maintains current base density for housing</p> <p>Maximum bonus density to 0.5 floor area ratio (FAR) with a 10% affordable housing requirement (recommended by consultant on affordable housing and transfer of development rights)</p> <p>Transfer of development rights allowed up to bonus density</p>

ALTERNATIVE VARIABLES	SUMMARY	ALT 1 MODEST CHANGE	ALT 2 NEIGHBORHOOD CENTER	ALT 3 GROWTH CENTER
ISLAND CENTER DESIGNATED BOUNDARY	Island Center does not currently have an official mapped boundary. While the current study area will remain the same during the planning period the final designated boundary will need to be modified to reflect adopted alternative.	Focused on existing Neighborhood Center Zoning	Expanded boundary but smaller than current planning area	Same as Alt 2
INFRASTRUCTURE	Island Center does not have sewer service and the alternatives may differ in whether sewer service is expanded and in what manner.	<p>No connection to Winslow Wastewater Treatment Plant (WWTP)</p> <p>Low cost approaches to infrastructure investment including sewer service</p>	<p>Invest in infrastructure to support neighborhood commercial services</p> <p>Localized community-based system for sewer service</p>	<p>Localized community-based system for sewer service</p> <p>Connection to WWTP or localized community-based sewer system</p>

ALTERNATIVE 1: MODEST CHANGE

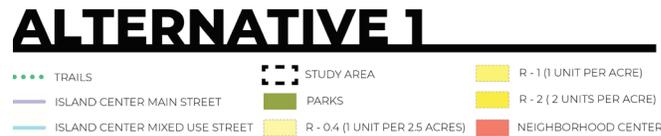
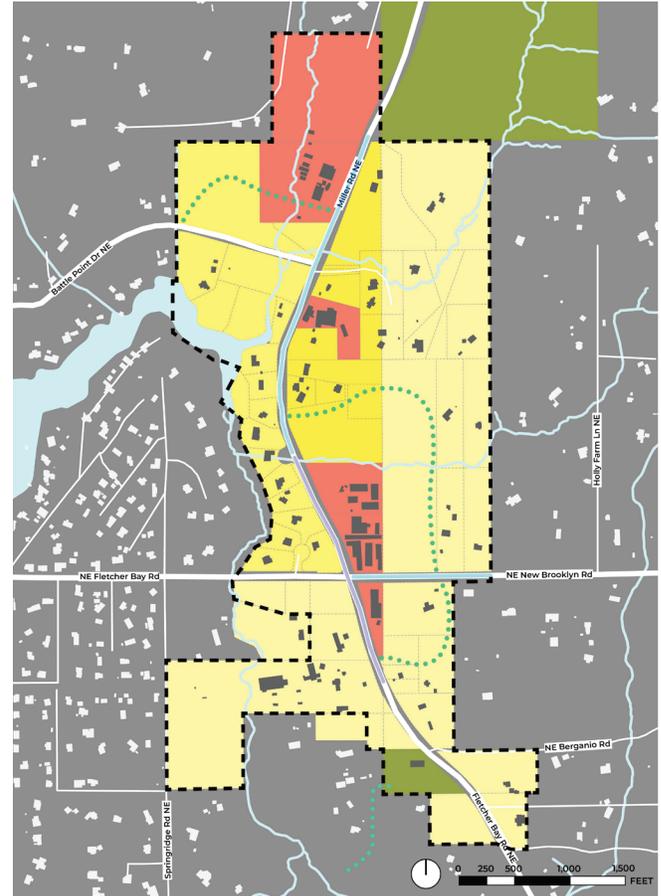
Alternative 1 maintains the existing zoning and development standards in Island Center. Under current zoning and development standards there is a relatively low capacity for new growth due to the following constraints:

- Lack of Sewer Service.** Island Center is current outside the established sewer service area in Winslow. The Winslow service area is currently sized based on the capacity of the existing sewer plant and its ability to meet current and future sewer demand within the boundary. If the boundary is modified to include Island Center, then it may require removing areas that are currently within the sewer service area. It is not anticipated that the sewer treatment plan in Winslow can be expanded. Alternative 1 would not require sewer service for Island Center.
- Lot Coverage.** The current lot coverage limitation of 35% is a significant limiting factor for new development in the Neighborhood Commercial Zone in Island Center. Thirty-five percent lot coverage is more typical of a single-family district than a neighborhood commercial center and many of the existing developed properties have lot coverage in excess of 35% and are considered non-conforming. If properties are redeveloped, they will be required to comply with the 35% lot coverage and would likely result in less developed area than they have currently.
- Off-Street Parking Requirements.** Off-street parking requirements for retail and restaurant uses (4 per 1,000 sq ft for retail uses) in Island Center are typical of a suburban shopping environment and not a walkable neighborhood center. Accommodating the off-street parking requirements along with the lot coverage limitation of 35% significantly limits new development.

ZONING

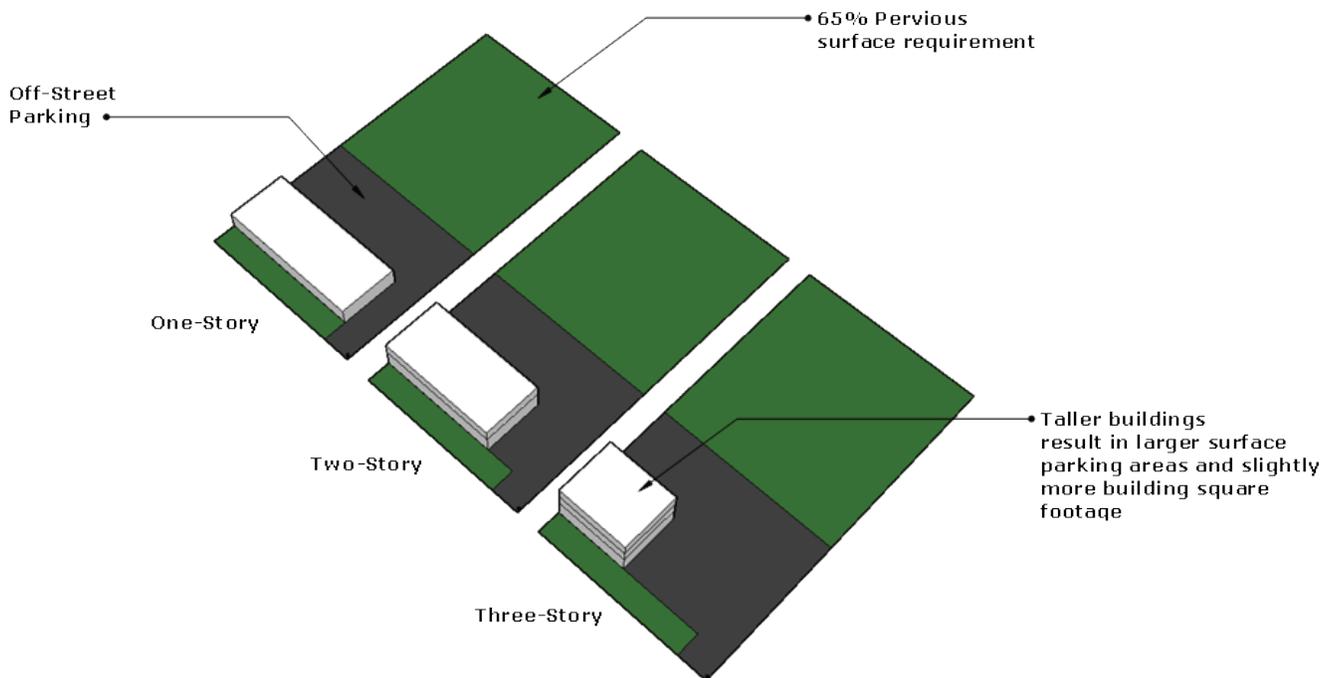
The existing boundary of Island Center includes only the land within the Neighborhood Center (NC) zoning district. See the map of existing zoning for Alternative 1 below.

ALTERNATIVE 1 ZONING MAP



The diagram below shows development of a one-acre site with retail and service uses under the existing neighborhood commercial zoning in Island Center with one, two, and three-story buildings (current height limit of 35'). As the building increases from one-story to three stories the surface parking area increases in size and the building square footage increases modestly. However, ground floor space is likely more desirable for retail and service uses and the one-story option may represent the most likely development scenario considering most of the existing non-residential buildings in the district are one story. Based on the limitations of the current development standards and lack of infrastructure it is unlikely there would be significant development or redevelopment under this alternative.

TYPICAL DEVELOPMENT UNDER EXISTING ZONING & ALTERNATIVE 1



PUBLIC IMPROVEMENTS

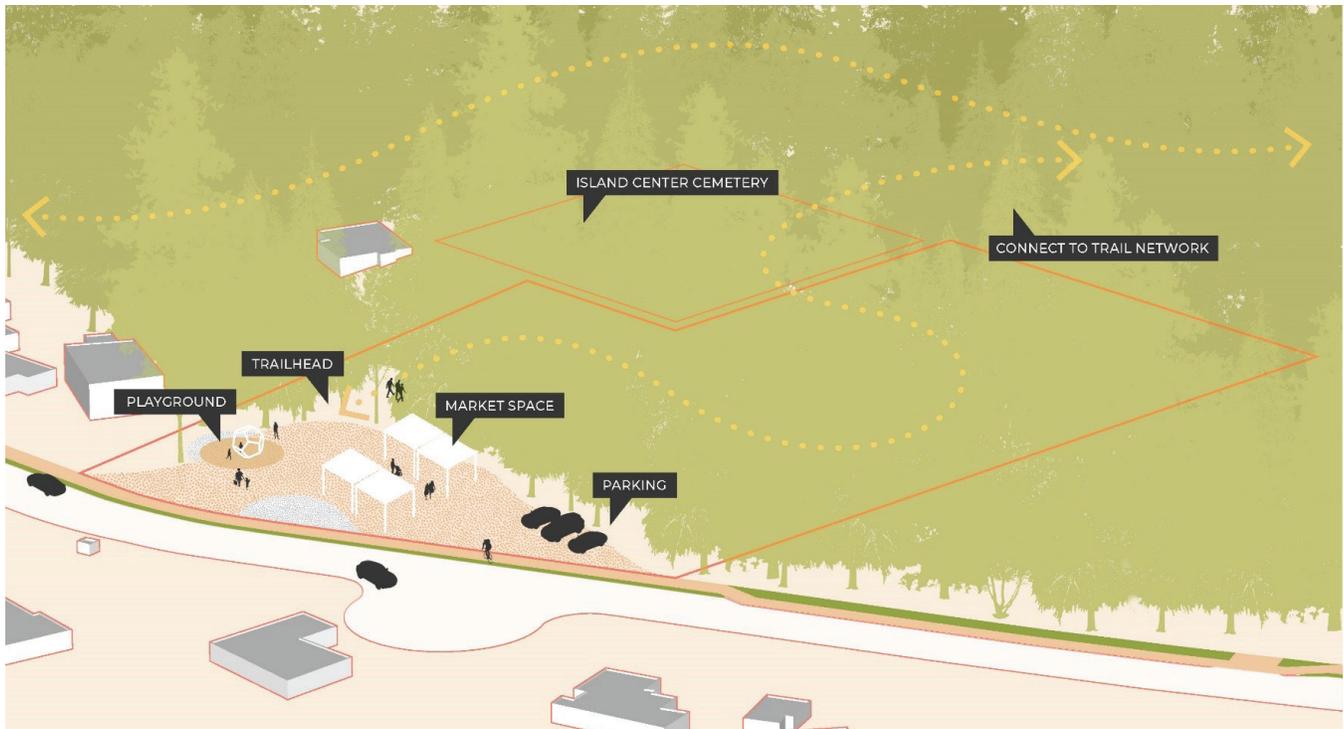
Given the expectations for less development under this scenario due to the constraints described above, public investments would be more minimal under this alternative but would include pedestrian, bicycle, and trail improvements as represented in the graphics below.

- **Low-Cost Street Improvements.** Street improvements could be implemented relatively easily to add pedestrian and bicycle facilities using primarily temporary barriers, landscaping, and paint. Improvements would be focused on traffic calming, providing safe mobility options for pedestrians and bicyclists, and improved access management to adjacent properties.

- **No Sewer Service.** Island Center maintains a lack of access to sanitary sewer service if land use is not intensified.
- **Community Gathering Space.** The City-owned property is programmed with low-cost materials and volunteer support. The property is designed for community gathering and events such as a farmer's market, arts events, small concerts, a farm stand, a transit stop, and community gardens.

The diagram below shows potential improvements to the City-owned property to create a flexible community gathering space. Elements of this concept plan include a playground, trailhead, parking, and space for events.

DIAGRAM OF POTENTIAL IMPROVEMENTS TO PUBLIC WORKS LOT



The photo below 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.

EXISTING STREETScape



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

TEMPORARY / LOW COST IMPROVEMENTS



The photo and illustration below show the existing intersection at Miller Rd NE, New Brooklyn Rd, and Fletcher Bay Rd NE. This 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.

EXISTING INTERSECTION



TEMPORARY / LOW COST IMPROVEMENTS



ALTERNATIVE 2: NEIGHBORHOOD ACTIVITY CENTER

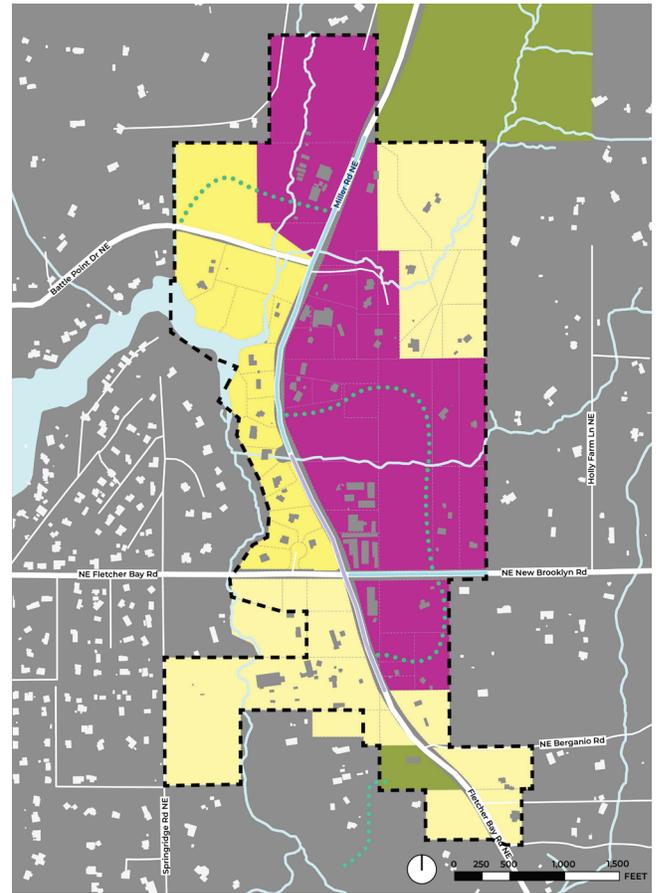
Alternative 2 is focused on reinforcing and expanding Island Center as a neighborhood activity center while maintaining current residential density limits. The following is a summary of key elements of Alternative 2:

- **Island Center Neighborhood Mixed Use (NEW).** Establish a new Island Center specific Neighborhood Center zone including updates to permitted land uses and development standards. Building heights would remain the same as under the current NC Zone.
- **Reduce Off-Street Parking Requirements.** The current off-street parking requirements applicable to the neighborhood commercial zone are high and a significant limiting factor for new and redevelopment in the current Island Center subarea. Off-street parking requirements should be reduced in favor of providing more public parking options both on- and off-street to support pedestrian friendly design.
- **Increase Allowable Lot Coverage.** The 35% lot coverage under current NC zoning significantly limits new and redevelopment opportunities. Expanding the allowable lot coverage to be more consistent with neighborhood commercial uses will reduce barriers to new development and redevelopment that is consistent with the vision and goals for Island Center. Lot coverage should be increased to approximately 70% to 80%.
- **Housing as an Accessory Use.** Under current NC zoning residential uses such as single-family housing are permitted with no requirement for commercial uses. Since this Alternative is focused on retaining and enhancing Island Center as an activity and service center residential uses would only be permitted as an accessory to a commercial use. For example, an apartment could be located above a commercial use or on another portion of a property with a primary commercial use.
- **Human-scaled Building.** Development and design standards would require human-scaled buildings and pedestrian-oriented design to maintain the Island Character. Design standards and guidelines specific to Island Center would be developed under this alternative.
- **Street Improvements.** Street improvements are designed to support pedestrian design while understanding that many will arrive to Island Center by vehicle. On-street parking is added to support access to businesses and services in Island Center and create a park once model.
- **Sewer Service.** Alternative 2 includes a localized and community based sanitary sewer facility in Island Center rather than connection to the W/WTP. Some commercial uses have much less sewer demand than residential uses and this may make a community-based system more feasible under this alternative.

ZONING

Alternative 2 establishes a new Island Center Mixed Use (ICMU) zoning district as shown in the map to the right. The ICMU zone is expanded beyond the current limits of the NC zone in Island Center which will add non-residential development capacity in the City. This alternative minimizes new housing development in Island Center but expands opportunities for non-residential uses including retail, services, offices, and restaurants.

ALTERNATIVE 2 ZONING MAP

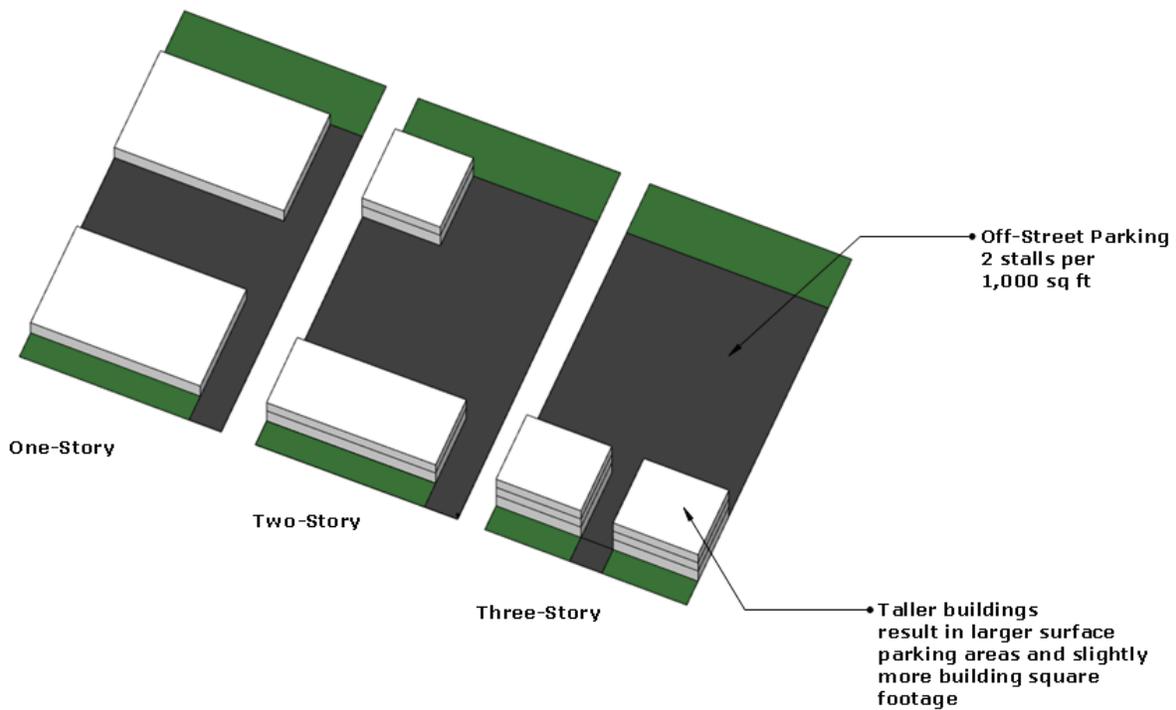


ALTERNATIVE 2



The diagram below shows the relationship between buildings, surface parking, and areas that must remain with pervious surfaces shown in green for Alternative 2. Taller buildings result in more square footage and larger surface parking areas. Even with a lower parking requirement than under current zoning much of the site is required to meet proposed parking requirements of 2 stalls per 1,000 sq ft. If concepts for shared parking and additional on-street public parking are advanced there may be an opportunity to reduce off-street parking requirements further. Updated development and design standards will further address building scale and massing, the relationship to public streets and spaces, stormwater management, and ensuring all development contributes to the Island character.

POTENTIAL DEVELOPMENT UNDER ZONING FOR ALTERNATIVE 2



PUBLIC IMPROVEMENTS

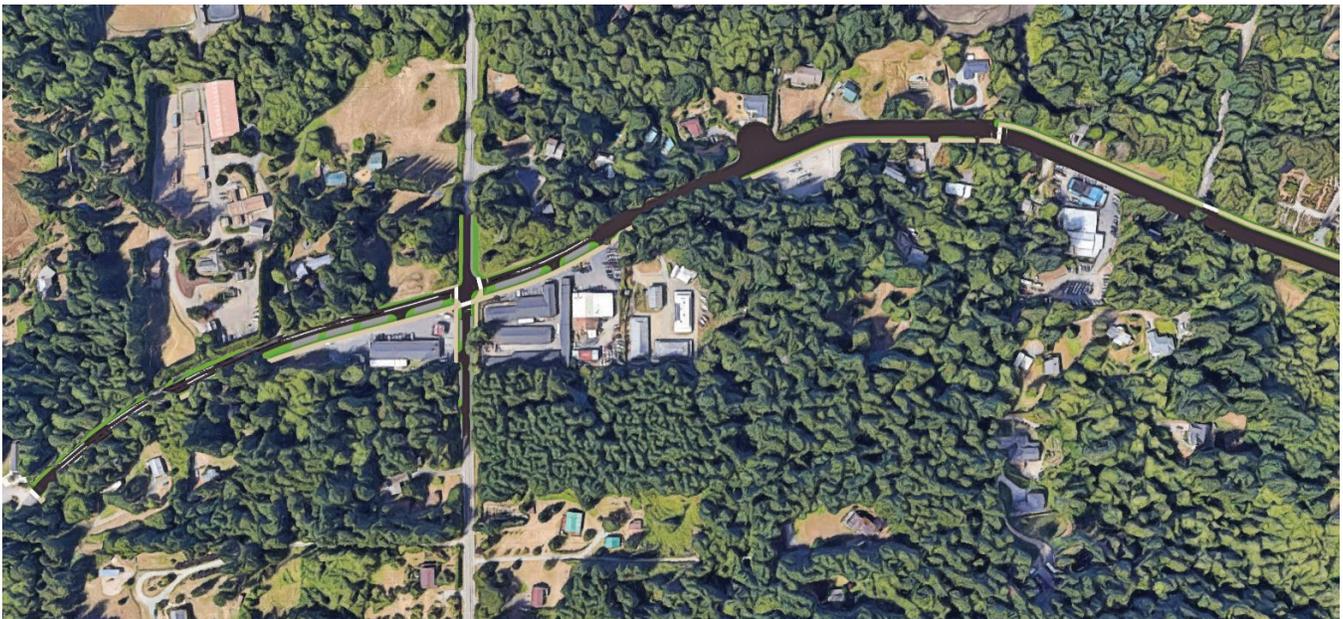
Public investments would be more substantial under Alternative 2 due to the higher potential for new development and greater levels of activity.

- **Street improvements.** Improvements to streets include pedestrian and bicycle facilities, access management to minimize pedestrian and vehicle conflicts, on-street parking to support access to businesses, stormwater management, and other public amenities.
- **Localized Sanitary Sewer Facility.** A local community sewage system (as opposed to connecting to the WWTP) is established to support compact, walkable, and sustainable development in Island Center.

- **Community Park and Gathering Space.** A more significant public investment is undertaken on the City-owned property than in Alternative 1. Investments may include resurfacing the parking area, creating a permanent playground and park space and designing flexible structures that can support events and programming.
- **Trail System.** A coordinated effort to implement the trail system plan is a key element of Alternative 2 (See proposed trail system in the Alternative Zoning Map on Page 16.)

The aerial illustration below shows the overall streetscape concept for Island Center for this alternative. The gray areas show opportunities for adding on-street parking which could also be used for additional landscaping and/or stormwater management. The concept includes a multi-use path along Fletcher Bay Rd NE from Island Center Hall to NE New Brooklyn, and north along Miller Rd NE, and a multi-use path on either side of NE New Brooklyn Rd, as well as a sidewalk along the north side of Fletcher Bay Rd where it turns westbound. Street cross sections detailing these long-term improvements are included as an Appendix.

OVERALL STREET CONCEPT PLAN



The illustration below shows a longer-term streetscape concept for the intersection of Fletcher Bay Rd NE, New Brooklyn Rd, and Miller Rd NE. The existing sidewalk segments are removed and replaced with a curbless concept with sidewalks and paths at grade with the street. Landscape and artistic elements such as the crosswalks are incorporated into this concept.

LONG TERM INTERSECTION IMPROVEMENTS



The illustration below shows a streetscape concept for Fletcher Bay Rd NE that adds a pedestrian trail on the east side of the street with significant landscaping and on-street parking to replace the parking on private property that is currently in the public right-of-way.

LONG TERM IMPROVEMENTS TO FLETCHER BAY RD



The 2015 General Sewer Plan assessed the feasibility of on-site centralized sewer treatment facilities including a community septic system, a mound system, a membrane system, and others. See the table below for the scoring matrix of options. The membrane bioreactor appears to be the best option due to the lower acreage (1.5 acres) and cost as compared to a community septic system which would require 24 acres of land.

ON-SITE SEWER TREATMENT OPTIONS

**Table 7.1 Option Selection Matrix
General Sewer Plan
City of Bainbridge Island**

Option No.	Treatment	Disposal	Reliability		Acreage Requirements		O&M Requirements		Construction Cost		Effluent Quality		Score
			Level	Score	Level	Score	Level	Score	Level	Score	Level	Score	
1	Septic Tank	Drainfield	High	3	High	1	Low	3	Low	3	Low	1	11
2	Sand Filter	Subsurface Drip System	Medium	2	Medium	2	Medium	2	Medium	2	Medium	2	10
3	Recirculating Gravel Filter	Subsurface Drip System	Medium	2	Medium	2	Medium	2	Medium	2	Low	1	9
4	Mound System	Mound System	Low	1	Medium	2	High	1	Medium	2	Medium	2	8
5	Aerobic Treatment Unit	Subsurface Drip System	Medium	2	Medium	2	High	1	Medium	2	Medium	2	9
6	Membrane Bioreactor	Percolation Pond	High	3	Low	3	High	1	Medium	2	High	3	12

ALTERNATIVE 3: GROWTH CENTER

Alternative 3 retains the same elements as Alternative 2 but adds additional capacity for housing through a voluntary affordable housing incentive program based on the recommendations of the ongoing study of an inclusionary zoning program. In addition, the current Comprehensive Plan policies state that small lots of 3,000 square feet should be allowed in designated centers. The following are key elements of Alternative 3:

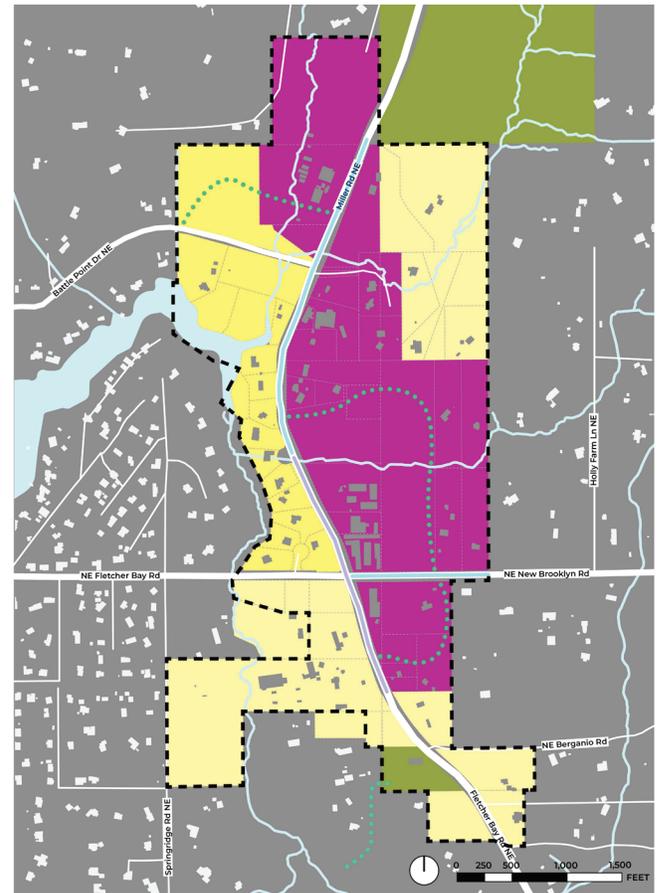
- **Island Center Mixed-Use Zone (NEW).** Non-residential uses would be required as a primary use within 50' of the designed mixed-use streets (Fletcher Bay Rd NE, New Brooklyn Rd, and Miller Rd NE). Residential uses, including single-family, would be permitted more than 50' from mixed-use streets.
- **Voluntary Inclusionary Zoning Program.** The City is currently undertaking a study to consider an inclusionary zoning program. The current recommendation is to develop an incentive program for affordable housing based on bonus density. The study recommended increasing the maximum bonus density to a floor to area ratio (FAR) of 0.5 in the NC zone. Total density would depend on the unit sizes and the base housing density of 2 units an acre would remain in place. The bonus density would allow a FAR of 0.5 with a requirement that 10% of all units must be designated affordable. A FAR of 0.5 means that for every 2 square feet of lot area 1 square foot of building area is allowed. For example, on a one-acre site with unit sizes of 1,200 square feet would result in 18 units with 2 units being affordable. The ICMU district would also be eligible as a receiving area for the City's transfer of development rights program up to the maximum bonus density.
- **Sewer Service from the WWTP.** Island Center would be connected to the Winslow Sewer Treatment Plan. This may require reducing the current sewer service area in Winslow.
- **Public Improvements.** Maintains Public Investments in Alternative 2. The proposed public investments under Alternative 2 are retained in Alternative 3.

ZONING

Alternative 3 maintains the same boundaries for the new ICMU zone with voluntary inclusionary zoning program allowing up to a FAR of 0.5 with 10% of the units required to be affordable.

The diagram below shows concepts for mixed-use development under Alternative 3 with commercial development along the street frontage and ground-related residential to the rear. Residential development consists of eight two story townhouses with a common parking area. Commercial development is required along the frontage of existing major streets in Island Center with residential permitted to the rear of the parcels. Parcels that do not front on one of the major streets could be either commercial or residential development under the current proposal. Similar to Alternatives 1 and 2 taller commercial buildings results in more building square footage and larger surface parking areas even with the reduced parking requirement under this alternative.

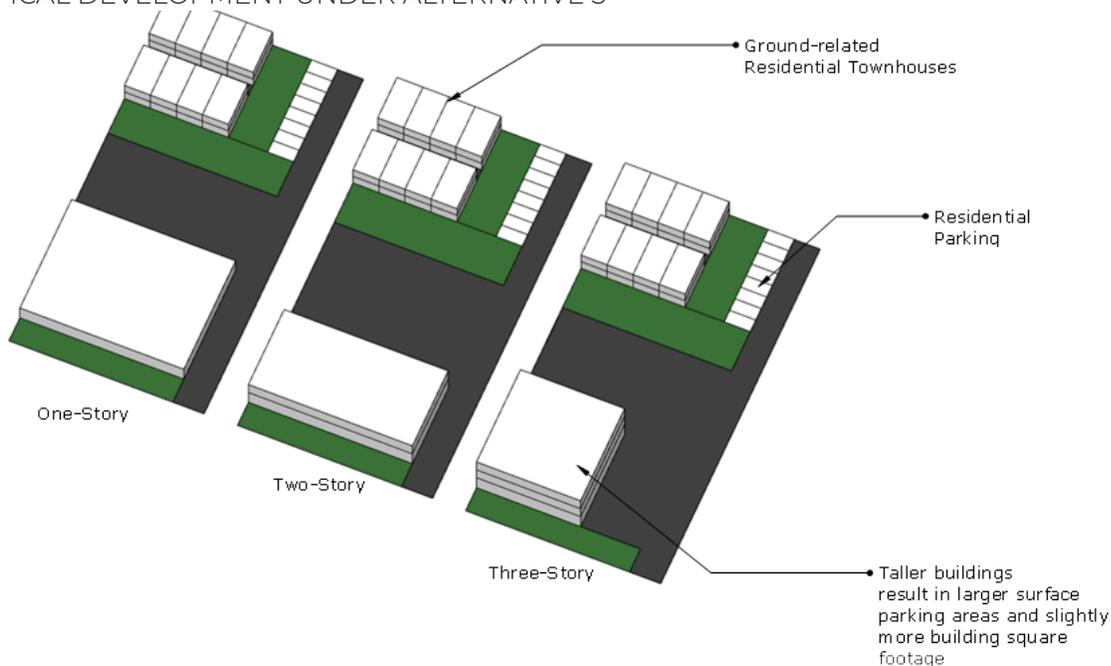
ALTERNATIVE 3 ZONING MAP



ALTERNATIVE 3



TYPICAL DEVELOPMENT UNDER ALTERNATIVE 3



PUBLIC IMPROVEMENTS

Alternative 3 maintains the same public improvements in Alternative 2 with the addition of a sewer connection to the WWTP. A connection to the WWTP would require further analysis based on the land use plan for Alternative 3 including modification to the sewer service boundary. Community systems would also be considered as part of Alternative 3. There may be the opportunity to also provide sewer service to the residential zones outside

of the ICMU boundary. The 2015 General Sewer Plan examined costs to provide sewer service to Island Center (referenced as the Western Pocket) below. Connecting to the WWTP was found to be the lowest cost option but the current sewer service area is sized based on the current capacity of the plan and it's unclear if the plant could serve Island Center. However, Alternative 3 includes the potential for more housing development than was considered in 2015 and sewer alternatives would be reassessed based on the land use plan for Alternative 3. Technology and costs of providing service have also likely changed since 2015 and may impact the selection of a preferred alternative.

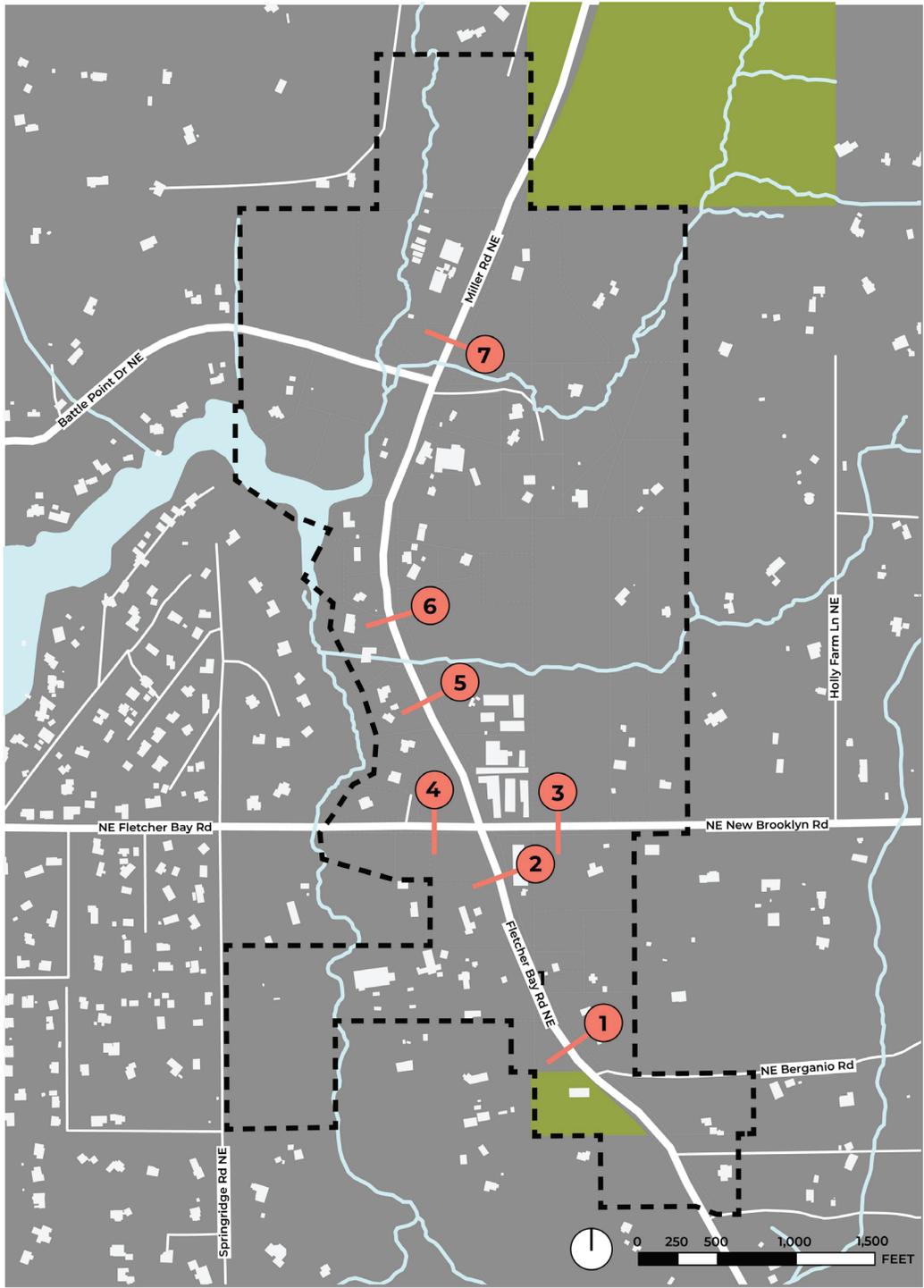
CAPITAL COSTS OF SEWER SERVICE OPTIONS

Treatment Option	Land Required (acres)	System Capital Cost
Conveyance to Winslow Collection System		
Eastern Pocket	0	\$2,000,000
Western Pocket	0	\$2,000,000
Community Septic Tanks with Conventional Drainfields		
Eastern Pocket	2	\$1,000,000
Western Pocket	24	\$10,300,000
MBR Package Plants with Percolation Ponds		
Eastern Pocket	0.5	\$2,800,000
Western Pocket	1.5	\$4,600,000

APPENDIX

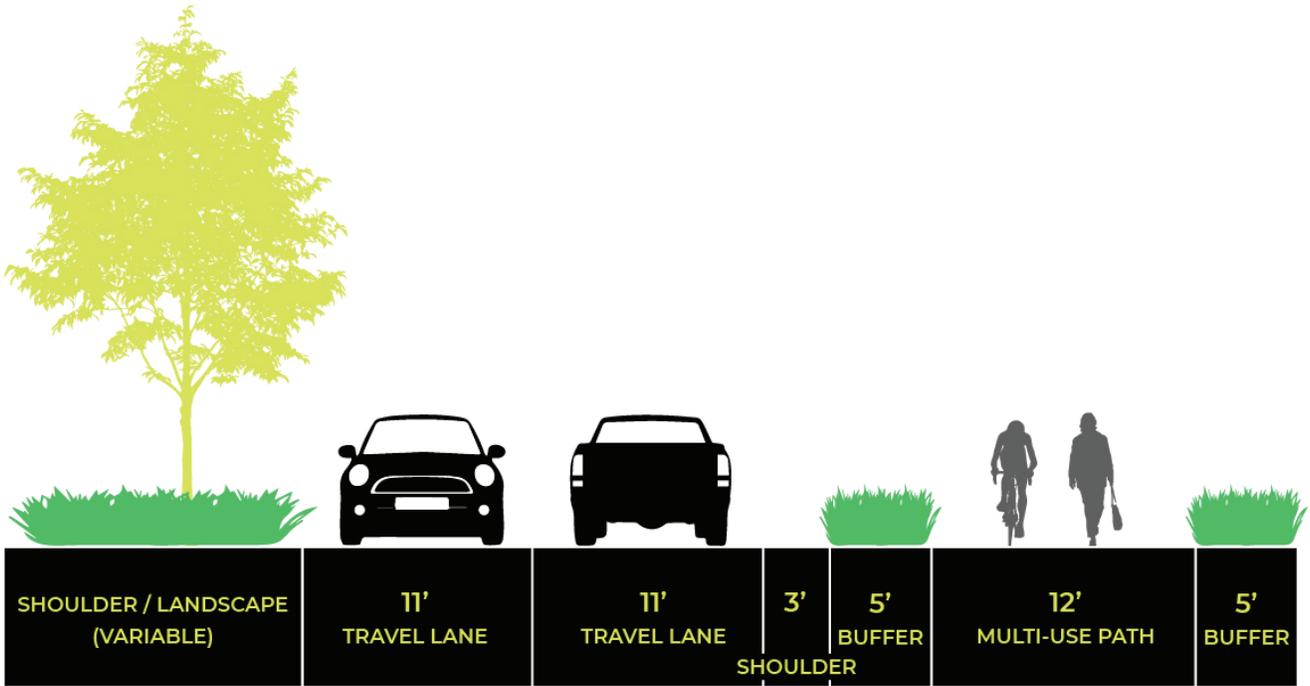
CONCEPTUAL STREET SECTIONS

MAP OF CONCEPTUAL STREET SECTION LOCATIONS FOR ISLAND CENTER

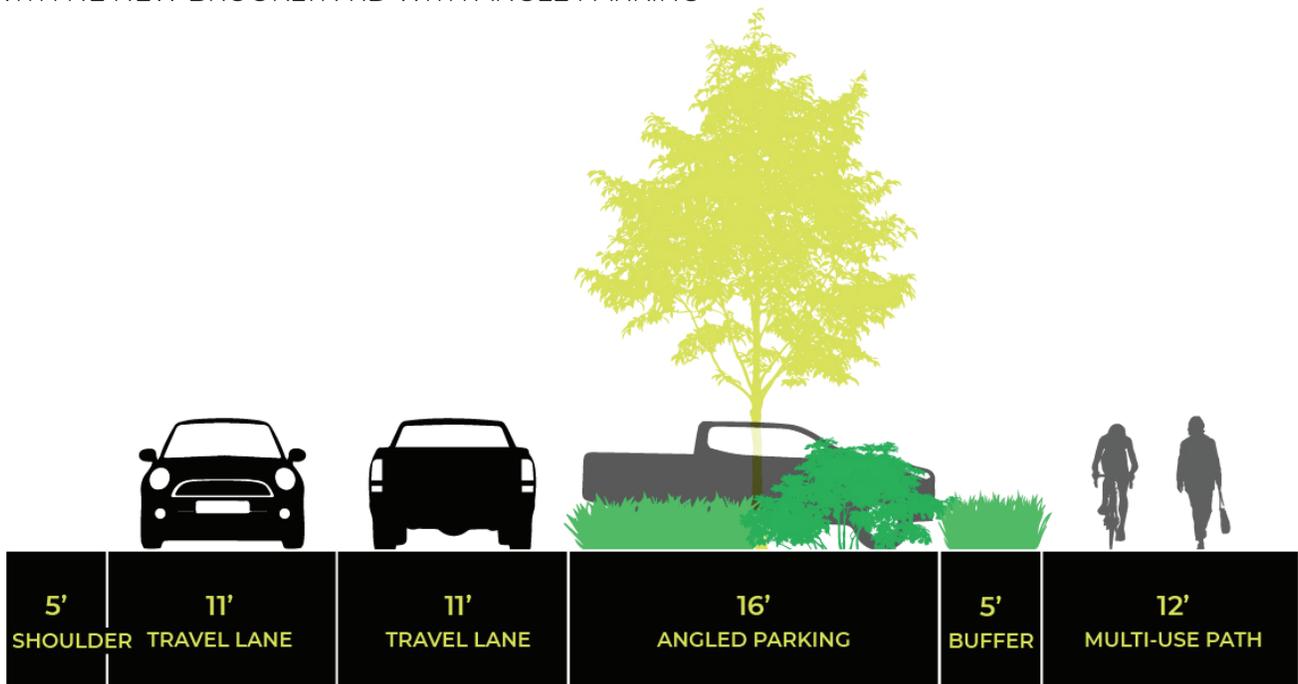


SECTION LOCATIONS

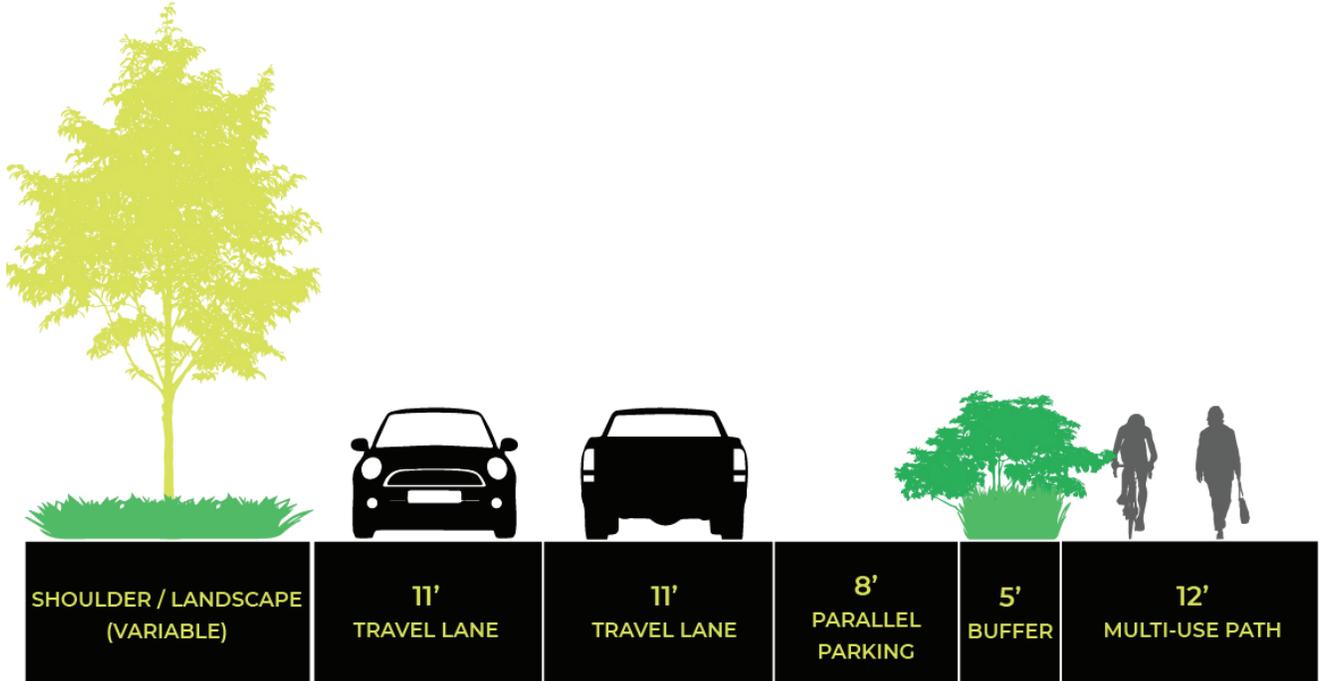
SECTION 1 – **LOOKING NORTH** FLETCHER BAY RD NE NEAR ISLAND CENTER



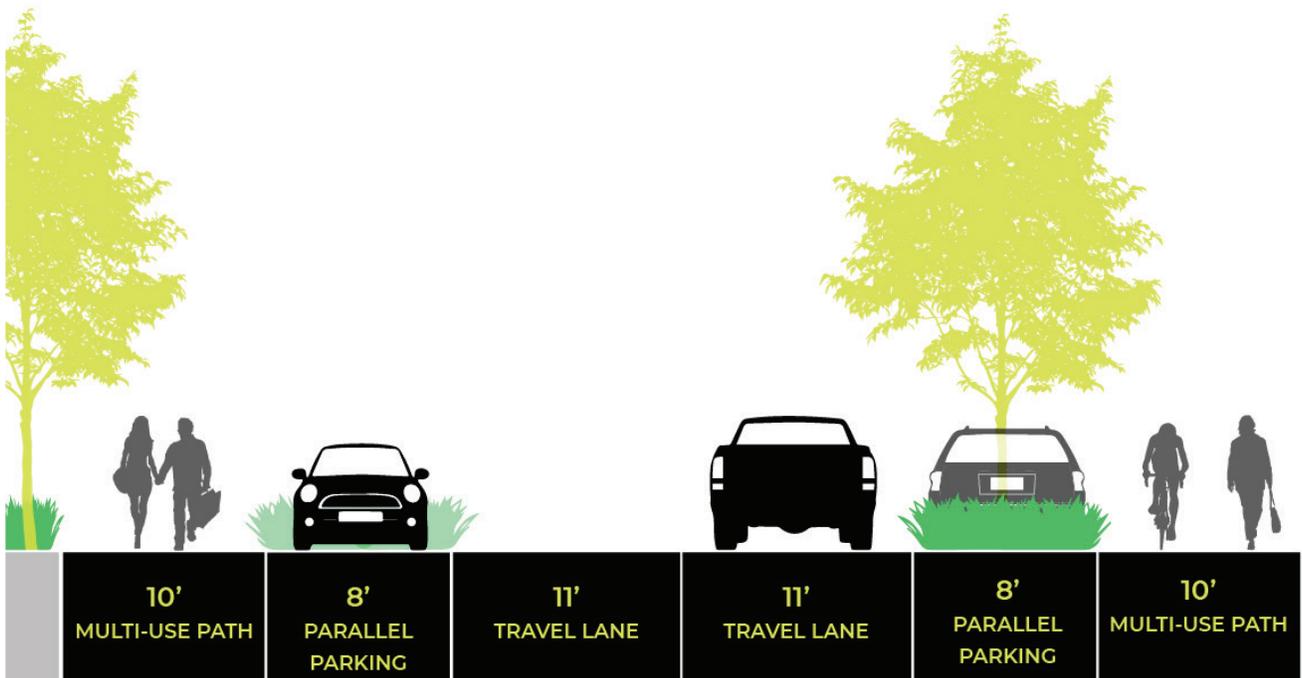
SECTION 2 – **LOOKING NORTH** FLETCHER BAY RD NE / MILLER RD NE NEAR INTERSECTION WITH NE NEW BROOKLYN RD WITH ANGLE PARKING



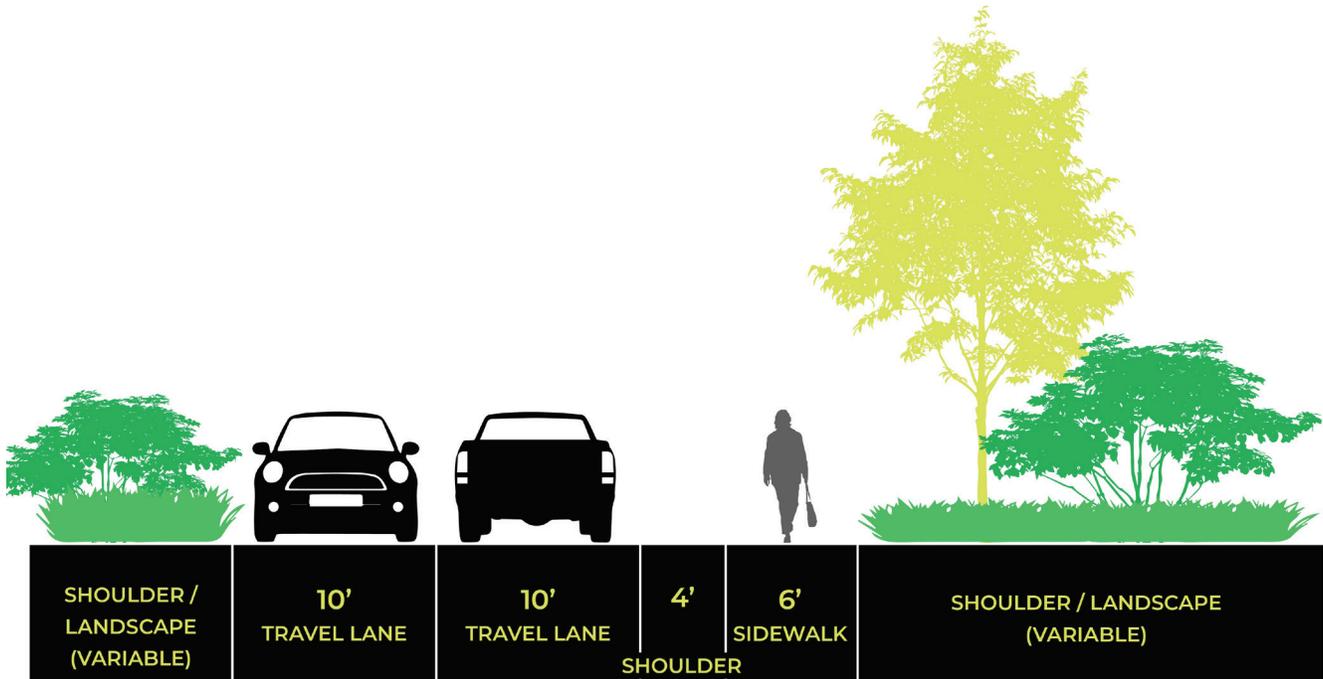
SECTION 2 – **LOOKING NORTH** FLETCHER BAY RD NE / MILLER RD NE NEAR INTERSECTION WITH NE NEW BROOKLYN RD WITH PARALLEL PARKING



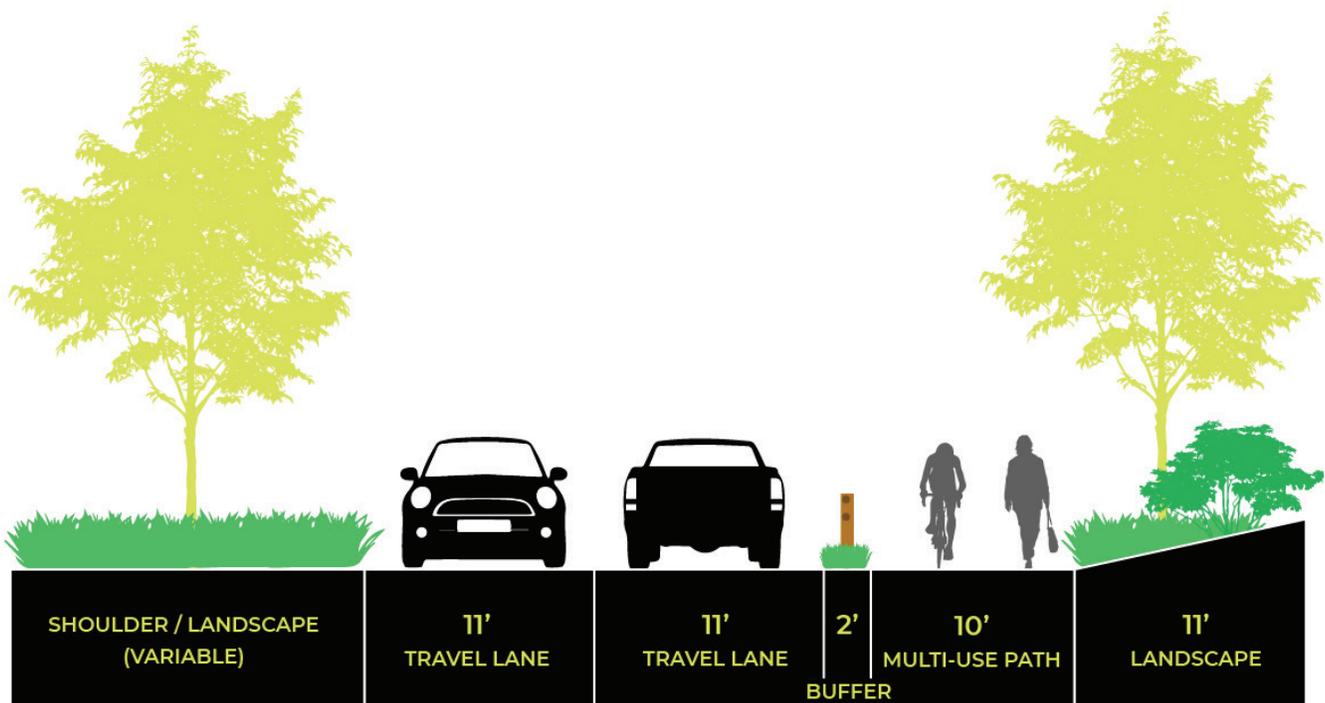
SECTION 3 – **LOOKING EAST** NE NEW BROOKLYN RD NEAR THE INTERSECTION WITH FLETCHER BAY RD NE AND MILLER RD NE



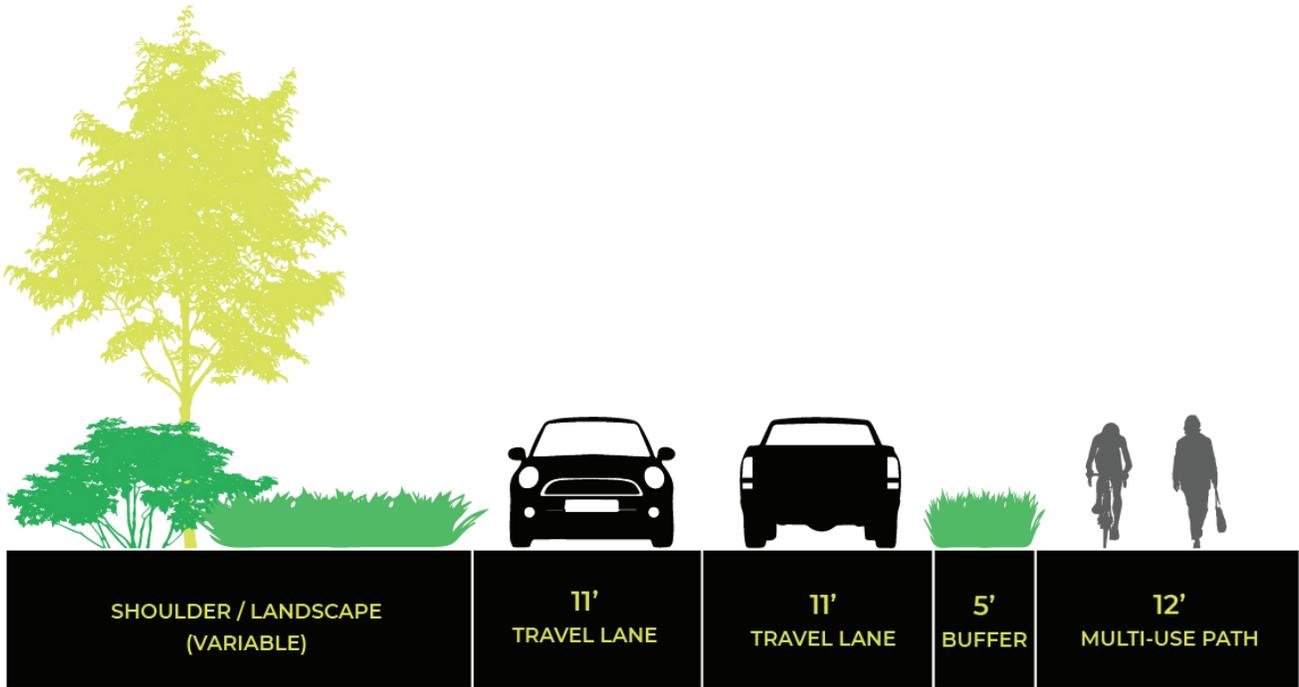
SECTION 4 – **LOOKING WEST** EAST/WEST SEGMENT OF FLETCHER BAY ROAD WEST OF THE INTERSECTION WITH MILLER RD NE AND NE NEW BROOKLYN RD



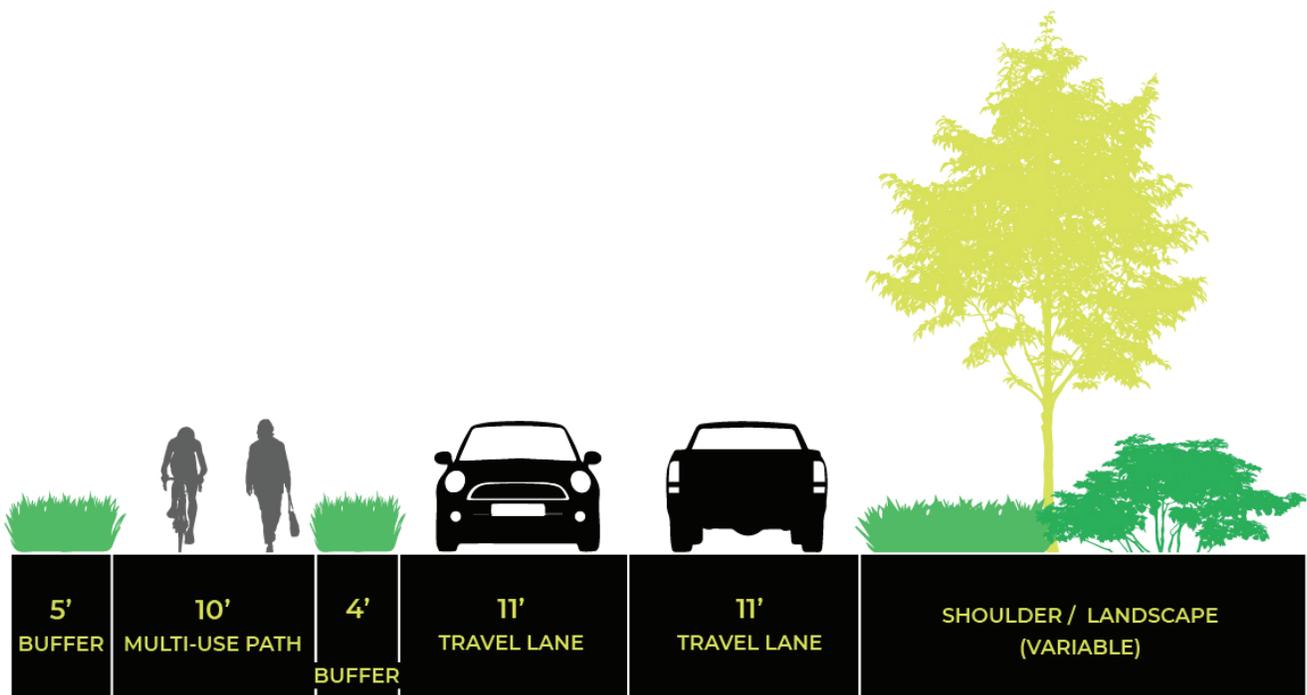
SECTION 5 – **LOOKING NORTH** MILLER RD NE SOUTH OF THE PUBLIC WORKS LOT



SECTION 6 – **LOOKING NORTH** MILLER RD NE AT THE PUBLIC WORKS LOT



SECTION 7 – **LOOKING NORTH** MILLER RD NE NORTH OF BATTLE POINT DR NE



CHARACTER IMAGES









**ISLAND
CENTER**

SUBAREA
PLAN

FUTURE OF BAINBRIDGE GARDENS ZONING Alternatives Summary Attachment

CHANGE FROM 'CONTRACT' ZONING TO REGULAR OR 'ISLAND CENTER ZONING'*

DATE CONSENSUS REACHED: 07/17/2019

*ISLAND CENTER ZONING TO BE DISCUSSED AS A SEPARATE TOPIC

EXISTING CONDITIONS

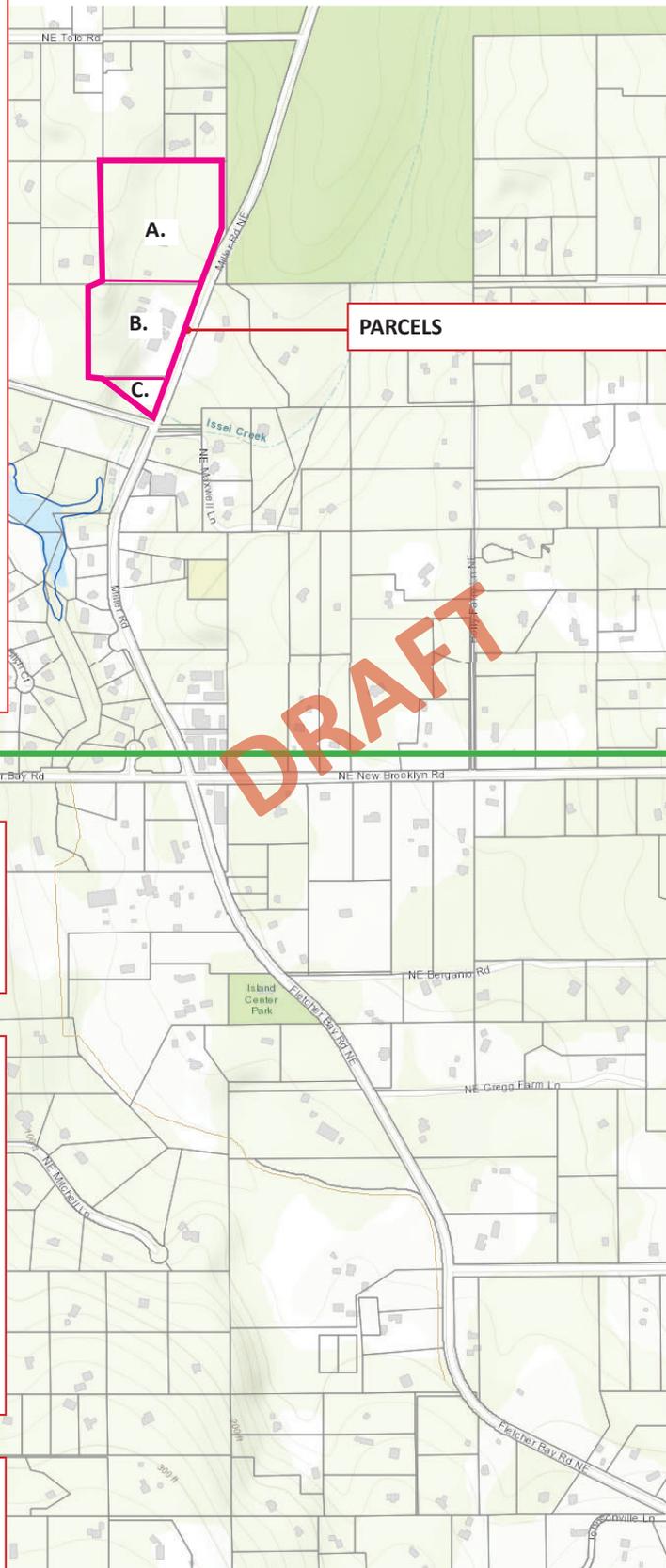
Parcel A. size: 9.6 acres
Current zoning: R-0.4
Current use: Undeveloped

Parcel B. size: 5.92 acres
Current zoning: R-1
Current use: Nursery/Retail

Parcel C. size: .95 acres
Current zoning: R-1
Current use: Undeveloped

Total size: 16.7 acres

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.



ISSUES

Current zoning only allows greenhouse or temporary structures to be built on the property.

SPECIAL CONSIDERATION

Bainbridge Gardens has been in operation since the 1920's and is an important historical neighborhood and island business. The committee would like to recognize this value by changing the zoning.

The property already has a business and infrastructure on a portion of the property.

GOALS

More neighborhood services could occur at a location that is already in commercial use but is limited by its current zoning.

COBI OWNED PROPERTY PRESERVE FOR PUBLIC USE

DATE CONSENSUS REACHED: 07/17/2019

EXISTING CONDITIONS

Size: 4 acres
Current zoning: R-1
Current use: Portion used for public and COBI parking

ISSUES

Access is poorly defined
Steep slopes and stream buffers cover a large portion of the property.

SPECIAL CONSIDERATION

Parking area is used as a staging area for large trucks and materials. We recognize the importance of this to Public Works but if this use conflicts with the committee's vision for the future use we ask that staging area is relocated.

Parking is also used by the community for occasional events (the Pumpkin Walk) and by Kol Shalom on a weekly basis.

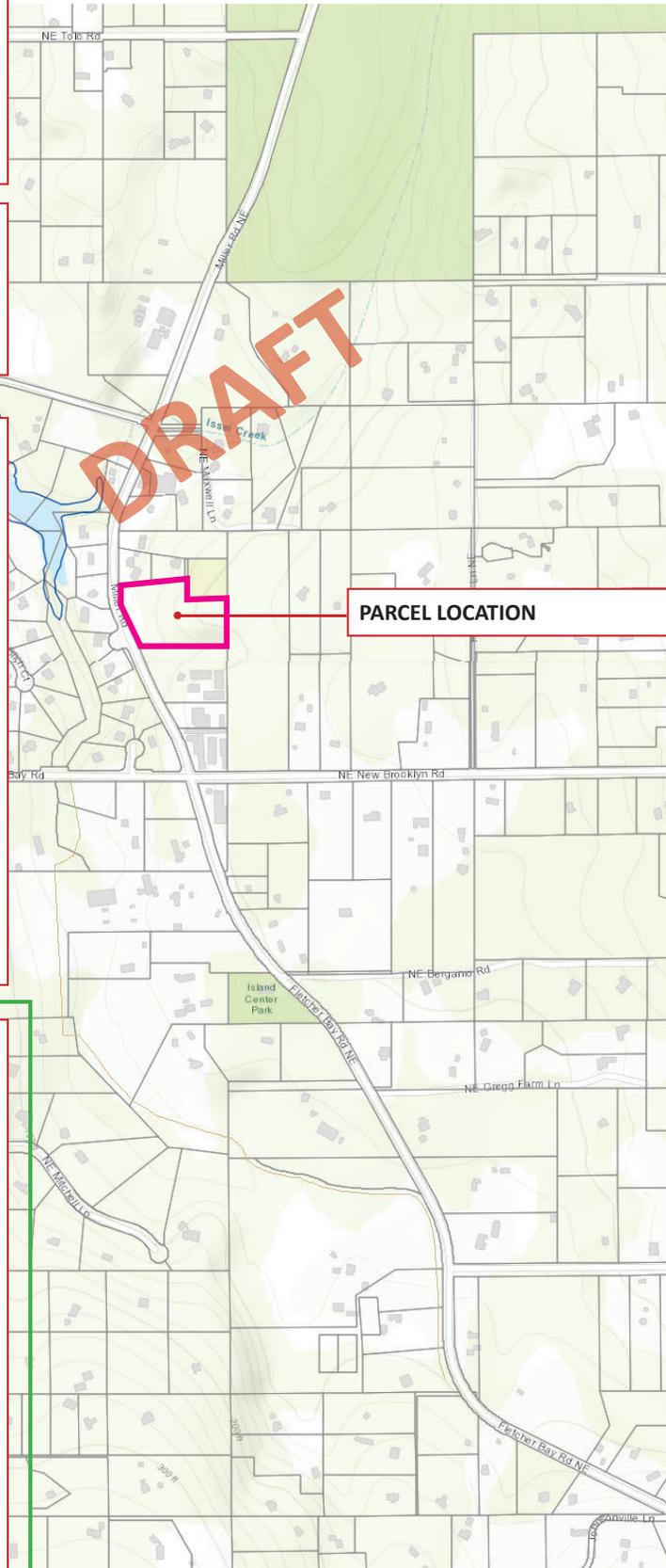
Property surrounds Island Center Cemetery

GOALS

Ensure that future use is always for the public and that it is enhanced and improved beyond its current use.

Ideas discussed:

- Park
- Community space
- Bike barn
- Parking
- Playground
- Food truck/Farmers Market
- Possible use of upland portion for kids use, away from road and more protected.
- Expandability of use, meaning that it could be used for different things at different times of the day or year.
- Any future paving to be low impact and environmentally sound, possibly pervious etc.



PARCEL LOCATION

NEW BROOKLYN AND MILLER ROAD INTERSECTION CREATING A BETTER INTERSECTION THROUGH ZONING

DATE CONSENSUS REACHED: 08/07/2019

EXISTING CONDITIONS

Parcel A
Size: 1.15 acres
Current zoning: NC
Current use: Commercial/Rental/Storage

Parcel B
Size: 9.85 acres
Current zoning: R-0.4
Current use: Vacant

ISSUES

Existing buildings and parking impact intersection.
High North/South traffic volume paired with poorly defined egress to properties creates congestion during rush hours.

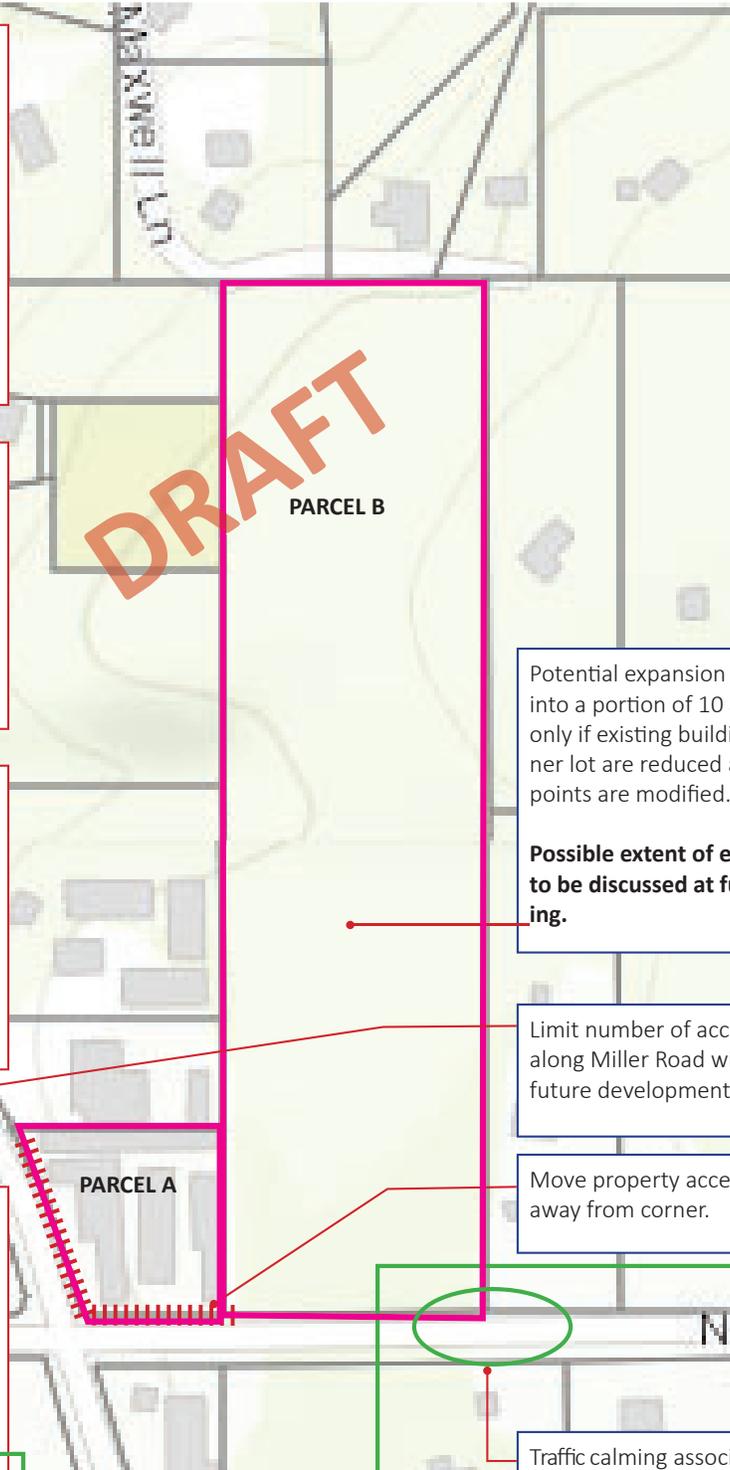
SPECIAL CONSIDERATION

Both parcels are currently owned by the same owner which allows for the possibility to address community concerns and issues at the corner while still allowing current businesses to stay in area and possibly expand.

GOALS

To create a better environment for all modes of transportation.
To create a better visual environment.
To allow businesses to thrive and have adequate space to operate.

Consolidate multiple driveway access points and move away from intersection.
Consider alternate access points.
If development occurs provide traffic calming along New Brooklyn.



Potential expansion of IC zoning into a portion of 10 acre parcel only if existing buildings on corner lot are reduced and access points are modified.

Possible extent of expansion to be discussed at future meeting.

Limit number of access points along Miller Road with any future development

Move property access points away from corner.

Traffic calming associated with any new development

CORRIDOR IMPROVEMENTS (OVERVIEW)

CREATE A TRANSPORTATION ENVIRONMENT THAT ADDRESSES ALL USERS

DATE CONSENSUS REACHED: 08/21/2019

EXISTING CONDITIONS

Fletcher Bay Road and Miller road are Arterial 2 roads.

Outside of Winslow these are some of the most heavily used roads.

As a North South road it is also the primary means for bicyclists to get around the island and is the only link between 'The Grand Forest' and 'Gazzam Lake'

All existing businesses are accessed from this road.

ISSUES

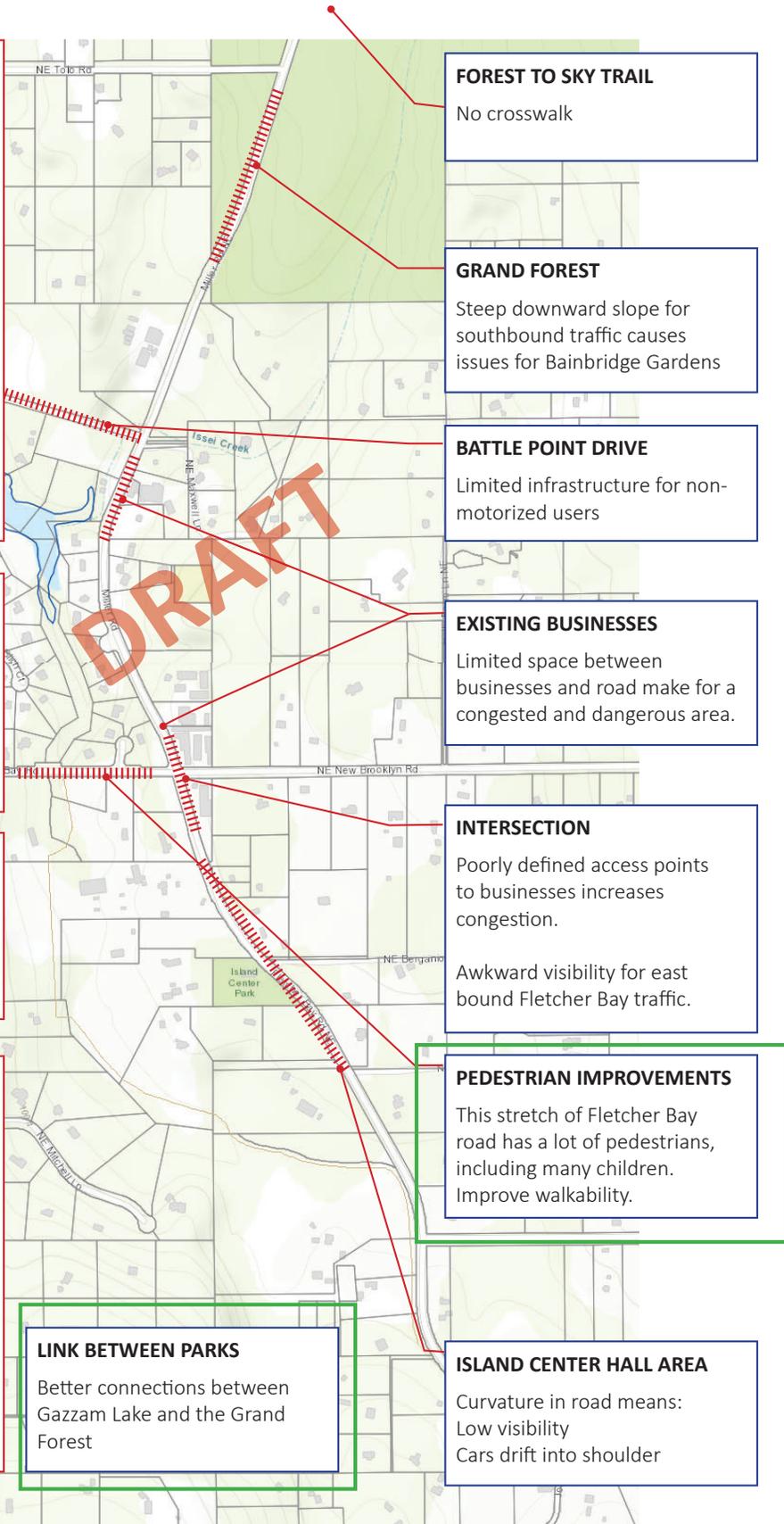
High traffic volume.
Non-motorized infrastructure is poor.
Individual access points and street adjacent parking makes area feel like a strip.

SPECIAL CONSIDERATION

Improvements between New Brooklyn and Tolo have been on hold until committee finishes plan.

GOALS

Create a circulation system that addresses all users.
Provide more shared access points for existing and future businesses.
Produce a sense of place but also acknowledges future use of the road.
Create infrastructure that benefits the neighborhood.
Create a corridor that feels more park-like than commercial strip.



FOREST TO SKY TRAIL

No crosswalk

GRAND FOREST

Steep downward slope for southbound traffic causes issues for Bainbridge Gardens

BATTLE POINT DRIVE

Limited infrastructure for non-motorized users

EXISTING BUSINESSES

Limited space between businesses and road make for a congested and dangerous area.

INTERSECTION

Poorly defined access points to businesses increases congestion.

Awkward visibility for east bound Fletcher Bay traffic.

PEDESTRIAN IMPROVEMENTS

This stretch of Fletcher Bay road has a lot of pedestrians, including many children. Improve walkability.

ISLAND CENTER HALL AREA

Curvature in road means:
Low visibility
Cars drift into shoulder

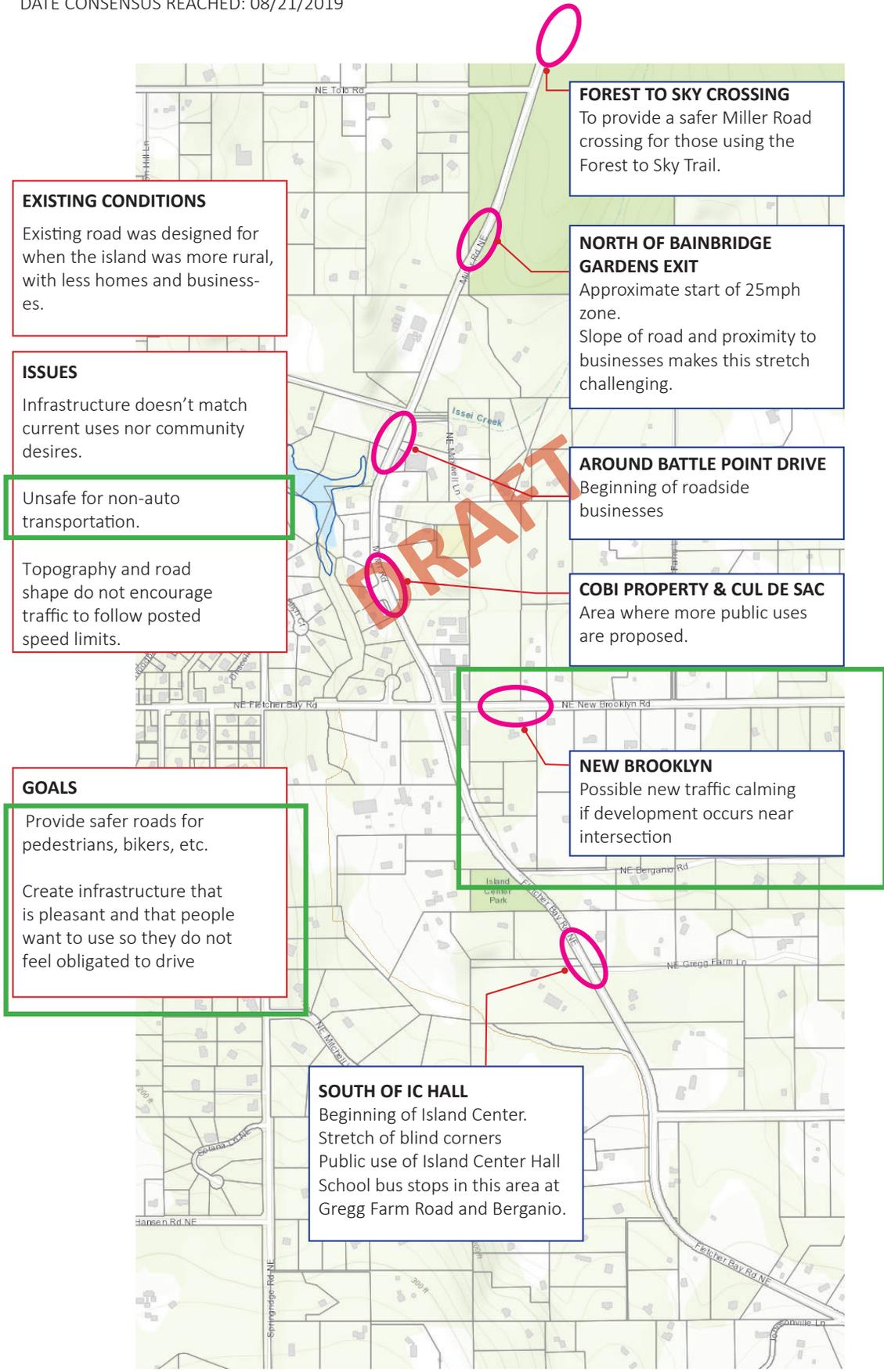
LINK BETWEEN PARKS

Better connections between Gazzam Lake and the Grand Forest

CORRIDOR IMPROVEMENTS (TRAFFIC CALMING)

CREATE INFRASTRUCTURE (EX. TRAFFIC ISLANDS) TO MAINTAIN POSTED SPEED LIMITS AND PROVIDE SAFE ACCESS FOR ALL USERS TO PROPERTIES

DATE CONSENSUS REACHED: 08/21/2019



CORRIDOR IMPROVEMENTS (TRAFFIC CALMING)

CREATE INFRASTRUCTURE TO SUPPORT DESIRED CIRCULATION

DATE CONSENSUS REACHED: 08/21/2019



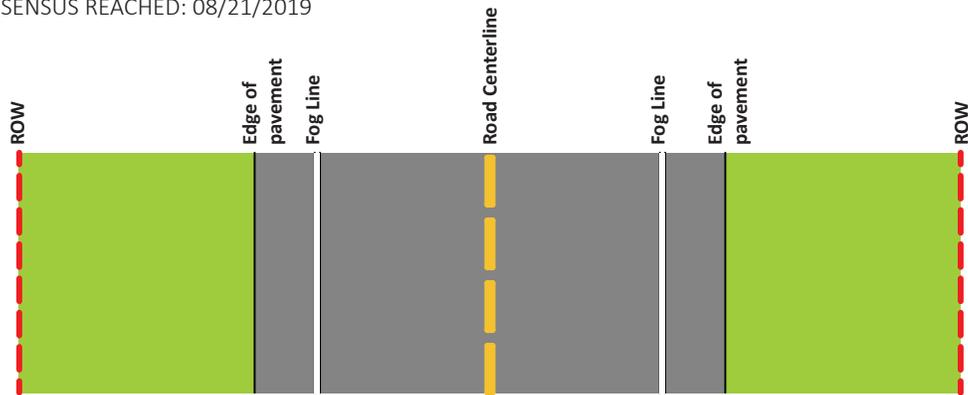
Vegetated median strips or splitter islands

DRAFT

CORRIDOR IMPROVEMENTS (MULTI-MODAL USE)

POSSIBLE ENHANCED ROAD SECTIONS TO BENEFIT ALL USERS, PREFERENCE IS TO PROVIDE SECTIONS THAT ARE ABOVE THE STANDARD SHOULDER WIDENING.

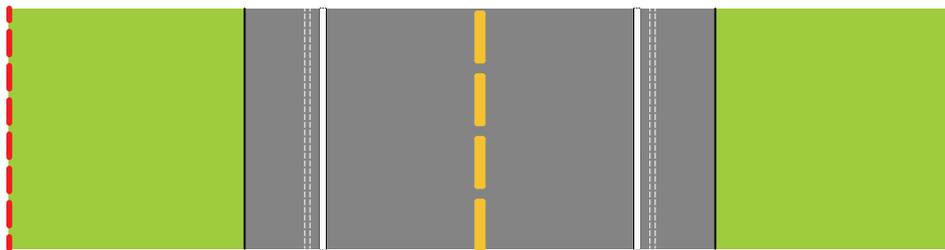
DATE CONSENSUS REACHED: 08/21/2019



Standard road improvements

Standard drive lane with adjacent standard shoulder

SKETCH EXAMPLES OF PREFERRED OPTIONS



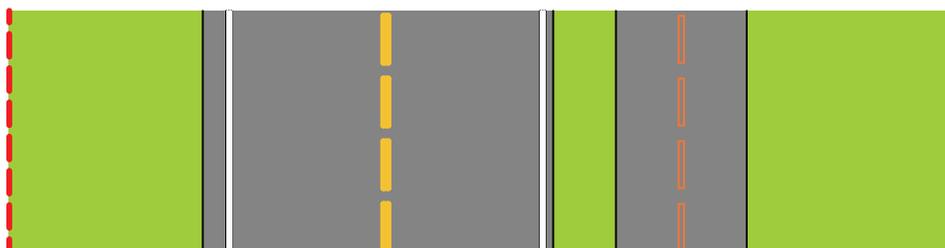
Restriping road to narrow drive lane

Low cost, no additional engineering or expansion required
Slows traffic and creates a wider shoulder
Visual impact on neighborhood would be minimal



Separated paths

Separates cars from other uses
Requires engineering and expansion into ROW's



Separated path on one side of road

Separates cars from other uses
Requires engineering and expansion into ROW's
Might require changing the centerline of the road

PUBLIC ACCESS TO FLETCHER BAY

ADDITIONAL VIEWING OR ACCESS POINTS

COMMITTEE APPROVAL:

EXISTING CONDITIONS

There are limited viewing and access points along Fletcher Bay with only 2 road ends on the Bay and a 3rd just outside the mouth of the Bay.

ISSUES

Few vacant parcels remain. Current access points are all on south side of the Bay.

EXISTING ROAD ENDS

Nisqually/Springridge Bay Street

POCKET ACCESS

Two access points exist close to or in the ROW. Either through easements or purchases secure public access, visual or other.

POSSIBLE STREAM/FOOD FOREST PARK

Small stretch of land adjacent to Issei Creek could through easements and/or purchase become a small passive park.

POSSIBLE BAY PARK

If properties around the head of Fletcher Bay Road become available, acquire for parkland. Highlighted areas are properties that could benefit the neighborhood as a waterfront park.

VIEW CORRIDOR

From the COBI lot Fletcher Bay is visible

GOALS

To provide opportunities to connect with the bay.

To tie it into an overall trail and public space plan for Island Center.

To partake in changes, daily and seasonal of the Bay, including tides, spawning of salmon, etc.

