

# WINSLOW 2044 SUBAREA PLAN UPDATE



# ACKNOWLEDGMENTS

The Winslow Subarea Plan Update team would like to thank all of the community members who attended meetings and provided comments as well as the following agencies, groups, and individuals:

## CITY OF BAINBRIDGE ISLAND CITY COUNCIL

*At the time of Council adoption of this plan:*  
TBD

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 - EIS Scoping  
 The Vida Agency - Outreach and engagement

## CONTRIBUTING AGENCIES AND ORGANIZATIONS

### TRANSIT

WSDOT  
 Kitsap Transit  
 Bainbridge Greenways  
 Squeaky Wheels

### CITY ADVISORY GROUP

Race Equity Advisory Committee  
 Planning Commission  
 Design Review Board

### OTHER AGENCIES

Fire Department  
 Police Department  
 School District  
 Parks and Recreation District

### COMMUNITY ORGANIZATIONS

Arts and Humanities Bainbridge  
 Kids Discovery Museum  
 Bainbridge Dance Center  
 Sustainable Bainbridge  
 Bainbridge Conservation Coalition  
 Bainbridge Senior Center  
 Bainbridge Island Chamber of Commerce  
 Bainbridge Island Interfaith Council  
 Madrona School  
 Rotary Club of Bainbridge Island  
 St. Cecilia Catholic School  
 Bainbridge Island Parks and Trails Foundation  
 Island Volunteer Caregivers  
 Bainbridge Community Foundation  
 Island Health and Rehabilitation  
 BI Parks and Trails Foundation  
 Bainbridge Performing Arts  
 Bainbridge Island Historical Museum  
 Bainbridge Island Museum of Art  
 Bainbridge Library  
 Bainbridge Artisan Resource Network (BARN)

## BAINBRIDGE ISLAND COMMUNITY

More than 1,400 people have participated through the public engagement process, most of whom live on the Island and residents of the Winslow Subarea.

# TABLE OF CONTENTS

INTRODUCTION	3
EXECUTIVE SUMMARY	4
EXISTING CONDITIONS	5
OUTREACH AND ENGAGEMENT	33
SYNTHESIS AND VISION	52
ALTERNATIVES	64
PREFERRED ALTERNATIVE	74
APPENDIX	87

# INTRODUCTION

[Future Section]

# EXECUTIVE SUMMARY

[Future Section]

# EXISTING CONDITIONS

# HISTORY AND REGION

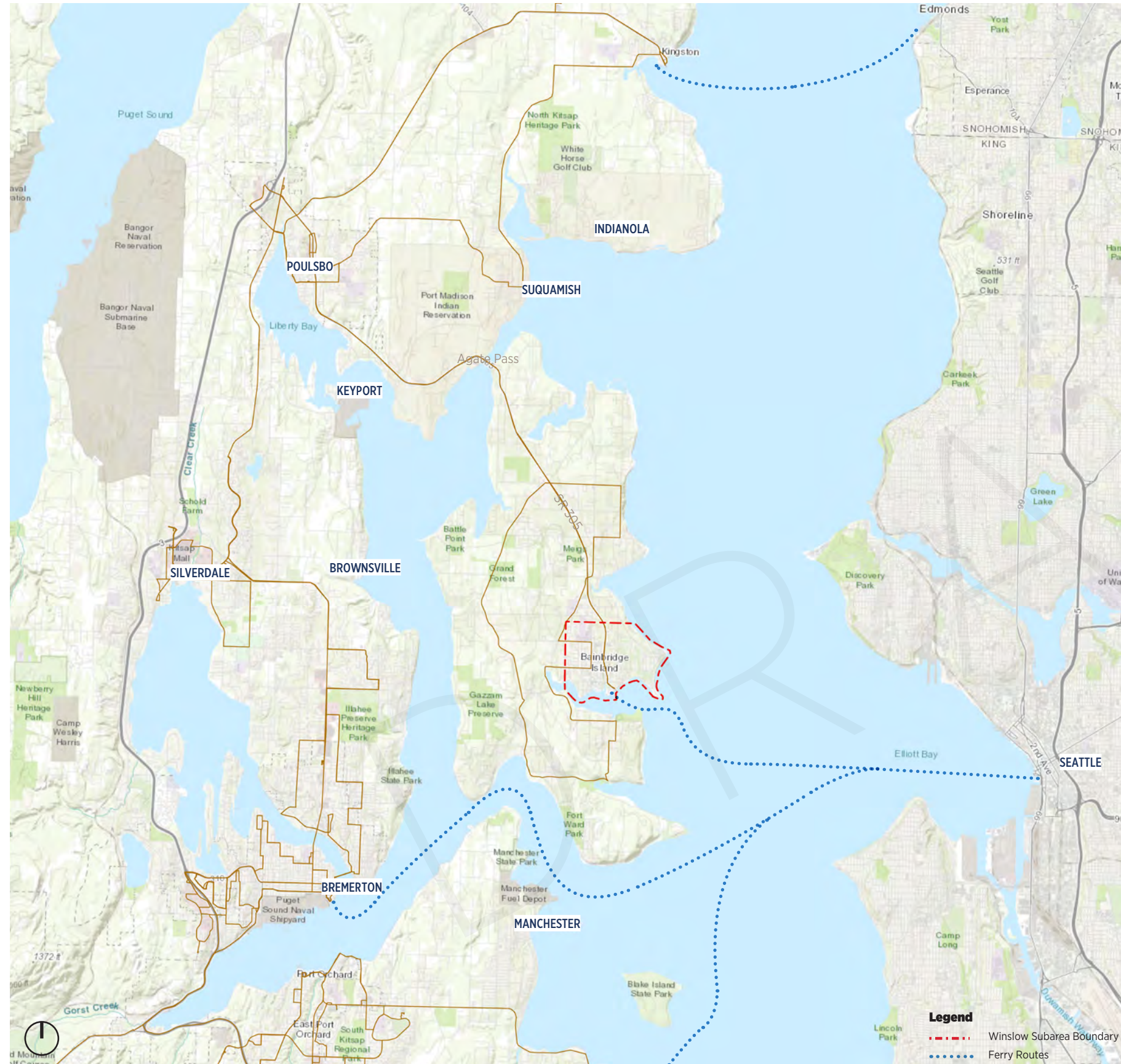


Exhibit C-1 Bainbridge Island Regional Map

Bainbridge Island (BI) is an island located west of Seattle and East of the Kitsap Peninsula on the Puget Sound with a rich ecological and cultural history. Connected to Seattle by WSDOT Ferry and the Kitsap Peninsula via State Route (SR) 305's Agate Pass Bridge to the north, the island community bridges between the bustling Seattle Metro area and the natural beauty of the Puget Sound. Known for its small-town charm, Bainbridge Island reached an estimated population of 24,825 people, making it the third largest island community in the state at the writing of this report. A significant density of both population and commerce on the island happens in Winslow, the town center of the island and the subject of this plan.

An in depth historical background and information is in the Introduction chapter of [Bainbridge Island 2016 Comprehensive Plan](#). Some of the events and forces that shaped the nature and character of the Winslow are described in the following pages.

## CULTURAL HISTORY

The land today known as Bainbridge Island was settled by the Suquamish people 13,000 years ago. Eagle Harbor, the waters around which Winslow is located today, was the site of multiple camps of the sakh-TAHBSH band of the Suquamish tribe. The harbors, beaches, and forests' of the area attracted generations of human settlement for their natural resources. The Suquamish ceded Bainbridge Island to the American as part of the Treaty of Point Elliott in 1855, and were relocated northward to a reservation at Port Madison.

Following the Treaty of Point Elliott, logging and agriculture became prominent industries on the Island, with a logging camp at Eagle Harbor becoming the seed for development that has continued to this day. By 1890, the settlement had a post office and was named Madrone. In the years that followed, additional institutions and services would establish themselves, cementing Madrone as the center of island life. In 1902, the town was renamed Winslow.

Japanese immigrants who had come to the island to work in sawmills started berry farms on some of the cleared land. Around 1900, they formed the Winslow Berry Growers Association. Japanese farmers faced legislation at a local and national scale that limited their ability to hold title to the land and establish themselves. In 1942, Executive Order 9066 set in motion the expulsion and internment of Japanese and Japanese Americans to camps established by the federal government during World War 2. Japanese American residents of Bainbridge Island were among the first in the country to be interned, likely



Expert fisherman, canoe builders and basket weavers, the Suquamish live in harmony with the lands and waterways

due to the Island’s proximity to naval and military installations on the Puget Sound. After the war, only around half of Bainbridge Island’s Japanese American residents returned, and farming did not reestablish itself at pre-war levels. The population growth and disruption during the war instead encouraged further residential development.

During World War 2, shipbuilding and repairs expanded in intensity in Eagle Harbor, and the surrounding town’s population surged. New housing for wartime workers as well as a new business district were developed, expanding the footprint of the community on the harbor. In 1947, Winslow became Bainbridge Island’s first incorporated town.

1950 brought both the Agate Pass Bridge on what is now SR 305 and the Washington State Ferry dock at Winslow, further linking the island to surrounding cities and communities on the mainland. The 1970s and 80s saw increased residential development on former farmlands, as well as the closure of the shipyard and further recreational and private development of



Japanese American residents of Bainbridge Island on their way to interment in 1942

the coastline. In 1990, residents of other island communities narrowly voted to be annexed under Winslow’s municipal management, putting the whole island under one government and name. The following year, voters renamed the island city Bainbridge Island.

**GOVERNANCE**

The city of Bainbridge Island is divided into three council districts, required to be roughly equal in population. The Council districts are:

- North Ward
- Central Ward
- South Ward

A seven member city council includes two representatives from each Ward plus an at-large representative. The Winslow Subarea is within the Central Ward.

Bainbridge Island has four separate public agencies that operate within the same island-wide municipal boundaries:

1. City of Bainbridge Island (COBI)
2. Bainbridge Island Metropolitan Park & Recreation District (Park District)
3. Bainbridge Island School District (BISD)
4. Bainbridge Island Fire Department (BIFD)

**LAND AND ECOLOGY**

Puget Sound Regional Council’s Vision 2050 describes Puget Sound as the largest marine estuary by volume in the United States, and the region aims to “protect and restore natural systems, enhance the quality of water, and conserve the habitat”. Therefore, it’s crucial to consider the unique and valuable natural resources while planning for land use, development, transportation, and growth.

The 2016 Comprehensive Plan describes Bainbridge Island as “land that is split into two geologic areas, with the southern third composed of sedimentary bedrock approximately thirteen to thirty million years ago. Lying on a seismic fault line, its most prominent feature is the steep gradient at Bill Point, a backdrop for Rockaway Beach. This fault runs from Eagle Harbor to Seattle. Together with other active faults, a 9.0 plus earthquake involving the North American and Juan de Fuca Plates is a valid disaster potential for Bainbridge Island.” Given the limited access to the Island, emergency preparedness is fundamental to this community. The current Winslow Subarea is bounded by Eagle Harbor to the south. According to the Shoreline Master Plan, Bainbridge Island has around 53 miles of waterfront. This shoreline is home to a variety of wildlife, including bald eagles, herons, seals, otters, and shellfish. Eagle Harbor is primary composed of clay, sand and deposits of gravel, see Exhibit C-2.

Sources: Historylink.org, “[Bainbridge Island \(Winslow\)](#)”; City of Bainbridge Island, [City Website: Government](#); City of Bainbridge Island, “[2016 Comprehensive Plan: Environmental Element](#)”



Bainbridge Island’s natural environment



Red Cedar



Exhibit C-2 Bainbridge Island soil geology

# WINSLOW SUBAREA OVERVIEW

Historically, commercial development on Bainbridge Island has concentrated around Winslow and designated centers. Rolling Bay, Island Center, Lynwood Center are other mixed-use designated centers on the island. Per the [Bainbridge Island 2016 Comprehensive Plan](#), to achieve a sustainable future, Bainbridge Island seeks to link these centers via a network of trails and transit options, while preserving and conserving the Island's natural environment outside of the designated centers.

The Winslow subarea is the seat of government, culture, and commerce on the Island. The historic downtown, centered on the Winslow Way, is adjacent to Eagle Harbor. A busy waterfront that features attractions such as the Waterfront Park and a range of local shops, restaurants, and cultural amenities such as the Bainbridge Island Historical Museum, Bainbridge Performing Arts Center, and the Washington State Ferry Terminal. Downtown Winslow is a destination for both the local community and tourists.

The Winslow Subarea has the greatest density of residential, commercial, and institutional uses of all the island's centers, and is a gateway for all those arriving from Seattle. Architectural styles such as Vernacular Bungalows, Craftsman, Minimal Traditional, Ranch, Modern, and northwest Contemporary are visible on the Island and in downtown Winslow.

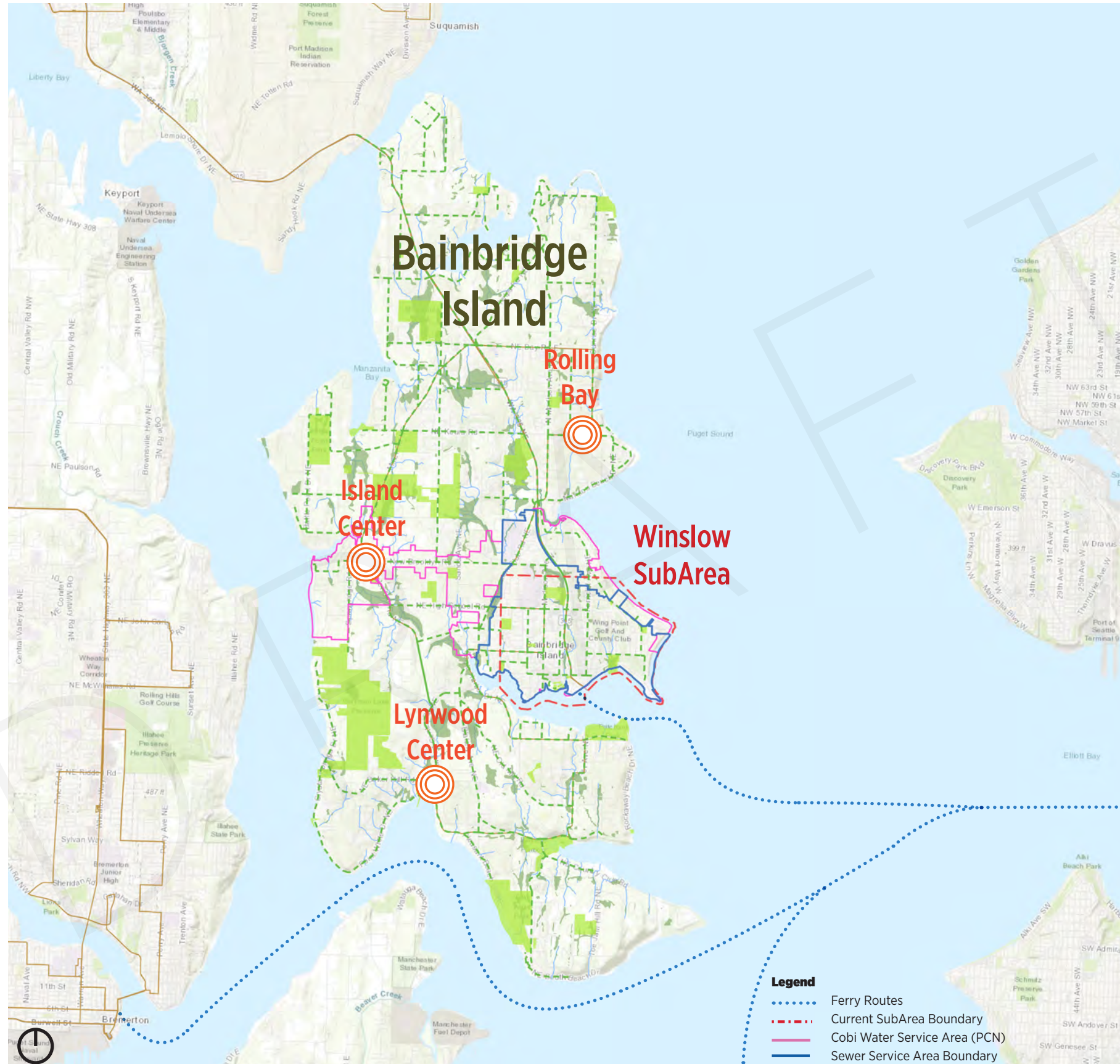


Exhibit C-3 Winslow on the Bainbridge Island



Madrone Lane public seating in the Winslow Subarea



Lynwood Center designated center



Island Center designated center



Rolling Bay designated center

# PLANNING CONTEXT

This document is an update to the [Winslow Subarea Plan](#), which was last revised in 2006 through a planning process known as “Winslow Tomorrow”. The plan serves as a policy guide for managing growth and development while also preserving and improving the community’s unique character, ecological resources, and economic vitality. This work builds on existing plans and reports, using relevant information, recommendations, goals, and visions as the baseline.

Plans shown on Exhibit C-4 are some of the many documents reviewed as a part of this plan update. These documents include development targets and criteria for Winslow that have been incorporated into the plan.

The Washington State Growth Management Act requires that cities and counties in the state develop summarize recent growth and compare to future population and employment targets. Kitsap County’s [2021 Buildable Lands Report](#) (BLR), reflects trends and sets projections for population and employment growth across the whole county, including Bainbridge Island (BI). Between the year 2013-2019, BI employment growth was “more than twice the target rate” and residential growth was at 96% of anticipated rate.

During this same time period, almost half of residential growth took place in the less dense areas of the Island, rather than in the designated centers. The [BI 2016 Comprehensive Plan](#) plans for 5,635 additional residents and 2,808 additional jobs by 2036. This plan calls for “a development pattern that is consistent with the goals of the community and compatible with the Island’s natural systems”.

The [2020 Climate Action Plan](#) guiding principles sets guidelines to take measurable actions, such as reducing green house gas emissions by 90% by 2045, (compared to 2014 levels) as well as increasing island’s climate resilience.

The recent [Housing Action Plan and BI Housing Needs Assessment](#) uses data to show how lower income households earning 80% AMI or less are most cost burdened and are in immediate need of more housing stock. [PSRC’s Vision 2050](#) estimates 9% of new housing must be affordable (0-30%AMI), 8% for those who earn 31-50% AMI, 16% for those who earn 51-89% AMI, 9% for those who earn 81-100% AMI, and 12% for those who earn 101-120% AMI.

Both the [2022 Sustainable Transportation Plan](#) and [Kitsap Long-Range Transit Plan 2022-2042](#) have goals and solutions that respond to both climate adaptation and community resilience.

The mobility visions highlighted on page 28 will serve as the foundation for the recommendations chapter of this planning document. The [2020 BIMPRD Parks, Recreation and Open Space Comprehensive Plan](#)’s mission aligns with community’s need by building a healthy community, through “development and delivery of innovative cultural and recreation opportunities”. Page 13 highlights goals and objectives based on current and projected population.

COBI [2017 Water system Plan](#) as well as current on-going efforts by the Department of Public Works also identifies gaps and opportunities within infrastructure to plan for growth without unwanted pressure to the valuable natural resources.

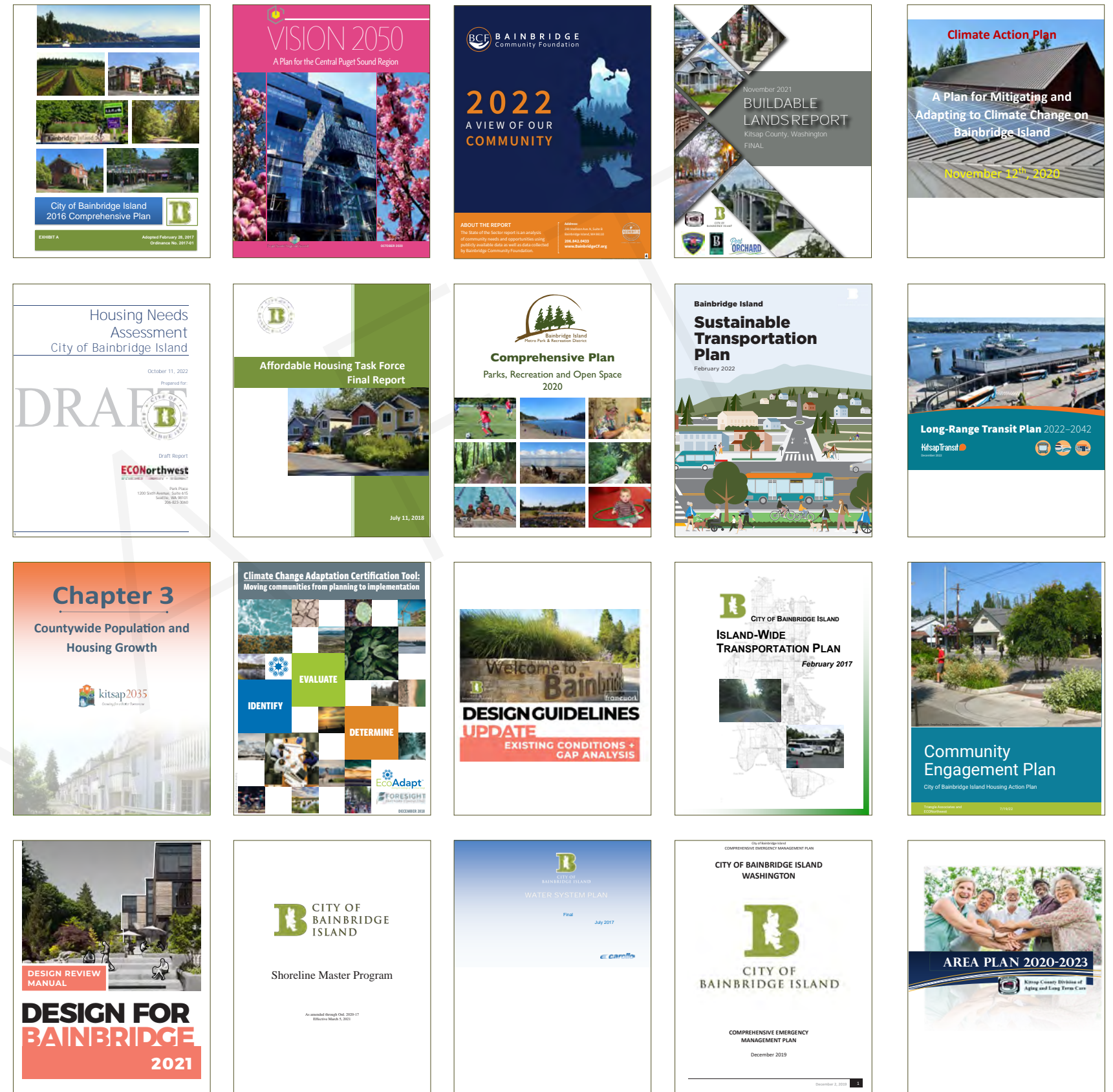


Exhibit C-4 Snapshot of some of the planning documents that have informed, guided, and set foundation for Winslow Subarea Plan Update

# SUBAREA DEMOGRAPHICS

## KEY DEMOGRAPHIC TRENDS

- The Winslow Subarea has captured an increasing share of Bainbridge Island's population growth since 1990, but is still only one-third of its total population. (Exhibit C-5)
- Housing prices in Bainbridge Island have increased dramatically in the past ten years. (Exhibit C-6)
  - This indicates supply is not keeping up with demand.
  - Typical homes in Bainbridge Island are now out of reach for those with median household incomes or less. (Exhibit C-8)
  - As housing prices rise, demand is increasing for smaller, more naturally affordable spaces and units in areas closer to jobs and services.
- The only age group that grew substantially from 2010 to 2020 was 60 and older residents (Exhibit C-7). This poses a number of concerns for Winslow:
  - A decline in the number of children in Winslow schools.
  - Increasing demand for local services, without significant growth in Winslow's working-age population
  - Increasing pressure on Winslow's labor force, as explored in the next section.

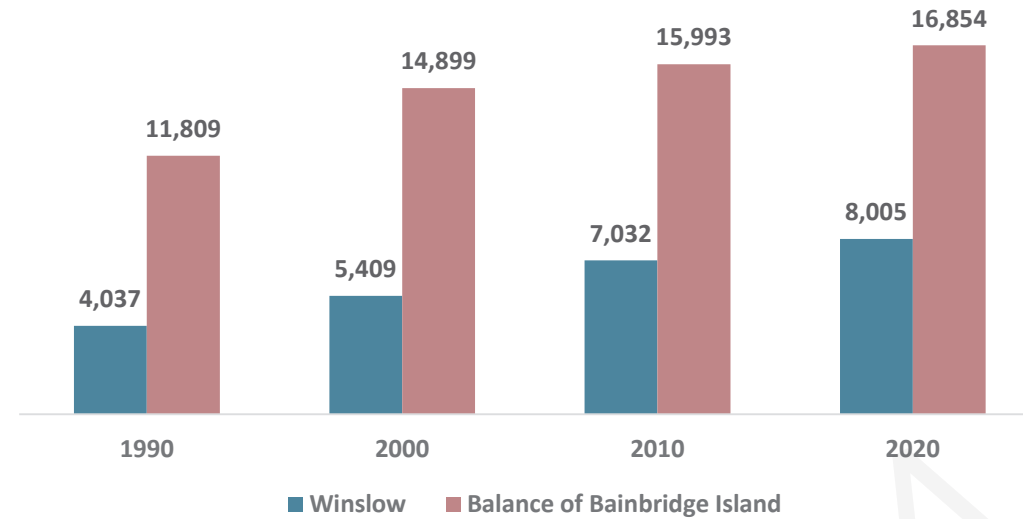


Exhibit C-5 Winslow Population vs. Bainbridge Island - 1990 to 2020

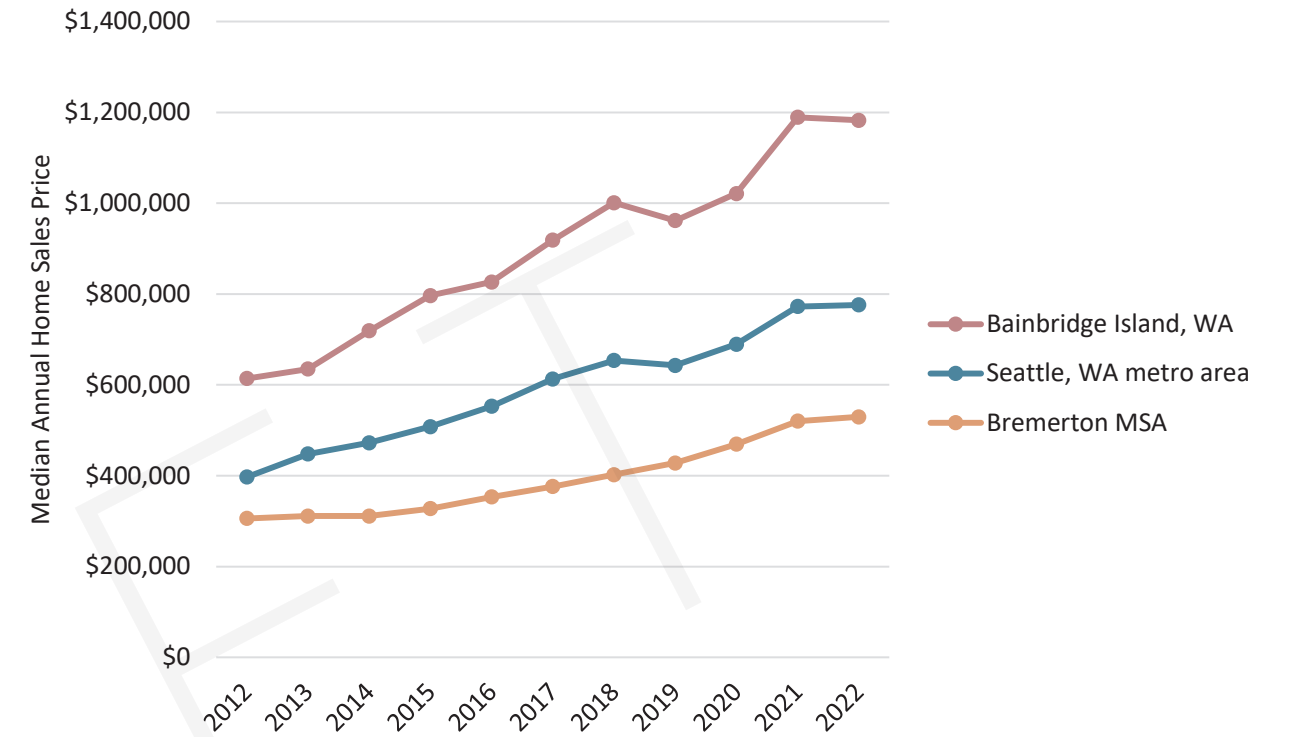


Exhibit C-6 Median Housing Sale Prices in Region, 2012 to 2022

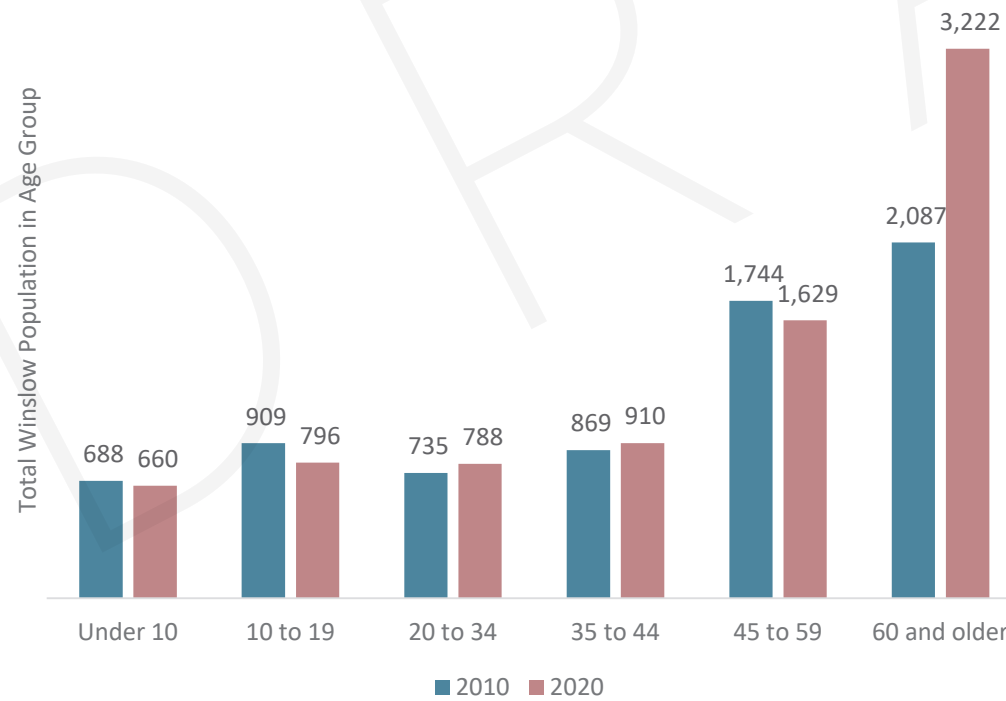


Exhibit C-7 Winslow Population Distribution by Age, 2010 to 2020

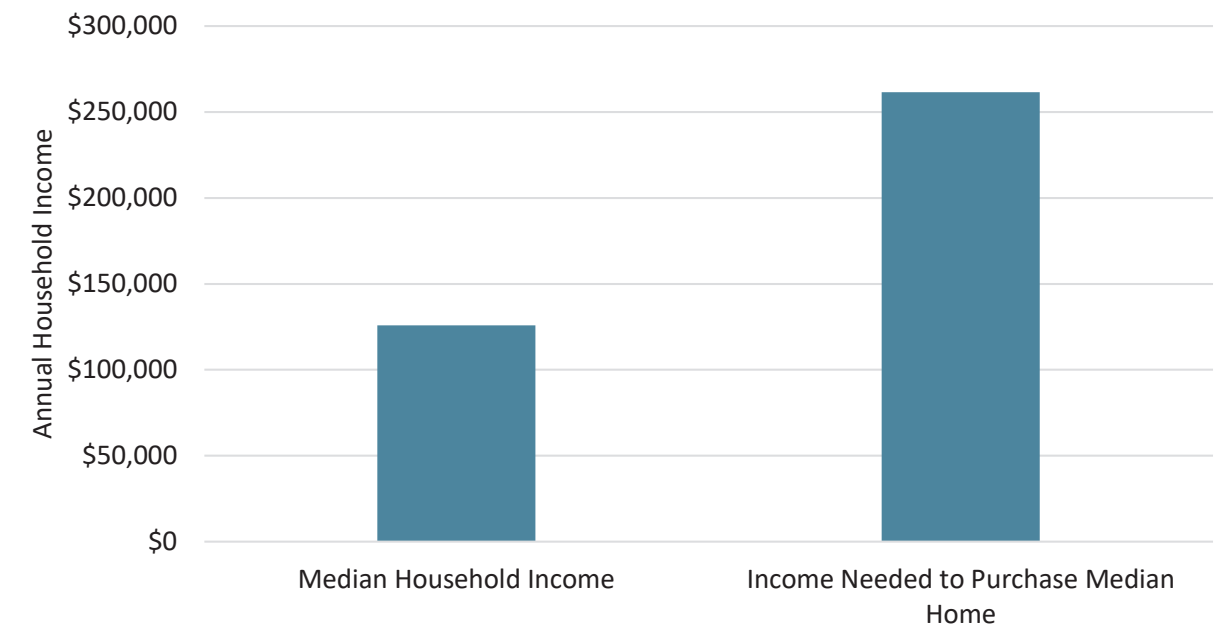


Exhibit C-8 Bainbridge Island Median Income, vs. Income Needed to Afford Median Home, 2022

Sources: U.S. Census Bureau, Decennial Census, 1990, 2000, 2010; U.S. Census, ACS 5-Year Survey, 2016-2020; U.S. Census, LEHD, 2010-2019; Strategic Economics, 2023.

Notes: Income needed to purchase median home based on 20 percent down payment, six percent interest rate, 30-year mortgage, and 0.88% effective property tax rate.

# SUBAREA ECONOMICS

## KEY DEMOGRAPHIC TRENDS

Housing constraints are also starting to influence Winslow’s economy:

- Winslow’s growing job sectors are predominantly those for which workers can afford the prices of housing. (Exhibit C-10)
- There appears to be a correlation between Winslow’s aging population and the growth of the healthcare and social assistance sector, some of whom are employed informally and not captured in the data. (Exhibit C-9)
- Lower-paying sectors like retail, accommodation, and food services are not growing. (Exhibit C-11)
- More and more workers are commuting from outside the Island.
  - Winslow has three times as many jobs for young workers than it has young working residents.
  - Many essential workers do not live on Bainbridge Island – putting the island at risk in emergency situations

As shown in Exhibit C-12, an increasing number of people are commuting to BI from the Kitsap County area. This increasing reliance on off-island workers makes the Island’s work force less reliable and resilient. Also, today, a significant portion of workers live and work on the Island, but as every one of these local workers retires, they are not being replaced with local workers. Thus BI will have to continue to rely on an off Island workforce unless it can increase its housing supply and diversity.

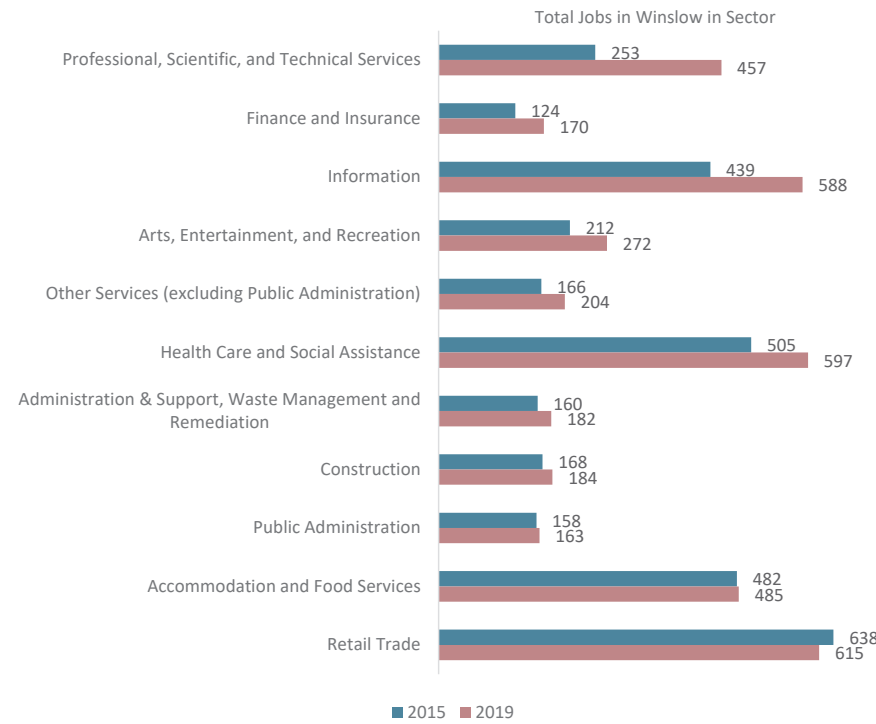


Exhibit C-9 Total Primary Jobs in Winslow for Largest Sectors, 2015 to 2019

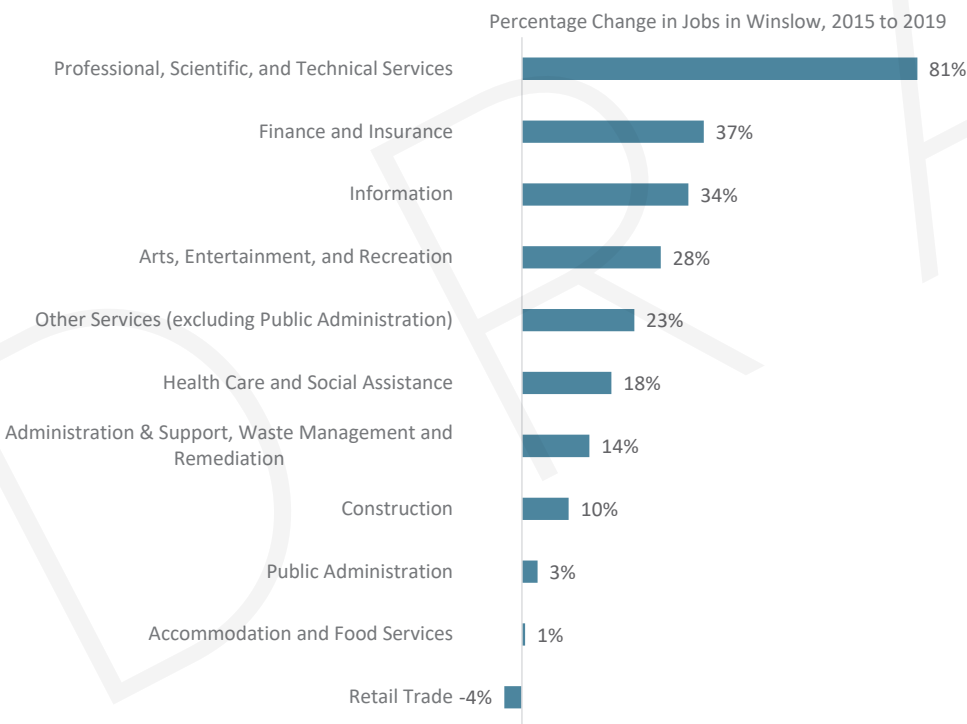


Exhibit C-11 Job Growth in Winslow for Largest Sectors, 2015 to 2019

Sources: U.S. Census, LEHD, 2010-2019; Strategic Economics, 2023.

Notes: Primary jobs refer to the highest-paying job for an individual worker for each year. This means that secondary jobs are not counted toward job totals, though each worker is counted individually. LEHD reports a different job total in the education sector in Winslow (110 primary jobs) than what was described by school administrators.

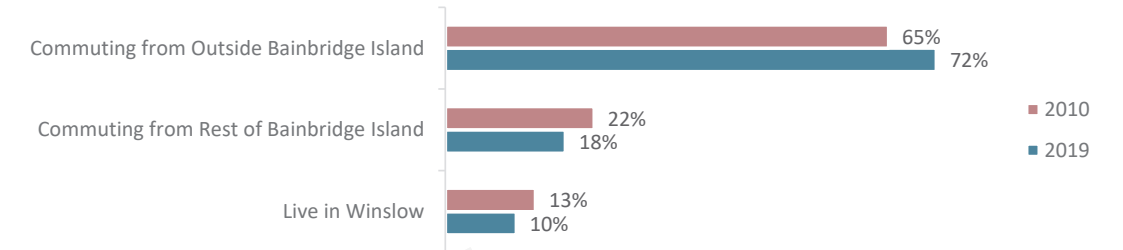


Exhibit C-10 Share of Winslow Workers by Location of Residence, 2019

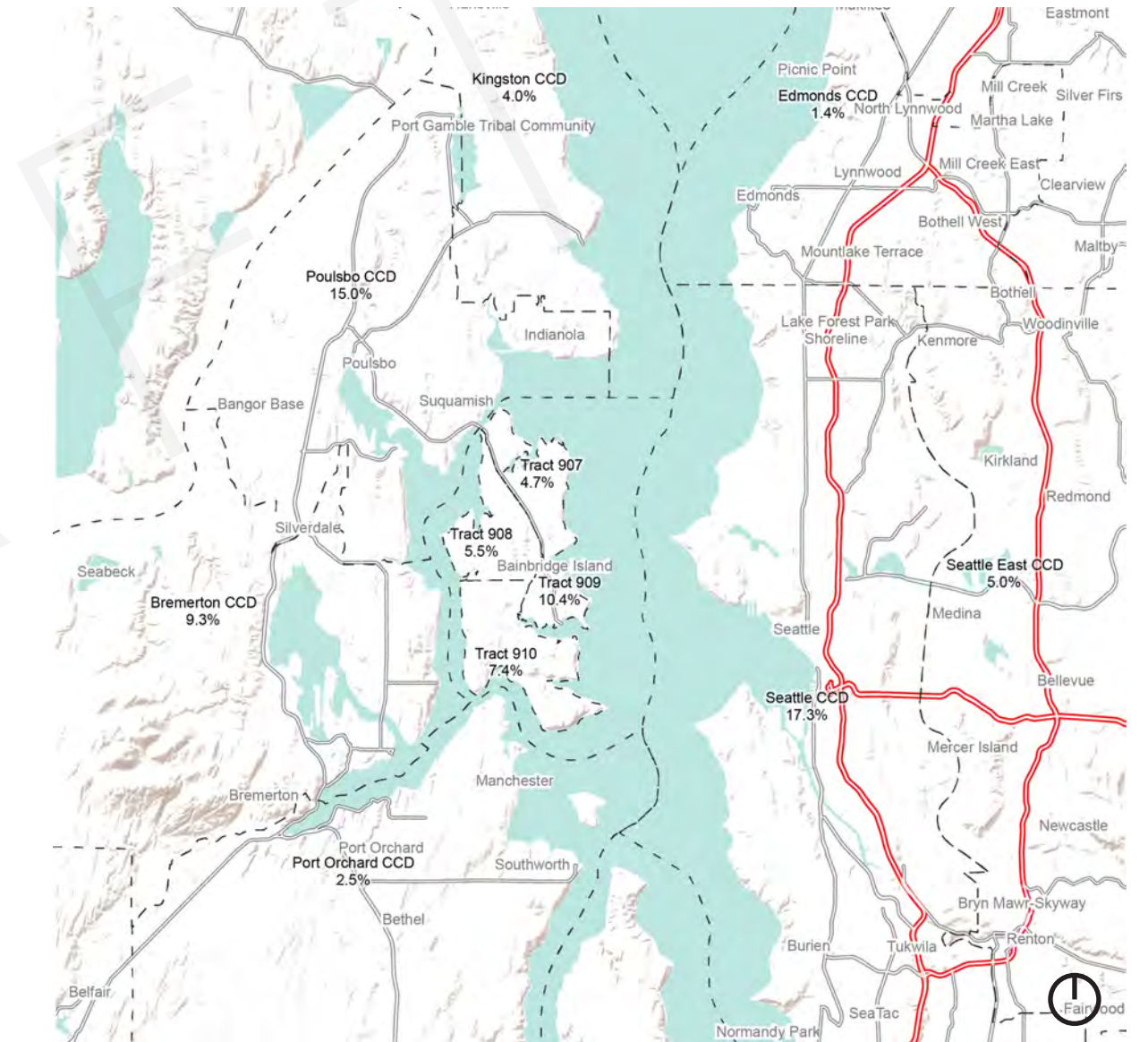
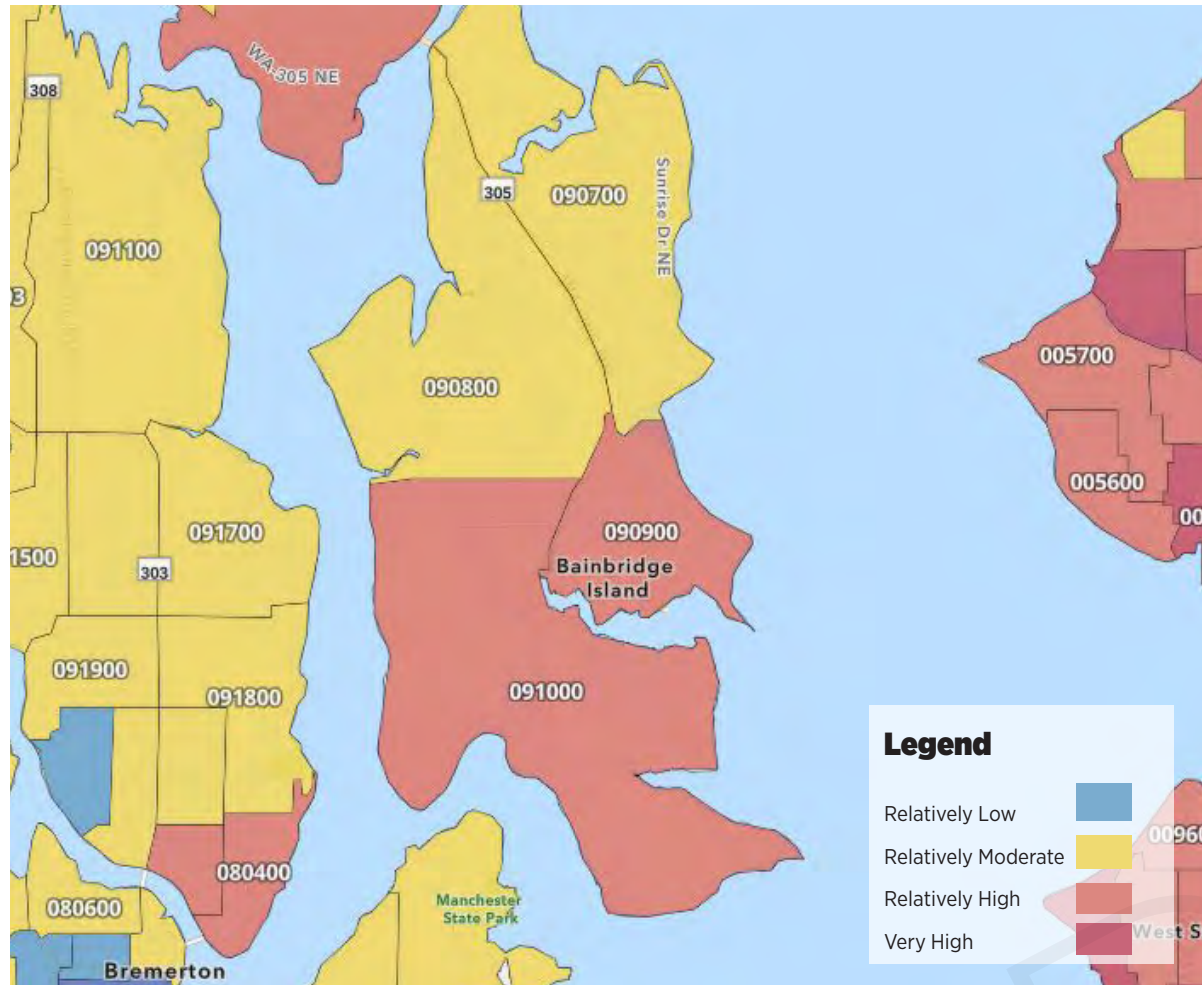


Exhibit C-12 Regional Commuting Pattern and share of Winslow Workers

This map shows the share of Winslow workers who commute from each region of the map. It reports commute shares at the tract level for Bainbridge Island, and at the Census County Division (CCD) level for the rest of the region. CCDs are an official U.S. Census geography used to subdivide counties in Washington State. Each of these geographic areas is denoted by a dashed line. Only areas that are home to at least one percent of Winslow’s workforce are marked on the map.



**Exhibit C-13** FEMA Community Risk Index, March 2023 <https://hazards.fema.gov/nri/map#>

This plan update focuses on not only sustainability but resilience for the Winslow subarea. Ideas for how to achieve a more resilient balance between natural systems, social imperatives, and the built environment we be explored in the vision and alternatives components of this Subarea Plan Update.

### RESILIENCE DEFINED

Resilience is the capacity for a community to retain or rapidly regain services and functionality in the face of stress, disturbance, or change. It is often used in the context of natural disasters or climate changes, but also applies to human-led changes like housing affordability or economic development, changes that are not always negative. *A Framework for Resilient Urban Futures* states that resilient communities balance between social, environmental, and technological systems. Put differently, there is a dynamic interdependence between the people and social goals, the things which are built, and natural or ecological systems.

### WINSLOW SUBAREA'S RISK INDEX

The Federal Emergency Management Agency (FEMA) maps community resilience to natural disasters by Census Tract using a tool called the National Community Risk Index. At the time of the writing of this report section, Winslow Subarea is completely contained in census tract 090900, so for this analysis the two will be used interchangeably, more granular data is not available.

The Winslow subarea's anticipated risks include earthquake (relatively high), coastal flooding (relatively moderate), and landslide (relatively moderate), with additional relatively low risks for heat waves, wildfires, ice storms, and winter weather. Additionally, FEMA's community risk index identifies Winslow located in census as more socially vulnerable than other parts of Bainbridge island. This means that this part of the island is relatively more susceptible to adverse impacts of natural hazards due to demographic and socioeconomic factors.

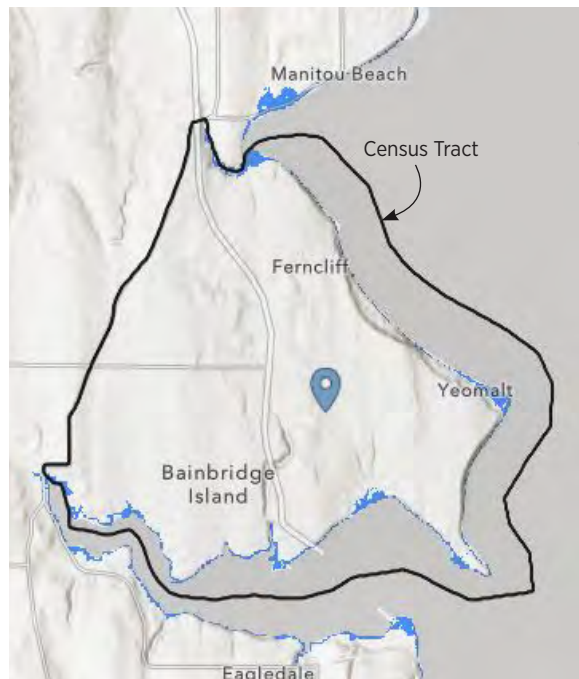
Higher risk ratings are largely driven by a factor FEMA calls expected annual loss, with the two largest contributing factors being coastal flooding and earthquake. Exhibit C-14 shows a projection of the coastal inundation by the end of the century assuming a high emissions future. In this scenario, approximately .9% of the land within the census tract will be impacted, primarily low lying areas around Eagle Harbor, Yeomalt Point, and around Murden Cove/Manitou Beach Dr. North of Census tract.

The National Risk Index clearly states earthquakes are the most likely shock the City could face, and the City has put plans and programs in place for this eventuality. The City has been a leader in the Bainbridge Prepares (BP) initiative, which is a public-private partnership that pushes

out information, notifications, events, and training. BP also maintains a list of Disaster Hub Locations to coordinate responses and services in the event of a disaster.

### THE BIG PICTURE

In reviewing existing plans and through the preliminary listening sessions, the importance of sustainability as a core value to Islanders clearly comes through. Yet Exhibit C-15 shows average household carbon emissions for Bainbridge Island. This graphic shows that the Winslow Subarea has average emissions approximately in line with the national average. It also shows the rest of the island outside of the Subarea has emissions substantially above the national average. This tool clearly shows the relationship between development

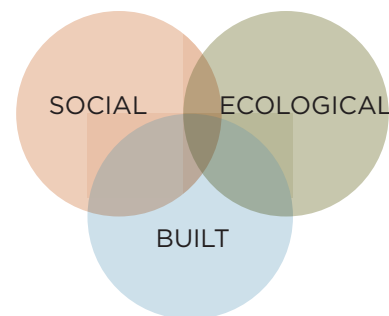


**Exhibit C-14** Projected Coastal Inundation 2070-2099 <http://bit.ly/3LmxiUj>



**Exhibit C-15** Average Household Carbon Emissions <http://bit.ly/3ZQqSWO>

Resilient communities balance between these systems:



Sources: The Urban Book Series: [A Framework for Resilient Urban Futures](#); Resilient Design Institute, "Resilient Design: Bouncing Back, Bouncing Forward"; FEMA National Risk Index; US Climate Resilience Toolkit, [Climate Mapping for Resilience and Adaptation Assessment Tool](#); The New York Times. In collaboration with the [UC Berkeley Cool Climate Network](#), "The Climate Impact of Your Neighborhood, Mapped";

# BOUNDARIES



Exhibit C-16 Existing boundaries

The current Subarea boundary contains 9%\* of total island's land. It extends to Weaver Road to the West, Eagle Harbor shoreline to the South and East, and approximately 650 feet South of New Brooklyn Road.

Other infrastructure boundaries to note are Sewer boundary and Water boundary. The Sewer boundary is 9% of total land island. Outside of the Winslow Sewer area, wastewater is treated via on-site septic systems or privately owned and operated wastewater treatment plant.

The City water boundary is 16% of total island's land, which serves Winslow and Fletcher Bay areas. The water system is supplied by groundwater and wells located

within and outside of Winslow Subarea boundary.

As part of Subarea plan update, capacity of sewer and water infrastructure was studied to understand the opportunities and constraints of capacity and boundary limits. Table below summarizes the current population and anticipated growth per County-wide Planning Policy and Housing Need Assessment (2022) and questions how much of this growth should be accommodated within the current boundaries, and whether expansion of water and sewer infrastructure boundaries are necessary as part of this plan update.

## 2020 POPULATIONS: People & Jobs % of Island Population

PEOPLE (2020 US CENSUS)		
City of Bainbridge Island	24,825	100
Winslow Subarea	8,005	<b>32.2 %</b>
JOBS (US CENSUS, LEHD)		
City of Bainbridge Island	7,809	100
Winslow Subarea	4,319	<b>55.3%</b>

## 2044 POPULATIONS PROJECTIONS\*\*

PEOPLE		
City of Bainbridge Island	29,349	100
Winslow Subarea	?	?
JOBS		
City of Bainbridge Island	9,736	100
Winslow Subarea	?	?

\*Area calculations are based on existing boundaries, which do not align. Discrepancies in land and water areas with current boundary lines will be resolved in the preferred alternative.  
 \*\*Growth projection per County-wide Planning Policy and Housing Need Assessment (2022)

# ZONING AND DISTRICTS

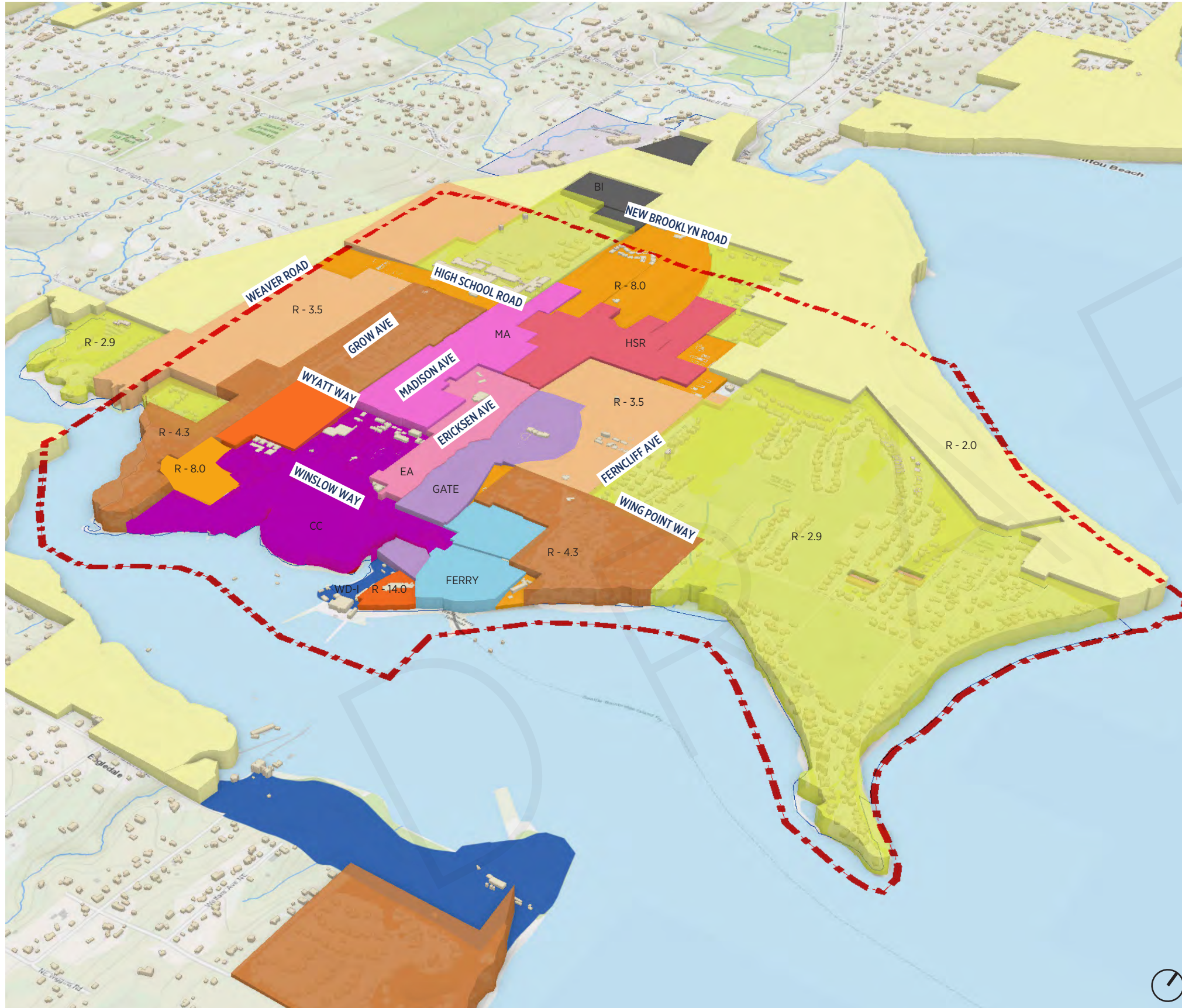


Exhibit C-17 Existing maximum zoning height envelopes

The Bainbridge Island municipal zoning code has undergone updates in recent years, with the most recent being through Ordinance 2022-25 in 2022. The Official Zoning map was last updated in 2017. The island has a total of twenty district zones, with ten residential and five constituting the Mixed-Use Town Center district. Each zone has unique development standards. In the Winslow area residential zones (R-2 to R-14), density is calculated based on the number of dwelling units per minimum lot area. However, for mixed-use zones, floor area ratio (FAR) is used to calculate density and development size. This differentiation creates some complexity in planning when it comes to understanding the current residential and employment capacity of the Winslow Subarea. Maximum building and structure heights in the subarea range from 25ft to 45ft if bonus height provisions are considered. All zones have maximum lot coverage standards.

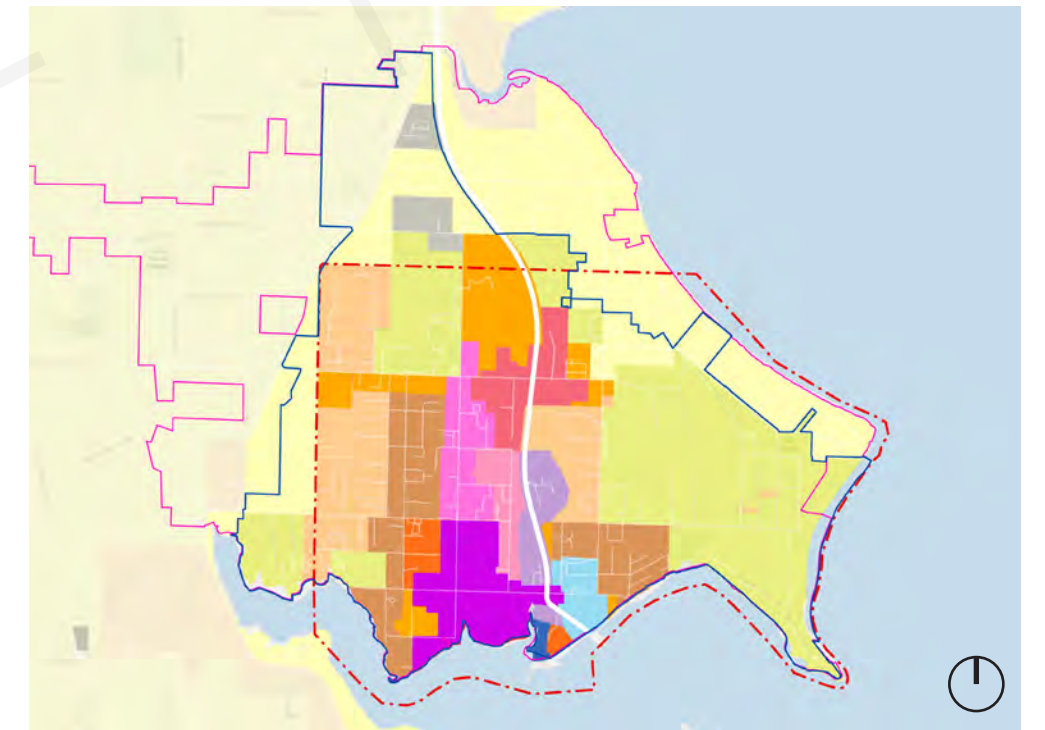
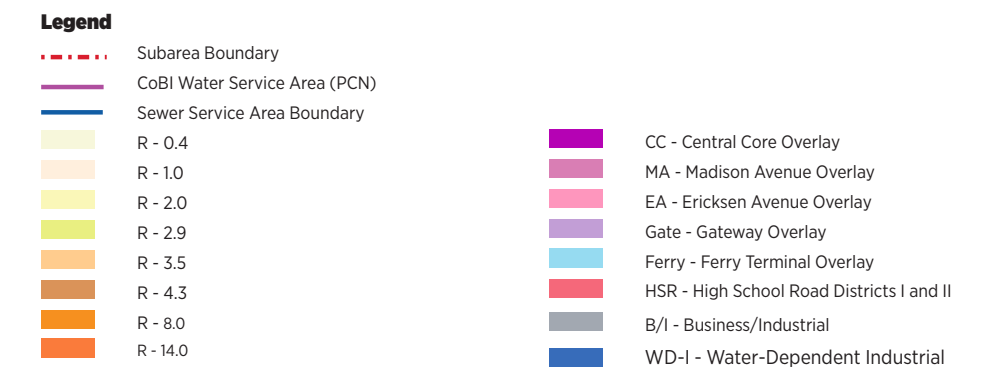


Exhibit C-18 Existing Official Zoning Map



# MIXED USE TOWN CENTER ZONE - CENTRAL CORE OVERLAY



Mixed-Use residential on Madison and Winslow Way



Bainbridge Island Museum of Art



Winslow Way

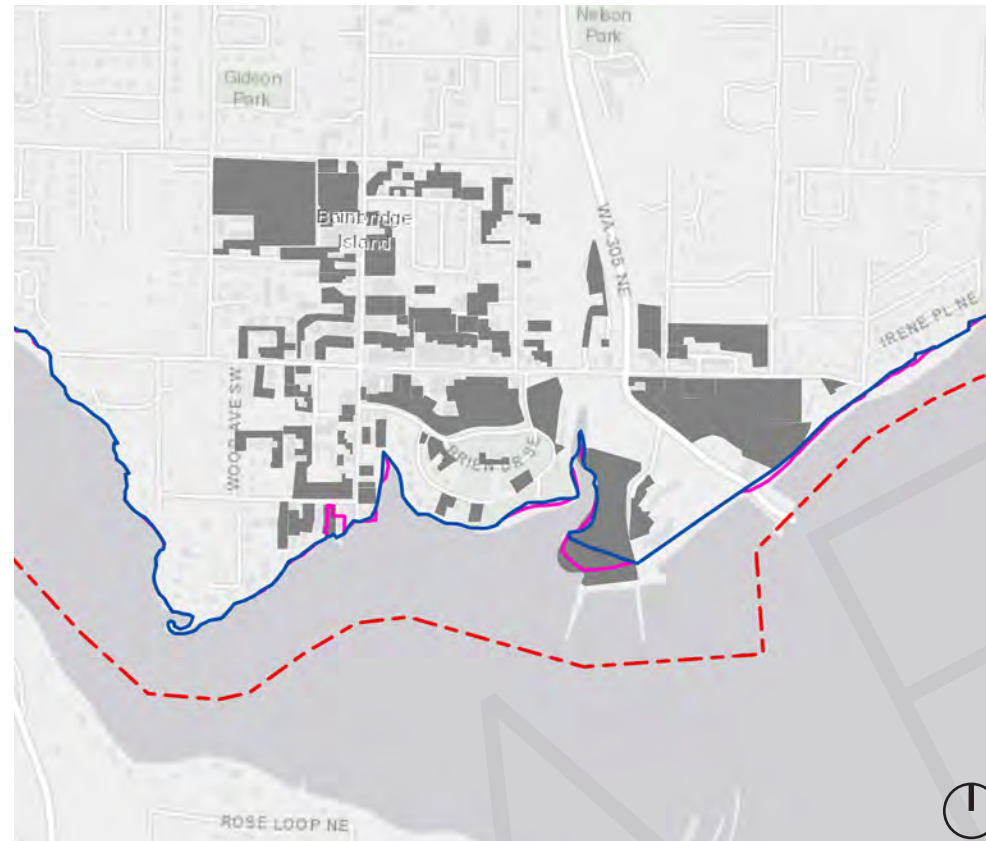


Exhibit C-19 Winslow existing parking inventory



Exhibit C-20 Central Core Overlay District with existing buildings massing

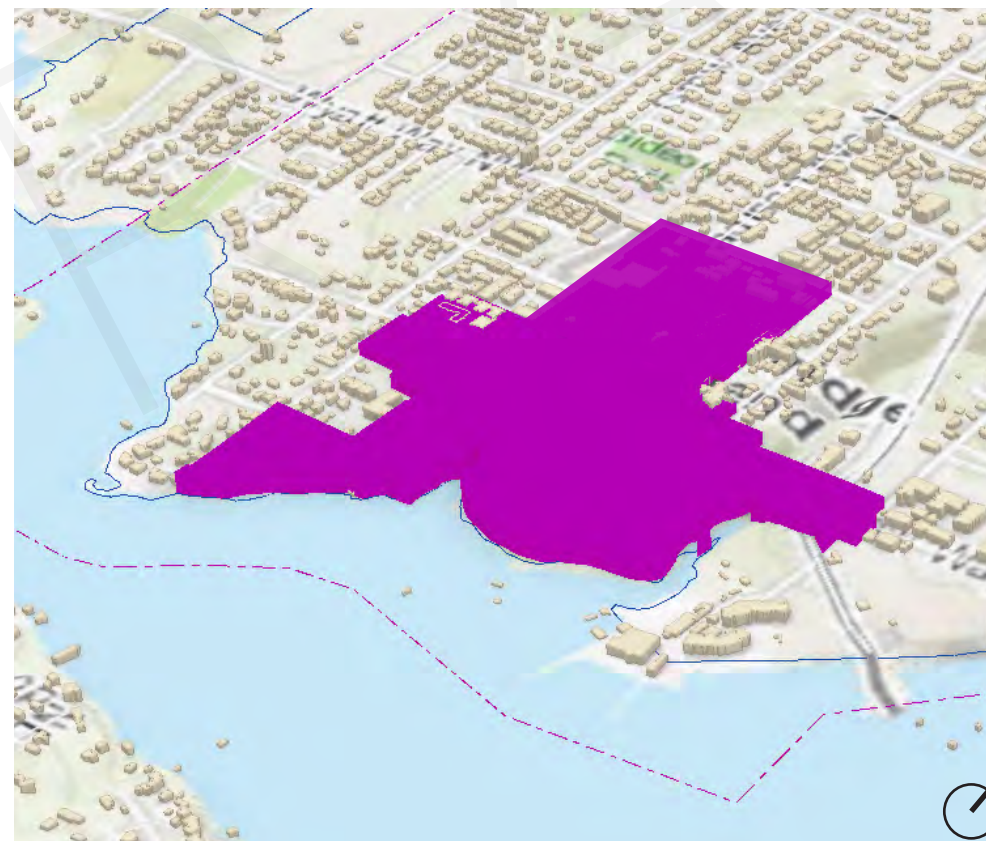


Exhibit C-21 Central Core Overlay District existing maximum zoning height envelopes

The Central Core Overlay District serves as the commercial and government center of Bainbridge Island, and features prominent retail, cultural, and institutional establishments such as the Town & Country Market, Waterfront Park, BI Senior Center, and Bainbridge Island City Hall. The district spans from Wyatt Way NE to the north, and the Eagle Harbor shoreline to the south, and is bordered by the Gateway, Ferry Terminal, Madison, Erickson, Residential-14.0, and Residential-8.0 areas. Winslow Way, the district's main street, is known for its unique history and character, which attracts both local residents and tourists alike. Due to the small size, irregular shape, and challenging grades of the parcels along Winslow Way, development can be difficult. Proximity to the ferry terminal, cultural and civic organizations, local retail, dining, trails, and open spaces are critical to maintaining the district's vibrancy. Mixed-use residential development integrated throughout the district creates an attractive and walkable downtown neighborhood.

"The Central Core Overlay District the most intense district within the Mixed Use Town Center. Within this Overlay District, residential uses are encouraged, but exclusive office and/or retail uses are permitted." BIMC Code 18.06.030

Central Core Overlay District Development Standards			
		BASE	BONUS*
MAX FAR	Commercial / Nonresidential Uses	0.6	N/A
	Residential	0.4	1.0 ; 1.1 Affordable Housing Development on Property Owned or Controlled by a Religious Organization
	Mixed Use	1.0	1.5
MAX HEIGHT		35ft; 25ft South of Parfitt Way	If Parking under building: 45ft; 35ft south of Parfitt Way
		COMMERCIAL	RESIDENTIAL
FRONT SETBACK		5ft max from sidewalk	10ft min ; 20ft max from Madison Ave. sidewalk
SIDE SETBACK		0ft; 5ft when property borders the Madison Avenue or Ericksen Avenue Overlay District	
REAR SETBACK		0ft; 5ft when property borders the Madison Avenue or Ericksen Avenue Overlay District	
MIN LOT DIMENSIONS		N/A	
MAX LOT COVERAGE		100%	
PARKING		Min spaces per 1,000 sqft: 2, except 3 in the Parfitt-Waterfront area 5 maximum above-ground spaces per 1,000 sqft	Minimum spaces per unit: 1 space per primary dwelling unit that is a studio or 1 bedroom unit, and 2 spaces for all other primary dwelling units, Or, 1 space per unit within 1/2 mile of Ferry, 1.5 per unit 1/2-1 mile from ferry

\*Bonus densities require compliance with BIMC 18.12.030.E and 18.21.050 as applicable. Specific uses can be found at BIMC zoning code 18.09.020 USE REGULATIONS

# MIXED USE TOWN CENTER ZONE - MADISON AVENUE OVERLAY



Townhome development on Madison Avenue



Kitsap Regional Library, Bainbridge Island



Detached small lot single family residential

The Madison Avenue Overlay District extends from Wyatt Way NE to just North of High School Road. It borders with Central Core, Ericksen, High School Road, and Erickson districts to the South and East, Residential-8.0, Residential R-4.3, and Residential-2.9 districts to the North and West. Madison Avenue is a north/south minor arterial street through the Subarea, with typical block lengths of 600 feet, directly connecting to Winslow Way and Eagle Harbor shoreline. It carries the majority of vehicular traffic, serving as the main connection between Winslow and SR 305. Multi-family housing, offices, St. Cecilia church and catholic school, Madison Tot Lot, and Bainbridge Public Library are some of the main attractions of this district.

Per BIMC Code 18.06.030, "The purpose of the Madison Avenue Overlay District to provide for a mix of residential and small-scale nonresidential development. Within the Madison Avenue Overlay District, all retail and office development shall include a residential component. Retail development is permitted only on the ground floor. Residential development is only required for buildings greater than one story in height."

### Madison Avenue Overlay District Development Standards

		BASE	BONUS*
MAX FAR	Commercial / Nonresidential Uses	0.4	N/A
	Residential	0.4	0.6 0.8 Affordable Housing Development on Property Owned or Controlled by a Religious Organization
	Mixed Use	0.5	1.0
MAX HEIGHT		25 ft; 35 ft North of High School Rd	If Parking under building: 35 ft; 45 ft North of High School Rd
		COMMERCIAL	RESIDENTIAL
FRONT SETBACK		10 ft min; 20 ft max	
SIDE SETBACK		0 ft; 5 ft when property borders the Central Core Overlay District	
REAR SETBACK		0ft; 5 ft when property borders the Central Core or Ericksen Avenue Overlay District	
MIN LOT DIMENSIONS		N/A	
MAX LOT COVERAGE		35%	
PARKING		Min spaces per 1,000 sqft: 4; 5 maximum above-ground spaces per 1,000 sqft	Minimum spaces per unit: 1 space per primary dwelling unit that is a studio or 1 bedroom unit, and 2 spaces for all other primary dwelling units, or 1 space per unit within 1/2 mile of Ferry, 1.5 per unit 1/2-1 mile from ferry



Exhibit C-22 Madison Avenue Overlay District with existing buildings massing



Exhibit C-23 Madison Avenue Overlay District existing maximum zoning height envelopes

\*Bonus densities require compliance with BIMC 18.12.030.E and 18.21.050 as applicable. Specific uses can be found at BIMC zoning code 18.09.020 USE REGULATIONS

# MIXED USE TOWN CENTER ZONE - ERICKSEN AVENUE OVERLAY



Bainbridge Island Historical Museum



Ericksen Ave



Historic houses on Ericksen Ave

Ericksen Avenue Overlay District extends from just north of Winslow Way E to Wallace Way NE. It borders with Central Core, Madison, High School Road, and Gateway districts. The Ericksen District is home to a mix of office space, multifamily and older single-family homes. There are a variety of building frontages, often set back from the public realm with generous areas for vegetation. Preservation of view corridors through to the Winslow Ravine, and small scale development with integration of sustainable design concepts are practices in place to maintain and enhance the character.

Per the BI Comprehensive Plan, “the purpose of the Ericksen Avenue Overlay Districts to preserve the unique and historical features of the Ericksen Avenue neighborhood and should provide for a mix of residential and small-scale nonresidential development. Retail development is permitted only on the ground floor, while residential or residential and office development is permitted in the upper floors. It is strongly encouraged to preserve historic (pre-1920) buildings and to continue the historic patterns of building forms and scale. Historic single-family residential structures on Ericksen may be converted to nonresidential use. However, any additions to the structure must be added to the rear and must be compatible with the character of the



Exhibit C-24 Overlay District Overlay with existing buildings massing



Exhibit C-25 Ericksen Avenue Overlay District existing maximum zoning height envelopes

Ericksen Avenue Overlay District Development Standards			
		BASE	BONUS*
MAX FAR	Commercial / Nonresidential Uses	0.3	N/A
	Residential	0.3	0.6; 0.75 Affordable Housing Development on Property Owned or Controlled by a Religious Organization
	Mixed Use	0.5	0.9
MAX HEIGHT		25 ft	35 ft
		COMMERCIAL	RESIDENTIAL
FRONT SETBACK		15 ft min; 20 ft max	
SIDE SETBACK		5 ft min;	
REAR SETBACK		0ft; 5 ft when property borders the Central Core or Madison Avenue Overlay District	
MIN LOT DIMENSIONS		N/A	
MAX LOT COVERAGE		35%; 2,500 sq max. building footprint south of Wyatt, excluding parking structures below predevelopment & finished grade	
PARKING		Min spaces per 1,000 sqft: 4; 5 maximum above-ground spaces per 1,000 sqft	Minimum spaces per unit: 1 space per primary dwelling unit that is a studio or 1 bedroom unit, and 2 spaces for all other primary dwelling units or 1 space per unit within 1/2 mile of Ferry, 1.5 per unit 1/2-1 mile from ferry

\*Bonus densities require compliance with BIMC 18.12.030.E and 18.21.050 as applicable. Specific uses can be found at BIMC zoning code 18.09.020 USE REGULATIONS

# MIXED USE TOWN CENTER ZONE - GATEWAY OVERLAY



Bainbridge Island Kid's Museum



Gateway Overlay District way-finding



The Vinyard Multi-family



John Nelson park

The Gateway Overlay District centers on the Winslow Ravine, which spans from Winslow Way E to Wallace Way NE. This area includes a publicly-owned forested section adjacent to the Ferry Terminal. It borders with Central Core, Ericksen, Ferry Terminal to its South and West, Residential-8.0, Residential R-4.3, and Residential-3.5 districts to the East.

Per BIMC Code 18.06.030, "the purpose of the Gateway Overlay District is to protect the ravine. The district permits low-intensity, tourist-oriented, commercial, multifamily and agricultural uses that will have limited parking and minimum traffic impact. Impervious surface coverage is limited. It is intended to retain the greenbelt located adjacent to SR 305 consistent with the greenways plan and to provide landscape development to screen uses from single-family residential properties."



Exhibit C-26 Gateway Overlay District with existing buildings massing



Exhibit C-27 Gateway Overlay District existing maximum zoning height envelopes

Gateway Overlay District Development Standards			
		BASE	BONUS*
MAX FAR	Commercial / Nonresidential Uses	0.15	N/A
	Residential	0.5	1.0 1.25 Affordable Housing Development on Property Owned or Controlled by a Religious Organization
	Mixed Use	0.5	1.0
MAX HEIGHT		35 ft	45 ft
		COMMERCIAL	RESIDENTIAL
FRONT SETBACK		5 ft max from sidewalk	
SIDE SETBACK		Zero	
REAR SETBACK		Zero	
MIN LOT DIMENSIONS		N/A	
MAX LOT COVERAGE		35%	
PARKING		Min spaces per 1,000 sqft: 4; 5 maximum above-ground spaces per 1,000 sqft	Minimum spaces per unit: 1 space per primary dwelling unit that is a studio or 1 bedroom unit, and 2 spaces for all other primary dwelling units or 1 space per unit within 1/2 mile of Ferry, 1.5 per unit 1/2-1 mile from ferry

\*Bonus densities require compliance with BIMC 18.12.030.E and 18.21.050 as applicable. Specific uses can be found at BIMC zoning code 18.09.020 USE REGULATIONS

# MIXED USE TOWN CENTER ZONE - FERRY TERMINAL OVERLAY



Aerial view of Ferry Terminal context and development patterns



New BLIS Multi-family buildings in Ferry Terminal Overlay - currently under construction

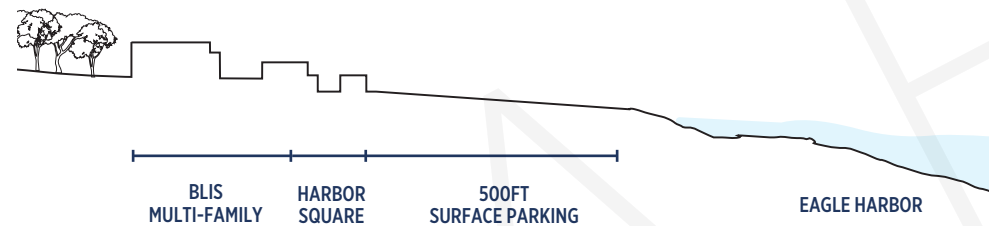


Exhibit C-28 Transect of Ferry Terminal vicinity land



Exhibit C-29 Ferry Terminal Overlay District with existing buildings massing



Exhibit C-30 Ferry Terminal Overlay District existing maximum zoning height envelopes

The Ferry Terminal Overlay District extends from the BI Washington State Ferry Terminal at Eagle Harbor shoreline to North of Hanami Lane and borders with Central Core, Gateway, Residential-14.0, Residential-8.0, and Residential R-4.3 districts. Winslow Way splits the district, with area south being made up of 12 separate properties owned by both public and private entities. The largest land uses in the area are surface parking lots, the WSF auto holding area, and the Kitsap Transit bus transit center. An information kiosk and various small service-oriented business are located in Harbor Square, the retail destination of this district. Many storefronts are not occupied along the eastern edge Winslow Way. There is a disconnect between the prominent location, volume of visitors, and dominance of inactive and parking uses within the southern portion of the district, which is unsuccessful as an active and welcoming gateway.

Per BIMC Code 18.06.030, “the purpose of the ferry terminal Overlay District to provide an attractive setting for ferry and associated transportation-oriented uses and serve as the entry-point into Winslow. This district is also intended as a new pedestrian- and transit-oriented, mixed use neighborhood that complements the character and vitality of the core and serves the neighborhood and commuters.”

Ferry Terminal Overlay District Development Standards			
		BASE	BONUS*
MAX FAR	Commercial / Nonresidential Uses	0.1	N/A
	Residential	0.4	1.1; 1.2 Affordable Housing Development on Property Owned or Controlled by a Religious Organization
	Mixed Use	0.5	1.2 - Additional 0.2 FAR is permitted in accordance with BIMC 18.12.030.E.2. It may be applied to either the residential or commercial component of the mixed use development
MAX HEIGHT		25 to 35 ft range, refer to BIMC 18.12.030.C	35 ft to 45 ft range, refer to BIMC 18.12.030.C
		COMMERCIAL	RESIDENTIAL
FRONT SETBACK		5ft max from sidewalk except as modified by transition standards in BIMC 18.12.030.C	
SIDE SETBACK		0 ft	
REAR SETBACK		0 ft	
MIN LOT DIMENSIONS		N/A	
MAX LOT COVERAGE		75%	
PARKING		Min spaces per 1,000 sqft: 1; 3 maximum above-ground spaces per 1,000 sqft	Minimum spaces per unit: 1 space per primary dwelling unit

\*Bonus densities require compliance with BIMC 18.12.030.E and 18.21.050 as applicable. Specific uses can be found at BIMC zoning code 18.09.020 USE REGULATIONS

# HIGH SCHOOL ROAD DISTRICTS I AND II



Bainbridge Island Commons Multi-family development



Island Village



Virginia Mason, one of the limited health care facilities within Winslow Subarea



Exhibit C-31 High School Road Overlay District with existing buildings massing

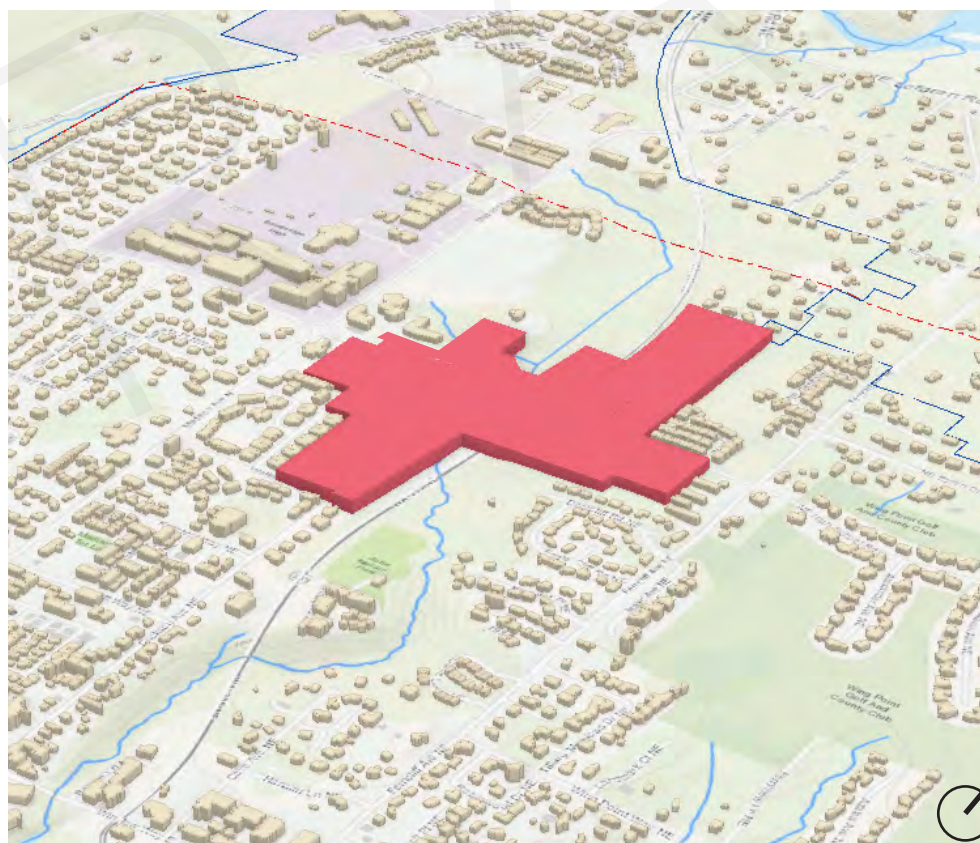


Exhibit C-32 High School Road Overlay District existing maximum zoning height envelopes

The High School road districts I and II, are located on the Northern edge of Winslow Subarea boundary and abut the Madison, Ericksen, Residential-R.8, Residential-3.5, and Residential-2.9. These two zones are connected to Ferry terminal via WA 305, and have a concentration of schools, parks, community retail, services, and developable land. A section of the Sound to Olympics trail has been completed, connecting cyclists and pedestrians safely from this district to the ferry terminal

Per BIMC Code 18.06.040, “the purpose of the High School Road I and II zones is to provide commercial uses that complement downtown Winslow and benefit from automobile access near the highway, while creating a pedestrian-friendly retail area. A variety of commercial uses are allowed that offer goods and services for the convenience of Island residents and that may have an auto orientation and a drive-through facility.”

## High School Road Overlay District Development Standards

		BASE	BONUS*
MAX FAR	Commercial / Nonresidential Uses	0.3	N/A
	Residential	0.3	0.6 0.75 Affordable Housing Development on Property Owned or Controlled by a Religious Organization
	Mixed Use	0.3	0.9
MAX HEIGHT		35 ft	45 ft
		COMMERCIAL	RESIDENTIAL
FRONT SETBACK		10 ft max from sidewalk	
SIDE SETBACK		0 ft	
REAR SETBACK		0 ft	
MIN LOT DIMENSIONS		N/A	
MAX LOT COVERAGE		50%	
PARKING		Min spaces per 1,000 sqft: 4; 5 maximum above-ground spaces per 1,000 sqft	Minimum spaces per unit: 1 space per primary dwelling unit that is a studio or 1 bedroom unit, and 2 spaces for all other primary dwelling units or 1 space per unit within 1/2 mile of Ferry, 1.5 per unit 1/2-1 mile from ferry

\*Bonus densities require compliance with BIMC 18.12.030.E and 18.21.050 as applicable. Specific uses can be found at BIMC zoning code 18.09.020 USE REGULATIONS

# BUSINESS/INDUSTRIAL



Copper Top development aerial view



Sportsman Club Road



BARN hosting Technical Art studio



Winery at Coppertop Business Park

The Business/Industrial (B/I) borders with Residential-8, Residential-2.9, Residential-2 and Residential-0.4 zones, and uses like Bainbridge BARN, wineries, distilleries, coffee roasters, breweries, climbing gym, boys and girls clubs, self-storage facilities and various spaces for craftspeople and artisans, catering to both locals and tourists are part of this district. Woodward Middle school and Sonoji Sakai Intermediate school are both adjacent to this zone. Access to B/I is via Sportsman Club Road, New Brooklyn Road, and WA 305. Spaces within this zone are well-used and loved by the entire Island.

Per BIMC Code 18.06.060, “the purpose of the business/industrial district is to facilitate development of a diverse economy on the island with business retention, growth, and innovation. The district is intended to provide opportunities for knowledge-based businesses and expansion of Island businesses, for diversity of jobs, and for low-impact industrial activity that is compatible with adjoining residential neighborhoods. The B/I district was formerly called the light manufacturing (LM) district and is intended to implement comprehensive plan provisions related to light manufacturing uses. The B/I district encourages proper site planning and design of developments in order to minimize traffic congestion, visual impacts, environmental impacts, and other impacts and use conflicts within and beyond the district’s boundaries as enabled through development and performance standards.”

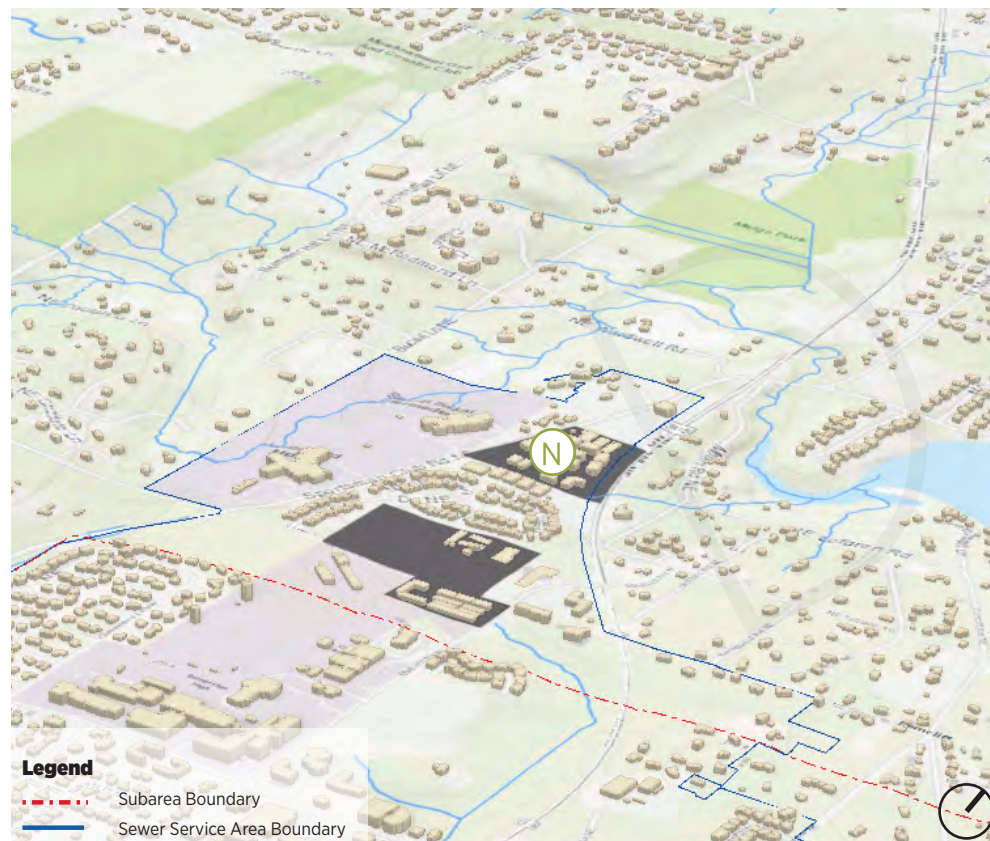


Exhibit C-33 B/I Overlay District with existing buildings massing

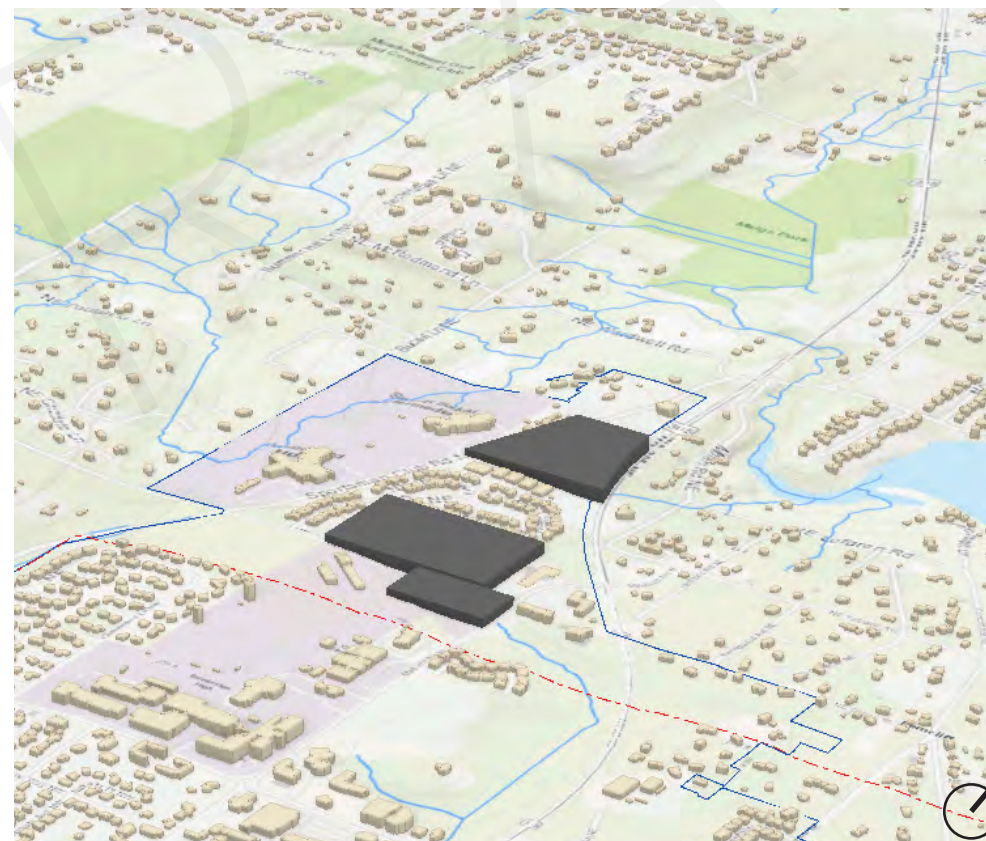


Exhibit C-34 B/I Overlay District existing maximum zoning height envelopes

Business / Industrial Overlay District Development Standards			
		BASE	BONUS*
MAX FAR	Commercial / Nonresidential Uses	No Max - Limited by other standards	
	Residential	Live / Work Unit - BIMC 18.09.030.B.4	
	Mixed Use	No Max - Limited by other standards	
MAX HEIGHT		35 ft	45 ft for Nonresidential Uses with Major Conditional Use Permit
FRONT SETBACK		50 ft along any public R.O.W	
SIDE SETBACK		10 ft; 50 ft when abutting a residentially zoned property. The city may increase this to a maximum of 100 ft. depending on the type, scale, and intensity of the proposed use, subject to site plan review.	
REAR SETBACK		15 ft; 50ft. min. when abutting a residential district. City may increase to a maximum of 100 ft. based on type, scale, and intensity of proposed use, subject to site plan review.	
MIN LOT DIMENSIONS		20,000 sq.ft	
MAX LOT COVERAGE		35%	
PARKING		4 spaces for each 1000 square feet	

\*Bonus densities require compliance with BIMC 18.12.030.E and 18.21.050 as applicable. Specific uses can be found at BIMC zoning code 18.09.020 USE REGULATIONS

# MULTI FAMILY RESIDENTIAL



Mixed-Use multi-family



Grow community multi-family town-homes



Apartments

Over the last decade, the majority of development in Winslow have been constructed in the R-8 and R-14 zones.

Per BIMC Code 18.06.020, “the purpose of the R-8 zone is to provide for medium-density residential areas in pleasant, uncongested surroundings allowing for the maximum amenities for the occupants. The purpose of the R-14 zone is to provide areas of high-density residential development located near planned community centers and other areas that are to be served by public utilities in the near future, that can support both public utility systems necessary for the protection of the environment and allow the maximum amenity for a large number of residences.”

Multi Family Residential Development Standards		
	R-8	R-14
<b>DENSITY</b>	1 Du per 5,400 sqft	1 Du per 3,100 sqft
<b>BONUS DENSITY*</b>	1 Du per 3,630 sqft	1 DU per 2,074 sqft
<b>MIN LOT DIM</b>	60 ft in depth & width	
<b>MAXIMUM LOT COVERAGE</b>	25% without bonus, 40% with bonus	40% without bonus, 50% with bonus
<b>HEIGHT</b>	35 ft; 40 ft for Nonresidential Uses with Major Conditional Use Permit See BIMC 18.12.030.B	
<b>PERMITTED USE</b>	Single-Family Multi-Family Mixed-Use	
<b>PROHIBITED USE</b>	Almost most commercial uses , Live-Work Units	
<b>CONDITIONAL USE</b>	Almost most institutional uses , Affordable Housing on property owned or controlled by religious organization	
<b>PARKING</b>	For Single-Family: 2 spaces/DU and 1 space/accessory DU For Mixed-Use residential 1 space/DU that is a studio or 1 bedroom unit, and 2 spaces for all other primary dwelling units or 1 space per unit within 1/2 mile of Ferry, 1.5 per unit 1/2-1 mile from ferry	
<b>Front/Street Setback</b>		
<b>2 OR LESS STORIES</b>	25 ft	
<b>MORE THAN 2 STORIES</b>	Add 4 ft for each story over 2 stories	
<b>Side (not adjacent to street)</b>		
<b>2 OR LESS STORIES</b>	5 ft min; 15 ft total	
<b>MORE THAN 2 STORIES</b>	Add 4 ft for each story over 2 stories	
<b>Rear (not adjacent to street)</b>		
<b>2 OR LESS STORIES</b>	15 ft	
<b>MORE THAN 2 STORIES</b>	Add 4 ft for each story over 2 stories	

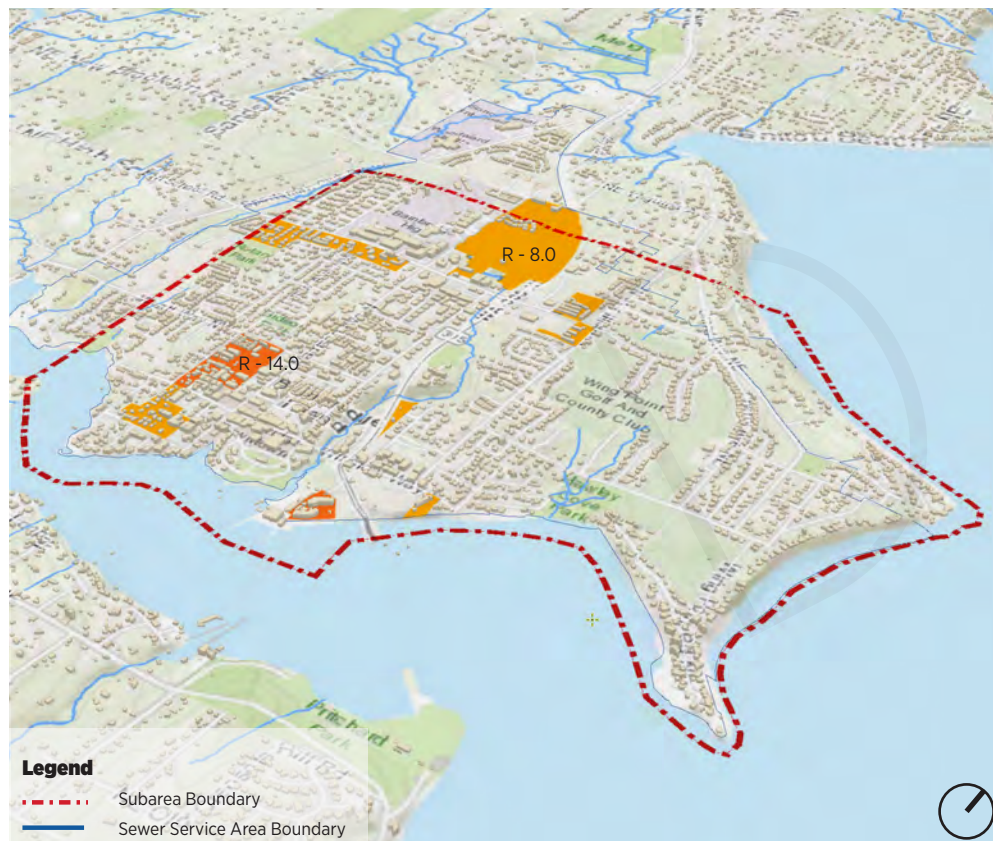


Exhibit C-35 R-8 and R-14 zones with existing buildings massing

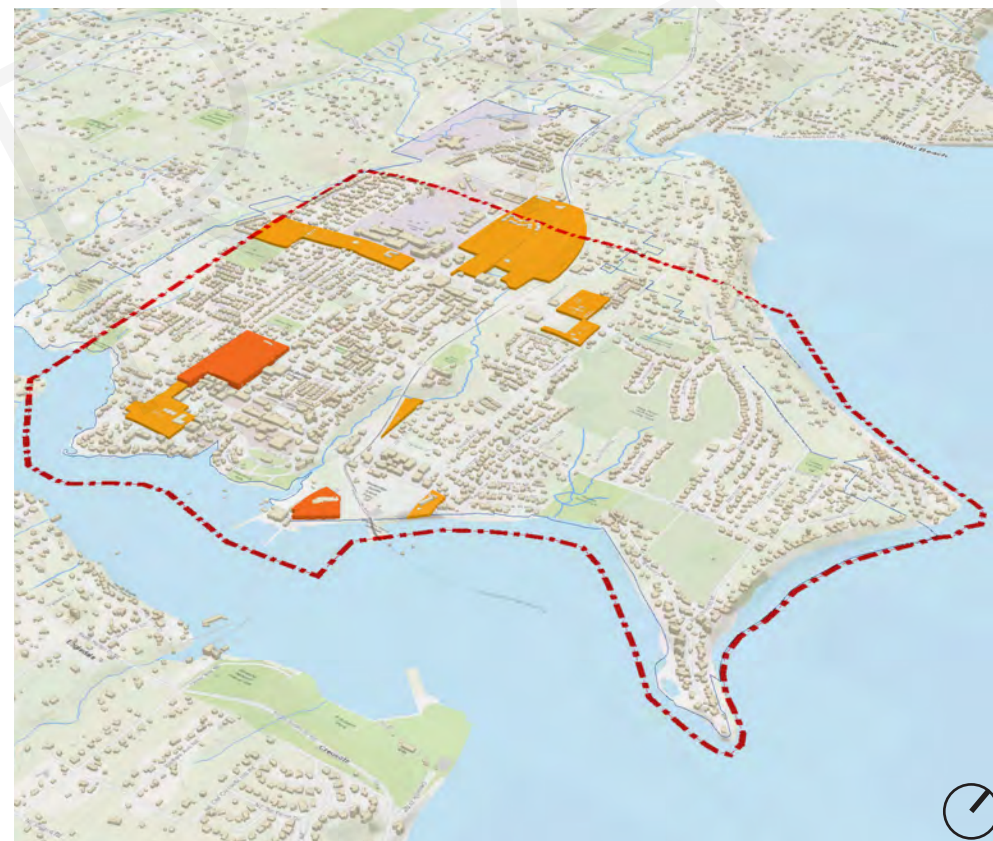


Exhibit C-36 R-8 and R-14 maximum zoning height envelopes

\*Pursuant to BIMC 18.12.030.A

\*\* Bonus density is available for creating open space

# SINGLE FAMILY RESIDENTIAL



Large-lot single family



Small-lot single family



Attached single family housing

Per BIMC Code 18.06.020, “the purpose of the R-2 zone is to provide residential neighborhoods in an environment with special Island character consistent with other land uses such as agriculture and forestry, and the preservation of natural systems and open space, at a somewhat higher density than the R-1 district... The purpose of the R-2.9 zone is to provide for vital residential neighborhoods in a suburban residential area. The purpose of the R-3.5 zone is to provide for vital residential neighborhoods having those community improvements and facilities normally associated with suburban development... The purpose of the R-4.3 zone is to provide for vital residential neighborhoods having urban density and having those community improvements and facilities normally associated with urban area development.”

Low Density Residential Development Standards				
	R-2	R-2.9	R-3.5	R-4.3
<b>DENSITY</b>	1 Du per 20,000 sqft	1 Du per 15,000 sqft	1 Du per 12,500 sqft	1 Du per 10,000 sqft
<b>BONUS DENSITY*</b>	up to 50% with affordable housing (BIMC 18.21) or 2.5 X bonus density with HDDP (BIMC 2.16.030.S, requires 50% affordable housing)			
<b>MIN LOT DIM</b>	80 ft depth x 80 ft width (70 ft. for lots that abut the shoreline)		N/A	
<b>MAXIMUM LOT COVERAGE</b>	20%		25%	
<b>HEIGHT</b>	30 ft ; 35 ft for Nonresidential Uses with Major Conditional Use Permit		25 ft 30 ft for Nonresidential Uses with Major Conditional Use Permit	
<b>PERMITTED USE</b>	Single-Family			
<b>PROHIBITED USE</b>	Live-Work Units / Mixed-Use			
<b>CONDITIONAL USE</b>	Affordable Housing Multi-Family			
<b>PARKING</b>	For Single-Family: 2 spaces/DU and 1 space/accessory DU For Mixed-Use residential 1 space/DU that is a studio or 1 bedroom unit, and 2 spaces for all other primary dwelling units.			
<b>Front/Street Setback</b>				
<b>2 OR LESS STORIES</b>	25 ft			
<b>MORE THAN 2 STORIES</b>	Add 4 ft for each story over 2 stories			
<b>Side (not adjacent to street)</b>				
<b>2 OR LESS STORIES</b>	5 ft min; 15 ft total			
<b>MORE THAN 2 STORIES</b>	Add 5 ft on each side, and 10 ft to the total setback required. If there is only one side yard, it is increased by 5 ft.			
<b>Rear (not adjacent to street)</b>				
<b>2 OR LESS STORIES</b>	15 ft			
<b>MORE THAN 2 STORIES</b>	Add 4ft for each story over 2 stories			



Exhibit C-37 R-2, R-2.9, R-3.5, and R-4.3 overlays



Exhibit C-38 R-2, R-2.9, R-3.5, and R-4.3 existing maximum zoning height envelopes

\*Pursuant to BIMC 18.12.030.A

# LAND USE

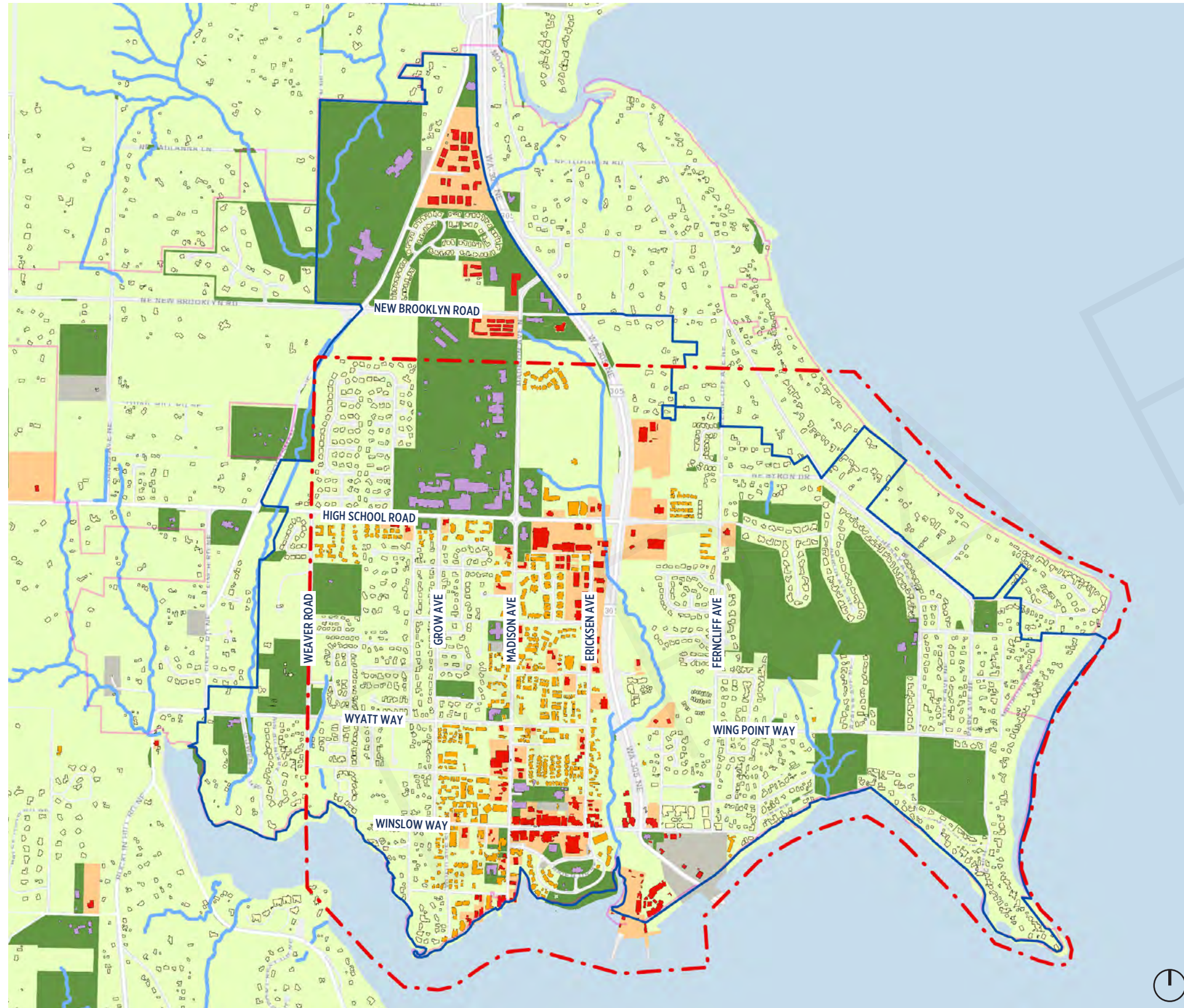


Exhibit C-39 Land-Use Pattern

Winslow has a unique land-use pattern and character. Its small town character combined with human-scale built environment, creates a vibrant social spine around Winslow Way and the Mixed-Use town centers. Institutional, cultural, and commercial uses are valuable and attractive resources for both island residents and visitors, but the majority of the land in the subarea is set aside for residential use. Parks, trails, wetlands and natural reserves occupy a meaningful land area and create connections between various uses. The rest of the space is consumed by Right of Way (R.O.W), circulation and parking.

Design standards such as building height, bulk, massing, parking, parcel shape and size, landscape buffer, utility, open space and pedestrian linkages are some of the regulations that shape the land use and character of the Subarea. These are essential in creating diverse neighborhoods that are compatible with the scale, intensity and intention of Winslow and Island’s build environment.

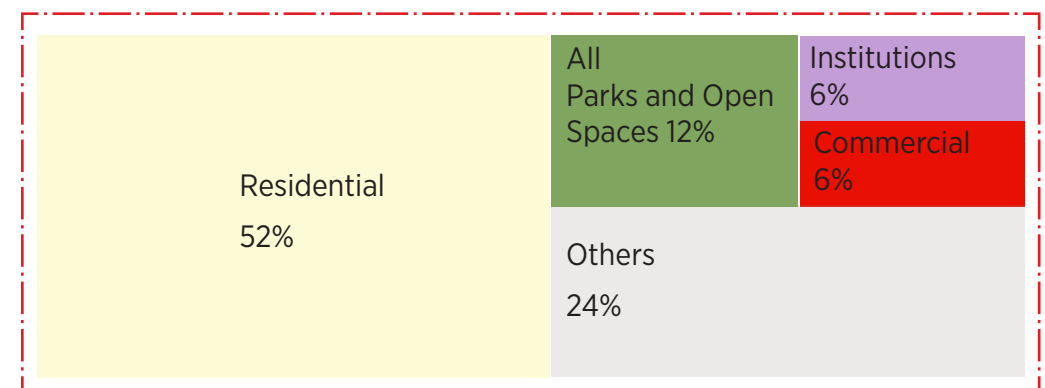
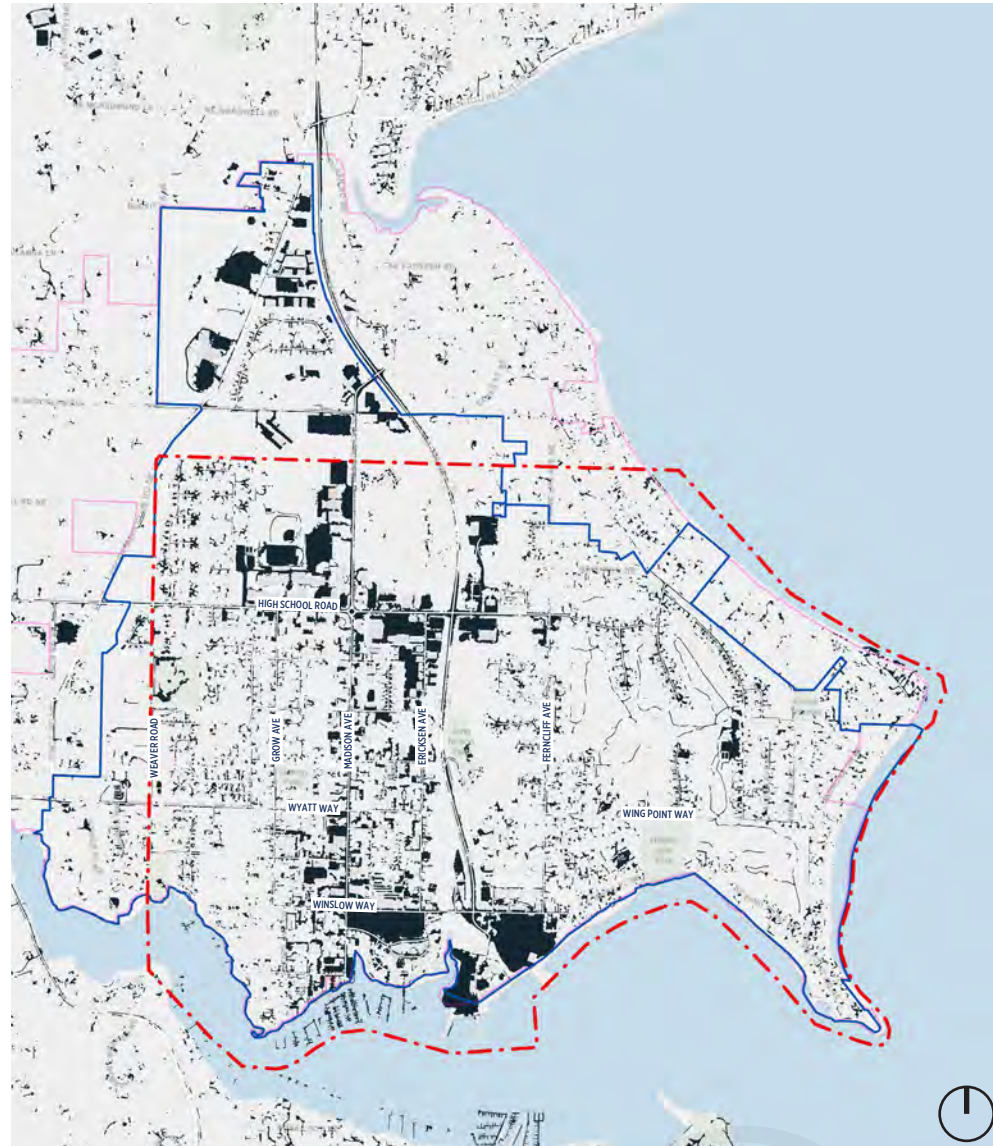


Exhibit C-40 Land use area in Winslow Subarea

### Legend

- Institutional Buildings
- Commercial Buildings
- High-Density Residential Buildings
- Low-Density Residential Buildings
- Residential Land
- Commercial Land
- Institutional, Open Space, Wetland, and Park Land
- Subarea Boundary
- Cobi Water Service Area (PCN)
- Sewer Service Area Boundary

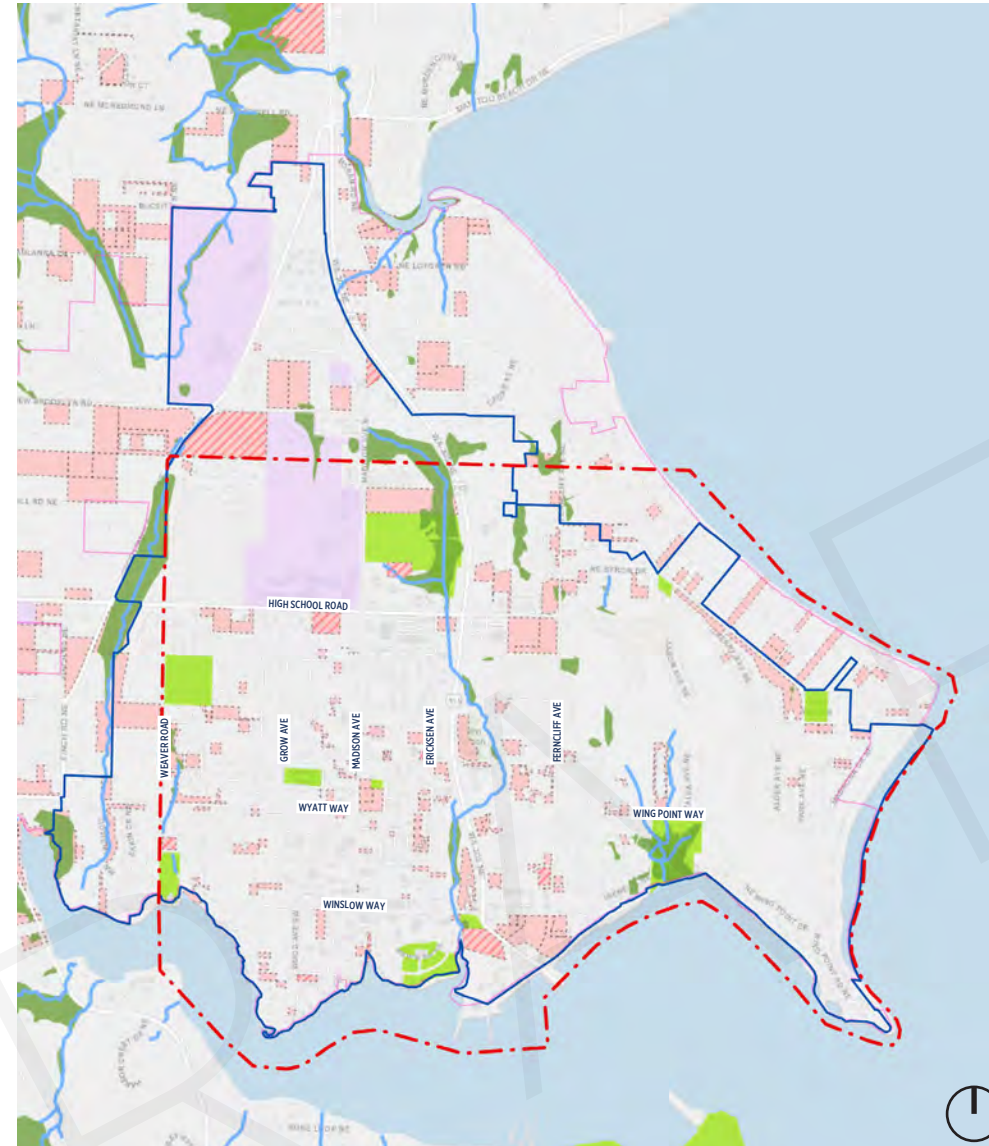
# DEVELOPMENT PATTERNS



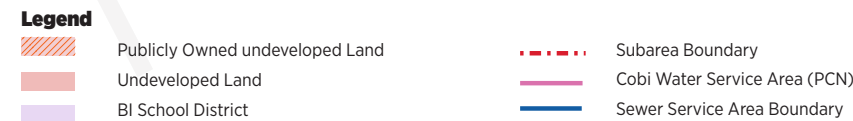
**Exhibit C-41** Impervious surface



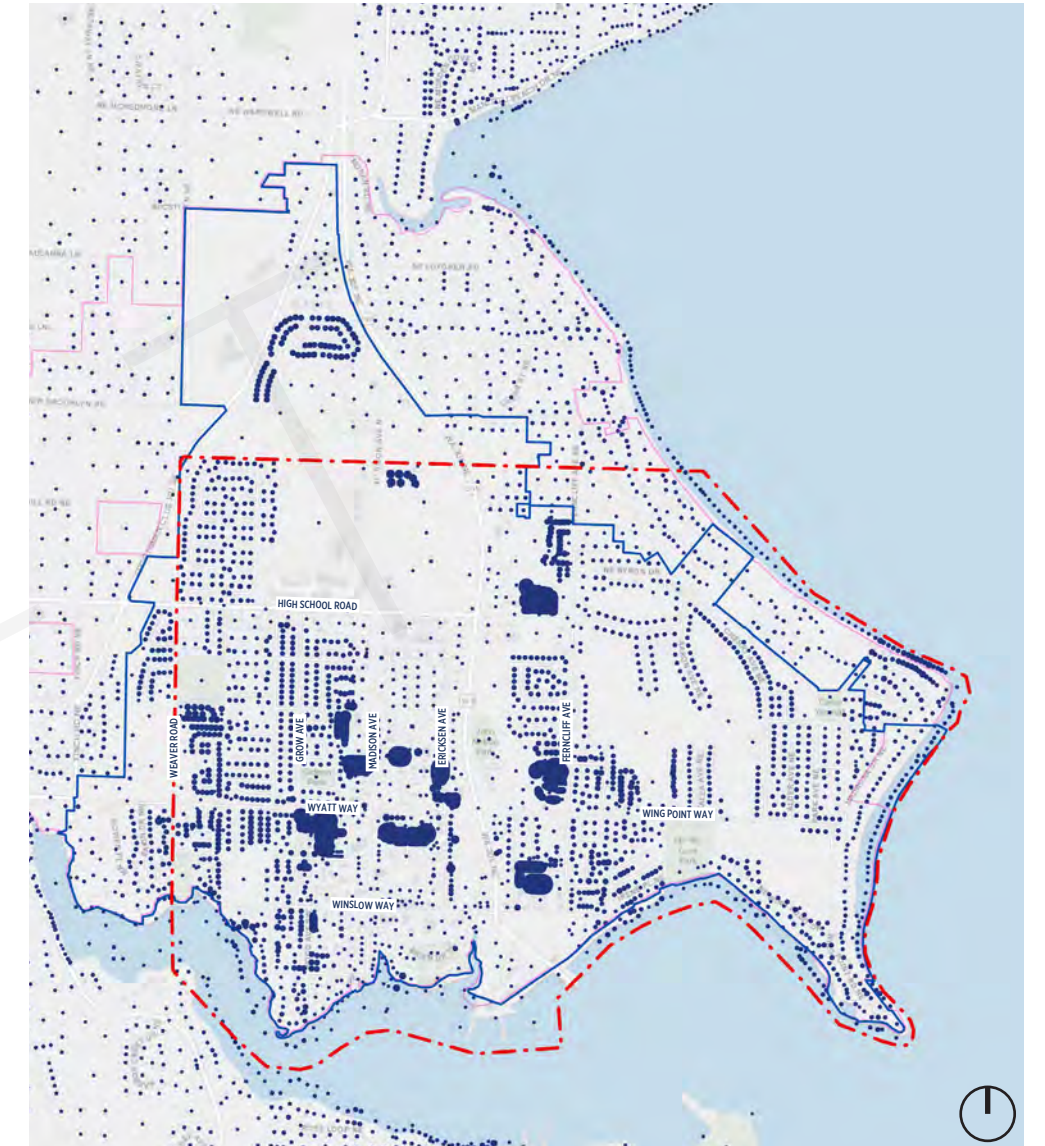
Impervious surfaces are hard areas that prevent water from soaking into the ground, and include parking and roadway infrastructure. Impervious surfaces make up 15% of the land within the subarea boundary. Adequately providing sufficient parking in appropriate locations is crucial to fulfilling community infrastructure requirements; however, creatively exploring inventive parking solutions that reduce the amount of impervious surfaces in the subarea would contribute to improved ecological health and resilience. Additionally, large expanses of impervious surfaces may be well-positioned for future growth capacity.



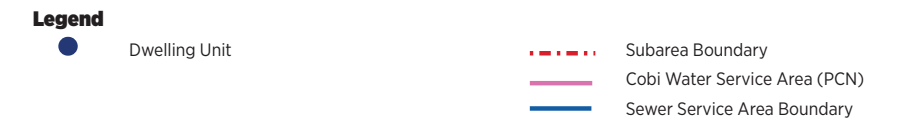
**Exhibit C-42** Undeveloped land



Undeveloped land is vacant or underutilized land that might be evaluated for future development. The lighter pink color is showing all undeveloped land, exclusive of ownership, while the pink cross hatched area is showing publicly owned undeveloped land. Undeveloped lands take up to 6.5% of total land within the Subarea boundary. Not all of this land is developable. There is also more development capacity immediately outside of current Subarea boundary. With the right policy, planning and interagency collaboration, there are meaningful opportunities to plan for developments that align with community's wider vision.



**Exhibit C-43** Existing dwelling units



The majority of residential density within Subarea plan are concentrated around Wyatt Way and South-North spines of Madison Ave, Ericksen Ave and Ferncliff Ave. In recent years, there are also clusters of residential development in the Eastern side of High-School Rd and Northern portion of Ferry Terminal district.

# EXISTING TRANSPORTATION NETWORK



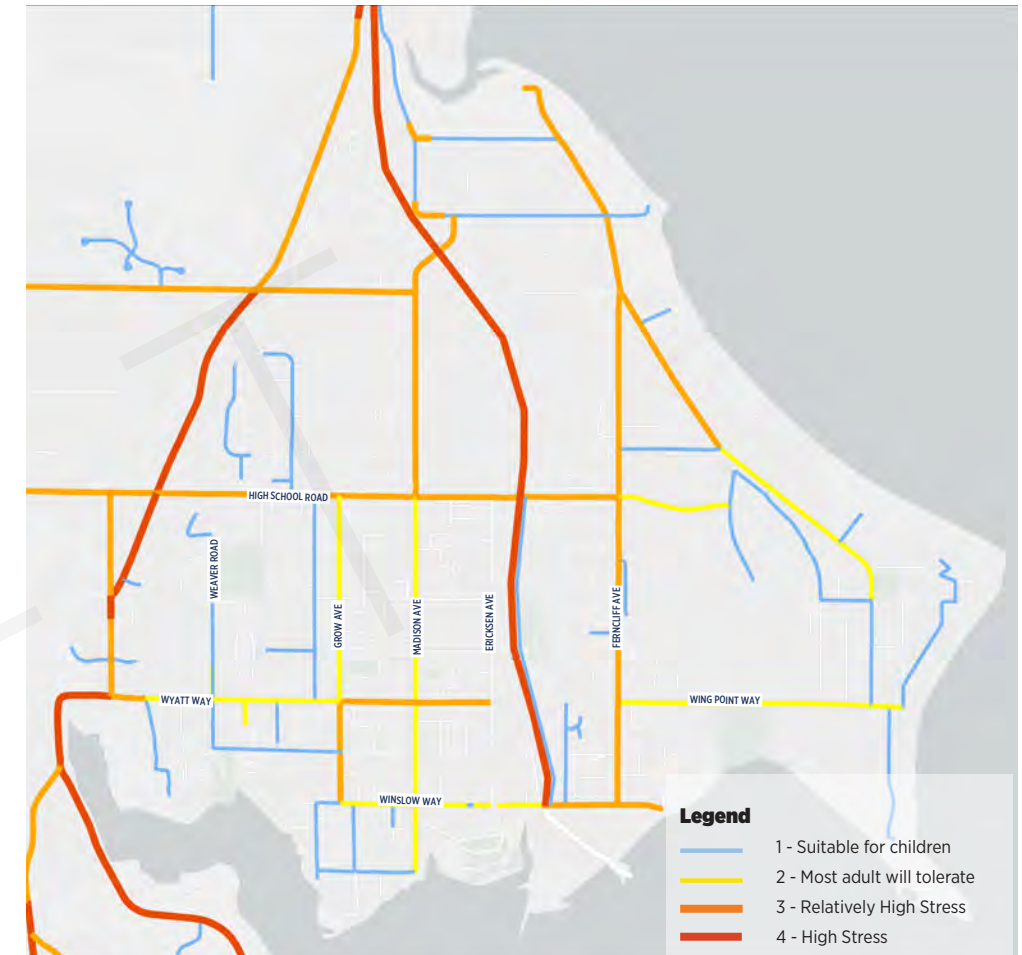
**Exhibit C-44** Existing street classification

Different street classifications meet different transportation needs in Winslow. Winslow Way, High School Road, and New Brooklyn Road are east-west secondary arterials, while Sportsman Club Road, Madison Avenue, and Ferncliff Avenue are the south-north secondary arterials. These roads along with State Highway 305 carry the majority of vehicular traffic. (See Exhibit C-53)



**Exhibit C-49** Existing sidewalk connections and gaps

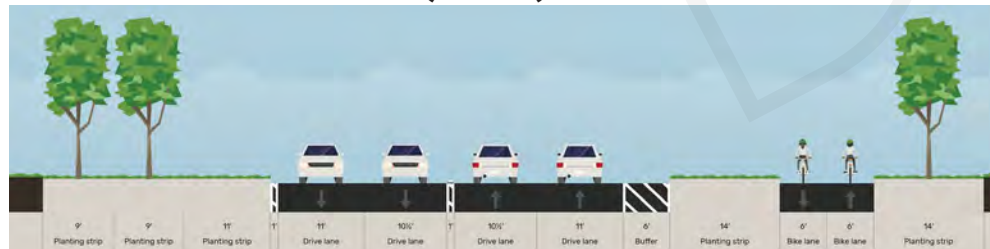
Mapping the existing sidewalk network shows significant gaps, which make the Winslow area challenging to navigate as a pedestrian. New sidewalk construction to fill in these gaps can be prioritized based on street classification. Roads with relatively higher volume of automobile traffic, like arterials, should be the first to receive sidewalk facilities so pedestrians can travel on such routes safely.



**Exhibit C-50** Bike level of traffic stress developed during the existing conditions analysis phase of the Sustainable Transportation Plan

Bicycle level of traffic stress is defined as how comfortable a roadway feels for a person biking, based on interaction with vehicle traffic and speed, design of crossings and intersections, and geographic features of the roadway such as slope. Most streets in the Winslow area provide a low or below average level of traffic stress for cyclists, due to gentle slopes and low vehicle traffic volumes. However, bicycle facilities along major avenues are narrow and unprotected.

## TYPICAL RIGHT OF WAY (R.O.W) SECTIONS



**Exhibit C-45** Highway: State Highway 305 @ High School Road (170-180' ROW)



**Exhibit C-46** Arterial: High School Road @ Bainbridge Island HS (60' ROW)



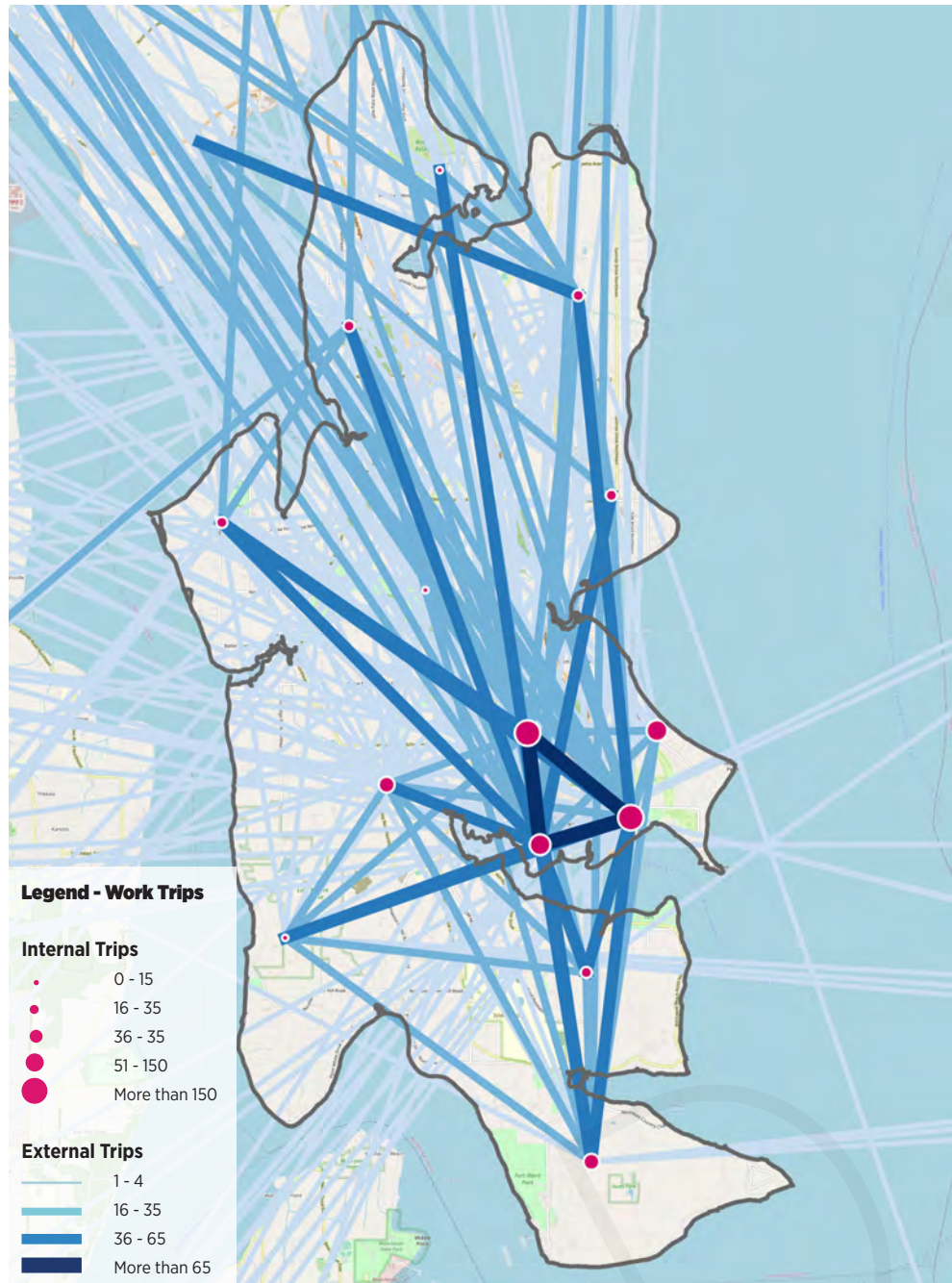
**Exhibit C-47** Arterial: Madison Avenue @ City Hall (55' ROW)



**Exhibit C-48** Residential: Grow Avenue @ Wallace Way (40' ROW)

Note: Measurements are approximated based on aerial photography. Widths of sidewalks and distance from property lines will vary.

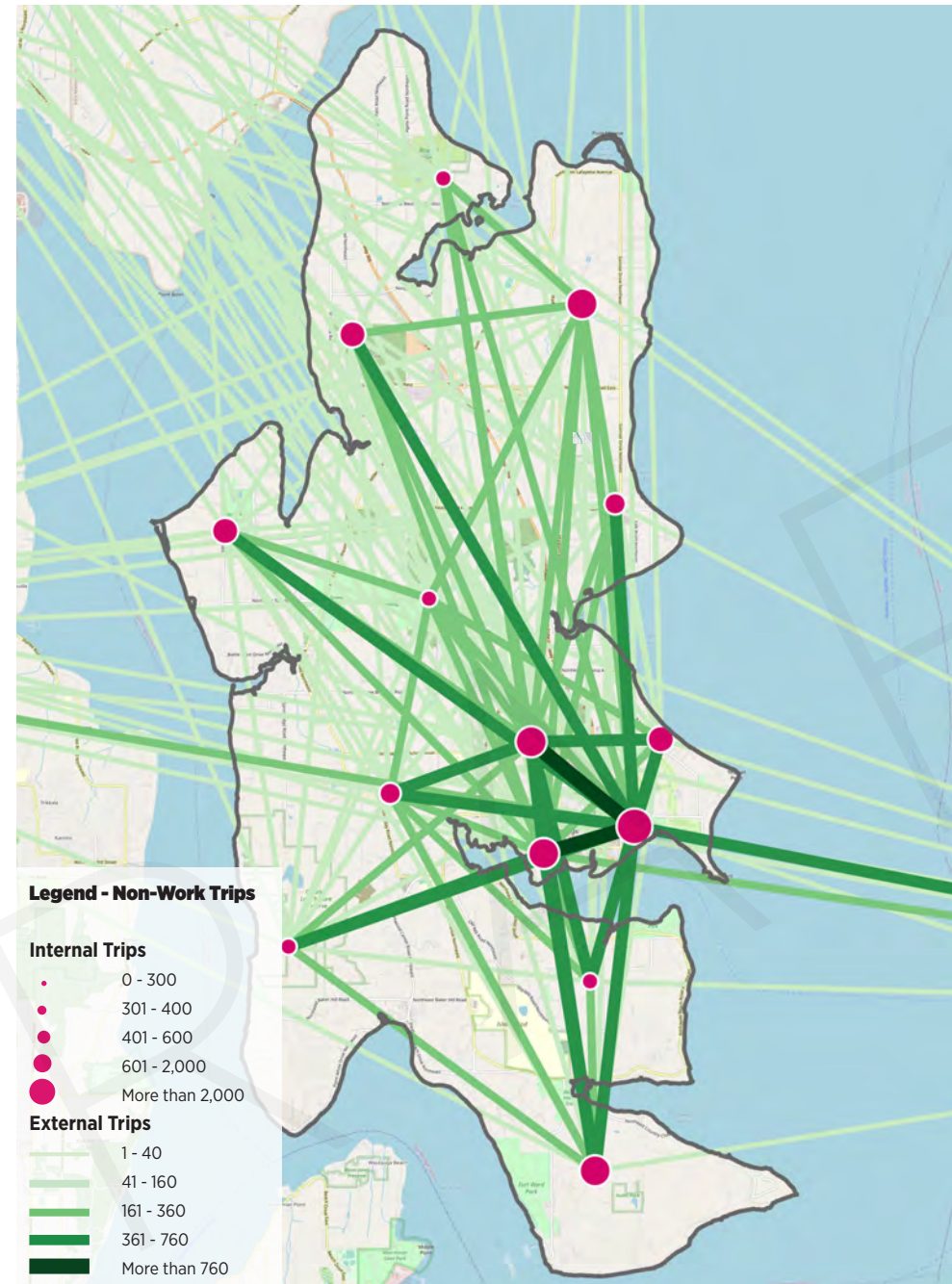
# TRAVEL PATTERNS



**Exhibit C-51** \*Work Trip Origin and Destination Travel Patterns

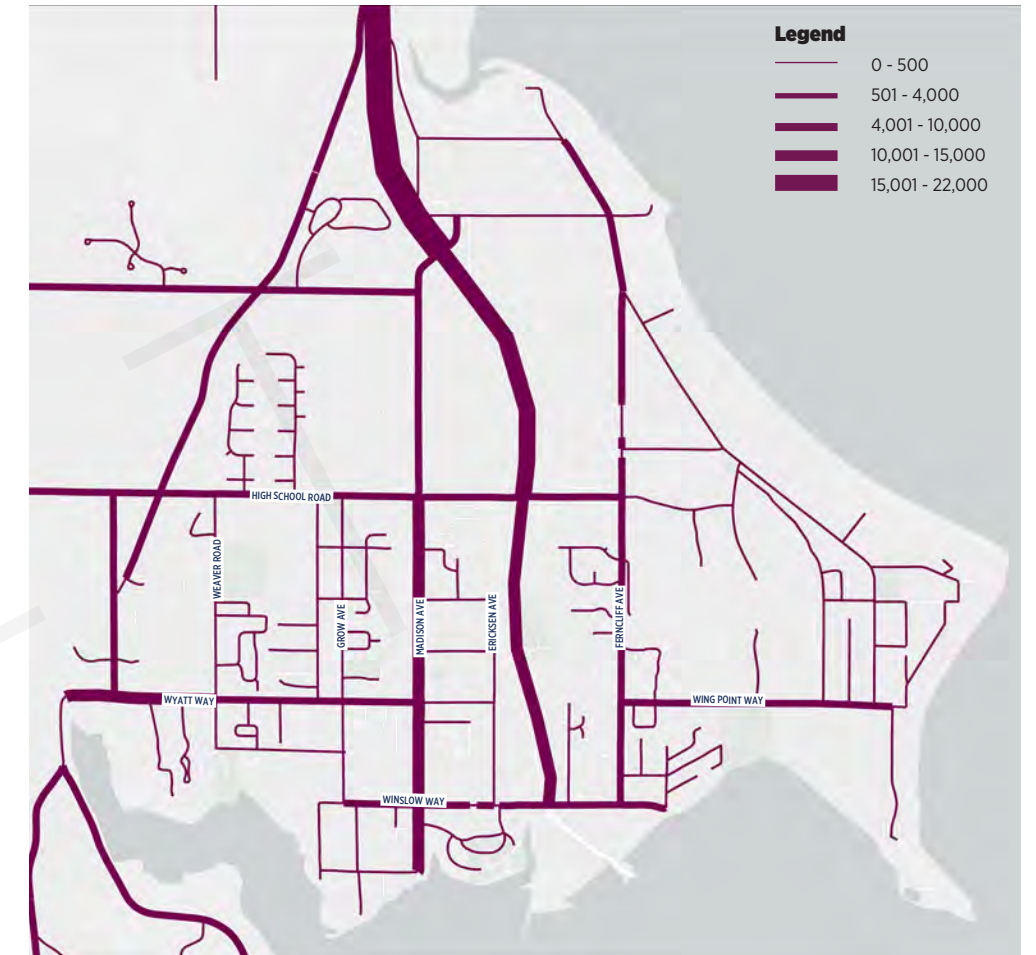
Origin-destination travel patterns shows the movement of people or goods from one place of origin to a destination.

Exhibit C-51 illustrates all work-related trips, while Exhibit C-52 depicts all non-work related trips for an average day between the U.S Census Blockgroups located within Bainbridge Island, as well as trips between the island and other areas within the Puget Sound region.



**Exhibit C-52** \*All-Other Non-Work Origin and Destination Travel Patterns

The term “Internal Trips” refers to the quantity of trips with both the origin and destination within the same location. On the other hand, “External Trips” refer to the number of trips with different origin and destination locations. Despite the majority of Winslow’s workforce commuting from outside of Bainbridge Island, recent data on origin and destination travel patterns reveal that work-related trips represent a small fraction of all trips. Non-work or other types of trips make up approximately ten times more trips than work-related trips.



**Exhibit C-53** Average Daily Traffic Volume

Exhibit C-53 shows average daily traffic volume for the Winslow area. SR 305 carries most traffic in and out of Winslow, connecting the Subarea with the rest of the island and Kitsap County. Madison Avenue carries most north-south traffic, connecting Winslow Way with the Bainbridge Island School District campus. Wyatt Way and High School Road provide the main east-west connections in and out of Winslow.

The majority of trips taken within the Subarea are typically short in distance, and safe, continuous, and connected pedestrian and bike networks could eliminate the need for motorized vehicles. The availability of different modes of transportation could also help reduce congestion, particularly if the centers within the island are better connected. Access to ride and car share service are currently limited on Bainbridge Island. Increasing number of people commuting to Bainbridge Island and the high volume of internal traffic within Winslow will lead to a less reliable and resilient community, ultimately impacting the infrastructure, workforce, and overall health of the community.

\*The source for the o-d trip pattern map is Replica. Replica data is for a typical weekday in the Fall of 2021, total trips for an average weekday - all hours of the day. (The latest dataset available for analysis)

# FUTURE TRANSPORTATION VISION

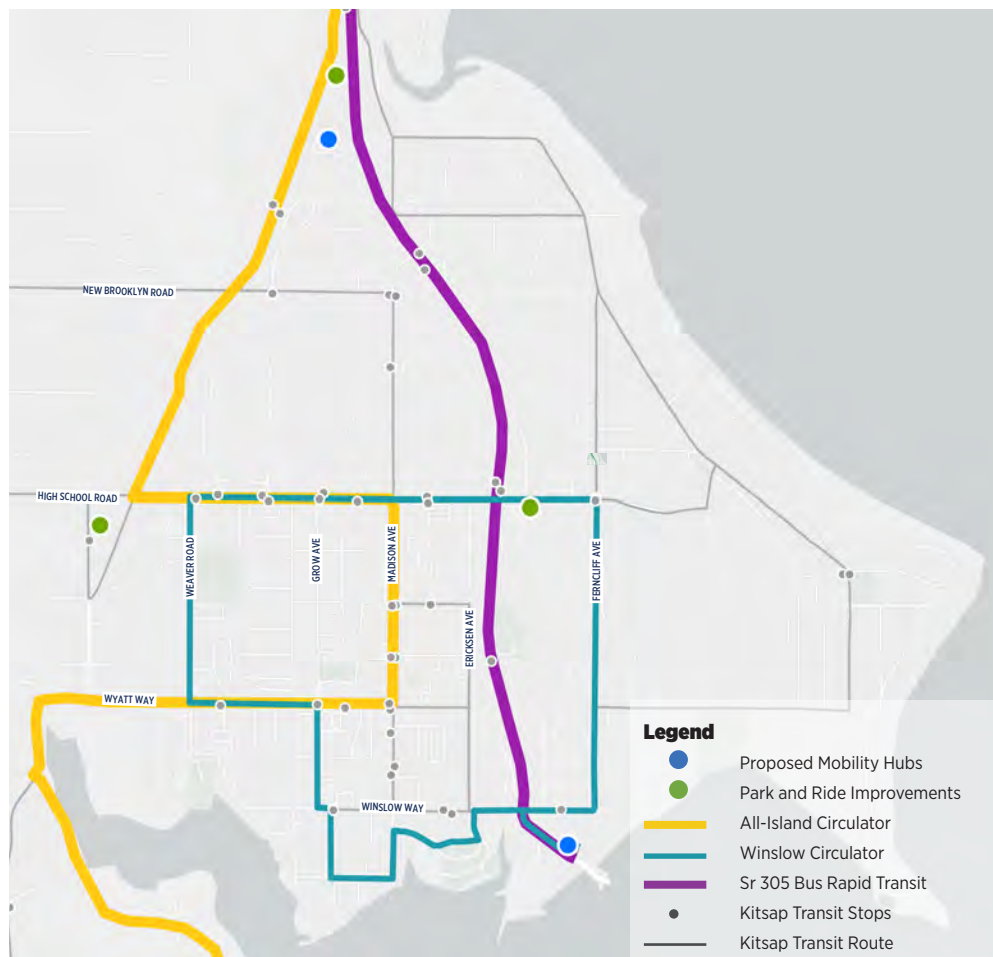


Exhibit C-54 Long Range Transit vision

## KITSAP COUNTY LONG RANGE TRANSIT

The future mobility network includes access to a Bus Rapid Transit line on SR 305 (including stations and park and rides) and an all-island circulator shuttle (see Kitsap Transit LRTP) that will provide transit access to Winslow from the rest of the island and a direct connection with Poulsbo and the regional transit network.

Additionally, the Sustainable Transportation Plan recommended a circulator shuttle service in Winslow and two mobility hubs that will provide access to other mobility options such as car sharing for long trips (longer than 3 miles) that cannot be accomplished by bike or on foot.

Note: Most items in the Kitsap County Long Range Transit plan and the Bainbridge Island Sustainable Transportation Plan are yet to be implemented. They have been approved, but not funded.

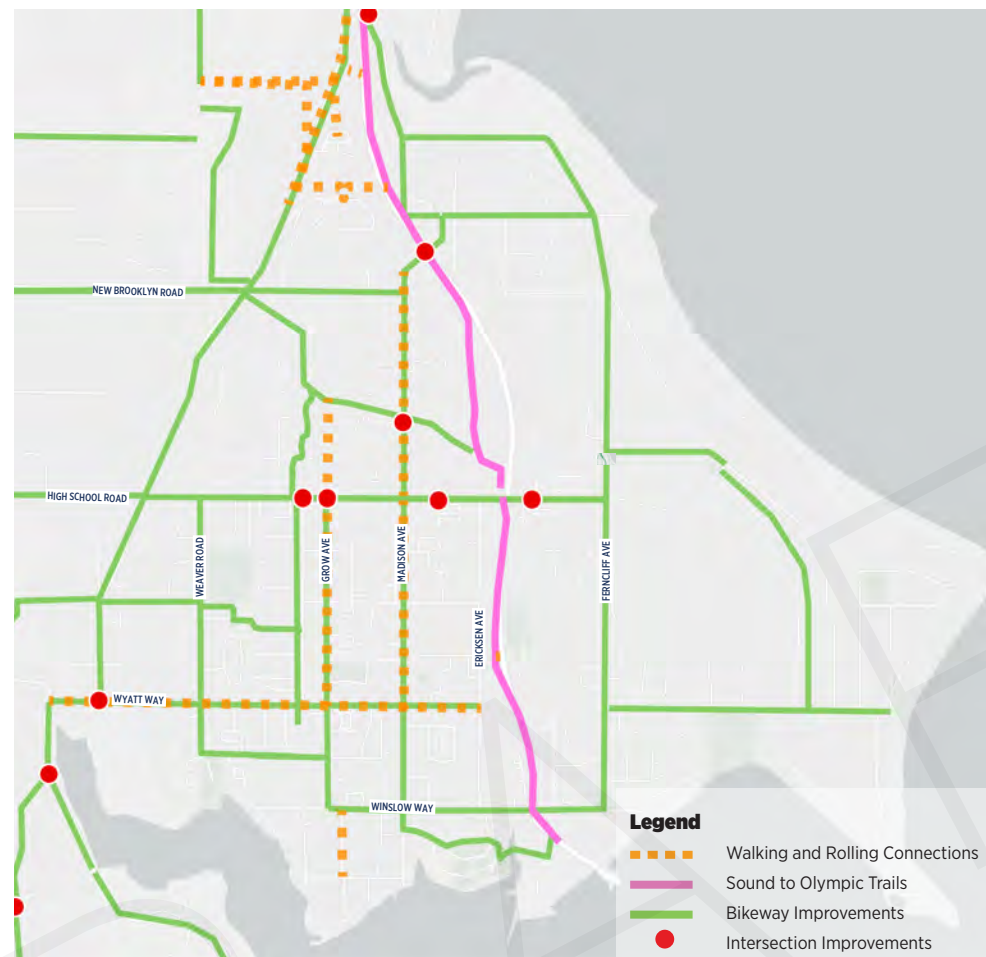


Exhibit C-55 Sustainable Transportation Plan vision

## BAINBRIDGE ISLAND SUSTAINABLE TRANSPORTATION PLAN

The Sustainable Transportation Plan (STP) calls for the improvement and completion of a continuous network of bicycle facilities within the Subarea that allow people to move around easily for short trips (less than 3 miles). The STP also calls for the improvement of key intersections to protect pedestrians and cyclists, especially for crossing SR 305, and for the development of walking and rolling off-street connections or shortcuts that will create continuous non-vehicular networks for people of all ages and abilities to safely move around. A major feature of the STP is also the completion of the Sound To Olympics Trail along SR 305 to provide additional non-vehicular options to travel between Winslow and other parts of the island and Kitsap County.



WSDOT ferry connecting downtown Winslow to other communities within Puget Sound



Sound to Olympic trail



Public Mid-Block trail connections

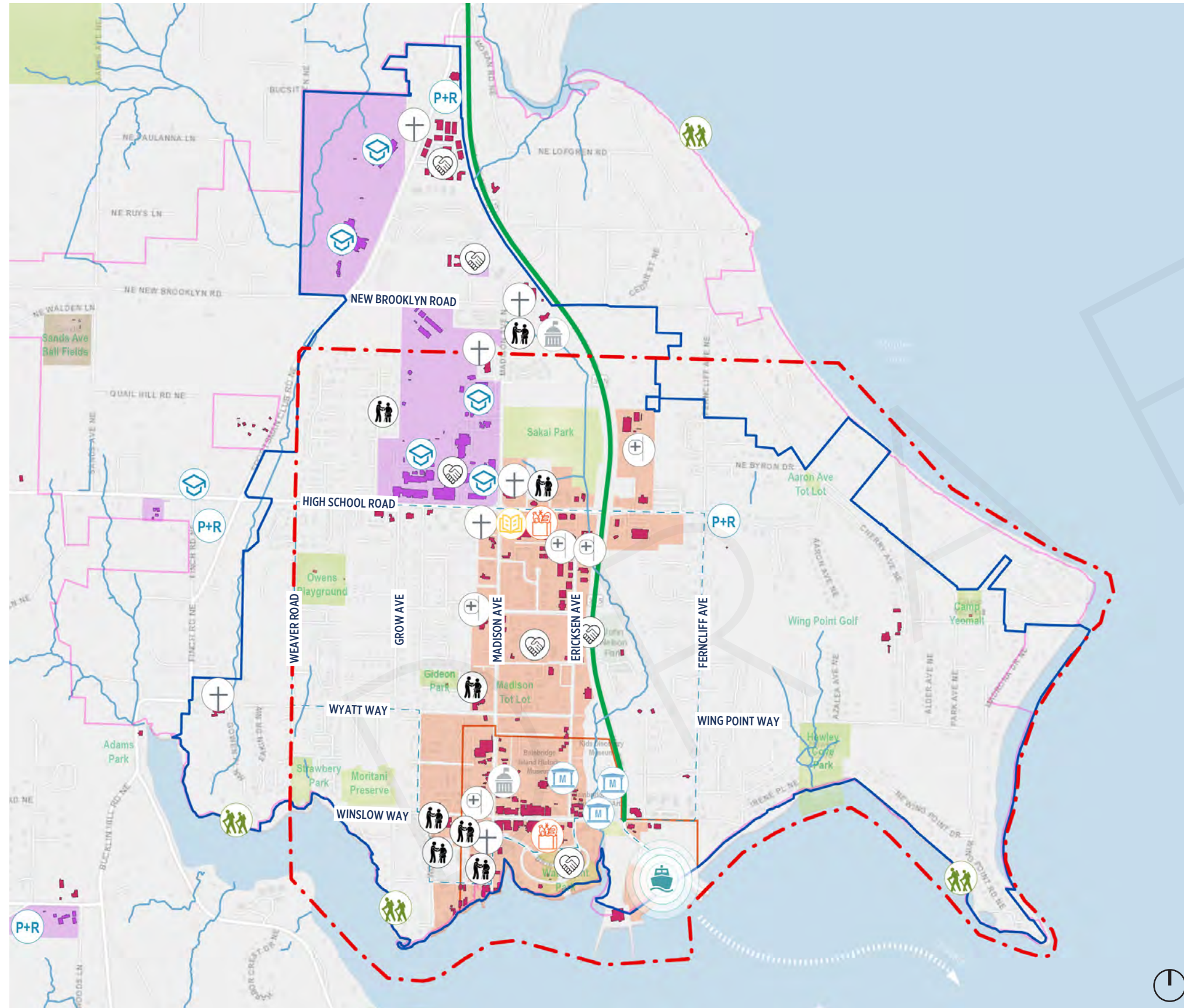


Kitsap Transit BI Shared-ride, On-demand shuttle service



Shared vehicle programs

# INSTITUTIONS AND AMENITIES



The Winslow subarea is the hub of institutional and amenity concentration on Bainbridge Island. These resources are greatly valued by Islanders and visitors alike. Most community assets are situated in the mixed-use Town Center and along High School Road area, creating a continuous spine of activation that is connected by walkable/bikeable trails, neighborhood streets, and SR 305. These connections will be further improved by the future Winslow Commuter and mobility options outlined in previous pages.

The Creative District is a vital community asset and a magnet for artists, collaborators, and the community as a whole. Located within the bustling Winslow core, it is just steps away from the Ferry Terminal. Winslow Way and High School Road are the two major spines that accommodate commercial activities and services. North of New Brooklyn Road, the Business/Industrial zone is home to a diverse range of amenities and activities. Given that Bainbridge Island is home to a large community of artists, writers, performing artists, and craftspeople, there are opportunities for interagency collaboration when it comes to land-use planning, wayfinding, enhancement, and the addition of amenities for overall growth.

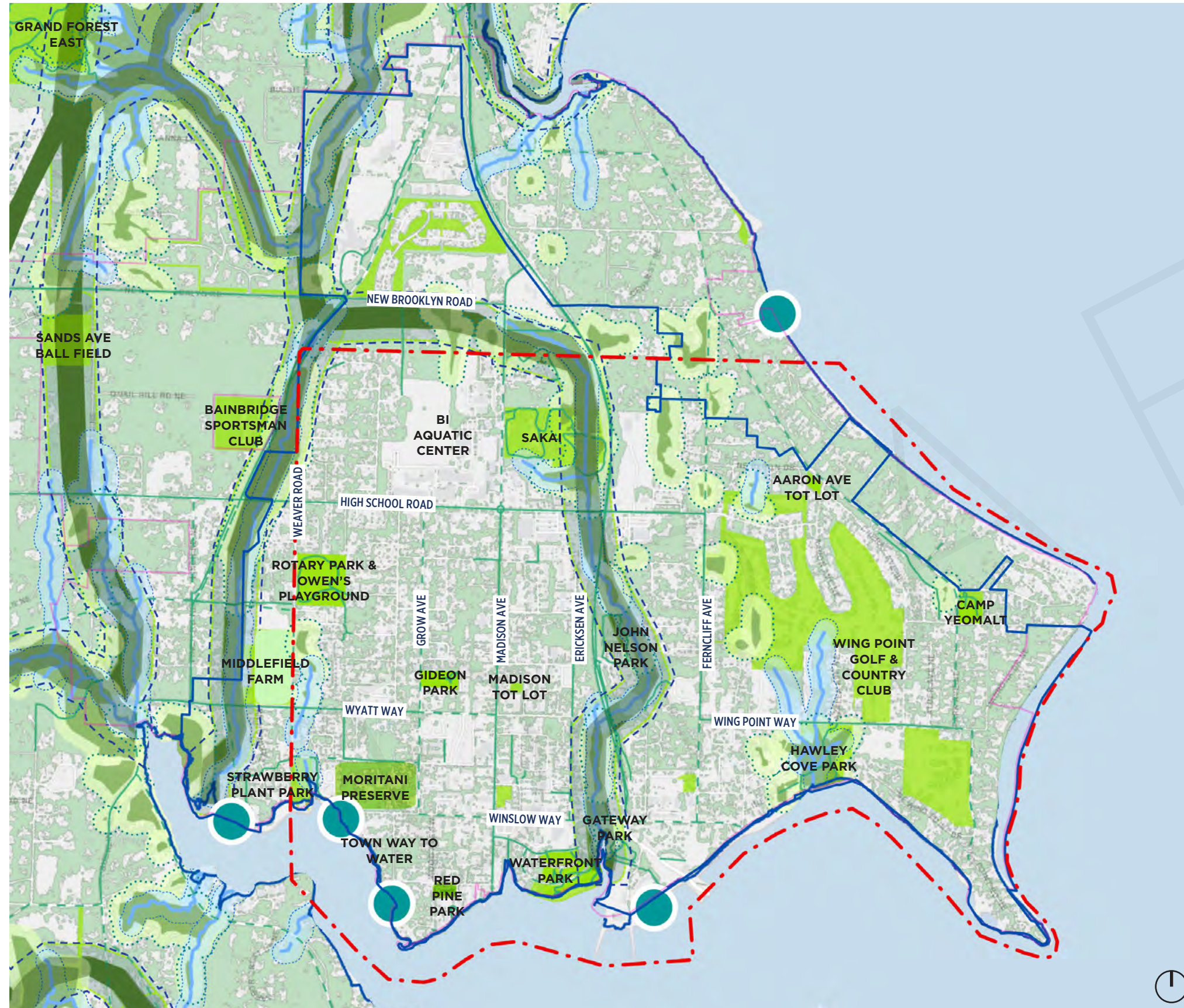
Aside from the Creative District, there are other amenities and resources fundamental to the health and well-being of the community, such as senior assisted living facilities, the Senior Center, Helpline House, the Foodbank, and the BI Aquatic Center. This plan will make recommendations on how to preserve, enhance, and add more to the amenities that are meaningful to the community's well-being.

**Legend**

Schools		Kitsap Transit Planned Winslow Circulator	
Museums		Creative District	
Community Resources		Combined Mixed-Use TC and HSR districts	
Senior/Assisted Living		Subarea Boundary	
Grocery Stores		Cobi Water Service Area (PCN)	
Health Care		Sewer Service Area Boundary	
Library			
Places of Worship			
Public Shore Access			
Park and Ride			
Ferry Terminal			

Exhibit C-56 Amenities

# OPEN SPACES, RECREATION AND NATURAL SYSTEMS



Winslow and the Island have unique natural park and trail systems. Preserving the natural corridors and amenities, as well as enhancing and adding to these resources are essential for the vitality of the Island and community.

The Park District owns 1,504 acres of parks, trails, and open space distributed across the island, which is about 59 acres per every 1,000 people. Addition of 1296 acres are owned by other agencies such as the City of Bainbridge, the Bainbridge Island School District, the Bainbridge Island Land Trust and IslandWood. In total, there are about 110.35 acres of parkland per 1,000 residents. Currently, 164 acres of these systems are within the Winslow Subarea plan.

Maintaining habitat conservation is crucial for preserving the health and character of Bainbridge Island's diverse plant and wildlife communities. If Bainbridge Island is to meet the recommended 59 acres of parkland per 1,000 people standard set out as a 2040 Vision in the Parks, Recreation, and Open Space Comprehensive plan, an additional 488 acres of parkland needs to be provided across the island. The plan identifies a number of opportunities within the subarea for supporting these goals, including:

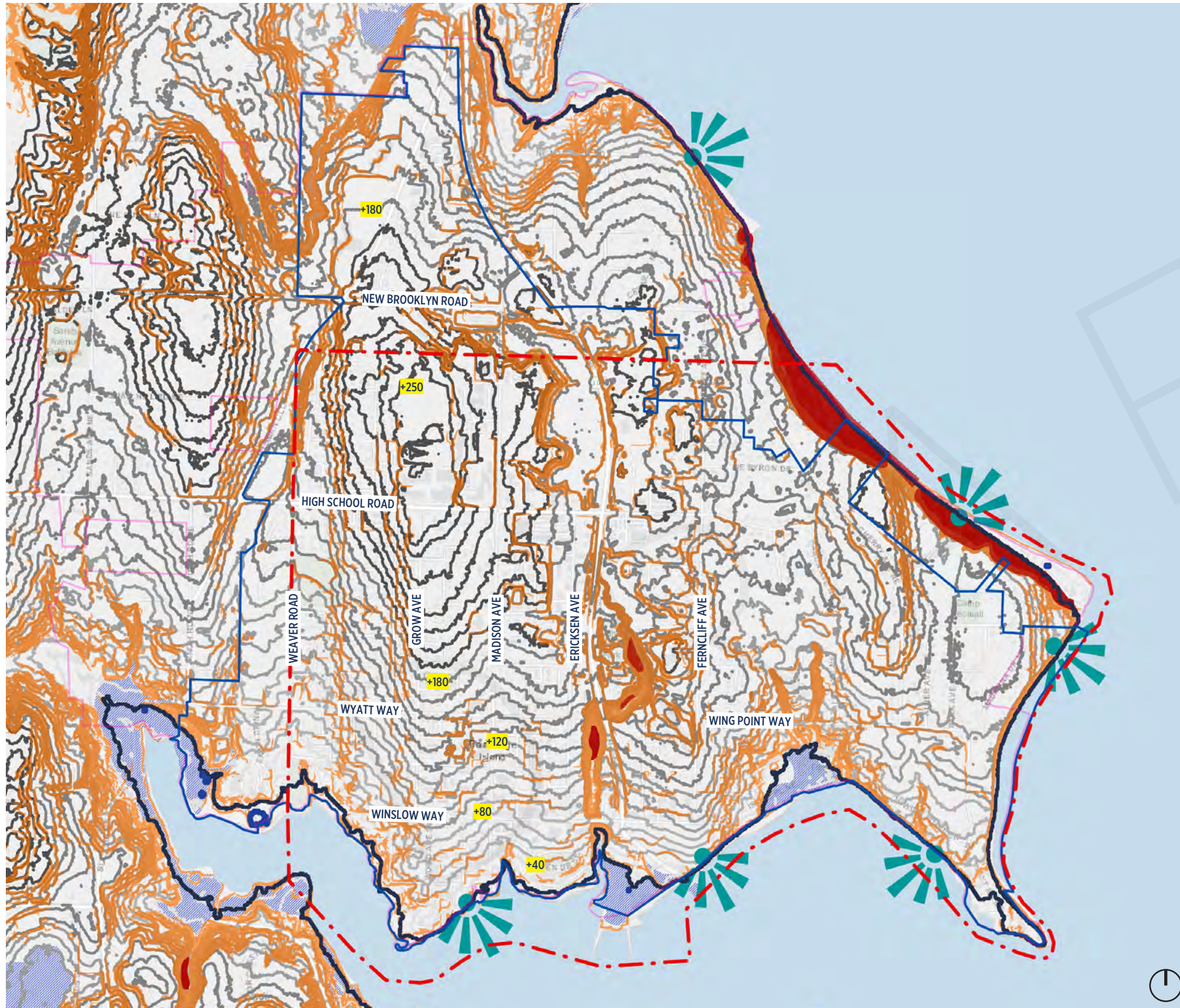
- Natural land and Forest preservation and enhancement
- Recreational facilities
- Cultural and Historical resources
- Wildlife habitat
- Sustainable development

## Legend

Parks	
Stream Corridor	
Wetland	
Wetland and Riparian buffer	
Ecological Corridor	
Existing Bike/Trail Connection	
Planned Bike/Trail Connection	
Road-End Water Access	
Subarea Boundary	
Cobi Water Service Area (PCN)	
Sewer Service Area Boundary	

Exhibit C-57 Open space and natural systems

# SLOPE ANALYSES



Bainbridge Island's hilly topography ranges from 0 to 425 feet in elevation. There are a number of steep slopes within the Winslow subarea, mostly along the ravine and shorelines. Steep slopes also contribute to landslide risks in the subarea. The topography and landforms play a significant role in utility enhancements, R.O.W improvements, providing walkable and bikeable infrastructures, mid-block connections and maintaining and enhancing view corridors. Development in the Winslow Subarea should look to mitigate the impacts of steep slopes on residents ability to get around, and support more accessible pedestrian and wheeled pathways up and across the island's varied terrain.

## Legend

- Contour Intervals Between 0ft to 40ft
- Contour Intervals Between 40ft to 80ft
- Contour Intervals Between 80ft to 120ft
- Contour Intervals Between 120ft to 180ft
- Contour Intervals Between 180ft to 280ft
- Landslide
- Steep Slopes (15%-40%)
- Liquefaction Area
- Flood Level AE - 10ft
- Road-End View
- Subarea Boundary
- Cobi Water Service Area (PCN)
- Sewer Service Area Boundary

Exhibit C-58 Land slope and view sheds

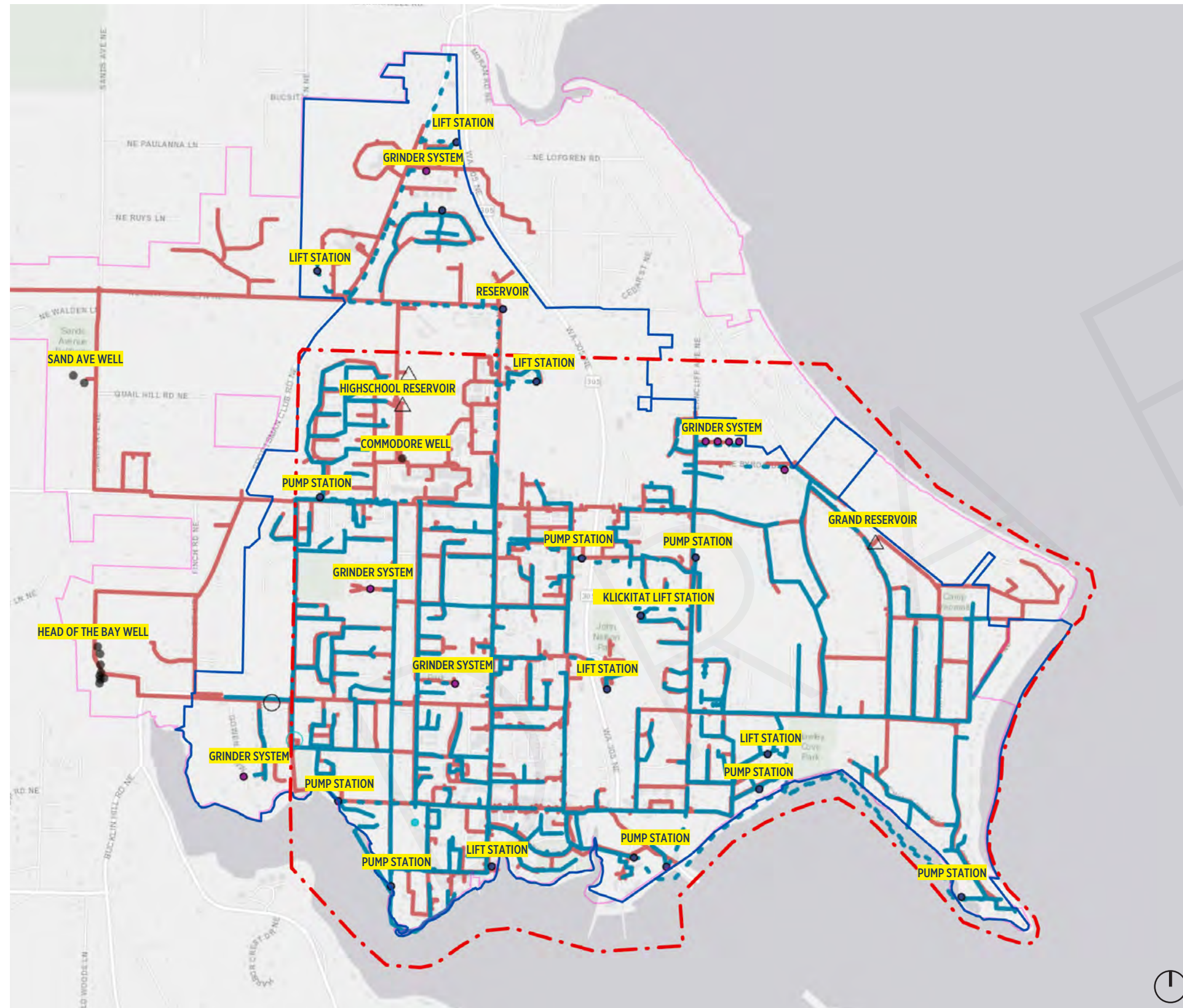


Exhibit C-59 Utilities

Winslow’s utility infrastructure capacity is foundational to planning for future growth and community resilience. Water and sewer utilities are amongst the main drivers of how and where the growth can happen. This plan aims to highlight opportunities and constraints that ensure clean and sufficient groundwater for natural environments and residents, and to respond to climate change impacts to aid in creating a resilient community.

At the time of this report writing, the Department of Public Works is planning for upgrades to the wastewater treatment plant (WWTP) in order to increase capacity and resiliency in the sewer and water service systems. The city’s sewer utility will have the capacity to serve a residential population of approximately 10,500 (an increase of approximately 2,700) in or around the Winslow sewer service area if carefully balanced with commercial growth. Unlike residential growth, there is no predictive method for commercial sewer use increase. The planned upgrades will allow the WWTP to meet existing regulations, and must be completed independent of planned future growth. Additional upgrades to the Winslow Water Tank, the city’s water utility will have the capacity to serve a population of approximately 17,600, an increase of approximately 6,600. The planned tank upgrades, which are currently in the design phase, will allow the utility to meet both existing and future system requirements and standards.

Other types of infrastructure, including telecommunication systems, electric grids, and wireless networks, also require careful consideration during the planning process, but are less impactful on development and land use.

### Legend

- Gravity Sewer Pipe —
- Pressurized Sewer Pipe - - -
- Water Pipe —
- Subarea Boundary - - -
- Cobi Water Service Area (PCN) —
- Sewer Service Area Boundary —

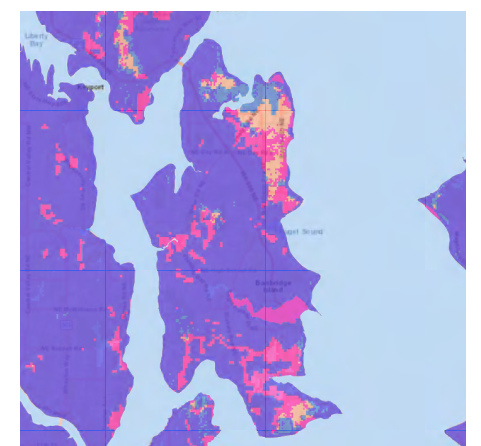


Exhibit C-60 4G LTE Coverage Source: FCC Broadband Mapping

# OUTREACH AND ENGAGEMENT

# INTRODUCTION

The Winslow Subarea Plan update will make policy recommendations for the future of the Winslow Subarea based on the community’s vision. The planning process began by actively listening and involving the community early and at every stage. This approach ensures that the community’s voices guide the planning effort. Alongside deep analysis of existing conditions and plans, the findings from this effort lead to exploration of opportunities and constraints and creating a shared project vision on which the final recommendation is based.

Through this update process, common themes of challenges and community needs have arisen, including accommodating growth, preserving Winslow’s character, addressing the realities of an aging population, rising costs of living, concerns about climate change and natural disasters, a need for more racial and economic diversity, a lack of permanent affordable housing that leads to essential workers being unable to live near their jobs, infrastructure capacity and transportation concerns.

In addition to this summary, a full Community Engagement Plan was prepared for and continues to guide this process. This chapter outlines the outreach and engagement efforts and activities, and summarizes the high-level findings of the efforts taken so far, with all the original communications and findings included in the appendix. The goal is to create a balance and be responsive to the challenges facing this community by involving the community in the planning process early on and crafting a shared vision that addresses the communities need.

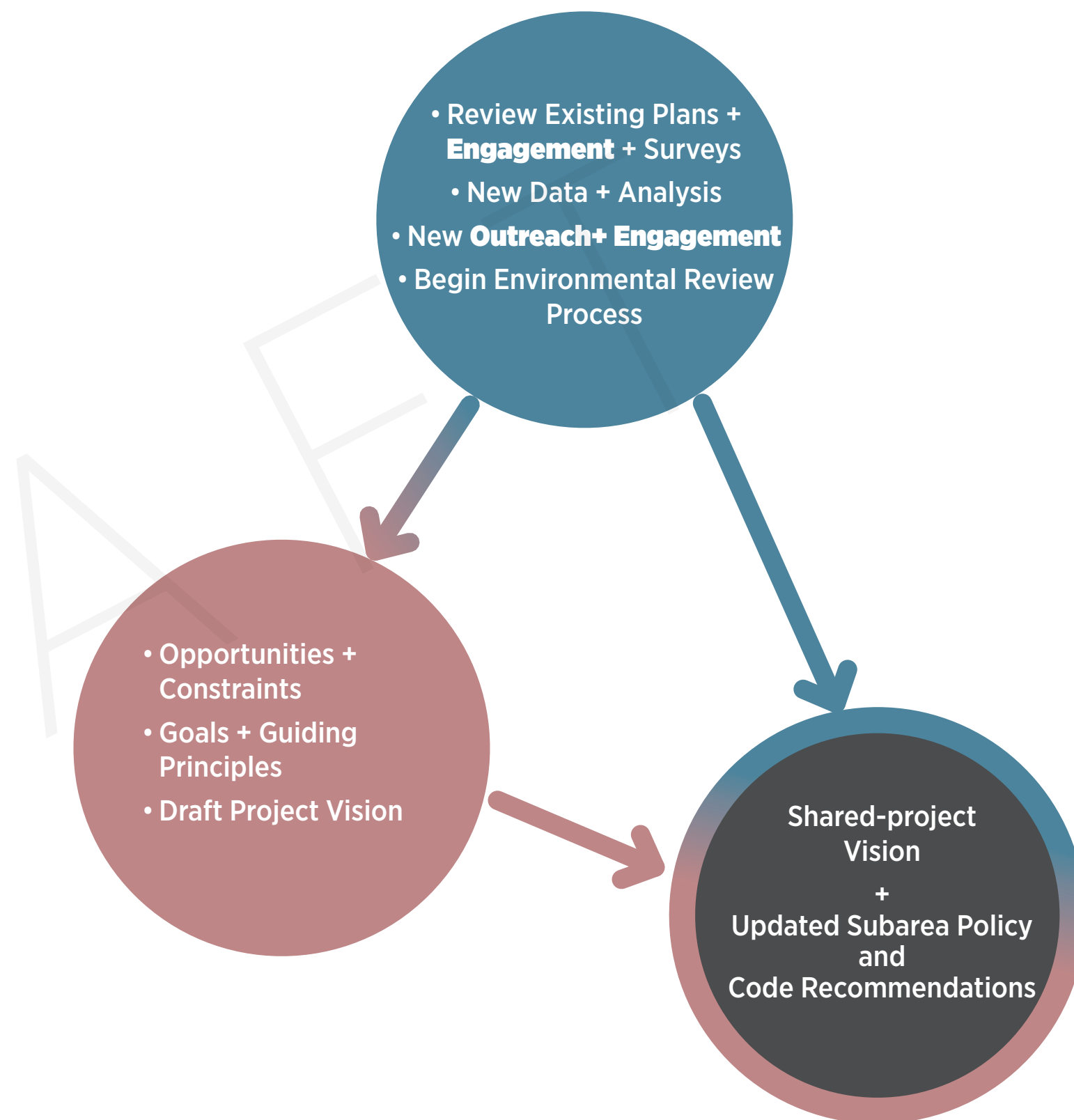
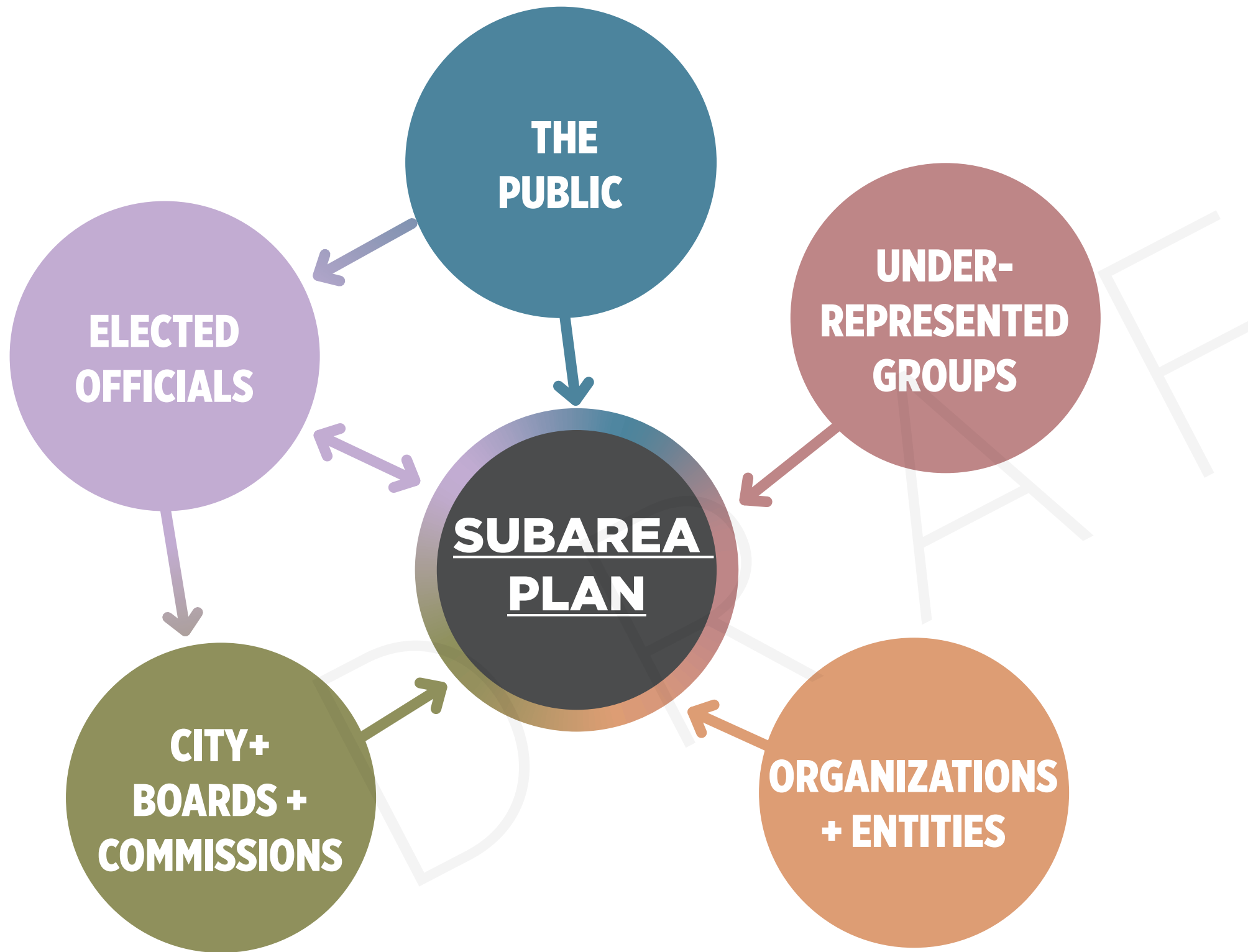


Exhibit D-1 Winslow Subarea Plan Update process, shaped through early engagement

# APPROACH AND OBJECTIVES



The Winslow Subarea Plan update planning process began by listening to the community through a robust outreach and engagement effort that included residents and workers within the Winslow subarea, members of the broader Bainbridge Island community, underrepresented groups, elected officials, boards and commissions, organizations, and entities are invited to have input and aid in setting the foundation for this work. By involving a diverse range of groups early on, a proactive vision for Winslow, Bainbridge Island can be achieved.

Project outreach and engagement efforts have set objectives to deepen the equitable outcomes of the process, including:

- Inform residents, businesses, and commuters to Bainbridge Island about the Winslow Subarea Plan Update process and goals, including the Environmental Impact Statement process.
- Partner with community leaders, community-based organizations, businesses, and public sector agencies to determine key audiences, primarily those who face barriers to participating in community engagement activities.
- Make information accessible and easy to understand.
- Ensure outreach materials are accessible to people without regular access to the internet. Use a variety of in-person and digital outreach strategies.
- Clearly communicate how the Winslow Subarea Plan Update will build on previous planning and community engagement processes (like the 2022 Housing Action Plan and recent Sustainable Transportation Plan).
- Talk with people and listen to their experiences and concerns. Understand barriers and concerns about the planning process.
- Summarize what we learn and share it back with the community.
- Synthesize and apply the information gathered to inform and guide the planning process.

Exhibit C-2 Groups identified and involved for a robust and equitable outreach and engagement process

# STRATEGIES AND METHODS

To ensure a strategic outreach and engagement process, the planning team met with various groups early in the project timeline and at additional key moments throughout the process. All meeting notes are included as an appendix to this document.

## KEY PARTICIPANTS AND METHODS OF ENGAGEMENT

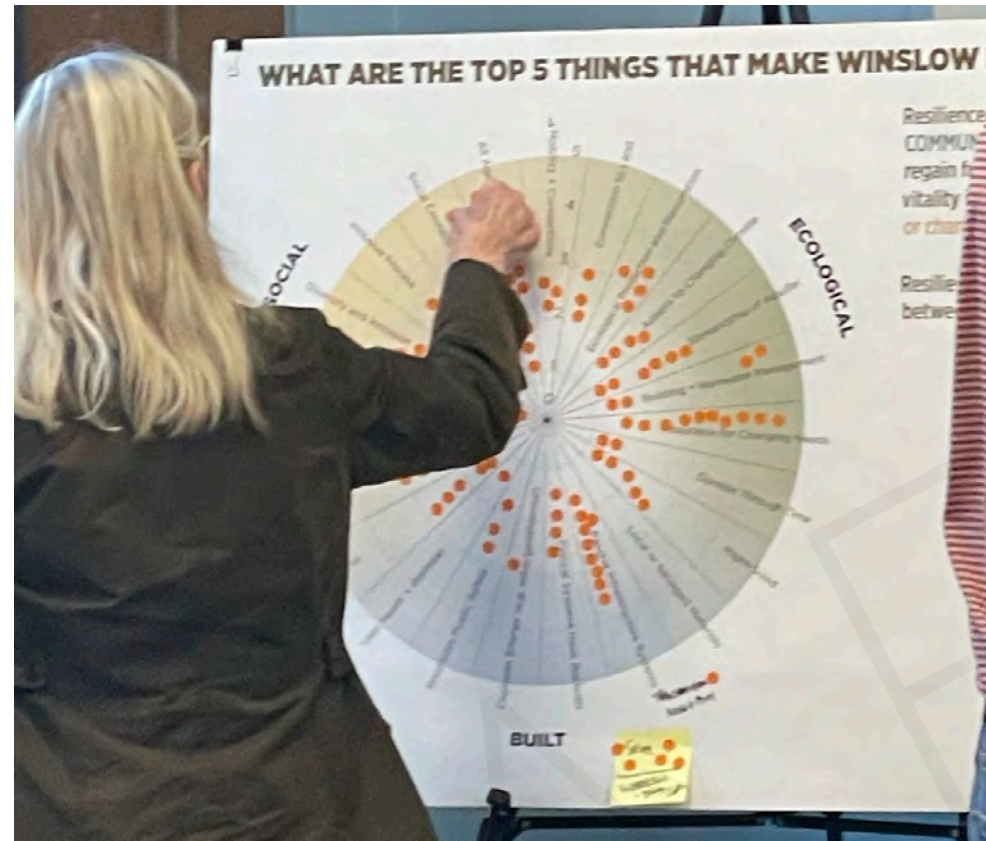
As the elected representatives for the Island, **City Council** regularly weighed in on project approach, timeline, outreach and engagement plans, as well as priorities. Mayor Brenda Fantroy-Johnson, Deputy Mayor Jon Quitslund, Council Members Joe Deets, Kirsten Hytopoulos, Clarence Moriwaki, Michael Pollock, and Leslie Schneider were all involved throughout the planning process. Discussions covered topics such as resilience, ensuring an equitable planning process, growth requirements and capacities, elements of existing design guidelines and development standards.

Various **Boards and Commissions** also contributed to the process to understand opportunities and constraints within the community and built environment. The Steering Committee, Race Equity Advisory Committee, Planning Commission, and Design Review Board provided feedback on the planning process, outreach, and engagement plan.

In addition to meeting with Council, Boards, and Commissions, eight focused workshops were held with other existing **Organizations and Entities** involved in the subarea's business and cultural community. The goals of these meetings were to gather industry-specific input that could shape the understanding of the community's fabric, identify challenges, explore opportunities, and learn about existing and upcoming plans that could inform the success of this plan. An in-depth summary of findings from the small group workshops can be found in the following pages.

Members of the **Public** were regularly consulted throughout the project, both in formal meeting events and more asynchronous connections. In pursuit of an equitable process, various methods of engagement were implemented to involve the community at large. The project leveraged several of the City of Bainbridge Island's (COBI) existing communication tools, including a listserv, [project website](#), weekly City Manager's newsletter, social media, quarterly COBI Connects newsletter, and short updates or announcements by the City Manager or staff at the variety of City Council or City advisory committee meetings.

General surveys transmitted through these networks along with additional flyering and tabling by the City solicited broad public comment and feedback, especially from those who were unable to attend workshops. Over 1,100 responses were received over the course of the project. In addition to the general survey, the team conducted intercept surveys by engaging with people where they were and sharing information about the plan, listening and receive feedback.



Community members participating in the Resilience exercise



Presentation at the EIS scoping meeting



February 7th open studio drop in-session



February 7th open studio drop in-session

In addition to general surveys, the project team used targeted surveys to attempt to reach retail staff, service workers, commuters, and students, who were among those identified as **historically underrepresented groups** in planning discussions on the island. To engage students, the project team visited the local high school and hosted targeted conversations on the project with youth. More detail on identifying underrepresented groups follows this section, and summaries of public comments on the pages that follow highlight comments heard from underrepresented community members.

### PUBLIC MEETINGS & EVENTS

Public meetings were held throughout 2023, with additional public engagement in 2024 through City Council and Commissions. Meetings were organized in series, first “Listening and Learning”, then “Visioning” and then “Alternatives”.

Two of the “Listening and Learning” meetings were held in person, with the first one taking place on February 7th, 2023 at the Aquatic Center, immediately following a small-group workshop. The second in-person meeting was held on February 13th at Bainbridge High School. In order to accommodate diverse participation, a virtual public workshop was also organized on February 16th, conducted via Zoom. During this time, the online general survey was promoted and active for input from community members who were unable to attend events.

Alongside the Subarea plan engagement meetings, an Environmental Impact Statement (EIS) Scoping open house was held on February 8th, 2023 at Bainbridge Island City Hall. This public meeting was an opportunity for the public to learn more about the project, the related EIS process, and to provide input on the environmental review process. The meeting was organized as an open house, with attendees visiting boards set up around the Council Chambers, asking clarifying questions, and making comments.

In the summer, two public workshops were held around developing a vision for the Subarea. These workshops took place in two formats: an in-person session at Bainbridge Island City Hall on July 22nd, 2023, and a subsequent virtual workshop conducted via Zoom Webinar. During the virtual workshop, tools like Miro were employed to capture participants comments and ensure transparency. For community members unable to participate in either of the Visioning sessions, materials and surveys were posted to the project website to collect additional feedback.

Following the Visioning workshops, the project team conducted eight engagement workshops and open houses in October and November 2023. The team presented the City Council, the Steering Committee, BI Chamber of Commerce, other agencies including Kitsap Transit, WSDOT, Parks and Recreation entities (such as BI Parks Foundation),

**BOUNDARIES AND POPULATIONS**

Category	City of Bainbridge Island	Winslow Subarea
<b>PEOPLE</b>	24,000	100
<b>% of Total Population</b>	0.42%	0.22%
<b>JOBS</b>	7,000	100
<b>% of Total Jobs</b>	0.14%	0.22%

**2044 POPULATIONS PROJECTIONS**

Category	City of Bainbridge Island	Winslow Subarea
<b>PEOPLE</b>	29,349	100
<b>% of Total Population</b>	0.51%	0.22%
<b>JOBS</b>	9,776	100
<b>% of Total Jobs</b>	0.18%	0.22%

**2044 WINSLOW SUBAREA POPULATION MATRIX**

Category	City of Bainbridge Island	Winslow Subarea
<b>PEOPLE</b>	24,000	100
<b>% of Total Population</b>	0.42%	0.22%
<b>JOBS</b>	7,000	100
<b>% of Total Jobs</b>	0.14%	0.22%

**SHOULD THE SUBAREA BOUNDARY CHANGE?**

- Spread around the island
- Seems like the boundaries ought to reflect sewer and water service area- at a minimum. Also agree growth should be in other areas than Winslow
- My understanding is the storm water system, that dumps in the sewer, is not slated for replacement, the most they have spent money on is a study.
- documentation on why we would expand boundary and pros and cons

**HOW MUCH OF THE NEW HOUSING AND JOBS IN 2044 SHOULD BE IN THE WINSLOW SUBAREA?**

- Question, does the GMA plan and constraints expire? that's why Winslow's so congested
- winslow boundary shouldn't change because of lack of sewer capacity
- They have been upzoning and expanding Lynnwood for years without mandating affordable housing. That mistake should be avoided here.

**IS THERE ANYTHING MISSING FROM THE WINSLOW COMMUNITY YOU WOULD HOPE TO SEE IN THE FUTURE?**

- parking is def a bear everywhere
- Connections with really accessible pathways between centers
- Public restrooms
- in Winslow? keep waterfront park, and the new trail from 305&HS road
- I treasure the nice little houses and tidy grid!
- We out here outside of Winslow are already being invaded by tourists.
- I would love to see a shuttle that roves all day long connecting anyone to the many great features of the island!
- "Accessibility for those with physical challenge"

Screenshots from virtual open house, February 2023

**OPEN SPACES, NATURAL SYSTEMS, AND AMENITIES**

**WHAT DO YOU VALUE THE MOST ABOUT THE WINSLOW COMMUNITY?**

- we need more commercial space for child care or places for kids to gather safely
- better signage to highlight the trails and connectors
- and our ecosystems - we HAVE to steward for survival
- highlighting again...we need more spaces for childcare and for kids to gather safely
- Please connectivity and spaces for children
- "Accessibility for those with physical challenge"

**IS THERE ANYTHING MISSING FROM THE WINSLOW COMMUNITY YOU WOULD HOPE TO SEE IN THE FUTURE?**

- well, not wanting sprawl? Perhaps wanting sensible and sustainable development
- how to rescue Winslow from the huge influx of Summer Tourists?
- There is nothing left to save, unfortunately.
- Developers should definitely be asked to bear at least some of the costs to mitigate the impact of their projects

**ACCESSIBILITY FOR THOSE WITH PHYSICAL CHALLENGES**

- we need more commercial space for child care or places for kids to gather safely
- better signage to highlight the trails and connectors
- and our ecosystems - we HAVE to steward for survival
- highlighting again...we need more spaces for childcare and for kids to gather safely
- Please connectivity and spaces for children
- "Accessibility for those with physical challenge"

Screenshots from virtual open house, February 2023



In-person Vision Workshop, July 2023



Community members participating in the Community Preference Survey, July 2023

local construction community, and members of the public. Public engagement involved an online workshop on November 2nd, 2023, followed by an in-person workshop on November 9th. A recording of the virtual open house, along with a questionnaire, was posted on the project website to capture comments from those who couldn't attend any of the workshops. Each session aimed to present alternatives and gather feedback on how each option aligns with and supports community visions and aspirations, while also discerning the community's preferences for these alternatives. Collective preferences were taken into account in development of the preferred alternative, and are documented here to support development of future policy.

The inclusion of both in-person and virtual options aimed to maximize participation from diverse segments of the community, accommodating different preferences and fostering transparency and inclusivity in the decision-making process. The valuable input gathered from these engagement informed the project's vision and alternatives development.

Virtual Vision Workshop Screenshot, August 2023

Virtual Alternatives Workshop, November 2023

Residential Development Option	Count	Percentage
ADU	10/30	33%
Small Lot Single Family	3/30	10%
Cottage Housing	13/30	43%
Duplex/Triplex	9/30	30%
Townhomes / SF Attached	13/30	43%
Stacked Flat	12/30	40%
Garden Apartments	17/30	57%
Mixed-Use Residential	11/30	37%
Multi-Building Development	5/30	17%

Virtual Vision Workshop Screenshot, August 2023



In-person Alternatives Workshop, November 2023

# HISTORICALLY UNDER-REPRESENTED GROUPS

This project made a point to invite the participation of historically underrepresented groups including Black people, Indigenous people, people of color, people who speak languages other than English, people with low incomes, and people with disabilities. Intentionally reaching out to these underrepresented groups is essential to create a more equitable and inclusive population and culture since Bainbridge Island is less diverse by race and class than the rest of Washington state and Kitsap County. People of color are 11.4% of the island population versus 34% statewide. There are fewer island residents who speak languages other than English at home than in the rest of the state (4.9% vs 20.3%). Median household income is \$145,475 on the Island versus \$82,400 in the rest of the state (in 2021 dollars, US Census).

The following summarizes communities targeted for an inclusive and cohesive outreach, and references to reporting and statistics used to identify them at the time of this planning process. Identified communities were engaged through various methods, including intercept surveys, in-person workshops, EIS scoping comments, and more.

## Retail, Service, and Essential Workers

The survey from the 2022 [Housing Action Plan](#) showed that a significant majority of surveyed islanders (78%) believe that people who work on Bainbridge Island should be able to live on the island. Relatedly, business owners spoke of the challenge of hiring workers and the lack of a local workforce. Workers—including essential workers like teachers and those working in health care—spoke of long commutes, considering quitting to find work closer to home, and jobs being harder because they were understaffed. Employers spoke of the difficulty they have had in recruiting, hiring, and retaining staff. Two-thirds of workers on Bainbridge Island commute from somewhere else. Well over half of those workers (62%) come in from Kitsap Peninsula.

Sources: Summary of Public Engagement Findings, Phase 1 Report, Bainbridge Island Housing Action Plan, p. 15-16, 25, 44; Housing Resources Bainbridge Advocacy FAQs website; Draft Housing Needs Assessment, City of Bainbridge Island, October 11, 2022, pp. 53-54

## Local Businesses

Local businesses were identified as a foundation of the Island’s community. Lack of a local, stable workforce has posed a threat to the island’s retail and businesses in hiring and retaining employees long term. This has had impacts on the local economy, contributing to income inequality and hindering the health and evolution of the community.

## Families With Young Children

In the last 20 years, the number of families with young children decreased from 49% in 2000 to 35% in 2020. During the same time period, homeowners under the age of 55 decreased by about 26 percentage points. Rental housing stock also decreased in availability while also becoming more expensive. The Bainbridge Island School District experienced decreasing enrollment even before the COVID-19 pandemic, and since 2011, has not requested school impact fees due to low enrollment numbers.

Source: Draft Housing Needs Assessment, City of Bainbridge Island, October 11, 2022, pp. 4-7

## Youth

Youth are not staying on the island, nor are they moving to the island. Since 2000, the percentage of people aged 44 and younger decreased from 54% to 43%. Youth under age 19 also represent less of the total population in 2020 than they did in 2000, down from 29% to 24%.

Source: Draft Housing Needs Assessment, City of Bainbridge Island, October 11, 2022, p. 17

## Seniors Living On A Fixed Income

Bainbridge Island’s population is aging faster than the rest of the state. While some residents over 65 identified as economically secure, others expressed their concern that retirement and a fixed income will make it difficult or impossible to afford life on the island. Housing affordability was an explicit concern, specifically finding housing that accepts Section 8 vouchers and subsidies, or that has disability accommodations, alongside affordability of food and access to quality health care.

Sources: Draft Housing Needs Assessment, City of Bainbridge Island, October 11, 2022, p. 17; Summary of Public Engagement Findings, Phase 1 Report, Bainbridge Island Housing Action Plan, p. 18, 20; The National Community Survey, Results for the City of Bainbridge Island, November 8, 2022, p. 18

## People with Limited Mobility

Accessibility and limited mobility specifically was identified as a challenge on the island that intersects with many identities. The island’s terrain, transportation, and roadway infrastructure were identified as challenging for community members with limited mobility.

## Black, Indigenous, and People of Color (BIPOC) Community Members

To ensure proper representation and inclusion, this outreach plan actively sought responses from the BIPOC community by aggregating survey responses and collaborating with the Race Equity Advisory Committee. This effort aimed to address historic underrepresentation and elevate their voices in the decision-making process.

# WHAT WE HEARD

## GENERAL SURVEY

The general survey was conducted in February 2023. The team utilized existing City’s communication tools, Facebook and social media posts, digital ad targeting, flyers, and reinforcing survey access with QR codes in public meetings were ways to encourage public to participate.

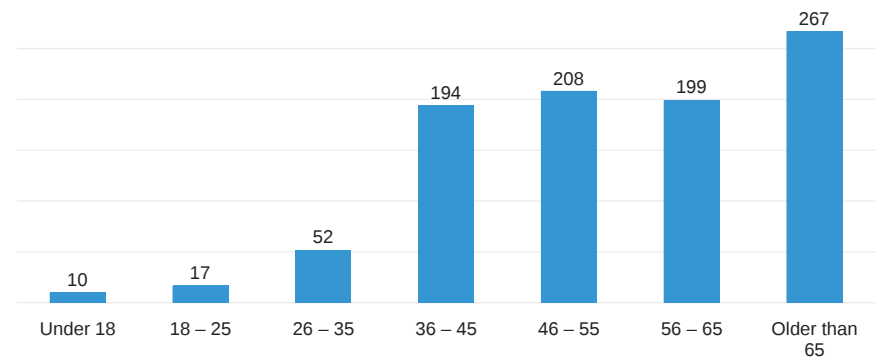
A total of 1,188 people initiated responses to the survey, and 845 individuals completed all twelve questions. The survey asked participants about a range of topics, including how they learned about the survey, their residency status on Bainbridge Island, employment status, commute patterns, perceived challenges, opportunities, community vision, and values. The two most significant priorities were related to preserving the unique small-town atmosphere of downtown Winslow and addressing deficiencies in the non-motorized and transit networks.

Key takeaways included:

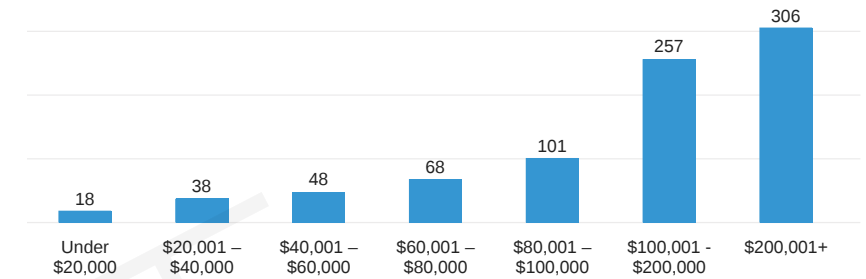
- Majority of the respondents (95%) lived on Bainbridge Island, with less than half residing in the Winslow Subarea.
- 40% of respondents indicated that they were not employed.
  - The findings may reflect the fact that many of the island’s residents are seniors and potentially retired. (See Exhibit C-7 Winslow Population Distribution by Age, 2010 to 2020)
  - This statistic is reinforced by the demographic snapshot of respondents, see Exhibit D-3.
- Of those individuals who work, 40% drove, 17% commuted via ferry, and 35% worked from home
  - Challenges identified with public ttransit use included: crowded buses, long commutes, lack of frequent/early/late services, need for multiple transfers.
  - Those who drive encounter traffic congestion and mentioned difficulty parking.
- 14% of respondents are from the BIPOC ( Black, Indigenous, and people of color) community.

The following page identifies key themes and takeaways from the general survey.

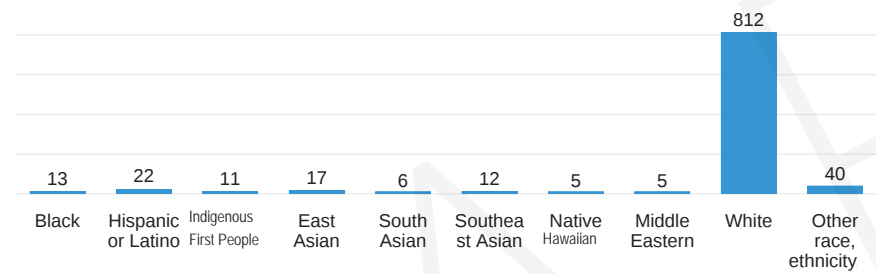
What is your age?



What is your household income?



How would you describe your race/ethnicity?



How long have you been living in Washington State?

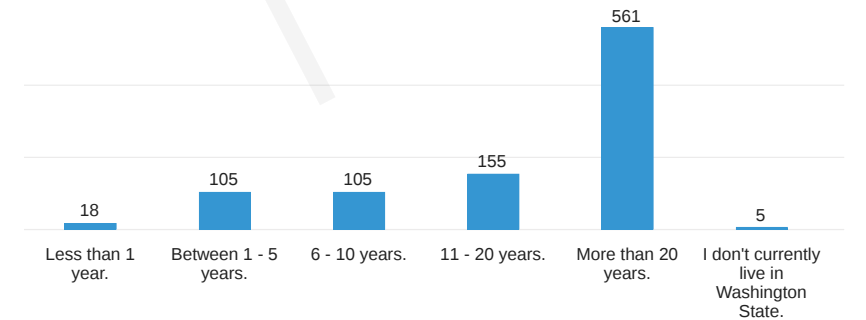


Exhibit D-3 Demographic snapshot of respondents

## GENERAL SURVEY CONTINUED

Below are takeaways from the general survey respondents. Responses from the BIPOC community has been underlined, while the remaining responses represent the general public. The full survey question and responses are included in the appendix.



### Housing

- Provide affordable and diverse housing options for all, specially teachers, healthcare workers, emergency responders
- Consider solutions for aging in place, develop single story units, and senior housing
- Provide affordable housing for seniors and disabled people



### Amenities

- Provide resources for adequate access to health care
- Encourage development of local commercial space and businesses to serve the community over just tourism
- Promote art walk and amenities for artists
- Provide local and affordable places to eat
- Preserve cultural community assets



### Zoning and Planning

- Avoid overwhelming developments without adequate resources
- Consider the pace of development
- Provide a mix of residential and commercial
- High property taxes and rent prices are pushing out the lower income individuals
- Accommodate for a mixed-income community
- Avoid sprawl



### Mobility

- Enhance mobility and public transportation
- Consider traffic congestion specially during high tourism season
- Enhance accessibility and safety by investing in walkable and bikeable routes
- Complete the Sound to Olympic trail
- Invest in a shuttle service between important destinations and neighborhood centers



### Built Environment

- Acknowledge limited parking spots, and accessibility, specially in high tourism season
- Explore solutions for development that doesn't add negative impact on existing infrastructure, such as parking and sewer



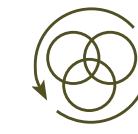
### Open Space and Natural Systems

- Preserve ecological and public resources
- Enhance access to nature, parks, and shoreline
- Invest in and maintain playgrounds



### Community Feel

- Maintain community's s charming feel and character
- Preserve historical resources
- Community is in need of economic diversity
- Some respondents are concerned about local government's listening to what the community need, rather than prioritizing politics over community's need
- Development proposals need to engage community feedback and receive local support



### Resilience and Climate

- Provide solutions to lower community's carbon footprint

## WORKER SURVEY

The project team engaged workers from school, retail, grocery, food, and service industries. The intercept surveys were conducted at various locations where workers were already present, including Safeway, the ferry terminal, cafes, and other establishments. They were asked about various aspects such as growth and development, housing needs, typology, amenities, and resources that the community lacks.

A common theme in the responses is a focus on affordable housing options, with some preferring housing in Winslow and others suggesting housing development be spread out across the island while preserving greenspace. Many suggest a mixed approach, combining housing development in Winslow and other parts of the island. The summary of the workers' responses is provided below, and the original survey questions and responses are included in the appendix section.



### Housing

- 65% suggested to prioritizing affordable housing. Most workers struggle to find housing that fits their budget and household, and this can have significant consequences for their financial well-being and overall quality of life
- Majority of the workers emphasized on the need for dense and affordable housing. Apartments, condos, multi-family, and mixed use developments with businesses on ground floor are some of the suggested typologies
- 19% of respondents expressed a preference for townhomes and smaller single-family homes for families



### Community Feel

- Some emphasized the importance a welcoming community



### Economic Opportunity

- Many mentioned a desire for more diversity in terms of affordable stores and restaurants
- Consider enhancing career opportunities



### Amenities

- Some of respondents mentioned the need for more activities to be accessible and affordable to their family and kids
- Amenities gathering, playing and community centers are amongst what the community needs.
- Community has need for easy access to necessary goods and services, including food, and health care



### Zoning and Planning

- Allocate dense housing within Winslow Subarea
- Spread out variety of housing typology across the island while preserving green space

## STUDENT SURVEY

The project team engaged High School students in a wide range of conversations with a focus on the Opportunities and Constraints that the Bainbridge Island is grappling with. The students were asked about various issues such as growth and development, housing needs, type, amenities, and resources that the community lacks. The summary of the students' responses is provided below, and the original survey questions and responses are included in the appendix section.



### Housing

- 56% of students expressed the need for affordable housing on Bainbridge Island
- 18% of respondents expressed a preference for townhomes and single-family homes
- Students emphasized on the need for dense and affordable housing. Apartments, condos and multi-family units with communal spaces are some of the suggested types as solutions to the housing need.
- Overall, there is a desire for a diverse range of housing options, that are built sustainably, close to transit and school to accommodate different lifestyles and incomes



### Amenities

- 38% of respondents mentioned the need for activities for youth
- Majority of the students expressed the need for more amenity and activities, in particular to youth. Examples are arcades, event space, pickle ball courts, teen centers, water parks, thrift stores, community workshops, parks, green spaces, affordable restaurants, retail shops, and businesses
- 34% mentioned that easy access to necessary goods and services, including food, health care, and stores for locals was a necessity



### Mobility

- 13% of respondents emphasized the importance of easy mobility without the use of a personal vehicle, including bike lanes, easy access to public transportation, and infrastructure such as trains or street trams that helps reduce traffic congestions



### Community Feel

- 26% of students emphasized the importance of having a community that makes them feel welcome, including family or friends living close by, casual restaurants, and preserving downtown spaces

## PUBLIC LISTENING SESSIONS AND OPEN STUDIO

Below are some takeaways from comments and feedback that the project team has received at the two open houses and drop in studio in February, 2023:



### Housing

- Create an effective Transfer of Development Rights program to bring density from the Island's Conservation Area to the more urban areas
- Create sustainable multi-family housing and reducing reliance on single-family units
- Locate new density near transit centers including ferry and amenities



### Amenities

- Add more public bathrooms
- Diversify retail and food services to bring in a more diverse population
- Add community amenities such as regular concerts in the park, local bookstores, cafes and bakeries
- Add commercial space for childcare



### Zoning and Planning

- Balance the changes in Winslow with the rest of the island



### Mobility

- Create better transportation options and patterns in Winslow to reduce traffic and improve safety
- Consider the foot ferry connection to Bremerton to reduce reliance on personal vehicles
- Multiple mobility options such as bike and pedestrian-friendly infrastructure
- Enhance regular bus services connecting neighborhoods, downtown, and the ferry terminal
- Make Winslow more walkable



### Built Environment

- Evaluate the capacity of the island's infrastructure and services to support any changes or growth
- Consider sewer carrying capacity, and constraints around finite, single source aquifer



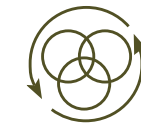
### Open Space and Natural Systems

- Preserve ecological resources
- Enhance and build on open space and natural resources
- Minimize impact on natural resources, and contribution to climate change



### Community Feel

- Preserve the small-town feel and the Conservation Area bordering Winslow
- Create vibrant downtown with a community feel and authenticity
- Maintain historic character and continuity between new and old buildings
- Make Winslow more resident-oriented than tourist-oriented
- More necessities and attractions spread around the island to mitigate the growing influx of tourists



### Resilience and Climate

- Build sustainable infrastructure that reflect and support climate change goals
- Transition to renewable energy
- Invest in equitable infrastructure

## SMALL GROUP WORKSHOPS

The project team conducted eight in-person workshops with various organizations and entities, to understand what each organization is planning for, what are the constraints and challenges which each entity deals with, what opportunities could this plan respond to, and anything else the team needs to know for this plan to be successful.

The eight topic areas were:

- Mobility and Transit
- Emergency Service Providers
- Art and Culture
- Civic Organizations
- Business/Employers
- Bainbridge Island School District (BISD) and Parks
- Large/Multi Property Owners
- Ferry Terminal Property Owners

Below are some takeaways from workshops. The original meeting notes from all eight workshops are included in the appendix.



### Housing

- Provide diverse housing type including studios and one bed apartments (Businesses / Employers Workshop)
- Provide affordable housing. Staffing and retention are negatively impacted by lack of affordability. (Businesses / Employers, Ferry Terminal Property Owners, Emergency Services, Civic Organizations, and Art and Culture Workshops)
- Provide incentives for construction of affordable housing and Develop mixed-income housing (Ferry Terminal Property Owners)



### Amenities

- Provide street lighting in places that have insufficient lighting to increase safety and visibility (Emergency Services Workshop)
- Provide more recreational activities (BISD + Parks District Workshop)
- Enhance way finding opportunities (Arts and Culture Workshop)
- Increase the availability of urgent care and health facilities in the area (Civic Organizations Workshop)
- Harbor Square commercial space is underutilized and costly (Ferry Terminal Property Owners)
- Provide more industrial spaces for artist. Also consider harbor square commercial spaces for artist (Arts and Culture Workshop)
- Provide resources for local and small business commercial development (Large/Multi Property Owners)
- Add diverse restaurants and amenities (Arts and Culture Workshop)



### Zoning and Planning

- Consider City funding strategy for a holistic approach to parking need, Large surface parking in the core district isn't the best use of land (Large/Multi Property Owners)
- Allow off-site parking for affordable housing (Large/Multi Property Owners)
- Support interagency collaboration and development for economic vitality (BISD + Parks District Workshop)
- Maintain Winslow's charm while accommodating growth (Ferry Terminal Property Owners)
- Enforce material permeability on paths and plazas through design standards (Mobility and Transit Workshop)
- Encourage power lines to be underground (Emergency Services Workshop)
- Add better incentives for affordable housing, preferred development densities and types (Businesses / Employers Workshop)
- Partner with City Council to better support affordable housing (BISD + Parks District Workshop)
- Encourage land consolidation for mixed-use development that promote healthy communities (Ferry Terminal Property Owners)
- Educate community on policy, economics and sustainability (Large/Multi Property Owners)
- Consider Ferry Terminal surface parking for dense development (Businesses / Employers Workshop)
- Create a balance between densification in Winslow and moderate development island-wide (Mobility-Transit Workshop)
- Develop mixed -use, walkable, and dense development by ferry terminal (Businesses / Employers Workshop)
- Partner with school and parks to create a mixed-use district with affordable housing, anchored around district campus and future Sakai park (BISD + Parks District Workshop)

## SMALL GROUP WORKSHOPS CONT.



### Mobility

- Provide shuttle services and golf carts for connectivity through Winslow (Arts and Culture, and Ferry Terminal Property Owners)
- Invest in mobility hubs in strategic locations such as High School Road. (BISD + Parks District, and Mobility-Transit Workshop)
- Support foot ferry proposal and pedestrian bridge over 305 (Civic Organizations, and Emergency Services Workshop)
- Promote diversity in last mile service options from Ferry terminal (Mobility-Transit Workshop)
- Enhance transportation connection between Winslow and other neighborhood centers (Ferry Terminal Property Owners)
- Create additional mid-block connections and increase connectivity (Mobility-Transit Workshop)
- Increase walkability and wayfinding within the BI Creative District (Arts and Culture Workshop)
- Promote ADA accessibility around senior housing (Civic Organizations Workshop)
- Launch frequent Sunday and weekend bus services (Ferry Terminal Property Owners)
- Invest in E-bike and bike share infrastructure (Mobility and Transit Workshop)
- Accommodate street parking by improving R.O.W (Ferry Terminal Property Owners)
- Partner with the City and NGOs to subsidize shuttle service. (Mobility-Transit Workshop)



### Built Environment

- Provide a parking structure on ferry terminal site and cap by park (Ferry Terminal Property Owners)
- Deck over ferry vehicle holding lane as real estate for high density development or parking (Mobility-Transit Workshop)
- Use City lot for a parking structure (Large/Multi Property Owners)
- Include EV charging infrastructure within multifamily developments (Mobility-Transit Workshop)
- Add radio booster infrastructure (Emergency Services Workshop)
- Consider availability, spacing, pressure, and redundancy in water infrastructure, such as fire hydrants (Emergency Services Workshop)
- Provide road-end locators in case of emergency (Emergency Services Workshop)
- Identify new and additional shelter locations for emergency preparedness (Emergency Services Workshop)



### Open Space and Natural Systems

- Enhance STO connection by schools (BISD + Parks District Workshop)
- Provide continuous trail connections (Civic Organizations Workshop)



### Community Feel

- Continue with inclusive outreach and engagement process, early on in the process (Mobility-Transit Workshop)
- Find opportunities to bring more demographic diversity to the island (Arts and Culture Workshop)
- Consider the implications of an aging community (BISD + Parks District Workshop)
- Build on the strong sense of community when creating community vision (Businesses / Employers Workshop)
- Enhance safety around Harbor square and parking lots (Emergency Services Workshop)

## WRITTEN COMMUNICATIONS

Community members were given the opportunity to submit general comments as well as feedback on the Scope of Environmental Impact Statement (EIS) in written format. The key takeaways of these communications are categorized below.



### Housing

- Accessory Dwelling Units (ADU) at its current use and form should not be considered housing units
- Require all housing to be designed in a way that captures a certain percentage of sunlight, consider terrace housing in high density areas



### Zoning and Planning

- Update Winslow Subarea Plan every 8 years to align with comprehensive plan updates
- Implement form-based code
- The current Transfer of Development Right (TDR) programs are not working as intended
- Consider transportation-efficient land use alternatives
- Mitigation measures should be in place for negative impacts of density such as shade, sound, garbage, traffic, and privacy
- Increase density in mixed-use town center zones while maintaining small-town character in Winslow Way and the core
- Ferry Terminal should be considered as “Transit Station Area”, therefore zoning should support reduced parking ratios, increased density and mixed use development
- Consider High School Road and SR 305 intersection as additional “Transit Station Area”
- Incorporate the Murden Cove Substation site if the subarea boundary is extended to match the sewer service area boundary
- Include WSDOT Olympic Region Multimodal Planning on any project advisory groups
- Assure compliance with BIMC 2.16.210 and requirements of the Washington Administrative Procedural Act and Growth Management Act within planning and SEPA process



### Mobility

- Maximize the use of existing transportation infrastructure and consider lower-cost operational and demand management strategies before adding roadway capacity
- Incorporate Complete Street principles
- Evaluate Level of Traffic Stress (LTS) and Vehicle Miles Traveled (VMT)
- Address challenges faced by the elderly, including mobility and accessibility



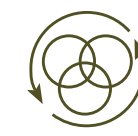
### Built Environment

- Consider the potential increase in electrical load driven by increased density and electrification in the subarea and plan for necessary electric utility system improvements
- Recognize that the intended ferry electrification by the Washington State Department of Transportation will require new electrical infrastructure to serve the ferry terminal



### Community Feel

- High density development should ensure positive integration into the community
- Zoning changes should consider the impact on the small town atmosphere
- Transparency in public engagement process is critical



### Resilience and Climate

- Visualize what does sustainable development mean

# VISIONING WORKSHOPS

Below are several key takeaways from feedback and community preferences that the project team collected through both in-person and virtual visioning workshops.



## Housing

- Provide accessible and affordable housing for all.
- Offer dense housing type such as garden apartments, stacked flat, and mixed-use residential close to transit and amenities.
- Provide opportunities for people to downsize.
- Provide seasonal and workforce housing.



## Amenities

- Add more public bathrooms
- Provide amenities such as healthcare, childcare, affordable eateries, clothing store, laundromat, basic needs, hardware store, and grocery stores.
- Add community amenities such as regular concerts in the park, farmers, and Moonlight market.
- Add affordable commercial space for local businesses.
- Consider a walkable hotel development.
- Support island wide fiber optic infrastructure.
- Consider incubator spaces for lease.
- Consider the old shipyard for water front businesses.



## Zoning and Planning

- Incentivize community assets such as local businesses, art, and culture.
- At an 80% AMI level, affordable housing planning remains challenging.
- Consider form-based code.



## Mobility

- Consider closing Winslow Way to cars to pedestrianize, and activate the R.O.W.
- Consider adding water taxis to enhance cross island connection.
- Provide multimodal, mass transit.
- Plan for efficient parking for those who live off Winslow and don't have access to public transit.
- There are opportunities for SR 305 to better serve the community.



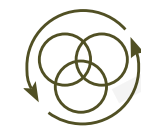
## Open Space and Natural Systems

- Prioritize trees and native planting as integral component of the streetscape.
- Protecting green corridors in urban areas can pose challenges, requiring careful planning.
- Diversify the typology of open spaces within Winslow.



## Community Feel

- Public community spaces are important platforms for creating a welcoming community.
- The diversity of people contributes to the Island's essence.
- Acknowledge and preserve the native historic presence on the island.
- Acknowledge and preserve the Coast Salish historic presence on the island.
- Maintain the character of Winslow Way.



## Resilience and Climate

- Shift the mindset from individual focus to community benefit.
- Create ecological and economic resilience.
- Plan for the protection of natural habitats and climate adaptation through land use policy

# VISIONING WORKSHOPS | DOTMOCRACY ACTIVITY - COMMUNITY PREFERENCE SURVEY

Community members were asked to prioritize their preferences while considering trade-offs and how their decisions would impact resilience, diversity, equity, belonging, and community character.

The graphics to the right summarize the collective efforts of all participants (both in person and virtual). Below, we summarize the consensus of the community.

## Commercial and Community Amenities

- Community Market
- Community Services
- Ground Floor Commercial

## Mobility

- Enhanced Walkability
- Shared Street (Woonerf)
- Enhanced Transit Options

## Open Space and Natural Systems

- Green Infrastructure
- Ecological Corridors
- Waterfront Amenities

## Residential Development

- ADU
- Cottage Housing
- Mixed Use Residential

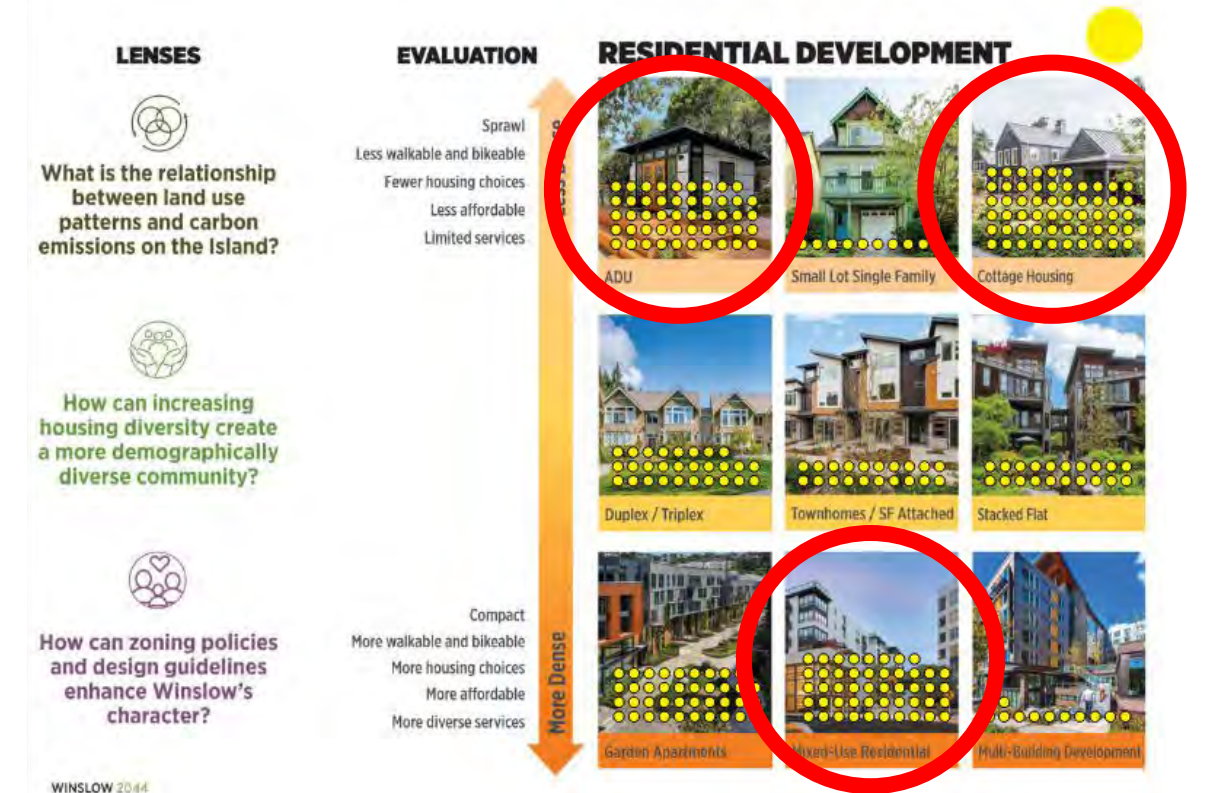


Exhibit D-4 Aggregated illustration of community votes

## ALTERNATIVES WORKSHOPS

After the Visioning phase, the project team developed and analyzed three alternatives for Winslow with differing land use, mobility and open space frameworks. Alt 01 is a status quo, No Change alternative, while Alts. 2 and 3 propose changing land use, mobility, and open space in different ways. With alternatives drafted, the team engaged in both in-person and virtual outreach efforts to gather feedback on the alternatives, structuring prompting questions around the three key topics of zoning, mobility, and open space frameworks. The questions and key takeaways are outlined below.

- What elements of this framework could be strengthened to better support the community lenses?
- Are there mobility options within this framework that resonate most with you? Did we miss anything? Are there additional areas we should consider prioritizing for mobility improvements?
- Are there parks and open space amenities within this framework that resonate most with you? What is missing? Are there other locations or opportunities we should consider?

In general, feedback from the public and various entities emphasized opportunities and constraints associated with each alternative.

There were discussions and considerations related to commercial development, retail, transportation, mobility, infrastructure, affordability, district character, and open spaces.

The majority of participants favored the action alternatives, recognizing changes are necessary to meet the City’s climate, housing, and transportation goals. The feedback was approximately evenly split between favoring Alternative 02, 03, or a hybrid alternative, with a minority of participants favoring the No Action alternative. On Alternative 02, Walkable Corridors, response to housing needs, increase in jobs, and proximity to transit-oriented amenities were elements that resonated with people, with concern expressed around the size of cores and how many large buildings it would produce. Alternative 03 was perceived to be more feasible and aligned with the island’s character, with concerns around its impact on transportation options and sprawl. The majority expressed a preference for a hybrid option, recognizing the complementary nature of the alternatives and advocating for the best elements from each to create a preferred alternative that comprehensively addresses current challenges, aligns with the community’s vision, and accommodates projected population growth. See Chapter F - Alternatives for a detailed explanation.



### Amenities

- Overnight stays for tourist are in High School road area rather than Winslow Core
- Include covered plazas and outdoor spaces
- Retail with residential above will reduce the need to drive
- encourage access to Hawley Cove, great view to Mt. Rainier
- Consider providing space for waterfront dining



### Zoning and Planning

- Consider upgrading sewer and runoff treatment infrastructure
- Introduce “Maximum Parking” provisions into the zoning code.
- Increase housing density to increase diversity
- Ensure any increase in FAR is financially feasible for meaningful development, especially when affordability is a goal
- Use setbacks to mitigate for increasing building heights
- Adjust lot coverage: Increase for the High School Road area and decrease for the Winslow core to enhance parcel porosity
- Implement setback requirements for increased building height
- Promote compact development near the ferry terminal to foster a mix of small businesses and activities
- Coordinate with other agencies when public properties are considered for redevelopment or expansion



### Mobility

- Consider improvements to SR 305 crossing at Winslow Way and High School Road intersections
- Prioritize bike and pedestrian routes on Sportsman Club and around Coppertop Business park
- Consider changes to Winslow Way to accommodate a wider sidewalk.
- Prioritize sidewalk improvements within the subarea, especially on Grow Ave, Wyatt Way, Sportsman Club Road, and north of High School Road
- Institute a residential parking permit system



### Open Space and Natural Systems

- Explore enhancement opportunities for water access near the ferry terminal
- Prioritize trail connection through Sakai Park and the Winslow Ravine
- Establish a bike/pedestrian connection over/under SR 305
- Incorporate ravine restoration as an integral part of the alternatives.
- Integrate a street tree program into the proposed alternatives
- Protects the Island’s aquifers
- Incentivize trail connections and mid-block crossing through private properties
- Create opportunities for linear park systems along Ericksen
- Designate areas for pocket parks, and covered plazas within the plan

# COMMON THEMES

A total of **1,700 members of the community**, workers, and visitors have played an important role in shaping this planning process contributing to the formation of community vision. Below is a high-level overview of the key takeaways from the community consensus.

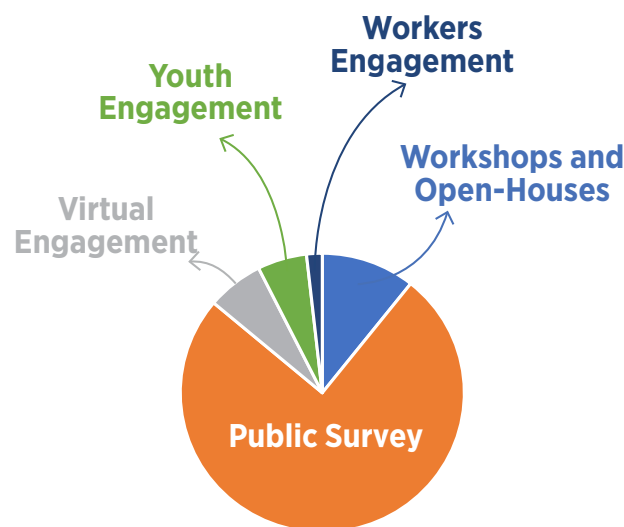


Exhibit D-5 Response breakdown by venue

## Housing

- Support for urban scale multi-family housing in mixed-use districts
- Provide diverse types of housing
- Include a range of affordable, and mixed-income development
- Locate new housing and amenities near transit centers

## Amenities

- Balance tourist and residential focused amenities
- Provide diverse community activities, amenities, retail and food services.
- Enhance way finding opportunities
- Add commercial space for childcare, health care and the creative community.
- Add more public bathrooms

## Zoning and Planning

- Update zoning code for parking
- Provide additional incentives for affordable and sustainable development
- Encourage land consolidation
- Avoid sprawl

## Mobility

- Invest in mobility hubs
- Enhance transportation connections and frequency within and between Winslow and other neighborhood centers
- Provide additional protected bike lanes, complete the Sound to Olympic trail and enhance walkability
- Provide enhanced parking amenities
- Build pedestrian bridge over 305
- Promote diversity in first and last mile transportation options from transit hubs
- Create porosity through mid-block connections
- Increase walkability

## Open Space and Natural Systems

- Preserve and reinforce ecological resources
- Enhance access to natural resources, parks, and shoreline
- Invest in and maintain playgrounds
- Provide additional trail connection
- Plan for more natural features and vegetation in mixed-use districts

## Community Feel

- Ensure Ferry Terminal becomes a verdant gateway
- Build on the strong sense of community
- Preserve historical resources and cultural community asset
- Community is in need of economic diversity
- Create a welcoming community
- Preserve the “feel” of downtown Winslow
- Consider the implications of an aging community

## Resilience and Climate

- Build sustainable infrastructure that reflect and support climate change goals
- Transition to renewable energy
- Invest in equitable infrastructure
- Provide solutions to lower community’s carbon footprint

# SYNTHESIS AND VISION

# METHODOLOGY

The Winslow Subarea Plan Update process was based on a robust and inclusive outreach and engagement effort, as well as a comprehensive analysis of existing conditions, plans, infrastructure, policies, and capacity.

The diagram below shows the general workflow for this planning process. The initial phase of the project was focused on listening and learning. Findings from this phase were synthesized by the project team in order to evaluate opportunities and constraints, tests goals and guiding principles, and ultimately inform the crafting of a vision with the community.

Drafts of the vision and three alternatives were tested with the community at an in-person and on-line open house in the summer, and analyzed in a parallel Environmental Impact statement (EIS) process.

The three alternatives evaluated were:

- Alternative 1 – No Action
- Alternative 2 – Dense Centers
- Alternative 3 – Distributed Density

For more on these alternatives, see the Alternatives section of this report.

Feedback on the alternatives was used to develop a preferred alternative, with input from the Planning Commission, City staff, Steering Committee and the public. The preferred alternative informs updates to the Comprehensive Plan and City codes and policies.

The ultimate goal of the process was to build a resilient community that can thrive in the face of future challenges and opportunities, while enhancing Winslow as an important destination and center for Island residents, workers, and visitors.

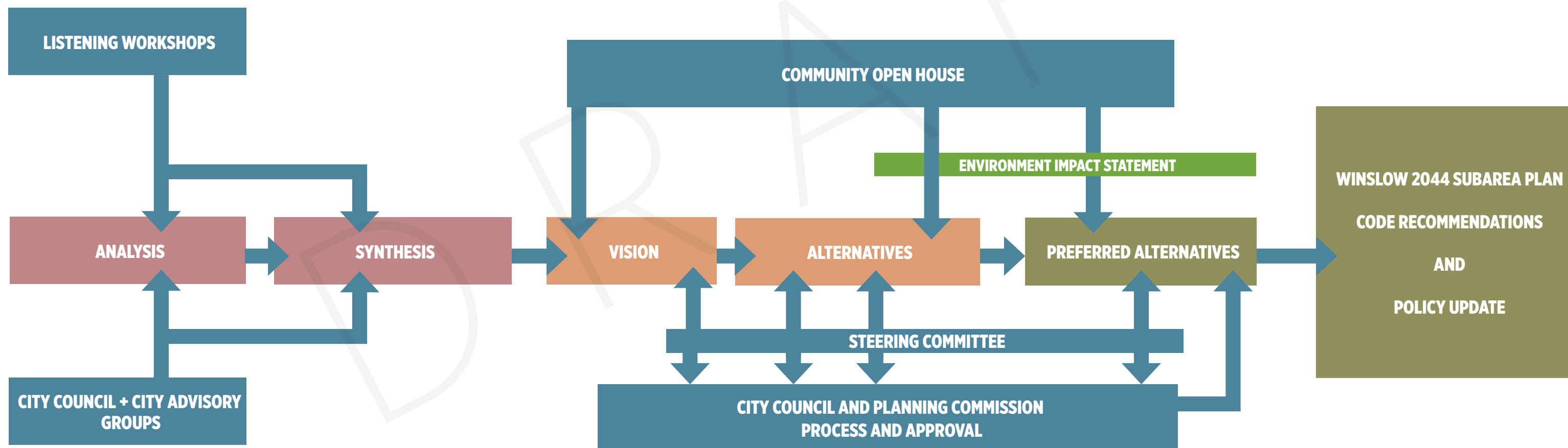
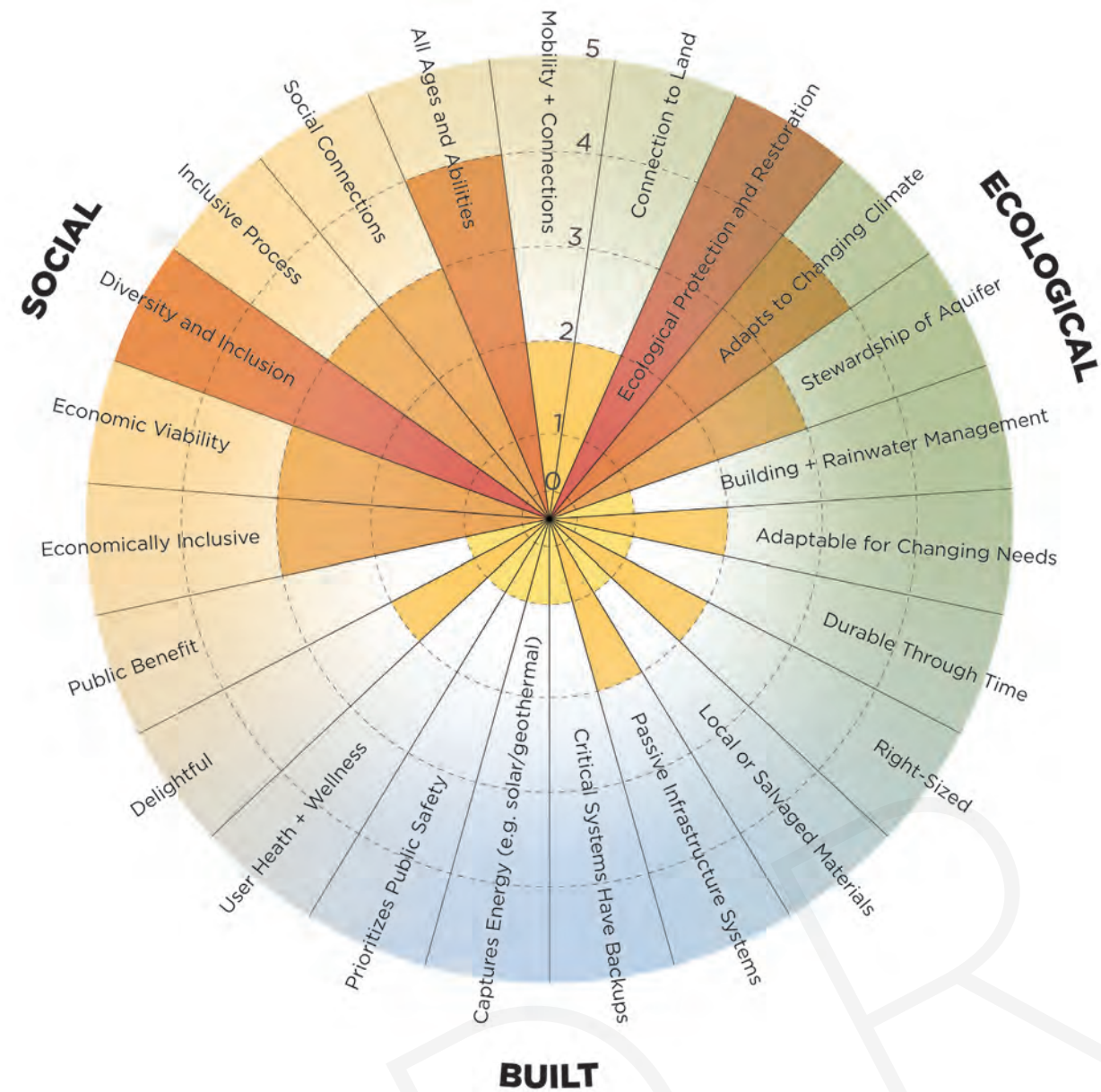


Exhibit E-1 Winslow Subarea Plan Update work flow



**Exhibit E-2** Consolidated responses from community on “What makes Winslow resilient?”

In the previous Existing Conditions section, community resilience was identified as an important lens to the plan update. During the visioning process, project stakeholders were engaged in a series of workshops and open houses where they were asked to consider the ecological, social, and built priorities for Winslow in terms of resilience strategies and opportunities. The results, compiled in Exhibit E-2, emphasize social and ecological aspects of resilience, and suggest opportunities in the plan update. Top priorities identified include:

### Ecological restoration and protection

The community holds a deep appreciation for the unique ecological and environmental resources that the island offers and wants to prioritize restoration, enhancement and access to the natural environment. They are committed to being stewards in protecting the environment and adapting to climate change, while also ensuring that the aquifer, streams, wetlands, groundwater, shoreline, wildlife, and flora are respected and protected.

Participants also expressed the desire to promote sustainable development practices to protect the environment and reduce the impact of built environment on the natural resources.

### Mobility for all

There is a need for improved transportation options, including shuttle services, foot ferries, and last-mile services to improve connectivity and promote mobility for all ages and abilities.

### Economic and Community vitality

Promotion of diverse businesses, access to amenities, healthcare, art and culture, community resources and activities for youth and family is essential for the health of the community and its economic resilience.

### Preserving the unique character of Winslow

The community values the small town character of Winslow and envisions a balanced approach that prioritizes preservation while accommodating right sized development to be responsive of the needs of locals while maintaining revenue from tourism industry.

### Diversity and Inclusion

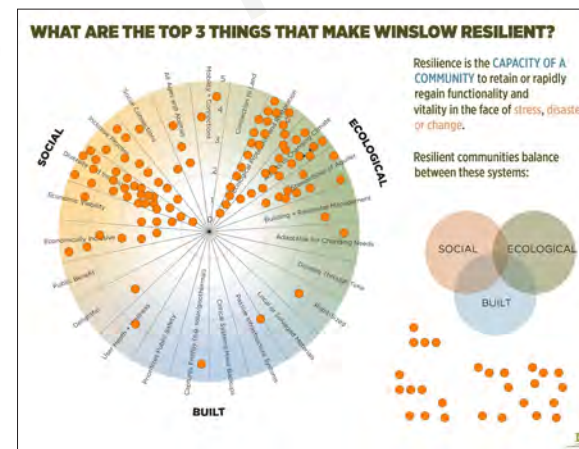
The community values diversity and inclusion through many lenses. One key element is diversity in housing type and affordability to meet the needs of all demographics, specifically those with lower income, workers, teachers, first responders, seniors and artists.

Inclusive engagement process is also crucial to the success of this plan.

**The community did not generally prioritize the built environment in future resilience goals. This de-emphasis of new growth in infrastructure, services, and smaller housing units in walkable centers partially explains the observed stressors on the island such as parking, perceived overcrowding in restaurants, coffee shops and at the grocery store, lack of affordable housing options, and lack of walkable and rollable routes safe for all ages and abilities.**

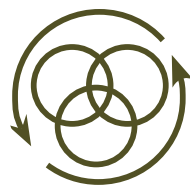


**Exhibit E-3** Community members prioritizing and defining aspects that creates a balanced resilient community In-Person and Online Workshops



# REGULATORY AND PLANNING IMPERATIVES

There are regulatory requirements that mandate certain growth and development imperatives, including:



**COBI 2020 Climate Action Plan guiding principles sets a target to reduce green house gas emissions by 90% islandwide by the year 2045.**

- tk tk t



**Kitsap Countywide Planning Policy calls for an additional 1,927 new jobs on BI, by the year 2044.**

- tk tk tkt o



**CoBI 2020 Parks, Recreation and Open Space Comprehensive Plan identifies the need for an addition of 488 acres of parkland to be provided island wide, by the year 2040.**

- tk tkt k



**To comply with WA State House Bill 1220, CoBI would need to accommodate construction of 1,977 new housing units.**

- This housing allocation is guided by department of commerce and Kitsap Regional Coordinating Council (KRCC). Of that total, **1,140 units** must be **housing affordable** to those making under 80% AMI, which the City would need to demonstrate capacity for primarily through **multifamily zoning.**
- The Buildable Lands report from 2020 showed the City's multifamily capacity at 258 units. Therefore, the City will need to demonstrate additional capacity for 882 multifamily units.
- The COBI Housing Need Assessment 2022 quantifies the housing need to be **2,672 new units** by 2044, which is responsive to both current underproduction and future housing need, utilizing a different methodology than the Department of Commerce.

# CONSTRAINTS

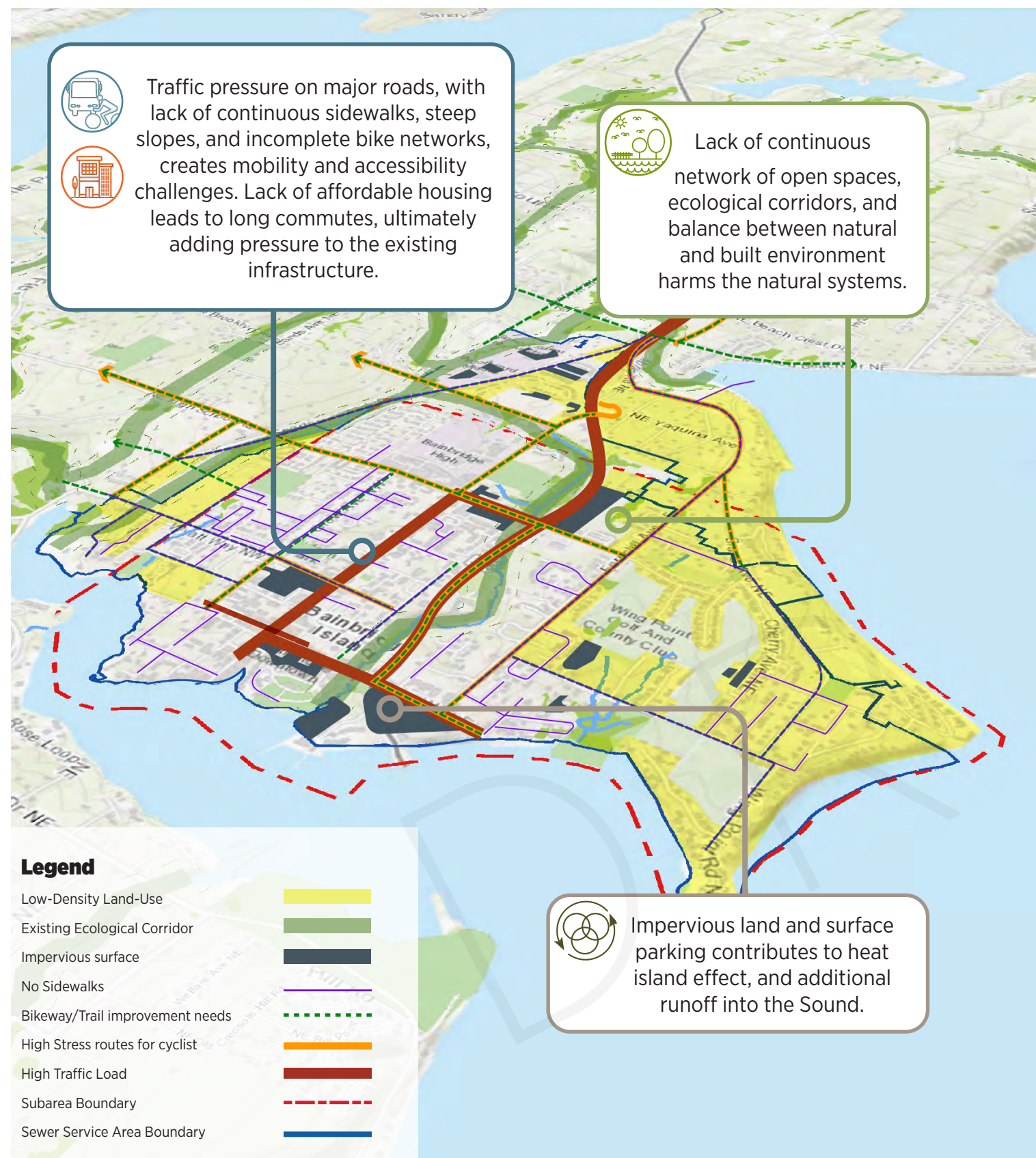


Exhibit E-4 Winslow's built environment and community constraints

The project team has synthesized all observations, studies and engagement feedback into high-level categories to summarize the constraints that the community is facing. The impacts of these constraints are taken into account when planning for the Subarea Plan update by finding ways to address these limitations in such a way that builds a more resilient, sustainable, connected, and inclusive community.

## Open Space and Natural Systems

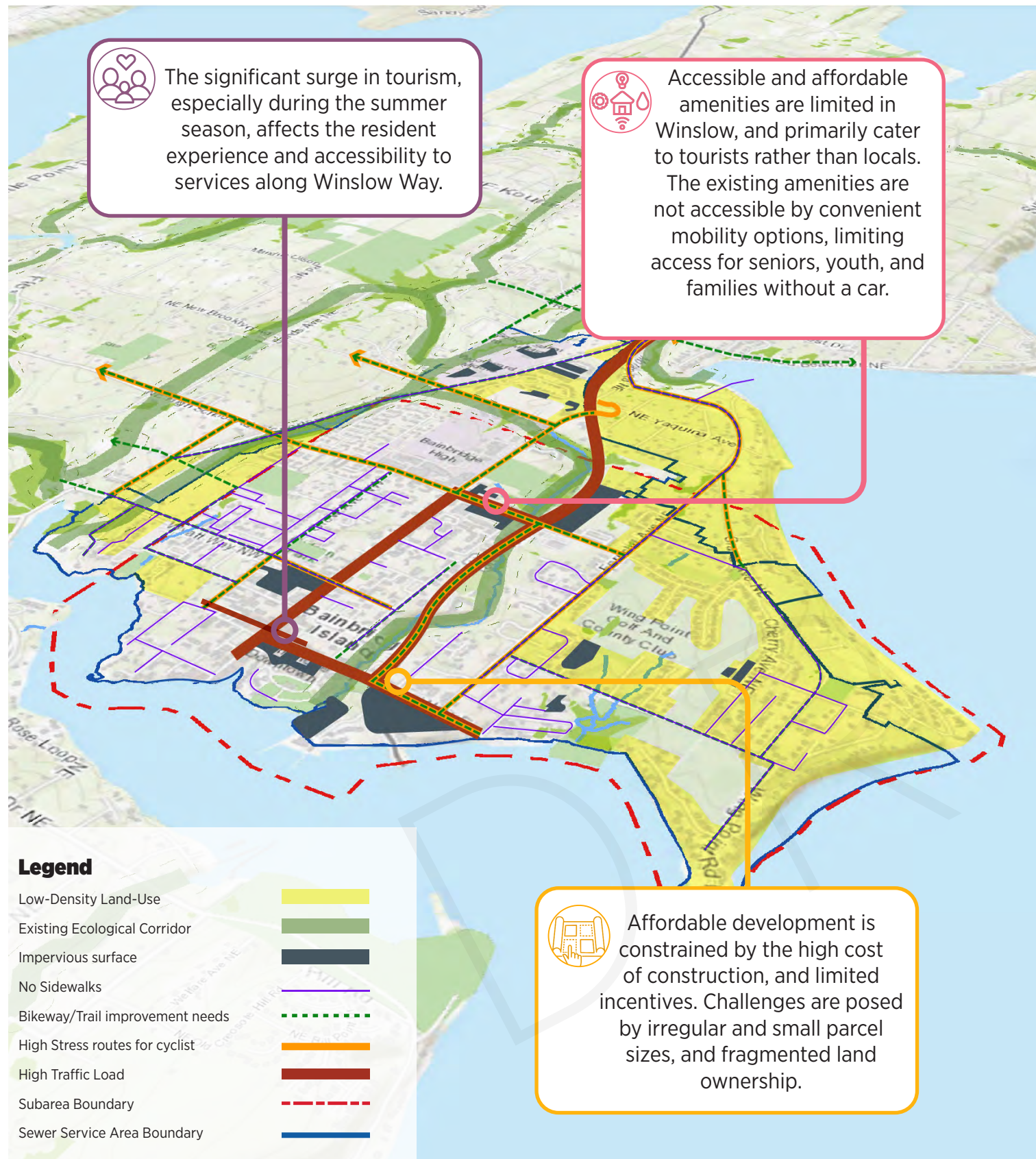
- Climate change and finite resources impose a strain on the existing natural resources.
- The absence of continuous trails does not promote biking/rolling.
- Advocating organizations have limited funding resources.
- Protection of green corridors in urban areas can be challenging, and requires careful planning.

## Mobility

- Insufficient connectivity between the Winslow Subarea and the rest of the island encourages car dependency.
- Lack of continuous sidewalks and steep slopes impede walkability.
- Insufficient and costly parking is an issue.
- SR 305 is a barrier, and lacks “an East/West connection”.
- The frequency and availability of public transportation is limited
- There is a deficiency in safe bike infrastructure.
- Lack of dense housing near transit hubs and amenities forces long commutes.

## Resilience and Climate

- The community's carbon footprint is high.
- Low density land use patterns, which require the use of a vehicle for all trips - a major driver of CO2 emissions - are not ecologically efficient.
- FEMA Community Risk Index for the Island is relatively high.
- Infrastructures is insufficient to address natural disasters such as wildfires.



**Exhibit E-4** Winslow's built environment and community constraints



### Housing

- Lack of diverse, accessible and affordable housing, particularly for lower income, residents, artists, seniors, teachers, first responders and workers is impacting quality of life of residents and workers.



### Zoning and Planning

- High cost of construction, and current parking requirements are major constraint for affordable development.
- Current Transfer of Development Right (TDR) and bonus programs are not well-utilized.
- Irregular and small size of parcels, particularly around Winslow Way, make development difficult.
- The unconsolidated ownership of parcels around the Ferry Terminal is a major constraint for redevelopment.
- There is a lack of mixed-use and live/work development.
- The defined planning policy affordability doesn't align with actual affordability (80% AMI is not yet affordable).



### Amenities

- Winslow's amenities have not kept pace with the residential growth across the island, and existing amenities are not diverse and affordable.
- Hiring and staff retention because of affordability and accessibility constraints are impacting health industry, art and culture institutions, schools, and service jobs.
- Commercial spaces within Winslow Way are geared toward tourists rather than locals.
- Insufficient street lighting in some places increases crime.
- Public restrooms are insufficient.



### Community Feel

- The influx of tourism specially in summer time impacts the amenability of Winslow Way for the residents and limits their access to services.
- Out of context development can negatively impact the existing character of Winslow.

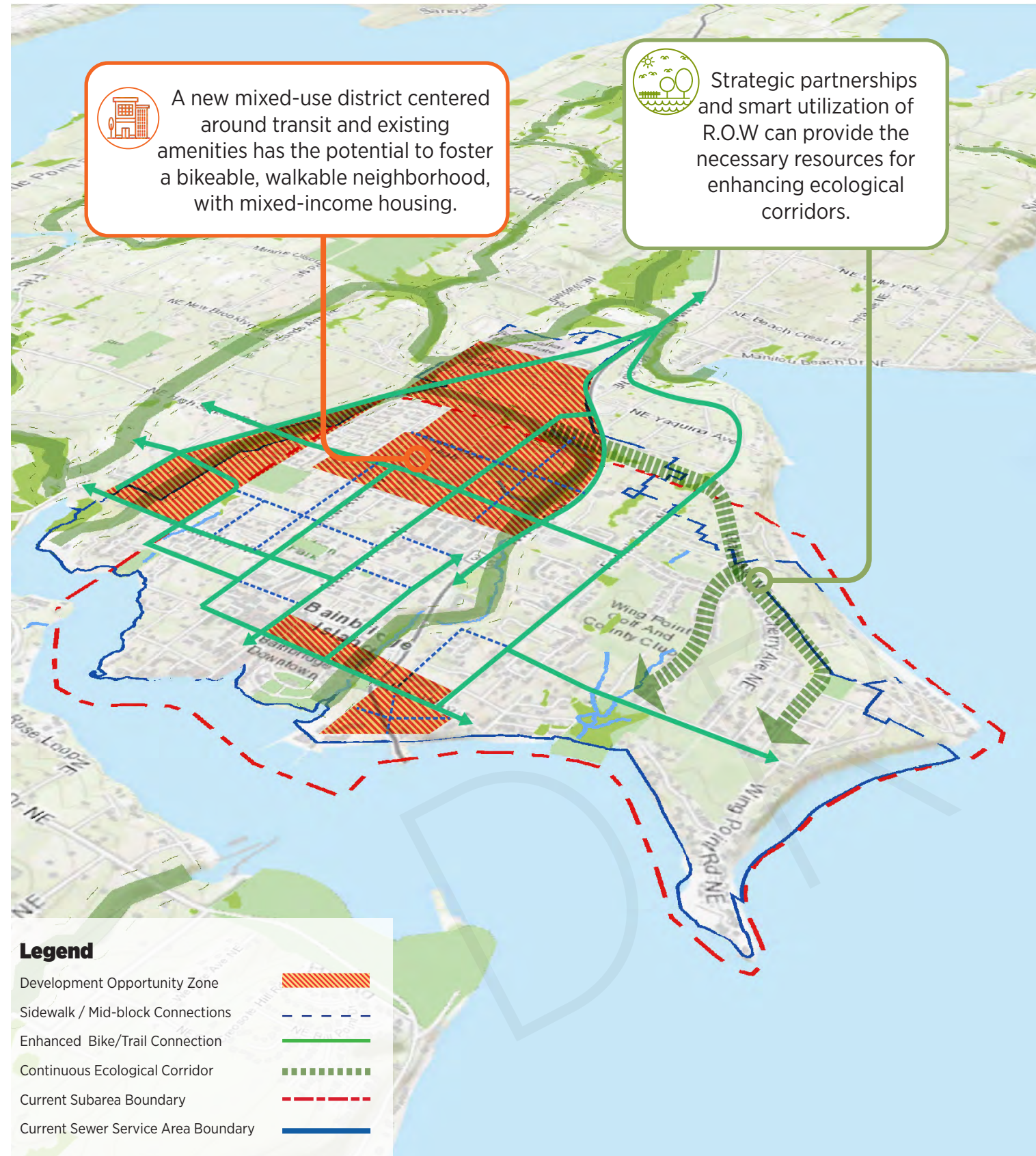


Exhibit E-5 Winslow's built environment and community opportunities

The project team has synthesized all observations, studies and engagement feedback into the categories below to summarize the emerging project opportunities:



## Open Space and Natural Systems

- Preserve and enhance ecological and public resources.
- Enhance access to nature, parks, and shoreline.
- Consider including space and natural system use in the R.O.W through use of ecological corridors, pollinator pathways, and the like.
- Provide continuous trail connection.
- Include gateway open space near Ferry Terminal to connect visitors and residents directly to the east side of Winslow Way.
- Invest in and maintain playgrounds.
- Minimize impact on natural resources, and contribution to climate change by strengthening Open Space requirements in code for developments over a certain size/density threshold.
- Identify opportunity parcels for new open spaces development as required by the PROS plan.
- Prioritize trees and native planting as integral component of the streetscape.



## Housing

- Update land use policies and consider density or other bonus structures for inclusion of affordable housing and mixed-income that offers a range of unit sizes and types .
- Build off the recommendations from the HAP in order to prioritize affordable and diverse housing options for incomes lower than 80%AMI through incentives, funds, inter agency collaboration and other programs.
- Include dense housing options in areas accessible to transit, services, and amenities.
- Promote community's sustainability goals when planning for housing development.
- Include a mix of uses with new housing development.
- Ensure new units are sized to accommodate diverse family structures.

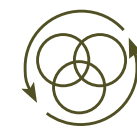


**Exhibit E-5** Winslow's built environment and community opportunities



### Mobility

- Partner strategically with BISD, Parks District, Kitsap Transit, NGO's and private landowners to accommodate transit-oriented development.
- Enhance multi-modal transportation connection between Winslow, amenities, and other neighborhood centers. Consider innovative solutions such a shuttle services and golf carts.
- Find opportunities to incorporate mobility hubs at critical locations within the community, such as around High School Road, and create transit villages.
- Support the foot ferry to Bremerton idea proposal.
- Add pedestrian bridge connecting East to West over 305.
- Promote diversity in last mile service options from Ferry Terminal such as Shuttle service, small EV shares, shared electric bikes, and scooters.
- Incorporate Complete Street principles.
- Enhance and create safe, walkable, and bikeable paths and trails by connecting amenities, destinations and open spaces such as to Strawberry Hill Park, School District, BI Creative District, and Copper Top development.
- Complete Sound to Olympic trail connectivity and improvements.
- Provide mid-block connections to enhance connectivity, and increase access to the natural resources and amenities.
- Prioritize continuous sidewalk connections, and enhance wayfinding and safety to increase walkability.
- Enhance mobility options to be inclusive of all ages and abilities, create connections across the neighborhood, and prioritize ADA accessibility around senior housing and community resources.
- Consider closing Winslow Way to cars to pedestrianize, and activate the R.O.W.
- Consider adding water taxis, to enhance cross island connection.



### Resilience and Climate

- Provide solutions to lower community's carbon footprint.
- Build sustainable infrastructure that reflect and support climate change goals.
- Transition to renewable energy.
- Invest in emergency preparedness hubs to ensure the community's safety during times of crisis.
- Adopt a holistic view on community resilience, including ecological, social, and technological systems.
- Consider ways to improve the economic resilience of the community.



**Exhibit E-5** Winslow's built environment and community opportunities



## Zoning and Planning

- Update land-use standards to promote density and incentivize development that align with community's sustainability goals and preferred community character.
- Explore increasing the density of mixed-use centers, and around transit centers.
- Create an effective TDR program to bring density from the Island's conservation area to the more urban areas.
- Consolidate and simplify zoning districts to make a more predictable and efficient application and review process.
- Investigate aligning subarea boundary and densities more closely with sewer and water service area, and re-developable parcels.
- Encourage development of ADU/DADU, and live/work units within all districts of subarea.
- Limit parking requirements in transit villages, and dense, walkable centers.
- Consider innovative solutions such as capping the ferry vehicle holding lane and use it as valuable real estate, and accommodate community's need.
- Implement design guidelines to promote sustainable development, and preferred building massing.
- Work with SPU to underground power lines in dense centers.
- Consider the implications of growth on disaster response management and plan accordingly.
- Promote interagency collaboration to ensure economic vitality.
- Educate community on policy, economics and sustainability goals to engage with elected officials and support projects that align with community's need and vision.
- Protect historic and cultural assets including the Suquamish Tribe land.
- Consider form-based code.
- Explore approaches to maximize the budget's impact while enhancing the quality of the built environment.
- Consider planning for and adopting a comprehensive Street Tree Planting and Maintenance program and requirement.



**Exhibit E-5** Winslow's built environment and community opportunities



**Amenities**

- Promote commercial development that accommodates the everyday need of community and support local businesses, such as healthcare, childcare, affordable eatery, clothing store, laundromat, basic needs, hardware store, and grocery stores.
- Subsidize and add more maker and industrial spaces for artists.
- Promote cultural amenities and events such as art walks, Moonlight market, and live music.
- Provide accessible and affordable recreational activities for youth and families, such as playing, gathering and communal spaces.
- Add more public bathrooms.
- Diversify the commercial spaces.
- Provide street lighting in places that have insufficient lighting to increase safety and visibility.
- Add wayfinding elements.
- Add community centers for youth.
- Consider a walkable hotel development.
- Promote urban-agriculture as a community resource in dense areas, and expand on farmers market.
- Consider waterfront commercial development.
- Support island wide fiber optic infrastructure.
- Provide accessible and diverse amenities essential to community's everyday need such as healthcare, and childcare services.



**Community Feel**

- Maintain and enhance community's character by building upon Winslow's unique identity.
- Preserve historic character and continuity between old and new built environment.
- Enhance economic diversity and vitality through strategic partnership with art, culture, and none profit organizations, as well as promoting local businesses and talent.
- Create a welcoming community and find opportunities to bring more demographic diversity to the island.
- Accommodate resident's need, while supporting tourism industry.

# EXISTING VISIONS

There have been many visions for the Winslow Subarea over time, and there are a number of visions for downtown Winslow in process, such as from the chamber of commerce and from the Senior Center. Two visions from foundational planning documents are called out below, and create a basis for the evolving vision for the Winslow subarea.

## WINSLOW VISION - FROM THE 2006 SUBAREA PLAN

“The vision for is Winslow that:

**The Island is a complete community:** Winslow develops as a sustainable, affordable, diverse, livable and economically vital downtown. Development is allowed in a manner that encourages environmentally and economically sound growth, and also protects and conserves resources and lifestyles that would otherwise be impacted in outlying areas of the Island.

**Winslow Way is the Centerpiece of Downtown:** Pedestrians gather on a street with vibrant retail and attractive places. A simple streetscape retains small-town character and a “sense of place.”

**The Town Grows “Green”:** Downtown grows softer, greener, taller and more vibrant.

**The Town Center Remains Vital:** People choose to live in a pedestrian-supportive town center where they find a range of housing choices and convenient services.

**Transportation Choices are Available:** Visitors travel to town on foot, on bicycles, in boats, using transit or in cars. Drivers are encouraged to “park once” and become pedestrians.

**The Walk-About Experience Invites Discovery:** An organic grid of eclectic lanes, alleys, paths and trails encourages exploration. Visitors discover diverse businesses and unique neighborhoods where culture, history and the natural environment are celebrated.

**The Cultural & Civic Campus is Alive:** People are drawn downtown to enjoy events and performances at City Hall, theaters, museums, galleries and the market.”

## BAINBRIDGE ISLAND VISION 2023 - FROM THE 2016 COMPREHENSIVE PLAN

“Bainbridge Island is a diverse community with a shared commitment to environmental stewardship and a strong sense of community.

The community has successfully balanced environmental preservation, economic development, and the needs of its people. Water resources are resilient, and conservation efforts have reduced water consumption. Neighborhood centers are thriving, walkable areas connected by walkways, bike trails, and transit, promoting healthy lifestyles and reducing emissions.

Affordable housing is available for the local workforce, and communication infrastructure supports successful local enterprises. The Island is known for its artistic excellence, sustainable practices, and diverse employment opportunities. Outside the centers lower-density development is prioritized to protect natural resources. Agriculture is a thriving part of the economy, and capital facilities meet the needs of growing population. Bainbridge Island fosters a caring community where everyone feels connected and has opportunities for growth

Community cultural planning sets direction for integrating the arts, humanities and history with urban design, economic development, education and other initiatives that nurture the quality of life on Bainbridge Island.

Artistic creativity and humanistic inquiry advance other community goals such as economic vitality, quality education, and community planning and design. Investments in the arts and humanities are investments in the growth of the community, enriching the lives of its residents and making Bainbridge Island a better place to live.”

# WINSLOW 2044 VISION STATEMENT

Winslow 2044 envisions a **DIVERSE, VIBRANT**, and **COMPLETE COMMUNITY** with a **UNIQUE SENSE OF PLACE**, a **VITAL CENTER** of the Island that fosters a **WELCOMING ENVIRONMENT**. A community that...

Increases **RESILIENCE** by integrating **ENVIRONMENTAL GOALS, SOCIAL PRIORITIES**, and **REDEVELOPMENT AND ENHANCING NATURAL RESOURCES, ECOLOGICAL FUNCTIONS**, and accessible networks of **OPEN SPACE**.

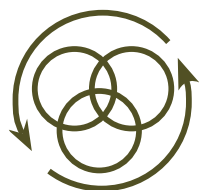
Supports **LOCAL BUSINESSES, EDUCATIONAL INSTITUTIONS**, and the **CREATIVE COMMUNITY** to foster **ECONOMIC VITALITY**, and provide opportunities for youth, families, and workers to prosper.

Promotes accessible and diverse **AMENITIES** essential to community's everyday need such as **HEALTHCARE**, and **CHILDCARE SERVICES**.

Fosters **DIVERSITY AND INCLUSION**, creates opportunities for **CIVIC ENGAGEMENT**, nurtures social nodes and contributes to **A THRIVING COMMUNITY FOR ALL**.

Creates **HOUSING OPTIONS** which are **AFFORDABLE** and **ACCESSIBLE** to the full spectrum of housing and market needs.

Prioritizes **PEDESTRIAN - FRIENDLY, GREEN INFRASTRUCTURE**; access to **COMMUNITY AMENITIES**; and **ALTERNATIVE TRANSPORTATION MODES** for all ages and abilities.



# ALTERNATIVES

# ALTERNATIVES SUMMARY

The alternatives phase of the project followed the project team’s evaluation of existing conditions, more than 20 workshops and public meetings with over 1,700 community members, multiple updates to the Council, and close coordination with the City’s Steering Committee. Alternatives built on earlier visioning work, community lenses, City, County, and State Planning imperatives as outlined in previous chapters. In all of these engagements, housing affordability and advancing the City’s 2022 Housing Action Plan consistently rose to a top priority.

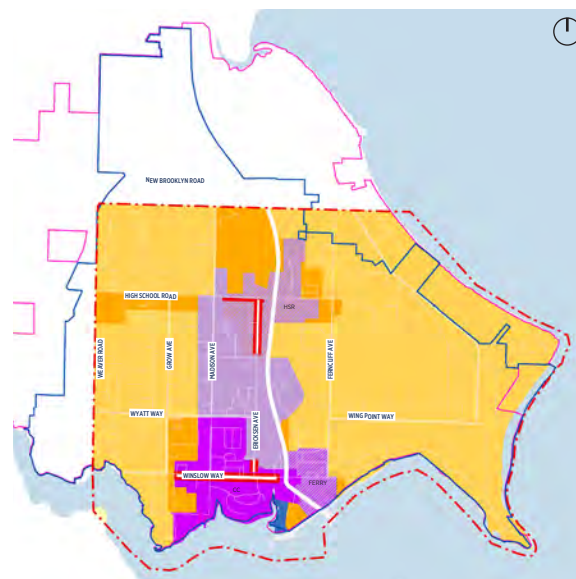
The purpose of the alternatives phase was to organize the public’s ideas and planning mandates in order to test ideas and gather feedback to inform a preferred alternative. None of the alternatives presented were intended to become the preferred alternative, rather the alternatives test logical extremes based on the project inputs to inform the preferred alternative. Feedback on the three alternatives from the public and elected officials can be found in the Outreach and Engagement chapter of this report.

Three alternatives were developed through this process that considered land use, open space, and mobility changes over the next 20 years. Alternative 01 investigates what might happen were the City to take no additional land-use actions, though existing plans and policies could remain in place. The team found that under this scenario, it is unlikely for the City to meet their affordability or environmental goals, and some of the community’s concerns about the built character of the Island could remain unaddressed. More on this alternative can be found on pages 2-3.

Alternative 02 tested the idea that future growth in the Winslow Subarea might take place in the existing Winslow and Ferry Terminal centers and in an intensified mixed-use center along High School Road. This alternative was coined ‘Go UP’ as it considers the most density and height, in line with what was called for in the Housing Action Plan in order to promote more multifamily and affordable housing in centers. This alternative tested the most land use capacity of the three, and could meet the HB1220 and City’s housing affordability goals when combined with the policies recommended in the HAP and later in this document. It does not meet the 2044 job targets. This alternative could also help to reduce the Island’s carbon footprint by providing housing densities supportive of frequent transit service and by providing walkable districts where car ownership is less essential.

Alternative 03, known as the Middle Housing Expansion or “Go Out,” proposes a new subarea boundary, stretching north to align with existing sewer service boundary and planned capacity. This approach increases capacity by rezoning the majority of the proposed subarea by one increment. By expanding middle housing, this alternative aligns with the current character of Winslow and meets the HB1220 housing targets. However, it falls short of meeting the employment targets set for the Island. The “Go Out” alternative has less capacity than alternative 02 to reflect on known infrastructure capacity constraints such as sewer.

The “Go UP” alternative prioritizes housing affordability, walkability, and economic development of Winslow, while the “Go Out” alternative prioritizes alignment of growth with existing planned infrastructure capacity and character. More on these alternative can be found on pages 4 to 9.

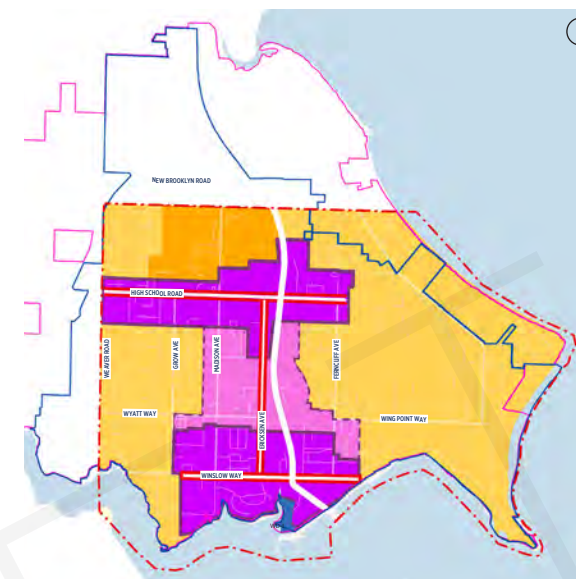


**ALT 01 - NO ACTION**

**Legend**

- Single Family Residential (R-0.4 to R-4.3)
- Multi Family Residential (R-8.0 to R-14.0)
- Business/Industrial Zone
- WDI Zone
- Ericksen, Madison, and Gateway Districts
- Central Core District

HB 1220 1,977 DU	HAP 2,672 DU	2044 JOBS TARGET 1,927 NEW JOBS
MEETS 30% OF THE TARGET ❌	MEETS 20% OF THE TARGET ❌	MEETS 5% OF THE TARGET ❌

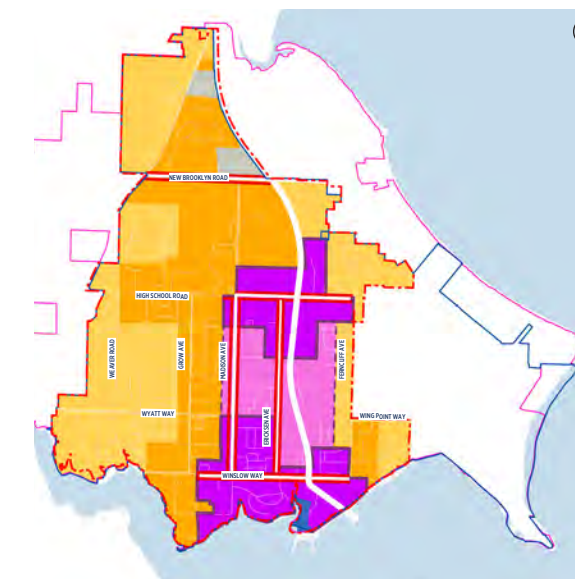


**ALT 02 - WALKABLE CORRIDORS (GO UP)**

- Ferry Terminal District
- High School Road Districts I and II District
- Alternative Cores
- Alternative Transitional Zone
- Active Ground Floor Corridor

HB 1220 1,977 DU	HAP 2,672 DU	2044 JOBS TARGET 1,927 NEW JOBS
MEETS THE TARGET* ✅	MEETS THE TARGET ✅	MEETS 50% OF THE TARGET ❌

\*ASSUMES IMPLEMENTATION OF HAP



**ALT 03 - MIDDLE HOUSING EXPANSION (GO OUT)**

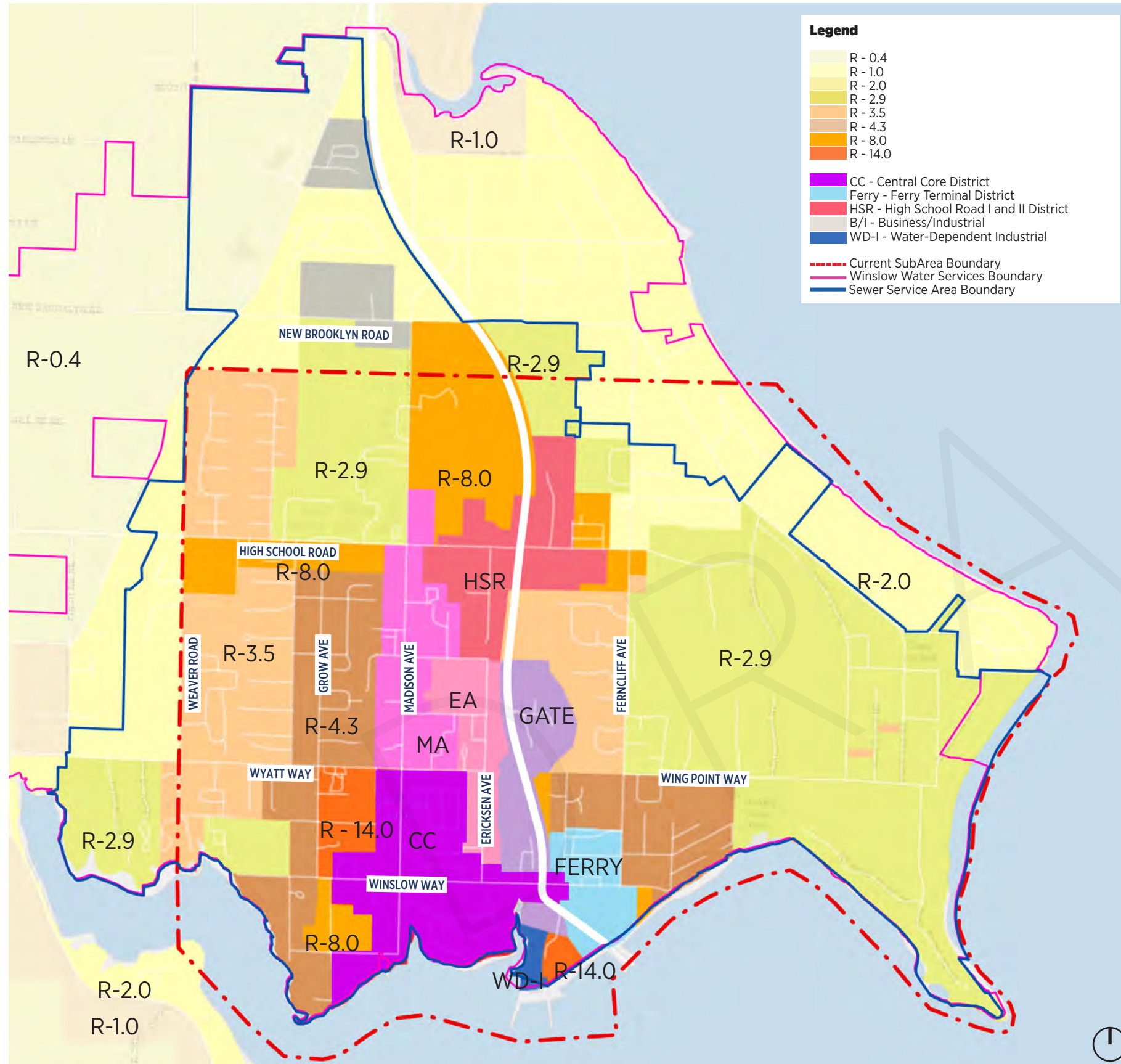
- SubArea Boundary
- Winslow Water Services Boundary
- Sewer Service Area Boundary

HB 1220 1,977 DU	HAP 2,672 DU	2044 JOBS TARGET 1,927 NEW JOBS
MEETS THE TARGET* ✅	MEETS 90% OF THE TARGET ❌	MEETS 30% OF THE TARGET ❌

\*ASSUMES IMPLEMENTATION OF HAP

**EXHIBIT F-1 ALTERNATIVES SUMMARY**

# ALTERNATIVE 01 - NO ACTION | CURRENT ZONING REMAINS



**Alternative 01 - No Action** serves as a baseline scenario, projecting forward without any further changes to existing zoning code and planning policies. It assumes reliance on the current zoning framework to produce additional housing units and jobs to meet the regulatory and planning imperatives, as well as to align with community's aspirations.

The **No Action** alternative is evaluated based on the state, county, and local regulatory and Housing Action Plan (HAP) planning imperatives as well the three lenses of Resilience and Climate, Diversity, Equity, and Belonging (DEIB), and Community Character.

Given the current restrictive zoning code, and that 70% of land within the current subarea boundary is not suitable for multifamily development, this alternative falls far short of generating sufficient capacity to meet the regulatory and planning imperatives and targets. Based on capacity projection of year 2044, the current zoning could yield approximately 600 new dwelling units, meeting only 30% of the total island-wide HB1220 requirements, and 70 new job opportunities, fulfilling only 5% of the island-wide 2044 job targets.

Based on the current mobility and land use patterns, it is unlikely for this alternative to meet the Island's carbon reduction and resilience goals.

The HAP contains a number of strategies to meet affordability goals, but with current regulatory and zoning limitation, it is unlikely for this alternative to meet those affordability targets.

ZONING DISTRICT	CENTRAL CORE	FERRY TERMINAL	HIGH SCHOOL RD
*MAX FAR	1.5 FAR	1.4 FAR	0.9 FAR
*MAX HEIGHT	45' Max Height	45' Max Height	45' Max Height

\* with density bonus

ISLANDWIDE REGULATORY AND PLANNING IMPERATIVES	HB 1220 1,977 DU	HAP 2,672 DU	2044 JOBS TARGET 1,927 NEW JOBS
ALTERNATIVE'S PROGRESS TOWARD TARGETS	✗ MEETS 30% OF THE TARGETS	✗ MEETS 20% OF THE TARGET	✗ MEETS 5% OF THE TARGET

EXHIBIT F-2 ALTERNATIVE 01 ZONING FRAMEWORK

## MOBILITY FRAMEWORK

**Alternative 01** relies on the recently adopted Sustainable Transportation Plan (STP) without introducing alterations or enhancements. Both the COBI 2020 Climate Action Plan and the City of Bainbridge Island (COBI) 2022 Sustainable Transportation Plan set a target to reduce greenhouse gas emissions by 90%, by the year 2045.

The Sustainable Transportation Plan is islandwide and identifies gaps such as planning for continuous sidewalk throughout the entirety of Winslow subarea, or a pedestrian bridge over 305, when it comes to the Winslow Subarea Plan. The current population density does not support increasing the frequency of public transportation. The STP describes the need of multimodal mobility options to serve Winslow with frequent, reliable options and seamlessly connect to other neighborhood centers. More discussion on the existing conditions plan can be found on pages 23-25 of Chapter C - Existing Conditions.

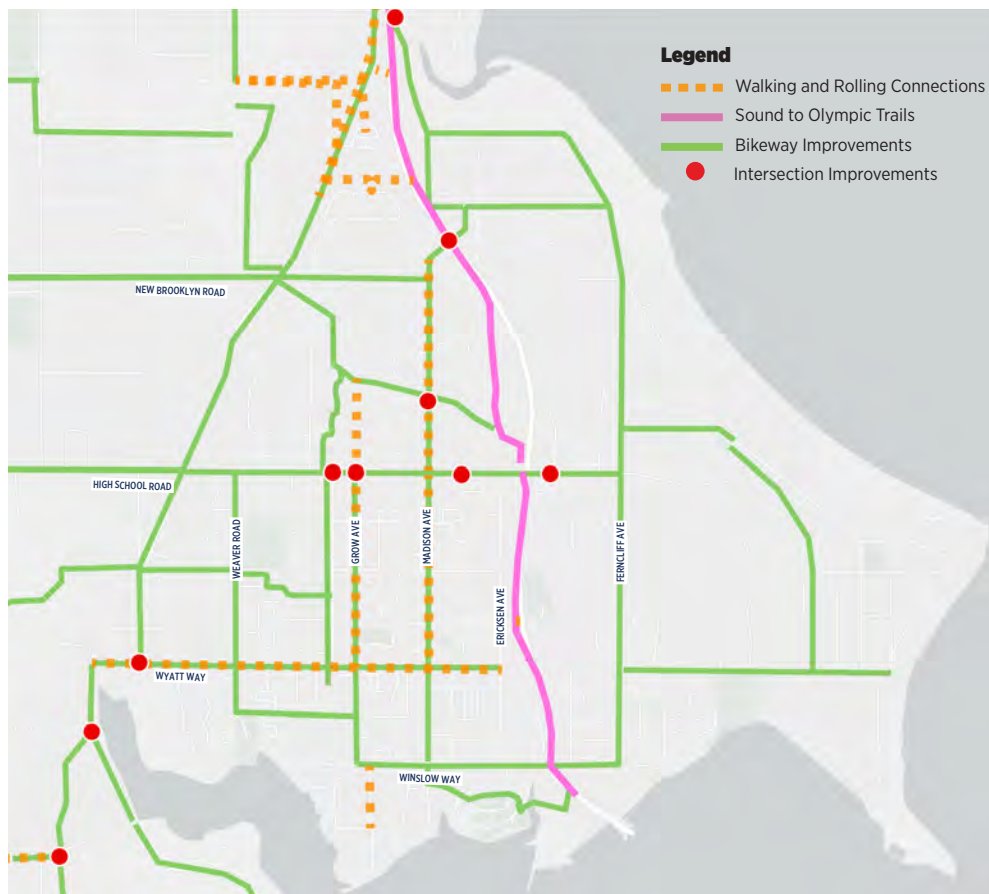


EXHIBIT F-4 SUSTAINABLE TRANSPORTATION PLAN VISION



Distressed Pedestrian Crossing



Unprotected Bike lane



Winslow Circulator



Inefficient Parking

## OPEN SPACE FRAMEWORK

The **No Action** open space framework approach remains consistent with current policies and practices, without introducing modifications to the existing parks plan. Using a walkshed analysis, the project team has identified gaps within the parks and open spaces. The orange hatch on F-5 exhibit shows areas with limited walking/biking access to a park system as result of walkshed analysis. Community feedback described a desire for increased access to the waterfront, enhancement of year round park features, and additional trail connections to the waterfront, parks with all year round access, and additional trail connection. More discussion on the existing conditions plan can be found on pages 27-28 of Chapter C - Existing Conditions.



EXHIBIT F-3 EXISTING OPEN SPACE FRAMEWORK



Enhanced Mid-Block Connections



Additional Plazas + Pocket Parks



Green Infrastructure



Views

# ALTERNATIVE 02 | WALKABLE CORRIDORS (“GO UP”)

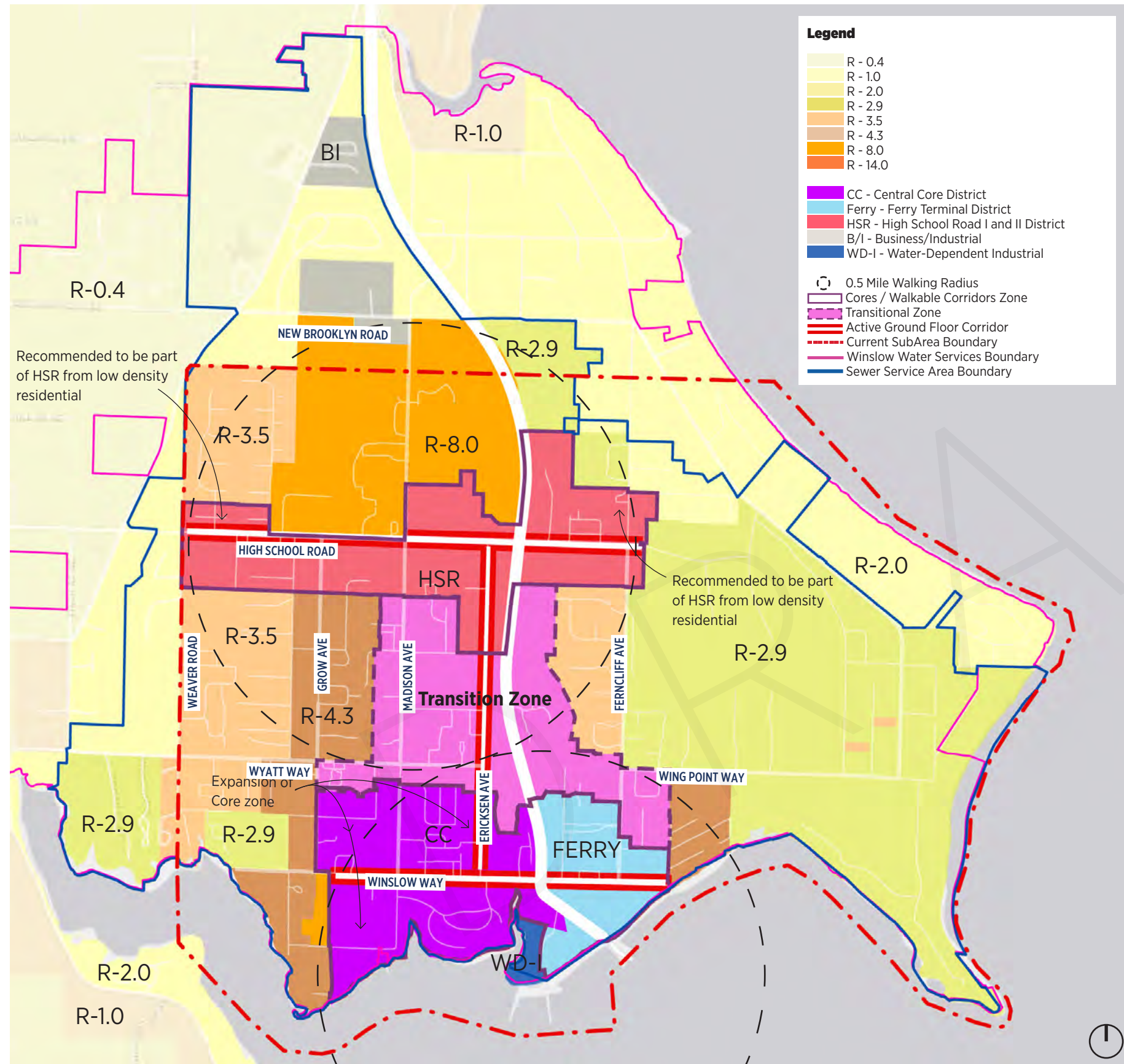


EXHIBIT F-5 ALTERNATIVE 02 ZONING FRAMEWORK

The **Alternative 02 - Walkable Corridors** or “**Go UP**” establishes denser cores along High School Road and in the Ferry Terminal Overlay District and close proximity of Winslow Way. This alternative focuses on creating a series of denser walkable corridors with active ground floors to create a traditional main street. Housing and amenities are concentrated within walking distance of transit, with a moderate increase in height and density and reduction in parking minimums and lot coverage in the centers.

The expansion of High School Road corridor captures large lots to support additional housing units, types and mixed use development. Winslow Way is connected across State Route (SR) 305 for a coherent experience. Introduction of an additional setback on Winslow Way allows for the preservation of the existing character while hiding the density. Moderate increases in density allow and encourage additional building types. This alternative consolidates some of the existing mixed-use zones into a single transition zone, creating connectivity and consistency between the two cores. It provides a transition from mixed-use cores to residential zones. The rest of the zones remain intact.

This alternative is also evaluated based on state, county and local and HAP planning imperatives as well as the three lenses. Moderate changes to the zoning code increases capacity for future development. This alternative could yield approximately 2,850 new dwelling units, meeting both HB1220 requirements and HAP recommendations, and 930 new job opportunities, fulfilling 50% of the islandwide 2044 job targets.

The strong focus on walkable corridors and the proximity of housing to amenities, transit, and jobs could result in fewer miles traveled per islander, reducing greenhouse gas emission and contributing positively to climate and resilience goals. The added multi-family residential capacity could result in the expansion of housing options, ultimately creating more affordability.

ZONING DISTRICT	CENTRAL CORE	FERRY TERMINAL	HIGH SCHOOL RD	TRANSITION ZONE
EXISTING MAX FAR + HEIGHT*	1.5 FAR 45' Max Height	1.4 FAR 45' Max Height	0.9 FAR 45' Max Height	N/A
PROPOSED MAX FAR + HEIGHT	2.5 FAR 55' Max Height	3 FAR 65' Max Height	3.5 FAR 65' Max Height	1.2 FAR 45' Max Height

\* with density bonus

ISLANDWIDE REGULATORY AND PLANNING IMPERATIVES	HB 1220 1,977 DU	HAP 2,672 DU	2044 JOBS TARGET 1,927 NEW JOBS
ALTERNATIVE'S PROGRESS TOWARD TARGETS	✓ MEETS THE TARGETS*	✓ MEETS THE TARGETS	✗ MEETS 50% OF THE TARGET

\*ASSUMES IMPLEMENTATION OF HAP

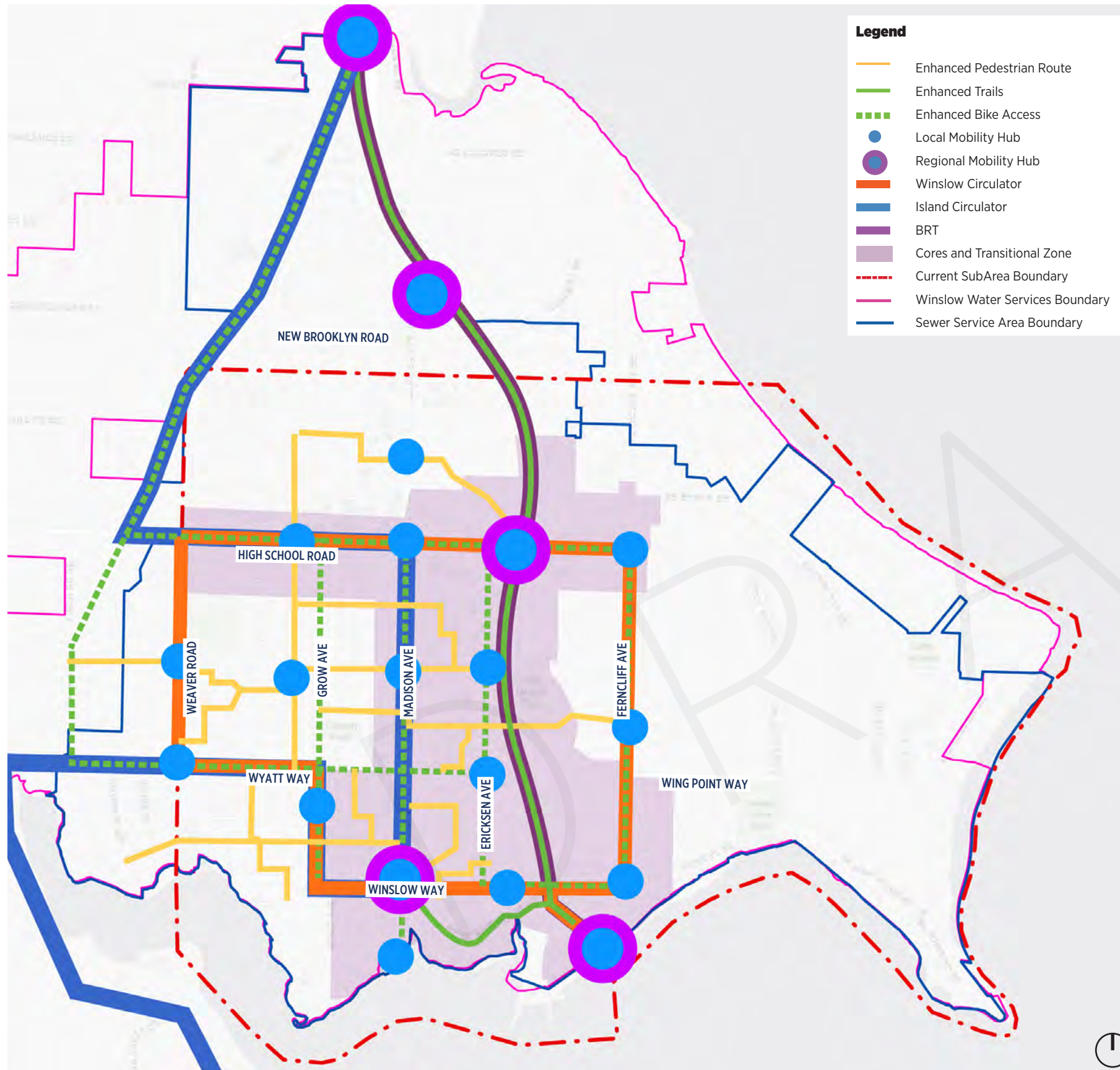


EXHIBIT F-6 ALTERNATIVE 02 MOBILITY FRAMEWORK

## MOBILITY FRAMEWORK

**Alternative 02** builds upon the Sustainable Transportation Plan (STP), while recognizing gaps within existing plans. This mobility plan aligns with the vision of creating walkable districts, effectively reducing dependency on personal vehicles. This mobility framework focuses on strategies such as:

- **Island Circulator:** Kitsap County Long Range Transit plans for an Island Circulator connecting Winslow to the rest of the Island. The density produced by the "Go UP" alternative potentially increases ridership supporting bus rapid transit as a viable and efficient transportation option, with stops at Winslow Way, Madison Ave, and High School Road.
- **Winslow Circulator:** The STP identifies Winslow Circulator, a shuttle route that connects Winslow Way to High School Road for regular and accessible transit within the subarea. The Winslow Circulator could work with conjunction of the Island Circulator for an enhanced Island wide connection.
- **Regional Mobility Hubs (Tier 01):** Strategic allocation of regional mobility hubs, located at the intersection of SR305 and High School Road as well as Winslow Way and the Ferry Terminal, facilitates transit between different modes. The hubs could provide multimodal connectivity like shared EV, and transit options such as shuttles, buses, BRT, and ferry services.
- **Local Mobility Hubs (Tier 02):** Local hubs extend coverage and accessibility throughout the subarea. The local hubs accommodate micro mobility options such as charging stations.
- **Bike and Pedestrian Infrastructure:** This framework prioritizes improvements to bike and pedestrian infrastructure by creating continuous sidewalks, trails and protected bike lanes. Mid-block connections are emphasized to enhance east-west connectivity.



Enhanced Bike Infrastructure (Madison Avenue Concept)



Mid-Block Connection



Enhanced Transit Options



Complete Street (High School Rd Concept)

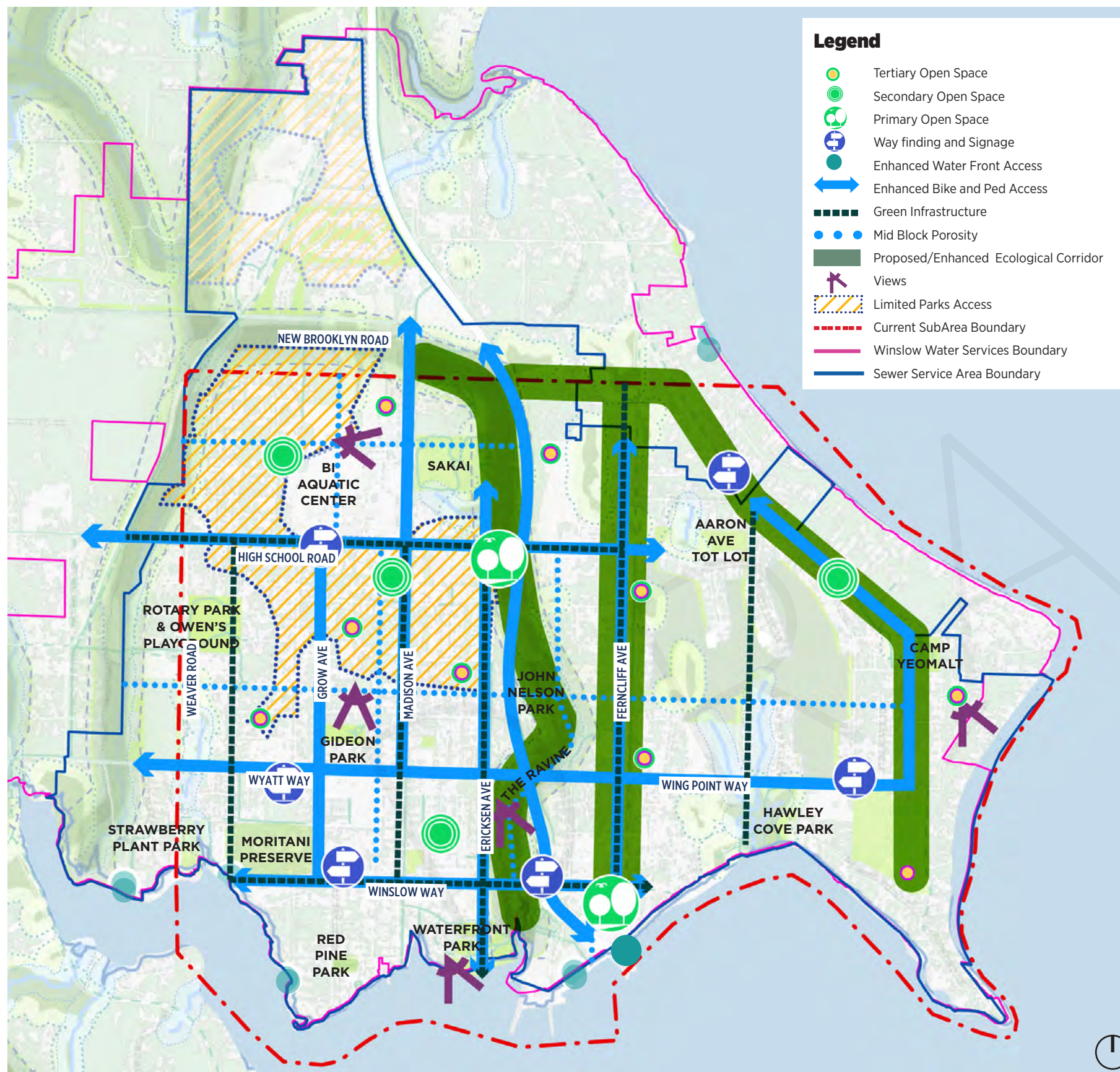


EXHIBIT F-7 ALTERNATIVE 02 OPEN SPACE FRAMEWORK

## OPEN SPACE FRAMEWORK

The open space framework prioritizes the preservation and enhancement of ecological resources, and provides equitable access to open spaces for all residents. It introduces a hierarchy of open space, prioritizing proposed land use cores and areas with limited access for preservation and enhancement of open space with all year round access. Maintenance and enhancement of existing parks are top priorities, with additional measures being considered to expand the current park systems.

**Primary open space:** Strategically located at the ferry terminal and in proximity of High School Road and SR 305 intersection, this typology serves as a gateway to the Island and a focal point for community activities. This space plays a central role in creating a vibrant and welcoming entrance to the subarea and could be accommodated on development parcels through zoning and streetscape requirements.

**Secondary and Tertiary Open Spaces:** These typologies prioritize areas with limited access to existing parks to address community needs and enhance the overall quality of life. Playgrounds, dog parks, local trails, and mid block connections are examples of secondary open space. Seating, shade structures, publicly accessible easements to capture views to the sound are examples of tertiary open spaces.

**Enhanced Access to Water:** Enhancing access to water, particularly near the ferry terminal could create waterfront spaces that offer residents and visitors an opportunity to enjoy the scenic views and waterfront activities.

**Expansion of Trails and Mid-Block Connection:** The framework prioritizes mid-block porosity through enhanced connectivity, emphasizing the importance of trails and pedestrian pathways to create a network of interconnected open spaces, promoting walkability and accessibility that builds on the existing networks.



Primary Open Space



Secondary Open Space



Tertiary Open Space



Views

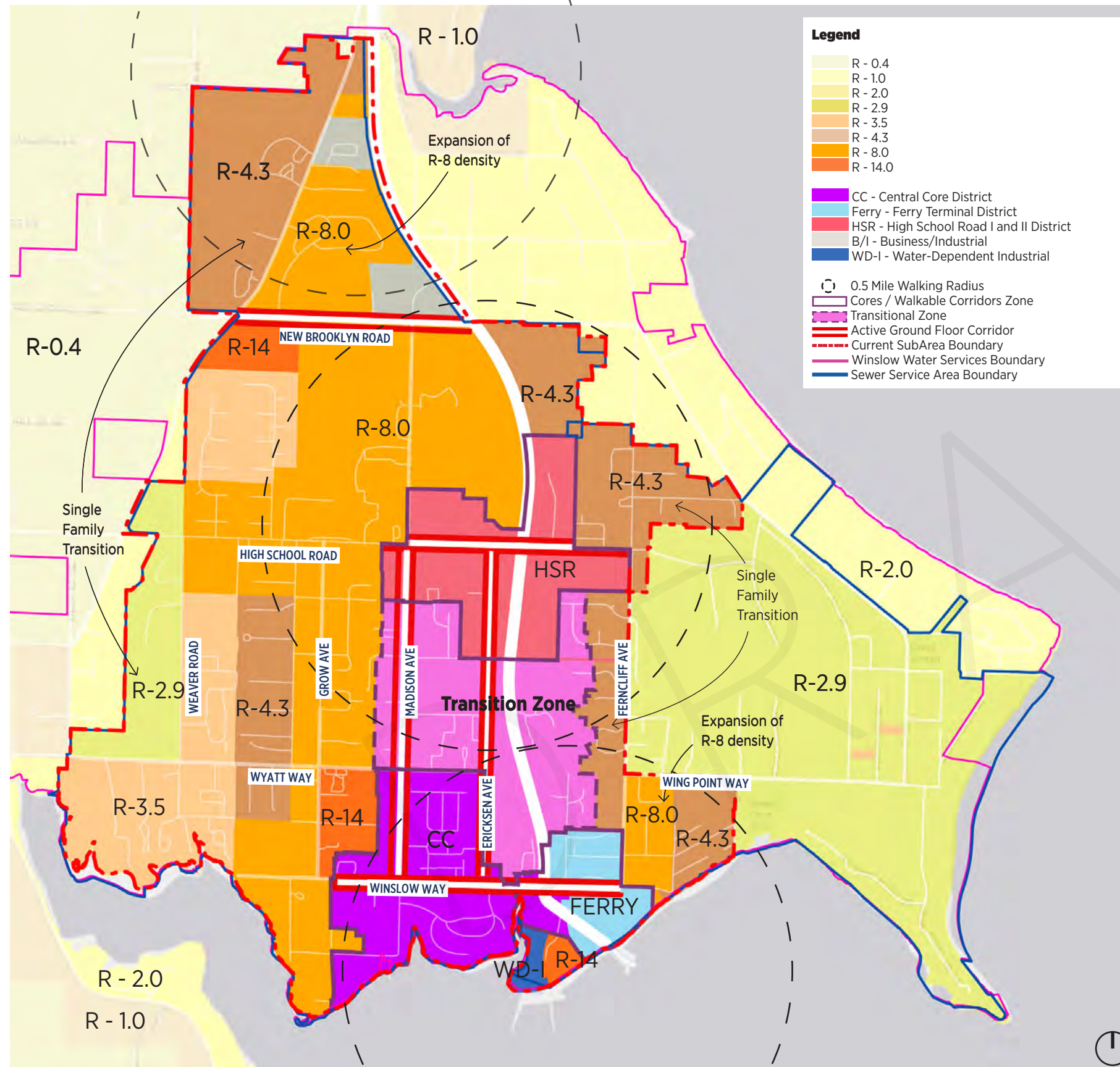


Pop-Up and Events



Access to Ecological Features

# ALTERNATIVE 03 | MIDDLE HOUSING EXPANSION (“GO OUT”)



The Middle Housing Expansion or “Go Out” alternative captures additional residential capacity by expanding on middle housing within a realigned subarea boundary.

This alternative proposes a change in boundary that aligns with the sewer service area to accommodate future development, and removes the Wing Point single family residential area from the subarea.

This framework expands the capacity for middle housing types by a one step increase in the current zoning. For instance, the one step increase proposes a portion of existing R-4.3 to adopt R-8.0 zoning code to provide a broader range of housing choices. This alternative allows lower-density middle housing types, encouraging the development of townhouses, duplexes, triplexes, stacked flats, cottage housing and garden apartments. Height and FAR are slightly increased in centers compared to Alternative 02, and amenities are distributed within neighborhoods through required active ground floors along the commercial corridors. The transition zone consolidates some of the existing zones into a single transition zone, creating connectivity between the two cores and single family residential. The edges of the new subarea boundary are zoned to create a transition into Island’s single family residential.

Based on projected capacity by the year 2044, this alternatives could yield approximately 2,400 new dwelling units, which could meet the HB1220 requirements but falls short from the HAP target. **Alternative 03** adds 700 new job opportunities, fulfilling 30% of the island-wide 2044 job targets. The projected housing capacity is aligned with existing planned sewer capacity.

The slight increase in density, and distributed amenities changes the land use pattern from the current single use to a mixed use land-use model, reducing the need for vehicle use, ultimately contributing positively to the climate and resilience goal.

**Alternative 03** generates a housing stock consisting of townhomes, cottages, duplexes/triplexes, and stacked flats, which already exist within Winslow. This approach maintains the area’s character while addressing the critical need for additional housing inventory.

ZONING DISTRICT	CENTRAL CORE	FERRY TERMINAL	HIGH SCHOOL RD	TRANSITION ZONE
EXISTING MAX FAR + HEIGHT*	1.5 FAR 45' Max Height	1.4 FAR 45' Max Height	0.9 FAR 45' Max Height	N/A
PROPOSED MAX FAR + HEIGHT	1.5 FAR 55' Max Height	2.0 FAR 65' Max Height	2.5 FAR 65' Max Height	1.5 FAR 45' Max Height

\* with density bonus

ISLANDWIDE REGULATORY AND PLANNING IMPERATIVES	HB 1220 1,977 DU	HAP 2,672 DU	2044 JOBS TARGET 1,927 NEW JOBS
ALTERNATIVE'S PROGRESS TOWARD TARGETS	MEETS THE TARGETS* ✓	MEETS 90% OF THE TARGET ✗	MEETS 30% OF THE TARGET ✗

\*ASSUMES IMPLEMENTATION OF HAP

EXHIBIT F-8 ALTERNATIVE 03 ZONING FRAMEWORK

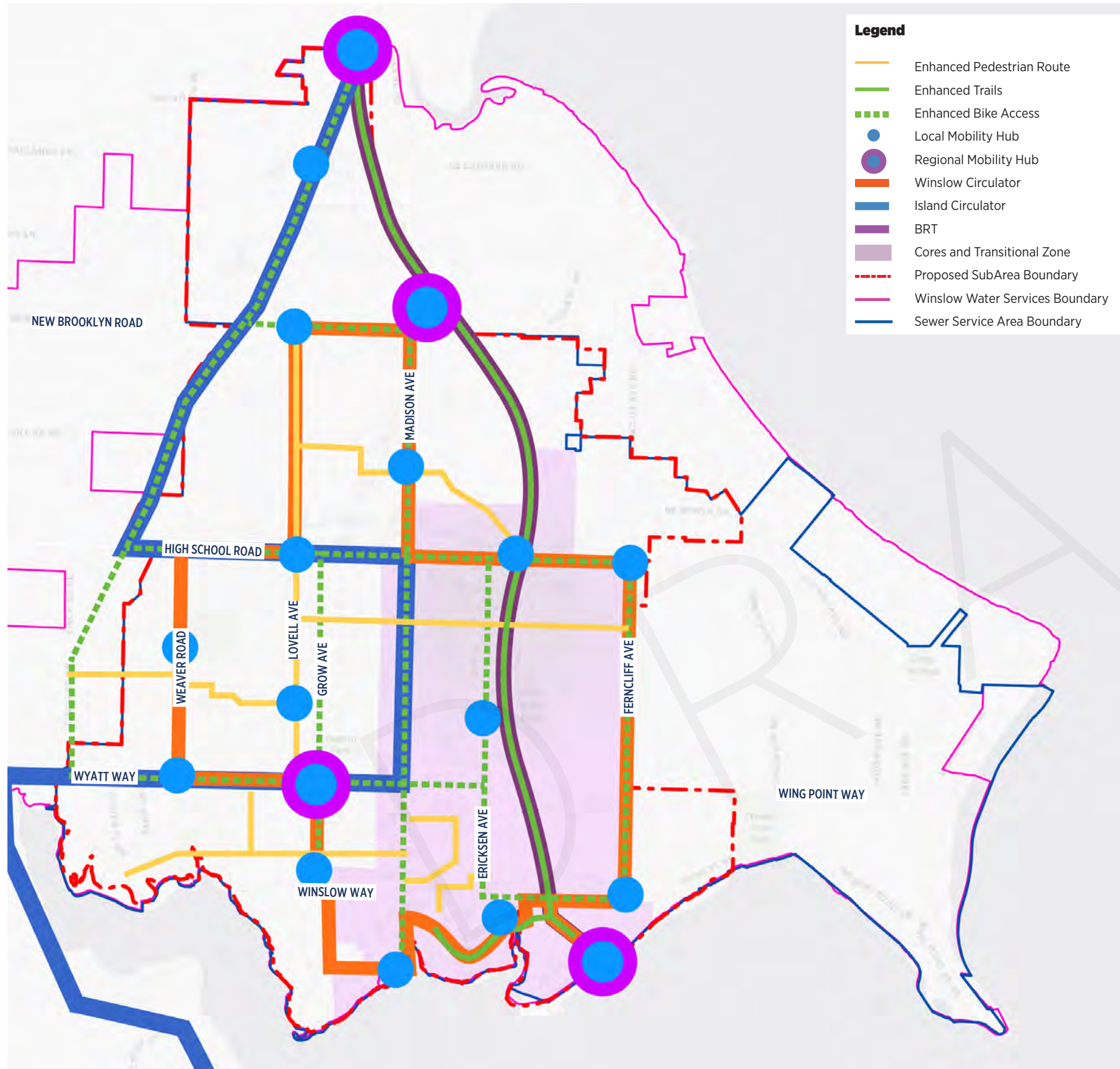


EXHIBIT F-9 ALTERNATIVE 03 MOBILITY FRAMEWORK

### MOBILITY FRAMEWORK

Similar to alternative 02, this alternative enhances mobility choices for all by introducing the Island and Winslow Circulators, mobility hubs, and improved bike and pedestrian infrastructure. The framework is shaped by the realignment of the Winslow Subarea boundary and extends the mobility core north of New Brooklyn Road, creating more north-south connections.

The "Go Out" alternative introduces a modified alignment for the Winslow Circulator, extending it to the New Brooklyn Road. Regional hubs are located at Wyatt and Grow Avenue, and in proximity to the New Brooklyn Road. They provide major multimodal and extended coverage and accessibility through subarea. There are opportunities for TOD and Station Area Plan at cores and New Brooklyn road due to the concentration of housing and amenities.

Winslow Way, Wyatt Way, High School Rd, and New Brooklyn Rd share the load for east-west travel while Sportsman Club Rd and Ferncliff Ave provide north-south travel on edges of subarea. A Pedestrian Bridge over SR 305 connects the two sides of the ravine.

Grow Ave, Lovell Ave, Ericksen Ave, and provides enhanced pedestrian connection through subarea.



Protected Bike-lane (Sportsman Club Concept)



Enhanced Walkability



Micro-Mobility



Mid-Block Connection

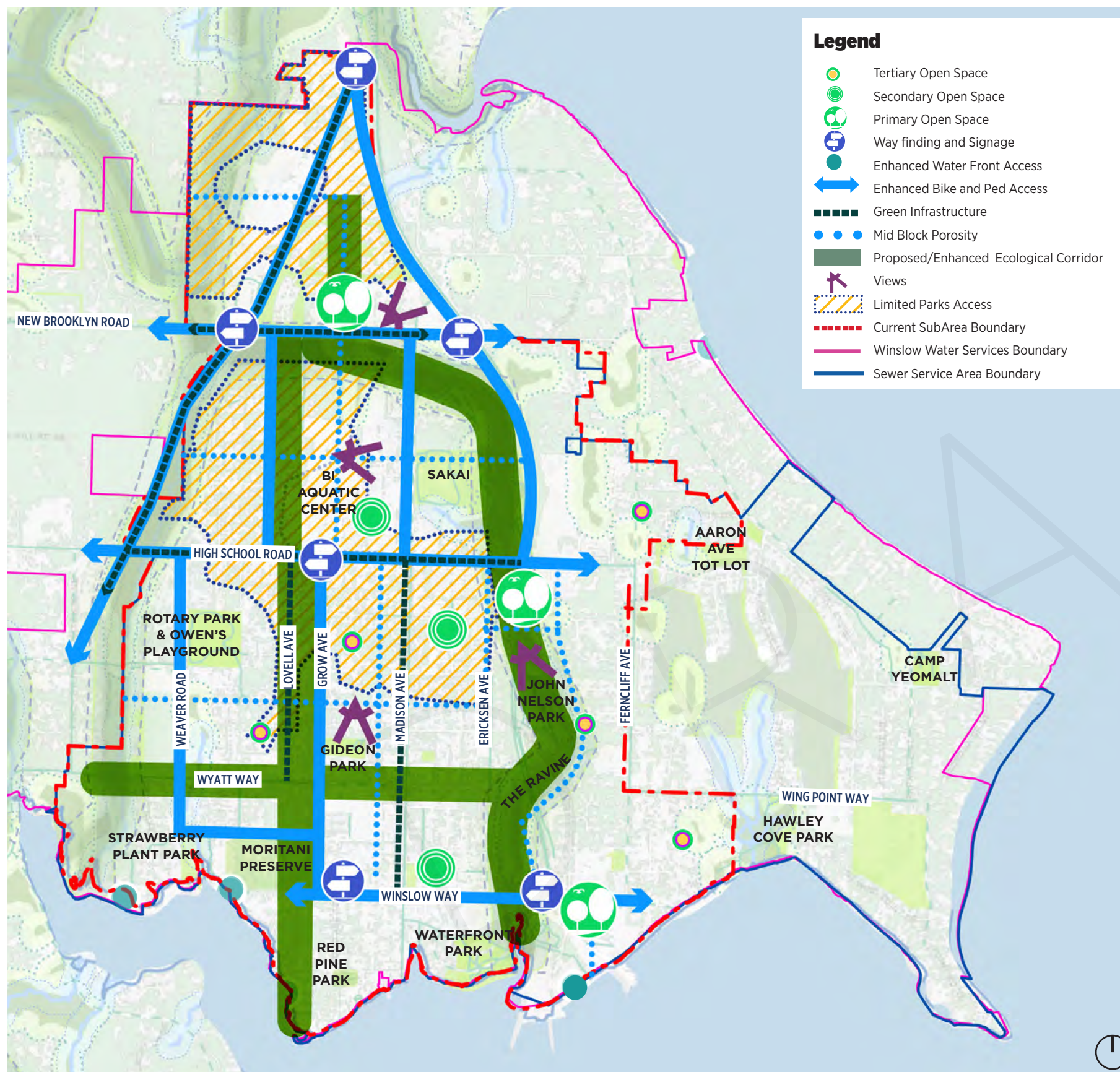


EXHIBIT F-10 ALTERNATIVE 03 OPEN SPACE FRAMEWORK

### OPEN SPACE FRAMEWORK

Similar to alternative 02, this framework prioritizes ecological preservation, equitable access to open spaces, and creation of all year round vibrant gathering places within the subarea. The "Go Out" alternative prioritizes hierarchy of open spaces, specially north of High School Road, and emphasizes the enhancement of north-south bike and pedestrian infrastructure. This alternative introduces additional ecological corridor on Lovell Avenue and Wyatt Way. These corridor can take shape as pollinator pathways or bioswales integrated into right of way improvements, contributing not only to the ecological health of the subarea but also providing an enhanced natural environment for residents to enjoy.



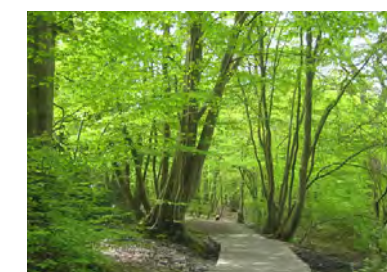
Primary Open Space



Secondary Open Space



Tertiary Open Space



Enhanced Walkability/Porosity



Green Infrastructure / Ecological Corridor

# PREFERRED ALTERNATIVE

[Future Section]

# APPENDIX

# Community Engagement Plan

## Winslow Subarea Plan Update

### BACKGROUND

Winslow is the largest of the City of Bainbridge Island’s designated centers. The greater Winslow area includes “downtown” Bainbridge Island, the Washington State Ferry terminal, and the residential areas to the north, east, and west from the mixed-use districts of Winslow, identified as the Mixed-Use Town Center and High School Road districts. A tension exists between wanting to preserve Winslow as is, and the realities of an aging population, rising cost of living on the island, concerns about climate change and natural disasters, an expressed need for more racial and economic diversity, essential and service workers unable to live close to their jobs, transportation concerns, and a lack of sufficient permanent affordable housing.

The Winslow Subarea Plan was first adopted in 1998 and updated last in 2006. This current update will inform the city’s 2024 Comprehensive Plan and make actionable suggestions for addressing the tensions named above (and others identified in the engagement process). The city is committed to using climate and equity lenses in this update, as well as the findings of the 2022 Housing Needs Assessment. Hearing from community members in and around Winslow is critical for the Subarea Plan Update. Essential to the success of the planning process is hearing from community members who face barriers to participating in Bainbridge Island’s robust culture of civic engagement.

### COMMUNITY ENGAGEMENT OBJECTIVES

- Inform residents, businesses, and commuters to Bainbridge Island about the Winslow Subarea Plan Update process and goals, including the Environmental Impact Statement process.
- Partner with community leaders, community-based organizations, businesses, and public sector agencies to determine key audiences, primarily those who face barriers to participating in community engagement activities.
- Make information accessible and easy to understand.
- Ensure outreach materials are accessible to people without regular access to the internet. Use a variety of in-person and digital outreach strategies.
- Clearly communicate how the Winslow Subarea Plan Update will build on previous planning and community engagement processes (like the 2022 Housing Action Plan and recent Sustainable Transportation Plan).
- Talk with people and listen to their experiences and concerns. Understand barriers and concerns about the planning process.
- Summarize what we learn and share it back with the community.
- Synthesize and apply the information gathered to inform and guide the planning process.

### ENGAGEMENT APPROACH

The city needs a public outreach and community engagement plan for the Winslow Subarea Plan Update, as well as assistance with public outreach efforts to engage specific local stakeholders and the broader community. City leadership is applying an equity lens to this project, with the support of the Race Equity Advisory Committee, and identified The Vida Agency as engagement experts for this task. The island has a robust culture of civic engagement, with especially high participation from white, wealthier, and age 65+ communities. Consultants for the 2022 Housing Action Plan recently conducted extensive community-wide surveys that give us detailed information about a wide breadth of community perspectives. With that foundation, our team will strategically focus on area experts whose knowledge and perspectives have yet to be heard. Our approach is guided by our values: share information transparently, offer educational resources, listen deeply, use clear language, and focus on relationships built on trust. We will offer an opportunity for the general public to share their perspectives, and our priority is to listen closely to a smaller number of in-depth responses from underheard communities.

All engagement strategies will seek to:

- Envision Winslow in five years and in 20 years.
  - What destinations, services, or physical spaces should exist?
  - What does diversity and inclusion look like?
- Learn how much of the island’s new housing (including affordable housing) and jobs should be located in Winslow.
- Learn what improvements the community wants to see in public spaces, and what changes to regulations on private properties would be welcome or unwelcome related to new development.
- Consider how to prioritize transportation or other infrastructure improvements.

### KEY STAKEHOLDERS

A comprehensive list of stakeholders, including community based organizations, businesses, public sector agencies, and community leaders, is being developed and included as an appendix. Our team will use a two-pronged approach: engaging with organizations, agencies, City advisory groups, and elected officials, and broadening our outreach to include historically underrepresented groups who may experience barriers when interacting with city government.

Historically underrepresented people: Black people, Indigenous people, people of color, people who speak languages other than English, people with low incomes, and people with disabilities

Overall, Bainbridge Island is less diverse by race and class than the rest of Washington state and Kitsap County. People of color are 11.4% of the island population versus 34% statewide. The island was once home to the Suquamish Tribe and other Coast Salish peoples until the U.S. government occupied island land for white settlers with the Treaty of Point Elliott in 1855. There are fewer island residents who speak languages other than English at home than in the rest of the state (4.9% vs 20.3%). Median household income is \$145,475 on the Island versus \$82,400 in the rest of the state (in 2021 dollars, 2017-2021).

A recent survey by The National Community Survey found that only 30% of island residents surveyed rated Bainbridge Island as “excellent” or “good” at “attracting people from diverse backgrounds.” Community groups have formed to learn about and address racism. For example, this winter’s Bainbridge Island Reads book, *Stamped*:

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*Racism, Antiracism, and You: A Remix of the National Book Award-winning Stamped from the Beginning*, indicates a clear interest in learning how to be a more welcoming and inclusive community.

(Sources: [Community Engagement Plan for the City of Bainbridge Island Housing Action Plan](#), July 19, 2022, p. 4; United States Census Bureau QuickFacts for Bainbridge Island city, WA, <https://www.census.gov/quickfacts/bainbridgeislandcitywashington>, 2017-2021; [History and Culture](#), [www.suquamish.nsn.us](http://www.suquamish.nsn.us); [The National Community Survey, Results for the City of Bainbridge Island](#), November 8, 2022, p. 28; [Engage Bainbridge, BI Reads for Justice](#) website)

### People who work in or near Winslow, but can't afford to live in Winslow or on Bainbridge Island

The recent survey from the Housing Action Plan shows that a significant majority of surveyed islanders (78%) believe that people who work on Bainbridge Island should be able to live here, too. Yet people also spoke of the challenge of hiring workers if they can't live within a reasonable distance of their workplace. Workers—including essential workers like teachers and health caregivers—spoke of long commutes, considering quitting to find work closer to home, and jobs being harder because they're understaffed. Employers spoke of the difficulty they have recruiting, hiring, and retaining staff. Two-thirds of workers on Bainbridge Island commute from somewhere else. Well over half of those workers (62%) come in from Kitsap County.

(Sources: [Summary of Public Engagement Findings, Phase 1 Report, Bainbridge Island Housing Action Plan](#), p. 15-16, 25, 44; [Housing Resources Bainbridge](#) Advocacy FAQs website; [Draft Housing Needs Assessment](#), City of Bainbridge Island, October 11, 2022, pp. 53-54)

### Employers and Small Businesses

Current infrastructure and affordable housing challenges will continue to pose a threat to the island's retail and small businesses in hiring and retaining employees long term. This affects the overall local economy, contributing to income inequality, and hindering the health of the community.

### Families with young children

In the last 20 years, the number of families with young children decreased from 49 percent in 2000 to 35 percent in 2020. During the same time period, homeowners under the age of 55 decreased by about 26 percentage points. Rental housing stock has also decreased in availability, down to about 19 percent of available housing stock in 2020, and has also become more expensive. The Bainbridge Island School District has experienced decreasing enrollment even before the COVID-19 pandemic, and since 2011, has not requested school impact fees due to low enrollment numbers.

(Source: [Draft Housing Needs Assessment](#), City of Bainbridge Island, October 11, 2022, pp. 4-7)

### Youth and young adults

Many youth and young adults are not staying on the island, nor are they moving to the island. Since 2000, the percentage of people aged 44 and younger decreased from 54 to 43 percent. Youth under age 19 also represent less of the total population in 2020 than they did in 2000, down from 29 percent to 24 percent. The median age on Bainbridge Island increased more than it did in the rest of Kitsap County.

(Source: [Draft Housing Needs Assessment](#), City of Bainbridge Island, October 11, 2022, p. 17)

### Seniors living on a fixed income

Bainbridge Island's population is aging faster than the rest of the state. While some residents over 65 are economically secure, others have expressed their concern that retirement and a fixed income will make it difficult or impossible to afford life on the island. Housing affordability is an explicit concern (specifically finding housing that accepts Section 8 vouchers and subsidies, or that has disability accommodations), alongside affordability of food and quality health care.

(Sources: [Draft Housing Needs Assessment](#), City of Bainbridge Island, October 11, 2022, p. 17; [Summary of Public Engagement Findings, Phase 1 Report, Bainbridge Island Housing Action Plan](#), p. 18, 20; The National Community Survey, Results for [the City of Bainbridge Island](#), November 8, 2022, p. 18)

### People with Limited Mobility

Mobility is a key dynamic of urbanization and Bainbridge Island's current transportation and road infrastructure present a challenge for the wellbeing of community members experiencing limited mobility. To support a vibrant lifestyle for all members of our communities we must explore appropriate modification to transportation systems, spaces, and buildings.

### Tribal Nations

It is very important to demonstrate respect for the past and current role of tribal nations as original peoples and stewards of the land. Our work must extend beyond land recognitions and should seek to better understand their needs and concerns prior to consulting them for their wisdom.

## ENGAGEMENT STRATEGIES

In order to maximize all engagement opportunities with the constrained timeline, our team will work with City of Bainbridge staff to identify and prioritize guiding questions and desired focus for all engagement activities and for all audiences. Individual strategy delivery will be tailored to prioritize reaching people who we traditionally have not heard from, or who experience greater barriers to engaging with government planning. Overall, we'll prioritize meeting people where they are, and sharing what we learn with all stakeholders.

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## Survey Methodologies

- Intercept Surveys: Go to retail staff at work to conduct and document short conversations that mirror the general survey.
- Online Survey: Develop a digital survey to reach the general population and those who may not be able to attend an interactive workshop. Include questions to identify people from key communities (such as employees who work in Winslow but don't live there).

## Group Workshops

Our team will structure public workshops to provide a collaborative experience where members of the public will receive transparent project information, visuals to aid understanding, provide opportunities to ideate suggestions and solutions, and space to ask questions.

- The Vida Agency will offer one (1) in-person workshop and one (1) virtual workshop for priority communities.
  - The virtual workshop is scheduled for Sunday, February 12 from 1-3 pm on Zoom.
    - The interactive virtual workshop will be supported by an online white board technology for collaboration.
  - The in-person workshop is scheduled for Monday, February 13 from 6-8 pm at Bainbridge High School.
- LMN Architects will offer two (2) days of in-person workshops for groups identified by the planning process (see appendix). These workshops will be in a public building in the subarea.
  - The Environmental Impact Statement scoping meeting is scheduled for Wednesday, February 8 from 7-9 pm at City Hall.

## Key Relationships

Our team will reach out to community leaders from priority communities, share high level information about the project, and ask for other connections.

- Generate interest and participation in upcoming workshops
- Generate online survey participation
- Organic social media presence

## Engagement Partnerships

Our team will work with City of Bainbridge staff to identify and work with existing community relationships to disseminate project information and participation opportunities such as the survey and planned workshops. Partners may include community based organizations, businesses, public sector agencies, informal groups, individuals, and others as identified through the engagement process. Partners will be encouraged to:

- Share and encourage participation opportunities via social media page
- Share and encourage participation opportunities to existing list serve membership

## Social Media

Our team will work with the City's Communications Coordinator to support and encourage key partners to leverage their social media platforms to disseminate project information, online survey, and workshop participation opportunities.

## Digital Retargeting

Retargeting is an excellent tool in both achieving high visibility within a target group and reaching guaranteed audience members.

- Geotargeting: geotargeting should focus on project area and close surroundings as informed by partnerships and past data results.
- Run time: the timeline for this campaign is approximately 2-3 weeks.

## Youth Round Table

Youth and young adults are important contributors to engage in instrument design and analyze the vision and needs for a future Winslow. The Vida Agency is coordinating with the Bainbridge Island School District and the Bainbridge High School principal to offer a lunchtime opportunity for high school students to learn about the Winslow planning process and give their feedback. We will offer prizes for students who participate.

## Open House

Following the workshops, drop-in sessions, EIS scoping, surveys, and exercises, the ideas and feedback will be synthesized by the project team into draft guiding principles. These guiding principles will be combined with policy imperatives and spatial, economic, and demographic analysis to create a draft vision to guide subarea plan development. The team will engage the council and other boards and commissions as collaborators in the creation of the guiding principles and project vision.

At this open house, the guiding principles and the draft vision will be tested against the further development of the draft alternatives outlined in the early engagement. A virtual and in-person open house will be planned in order to report back to all community members and stakeholders what was heard in the findings and how those findings have influenced the proposed Winslow Subarea Plan Updates. The flow and structure between the virtual and in-person open houses will vary slightly to accommodate technology and participation opportunities available. Both open houses will break the information into smaller pieces and be supported by graphics to enhance understanding.

Feedback gathered from these live and virtual open houses will be used to finalize a shared-project vision and preferred alternative for the Subarea.

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## City Communications Tools

The City will also use existing communications tools to get the word out about the project’s progress and engagement opportunities. Those tools include a listserv, project website, weekly City Manager’s newsletter, social media, a quarterly COBI [City of Bainbridge Island] Connects newsletter, and short updates or announcements by the City Manager or staff at the variety of City Council or City advisory committee meetings. The draft of an updated Winslow Subarea Plan will be reviewed by the Planning Commission, including a public hearing, prior to making a recommendation to the City Council. The City Council will review the draft updated Winslow Subarea Plan at a series of public meetings prior to making a decision, pursuant to BIMC 2.16.180 and 2.16.190.

### DRAFT TIMELINE \*

Strategies	Purpose	Audience	Timeline
Identify guiding questions	Identify the crucial information we desire to receive to better inform the comp plan update.	N/A	January
Key relationships	<ul style="list-style-type: none"> <li>Identify key stakeholders</li> <li>Generate interest in upcoming workshops and survey</li> <li>Generate social media presence</li> </ul>	<ul style="list-style-type: none"> <li>Historically underrepresented people</li> <li>All</li> </ul>	December 2022 – February 2023
Engagement partnership with community based organizations, businesses, and public sector agencies	<ul style="list-style-type: none"> <li>Identify other key stakeholders</li> <li>Generate interest in upcoming workshops and survey</li> <li>Share information and opportunities on social media</li> <li>Share information and opportunities via membership listservs</li> </ul>	<ul style="list-style-type: none"> <li>Historically underrepresented people</li> <li>Community based organizations</li> <li>Businesses</li> <li>Public sector agencies</li> <li>Informal groups</li> </ul>	January – February 2023
Facebook and social media posts	Spread awareness of project and feedback opportunities (workshops, surveys)	All	February 2023
Intercept surveys	Go to retail staff at work. Invite short conversations to share briefly about city’s plan and listen to feedback.	<ul style="list-style-type: none"> <li>People who work in Winslow, inc. those who live off the island</li> </ul>	February 2023
General survey (online and paper)	Develop survey to distribute digitally and in-person to: <ul style="list-style-type: none"> <li>Collect feedback on specific questions from city</li> <li>Reach general population online</li> <li>Offer a way for people who can’t attend workshops to give input</li> </ul>	<ul style="list-style-type: none"> <li>General public</li> <li>Transit and ferry riders</li> <li>Winslow workers who don’t live in Winslow</li> </ul>	February 2023
Student round table conversation	Host an opportunity for high school students to share input on city planning	Youth/young adults	February 2023
Workshops (online and in-person)	Facilitate two opportunities for priority communities to learn about city’s plans and offer input.	All	February 2023

	Offer workshops and meetings for the following groups: <ul style="list-style-type: none"> <li>Impacted property owners</li> <li>Businesses</li> <li>Mobility and transit</li> <li>Public facilities &amp; utilities</li> <li>Parks, open spaces, &amp; community amenities</li> <li>Housing</li> <li>Schools</li> <li>Developers</li> <li>Arts &amp; culture</li> <li>Institutions</li> </ul>		
Digital retargeting	Achieve high visibility and participation in the survey	All	February 2023
City communications	Activate City’s established communications channels (social media, listserv, City website, City Manager’s report) to notify the public about the Planning Commission and City Council review of the draft updated Plan	All	Q1 – Q3 2023
Open House	In-person and Virtual open house options to report back engagement findings and present proposed plan updates	All	Q2 2023
Public meeting	Present a “report back” in person	All	Q3 2023

\*The Outreach and Engagement timeline has evolved through out the project. For the final version, refer to the Outreach and Engagement Chapter.

### Materials

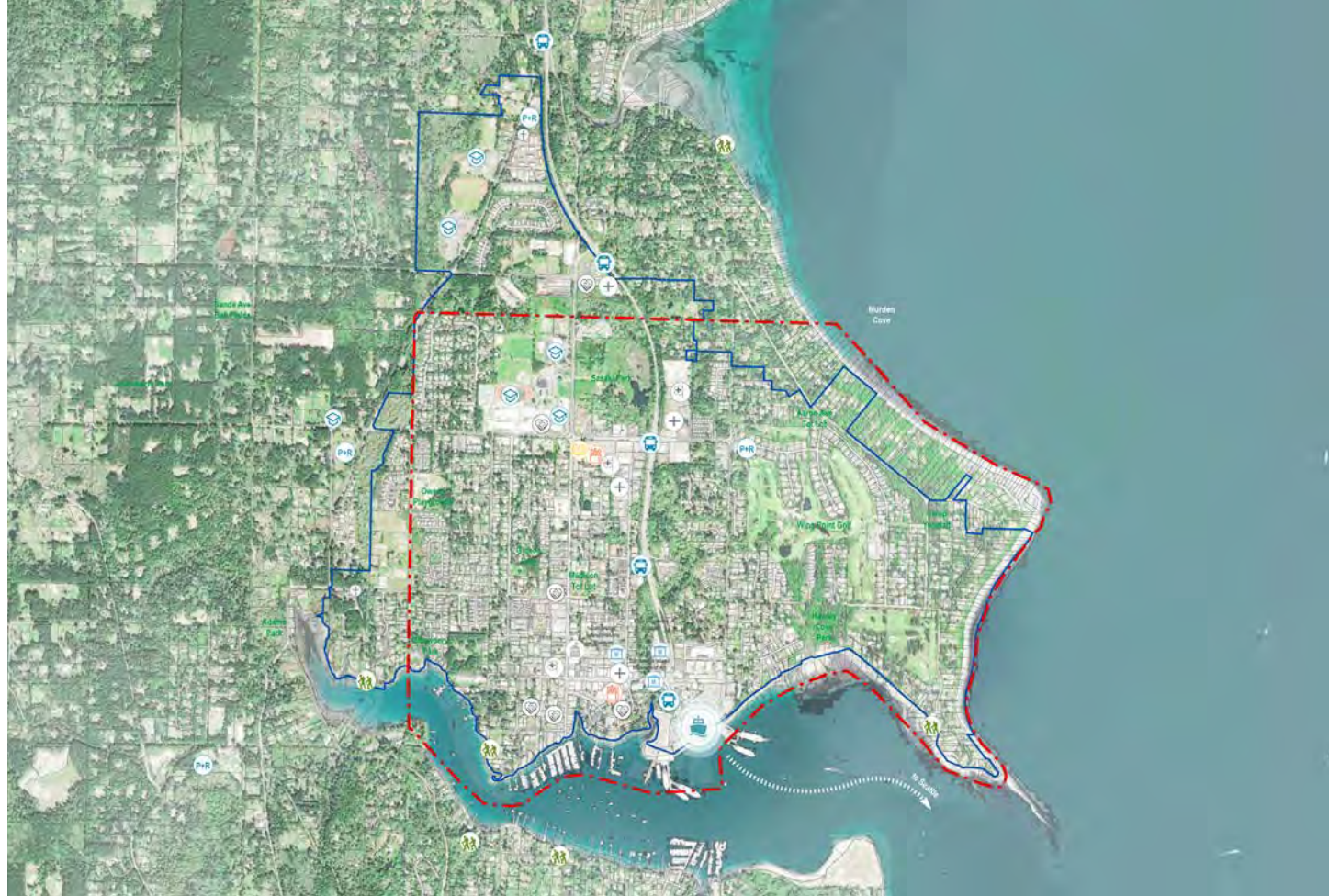
Our team will produce supporting materials that are guided by clear and transparent communication about project information and participating opportunities tailored to the audience and method.

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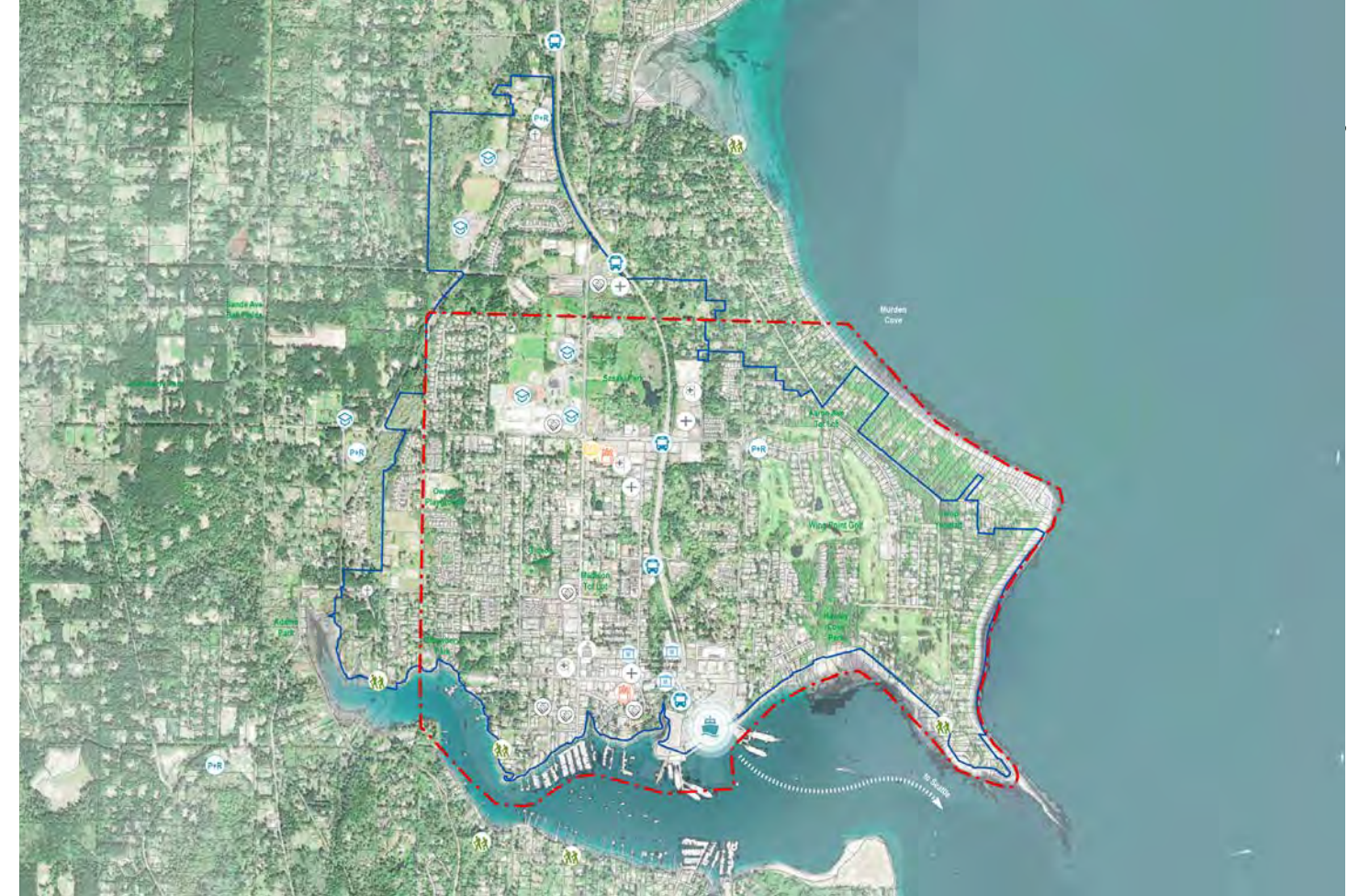


# WE WANT TO HEAR FROM YOU!

The City of Bainbridge Island is planning for the future of Winslow and we want you to be part of the plan. It's essential we hear from the community. Your voice matters.



Take our survey  
and be heard.



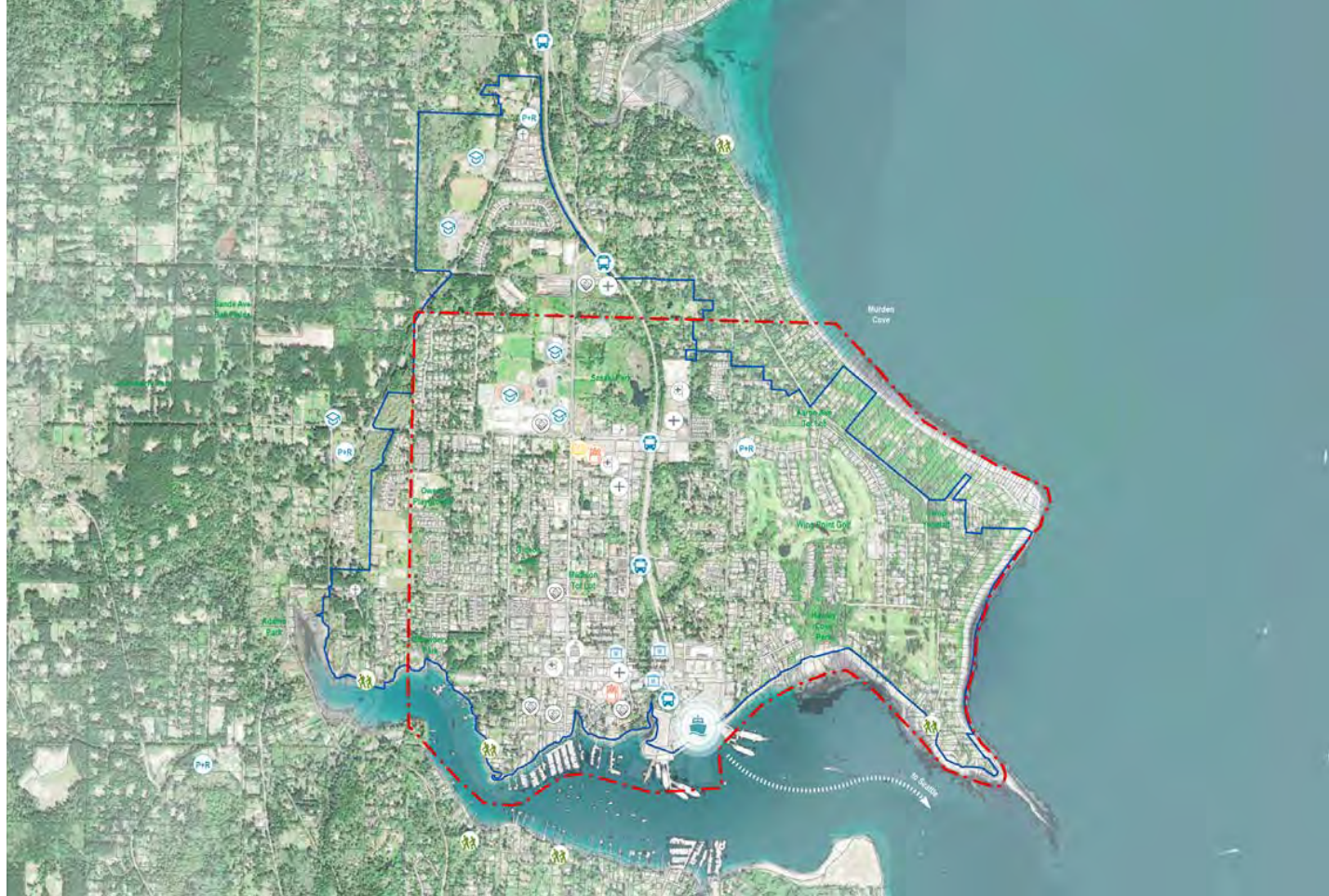
# DO YOU WORK IN WINSLOW? WE WANT TO HEAR FROM YOU!

The City of Bainbridge Island is planning for the future of Winslow and we want you to be part of the plan. It's essential we hear from the community. Your voice matters.



Take our survey  
and be heard.



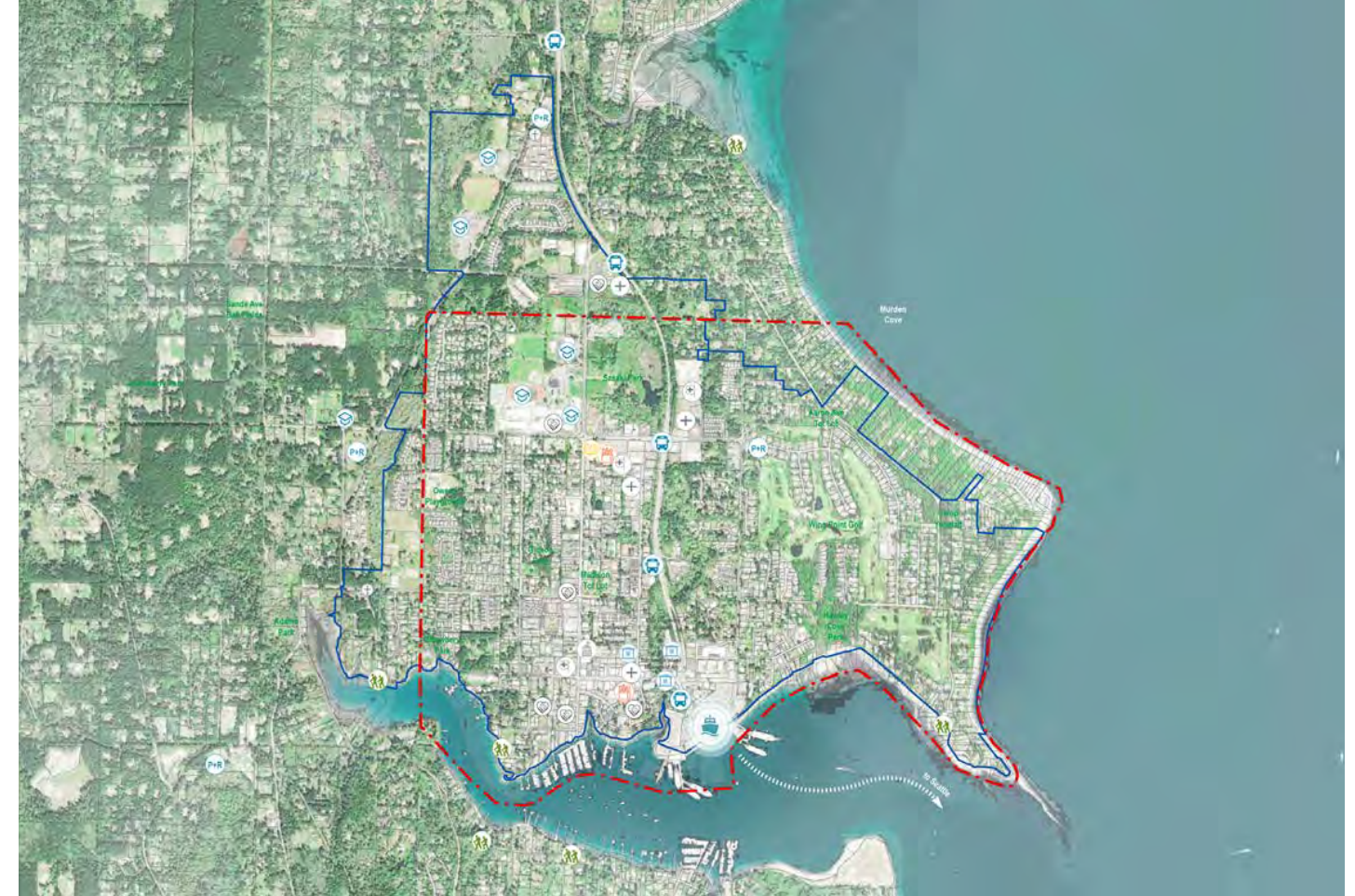


# FERRY RIDERS, WE WANT TO HEAR FROM YOU!

The City of Bainbridge Island is planning for the future of Winslow and we want you to be part of the plan. It's essential we hear from the community. Your voice matters.



Take our survey  
and be heard.



# TRANSIT RIDERS, WE WANT TO HEAR FROM YOU!

The City of Bainbridge Island is planning for the future of Winslow and we want you to be part of the plan. It's essential we hear from the community. Your voice matters.



Take our survey  
and be heard.



## Survey Questions for Winslow Subarea Plan Update

**Introductory text:** Thank you for taking this survey! Your answers to these questions will help the City of Bainbridge Island plan for what the community wants Winslow to look like in 2043. Hearing from community members who live, work, and play in Winslow is critical for meeting the needs of community members, especially those who have been historically marginalized.

This survey will take about 5 to 10 minutes to complete.

This map shows the Winslow area identified in the current Winslow Subarea Plan. The current subarea plan applies to an area north almost to New Brooklyn Road, east to Puget Sound, south to Eagle Harbor and west to Weaver Road. It encompasses downtown Winslow Way, the High School Road commercial development and surrounding residential areas.

*\* Indicates required question*

### Questions:

1. \*Where did you see this survey?
  - a. Dropdown:
    - i. Social media ad
    - ii. Sent to me by a person or organization I know
    - iii. City's Engage Bainbridge project website
    - iv. At my workplace
    - v. On the bus or at a bus stop/station
    - vi. On the ferry or at the ferry terminal
    - vii. Other [write-in]
2. \*Do you live in the Winslow area? Yes/no
  - a. \*If no, do you live on Bainbridge Island? Yes/no
    - i. If no, where do you live?
      1. Dropdown:
        - a. Kitsap County (not Bainbridge Island)
        - b. King County
        - c. Pierce County
        - d. Another county in Washington state (not Kitsap or King)
        - e. Outside of Washington state

3. Do you have a paid employment at this time? Yes/no
  - a. If yes, do you work in Winslow? Yes/no
4. [If yes to question 3; also if yes to question 3a] Do you commute to Winslow for work? Yes/no
  - a. If yes, how do you get to Winslow?
    - i. Dropdown, select all that apply:
      1. Drive my own car
      2. Carpool in someone else's car
      3. Borrowed car
      4. Ferry
      5. Kitsap Transit routed buses
      6. Kitsap Transit's BI Ride
      7. Walk
      8. Bike
      9. Taxi or other paid rideshare services
      10. Another option
5. Do you go to Winslow for any reason(s) besides commuting to your paid work in Winslow? Yes/no
  - a. If yes, why do you go in to Winslow? Select all that apply.
    - i. To access food (grocery shopping, restaurants, food bank, farmers market, etc.)
    - ii. To access services
    - iii. To get to childcare facilities or schools
    - iv. To get to medical appointments or for other health-related reasons
    - v. To get to other appointments
    - vi. To attend faith-based services
    - vii. To attend cultural events or arts programming
    - viii. For caretaking of friends or family members
    - ix. To visit friends or family members
    - x. To volunteer
    - xi. For leisure activities
    - xii. To spend time in nature, including the waterfront
    - xiii. To travel to the ferry to leave Bainbridge Island (including to commute to paid work off island)
    - xiv. Other [write-in]

# GENERAL SURVEY CONT.

6. Do any of the following challenges occur when you travel to Winslow?
- a. Dropdown, select all that apply
    - i. It takes a long time
    - ii. I have to wait a long time between modes of transportation
    - iii. It costs too much money
    - iv. It's too crowded
    - v. I experience accessibility and/or mobility issues
    - vi. It doesn't feel safe
    - vii. I have to leave very early or get home very late
    - viii. Other [write-in]
7. [For Winslow residents, yes to Question 2]: Is there anything making it hard for you to keep living in Winslow long-term, or that might make it hard for you in the future?
- a. Dropdown menu, select all that apply:
    - i. I can't afford housing
    - ii. Family or friends moving too far away
    - iii. Necessary goods and services, such as food and health care, are too hard to access
    - iv. It's too hard to get around without using a personal vehicle
    - v. There's no easy access to public transportation
    - vi. It's too hard to find parking
    - vii. I can't find a job here, or I'm not sure I will be able to find a job in the future
    - viii. I don't feel welcome in this community
    - ix. Businesses close too early
    - x. No, it's easy for me to stay in Winslow
    - xi. Other [write-in]
8. [For all non-Winslow residents, no to Question 2]: Do you have any interest in moving to Winslow in the future, if you had everything you needed to make that possible? Yes/maybe/no
- a. If yes or maybe: What would make moving to Winslow possible for you?
    - i. Dropdown menu, select all that apply:
      1. Housing I can afford
      2. Having the right kind of housing for my household (such as apartment, townhome, single-family home, etc.)
      3. Family or friends living close to me
      4. Easy access to necessary goods and services such as food and health care
      5. Easy to get around without using a personal vehicle
      6. Easy access to public transportation

7. A job in Winslow
  8. A community that makes me feel welcome
  9. Activities for youth and young adults
  10. Other [write-in]
9. When you think about the Winslow community, what do you value the most?
- a. Dropdown, select all that apply:
    - i. Close to goods and services (grocery stores, health care, etc.)
    - ii. Close to childcare facilities and schools
    - iii. Ability to get around without a car on sidewalks, bike lanes, pathways, and/or Seattle to Olympics Trail
    - iv. Close to my workplace
    - v. The people/the feeling of community
    - vi. Spending time at a coffee shop
    - vii. Access to nature and parks
    - viii. Public access to waterfront/Eagle Harbor
    - ix. Proximity to ferry for getting to Seattle
    - x. Shopping at local businesses
    - xi. Eating at local restaurants
    - xii. Cultural hub (museums, performing arts, public art, etc.)
    - xiii. Other [write-in]
10. Is there anything about Winslow that you think is at risk of going away or that you hope will be protected?
- i. Open ended question
11. Is there anything missing from the Winslow community that you hope to see in the future?
- i. Open ended question
12. Is there anything else you want us to know?
- a. Open ended question

## Add basic demographic questions (all optional)

**Closing text:** Thank you for your time! If you have any questions or would like to sign up for updates on the Winslow Subarea Plan progress, please visit the [Engage Bainbridge website](#).

# YOUTH SURVEY



What would make moving to or staying in Winslow possible for you?	What type of housing would you prefer to see in Winslow?	How much new housing would you like to see in Winslow?	Is there anything missing from the Winslow community that you would hope to see in the future?
Easy to get around without using a personal vehicle. Other: hospital, Town & Country (locally owned), parks, parking is an issue, one way street.	Townhomes. Condos.	Winslow.	Shops and activities that are open later.
Other: small cafes open past 7 pm. Easy to get around without using a personal vehicle. Other: bike lanes. Activities for youth and young adults. Housing I can afford. Other: congestion of traffic Housing I can afford.	Communal apartments with a park in the middle. Compact homes with privacy between house and street. Apartments. Affordable housing, apartments. Regular housing.	Higher density in Winslow. Lower density on the rest of island. I don't know. Not that much. 2-3 new buildings. Some but not a lot, we already have a lot.	Pickleball courts. More parks. I like it how it is. More access to public transportation. More kid friendly activities.
Other: Four way stop is unnavigatable, needs to be organized. Housing I can afford. Easy access to public transportation. Activities for youth & young adults. Activities for youth and young adults. Housing I can afford. Family or friends living close to me. Easy access to necessary goods and services. Easy access to public transportation. A job in winslow. N/A N/A	Apartments, some affordable. Apartments and affordable housing. More unique housing. Townhouses, apartments, houses. Multi family, affordable. Multi family, affordable.	A good amount N/A None. Not too much, more affordable housing for those who have jobs. Lots. Lots.	Giant gold statue. N/A More activities and things to do. More youth activities. Later closing times, a club. Later closing times.
Easy to get around without using a personal vehicle. Easy access to public transportation. A community that makes me feel welcome. Activities for youth and young adults.	Affordable housing near to public transportation. Single family homes.	Not an extreme amount.	More youth activities, places for youth to hang out.
Having the right kind of housing for my household. Easy access to necessary goods and services. Easy to get around without using a personal vehicle. Activities for youth and young adults. Housing i can afford. Easy access to necessary goods and services such as food and health care. Housing i can afford. Having the right kind of housing for my household. Family or friends living close to me. Easy access to necessary goods and services. A job in winslow. A community that makes me feel welcome. Activities for youth and young adults.	Affordable housing. Affordable housing. Not much.	Few houses near Winslow, more affordable housing throughout the island. Not necessarily, just more affordable housing. Not much more.	I wish that there were more activities for teenagers, ex: arcade. I don't know. N/A
Housing I can afford. Easy access to necessary goods and services such as food and health car. Easy to get around without a personal vehicle. A job in winslow. A community that makes me feel welcome. Activities for youth and young adults.	Affordable housing.	Not much.	N/A
Housing I can afford. Family or friends living close to me.	Affordable housing.	Not much.	More things to do.

# YOUTH SURVEY CONT.



What would make moving to or staying in Winslow possible for you?	What type of housing would you prefer to see in Winslow?	How much new housing would you like to see in Winslow?	Is there anything missing from the Winslow community that you would hope to see in the future?
Family or friends living close to me. Easy access to necessary goods and services. Community that makes me feel welcome.	Affordable housing.	A collective improvement.	Diversity.
Housing I can afford. Activities for youth and young adults. All options.	Modern housing. Condos, apartments.	Apartment building, but not many residential houses. A decent amount.	More activities. A museum.
Housing I can afford. A job in Winslow. Housing I can afford. Easy access to necessary goods and services. Easy access to public transportation. A job in Winslow. A community that makes me feel welcome. Activities for youth and young adults.	Affordable housing.  Apartments, single family homes.	Not enough to disrupt economy but enough to stabilize businesses.  On the rest of the island.	More diversity.  Affordable clothing stores.
Housing I can afford. Having the right kind of housing for my household. Family or friends living close to me. Easy access to necessary goods and services. A community that makes me feel welcome.	Apartments, single family homes. Smaller units for single person households.	Apartments in Winslow that are urban center focused. More spread out.	Affordable goods. Gardens, nature
Housing I can afford. Housing I can afford. Easy access to goods and services. Stores for locals. Other: access to parks and forested areas. Housing I can afford.	Single family homes. Environmentally friendly housing. Apartments.	Needs to spread out some, but still protect the green space. Keep it in town, enough. Some of both.	Thrift store N/A N/A
Easy to get around without a personal vehicle, bike lanes. Housing I can afford. Housing I can afford. Housing I can afford. Easy access to necessary goods and services. Easy to get around without using a personal vehicle.	Apartments, condos. Townhomes. Anything.	Winslow and a bit beyond. Spread out across island. Unsure.	N/A N/A N/A
Other: protect natural resources. Other: parks, garden areas. Easy access to public transportation. Activities for youth and young adults. Other: wildlife.	Communal, affordable, multifamily housing. Apartments.  Affordable housing. Apartments.	Unsure, Winslow, or near to Winslow. Balance and keep green spaces with housing.  Spread out across the island. Balance and keep green spaces with housing.	Community workshop, crafts, mutual aid. An arcade, more for youth.  Mall, better stores. Better stores, ones that are more teen oriented.
A community that makes me feel welcome. Other: preserve downtown spaces. Housing I can afford. Family or friends living close to me. Easy access to public transportation.	Affordable housing. Affordable housing. Regular housing. Great basic housing.	Balance and keep green spaces with housing. Inbetween, some new, some affordable. Less bulk, and more high quality. In between.	More parks and green spaces. More community events. Chick fil a. Statues.
Housing I can afford. Activities for youth and young adults. Easy access to necessary goods and services. Activities for youth and young adults. Activities for youth and young adults. Other: More housing.	Single family homes. Apartments. Apartments. Condos. Apartments.	Rest of island. N/A Rest of island, but redo some parts. Winslow and outside of Winslow. Somewhere in between.	Amusement park, water park. N/A Trash cans, drinking fountains. Water park. Trains.
Activities for youth and young adults. Housing I can afford. A job in Winslow. A community that makes easy to get around without using a personal vehicle, easy	Condos. Affordable housing. Affordable housing.	Everywhere. A fair bit, but keep the vibes. Most affordable, bring in a bunch.	Fast food places. Parks. Proper teen center, more things to do.

# YOUTH SURVEY CONT.



What would make moving to or staying in Winslow possible for you?	What type of housing would you prefer to see in Winslow?	How much new housing would you like to see in Winslow?	Is there anything missing from the Winslow community that you would hope to see in the future?
<p>Other: less traffic, make one way road, more parking.                      Housing I can afford. Community that makes me feel welcome.                      Other: Casual restuarants.                      Other: Gardens to protect insects.                      Housing I can afford. Family or friends living close to me. A job                      Housing i can afford, having right kind of housing, easy access to necessary goods/services, easy to get around without personal vehicle, easy access to public transportation, a job in winslow, a community that makes me feel welcome, acitivities for youth and young adults</p>	<p>Affordable housing.                      Affordable housing, apartments.                      Affordable housing.                      Apartments.                      Apartments.                      Single family homes.</p>	<p>A lot of new housing                      Balance of new housing and current feel.                      Median amount, keep current feel.                      Gardens on top of houses.                      More than we have now.                      Apartment complex or condos.</p>	<p>Tram system through downtown instead of road.                      More casual and cheaper restuarants.                      More activities and things to do.                      N/A                      More apartments.                      Wider variety of recreation and food places.</p>
<p>Housing i can afford, having right kind of housing, easy access to necessary goods/services, a job in winslow, a community that makes me feel welcome, acitivities for youth and young adults</p>	<p>Townhomes.</p>	<p>New housing should be built in other parts of the island.</p>	<p>More variety in shops and food items.</p>
<p>Housing I can afford. Easy access to necessary goods and services. Easy to get around without using a personal vehicle.                      Housing i can afford, family or friends living close to me, easy access to neccessary goods and services, easy to get around without using a personal vehicle, activities for youth and young adults</p>	<p>Affordable housing.                      Sustainable housing developments.</p>	<p>None.                      25% increase.</p>	<p>Roller coaster, more sustainability and public transportation.                      More green transportation and bike trails.</p>
<p>Housing I can afford.                      Housing I can afford. Activities for youth and young adults.                      Activities for youth and young adults.                      Activities for youth and young adults.                      Housing I can afford. Family and friends living close to me. Easy                      Housing i can afford, easy to get around wo personal vehicle,                      Housing I can afford, family or friends living close to me, easy to                      Family or friends living close to me, easy to get around without                      Housing I can afford. Easy access to necessary goods and                      Housing I can afford. Family and friends living close to me. Easy access to necessary goods and services. Easy to get around without a personal vehicle. A community that makes me feel welcome. Activities for youth and young adults.</p>	<p>Apartments.                      Apartments.                      Apartments.                      Affordable housing.                      Houses.                      Affordable housing.                      Condos.                      Housing closer to schools.                      Single family homes, Townhomes.                      Single family homes, affordable housing.</p>	<p>Both, more prominently in Winslow.                      On the rest of the island.                      Enough to make housing affordable for restaraunt workers.                      Mostly Winslow.                      More in social areas.                      Close to necessities.                      Enough w new houses, needs to have affordable options.                      Not too much, housing is important but also need to be careful not much more</p>	<p>Arcade.                      More stores.                      Sports areas, affordable food, activities for highschoolers.                      Shops for youth.                      N/A                      Water towers and larger sewers in the near future.                      More diverse grocers and shops, less dependence on amazon                      more small businesses                      More things for locals to do.</p>
<p>Easy to get around without a personal vehicle. Easy access to public transportation. A job in Winslow. Activities for youth and young adults.</p>	<p>Cottages.</p>	<p>All across the island.</p>	<p>N/A</p>
<p>housing i can afford, easy to get around wo personal vehicle,easy access to public transit, activities for youth and young adults</p>	<p>Condos.</p>	<p>Around the island.</p>	<p>N/A</p>
<p>Other: Los pollos hermanos restuarant.</p>	<p>Trailers.</p>	<p>On the rest of the island.                      Plenty of trailers.</p>	<p>Bowling.                      Los Pollos Hermanos, Casa Bonita.</p>
<p>Housing I can afford. Family or friends living close to me. Easy to                      Housing I can afford. Easy access to public transportation.                      Activities for youth &amp; young adults. Community that makes me</p>	<p>Apartments.</p>	<p>More than we have now.</p>	<p>More apartments near nicer environments.</p>

# YOUTH SURVEY CONT.



What would make moving to or staying in Winslow possible for you?	What type of housing would you prefer to see in Winslow?	How much new housing would you like to see in Winslow?	Is there anything missing from the Winslow community that you would hope to see in the future?
feel welcome. Housing I can afford.	Housing. Affordable, take the Bethany complex as example.	More. whatever it is, build up and don't take too many trees.	More apartments near nicer environments. Keep as much of the forest as possible.
Housing I can afford. Other: Winslow is a tourist trap spot and we need youth focus activities for local youth Housing I can afford. Other: Bring a Hooters	Mix apartments and houses. Modern apartments. Apartments unless you make single family homes more affordable.	not too much, keep it suburbam how ever much we need	Improved visibility for drivers (especailly on the hills). Control the housing market from skyrocketting again. Apartments are more affordable so focus on those.
Housing I can afford. Other: more recreation activities	Apartments.	Build outside of Winslow	N/A
Housing I can afford. Other: more activities for teens	Apartments.	N/A	Affordable houses.
Housing I can afford. Other: Indoor activities	Apartments.	Study the population growth and decide then.	N/A
Housing I can afford.	Apartmens on Winslow.	Apartments only, houses outside Winslow.	N/A
A community that makes me feel welcome. Other: More family activities.	Single family houses.	None.	It's insanely expensive, fix it. Clean roads, there is always gravel and it's unsafe for cyclists.
[No answer.]	Single family houses.	Expand building outside of Winslow.	Stop with the unnecessary round abouts.
Housing I can afford. A community that makes me feel welcome. Other: community art work events. More interactive activities.	A mix of current Winslow and other parts of the Island.	Build housing in other parts of the Island too, not just Winslow.	More businesses.
Housing I can afford. Easy access to public transportation. A community that makes me feel welcome. Activities for youth and young adults.	A balance of affordable: whatever is possible to kinda keep the feel similar.	I know a lot of people who would wanna live on Bainbridge so some new housing would be nice.	I'm currently happy with it.

# WORKER SURVEY



What would make moving to or staying in Winslow possible for you?	What type of housing would you prefer to see in Winslow?	How much new housing would you like to see in Winslow?	Is there anything missing from the Winslow community that you would hope to see in the future?
Housing I can afford. Having the right kind of housing for my household. A job in Winslow.	N/A	N/A	N/A
N/A	Affordable housing.	There is no space for new housing but whatever is possible as long as it is affordable.	Parking for locals--everything is taken by tourists and it keeps locals from going to town.
Housing I can afford. Having the right kind of housing for my household. Easy access to public transportation.	Affordable housing.	Any housing as long as it's affordable and inclusive.	More community involvement.
Housing I can afford. Other: stability for options for businesses.	Mixed use housing, businesses and apartments	Tons, every building.	Gathering spaces, places to hang out for a whole, active community.
Housing I can afford. Other: more to do, more shops. Other: status quo is good.	Little communities, townhomes, duplexes, single family homes. Apartments.	Rest of island is better, not Winslow. Could be in Winslow if built a certain way.	Better parking or better signage to existing parking, more affordable stores. N/A
Housing I can afford	Cheaper, affordable, more for low income.	Winslow preferred but anywhere.	Teen center activities, uber and lyft, more things to do.
Housing I can afford, Family or friends living close to me. N/A	Affordable housing. Housing for young couples. Affordable apartments and condos.	On the rest of the island. Close to Winslow.	Stores and restaurants open longer, bakery, breakfast places. N/A
Other: more free parking.	N/A	N/A	More support for small businesses and communication between the city and them.
Activities for youth and young adults.	People stay to live.	N/A	Games and activities, people traveling, gathering spaces.
Other: City doesn't act on things, esp taxes, park spaces, and traffic enforcement.	Affordable housing.	No new housing but make current housing affordable and thoughtful, similar to 275 degrees.	N/A
Housing I can afford. Having the right kind of housing for my household. Easy to get around without a personal vehicle.	Mixed housing units.	1 additional set of townhomes.	No, i love the downtown area and live in the Wingpoint neighborhood.
Housing I can afford. Other: parking, less development. Other: better parking.	No more housing and developments. Mixed use residential.	None I don't know.	More diversity, affordable stores, more economic opportunities. Better parking.
Easy access to necessary goods and services such as food and healthcare. Other: accessible public restrooms.	Small cottages.	Mix of this.	Restrooms in downtown. Parking, transportation accessibility and reliability, ubers.
Housing I can afford. Easy access to necessary goods and services. Easy to get around without using a personal vehicle. Other: affordable goods, gas food, eating out.	Affordable housing.	Spread it out while preserving greenspace.	No diversity right now, more affordable shopping, along with helpline house affordable clothing.
Housing I can afford. Other: Day Road light slows commute (coming from peninsula).	Denser builds.	Spread out.	Lots of haven for wealthy, no vacation houses sitting empty. Wants to see a more diverse island, activities for teens, safe place, community center.
Other: Improve downtown buildings update them, better parking.	Single family is preference. Hates grow community. Wants to focus on town homes and smaller homes for individuals.	Spread out.	Better restaurants.
Housing I can afford. Easy access to necessary goods and services. Activities for youth and young adults.	Apartments.	Spread out across island.	Things open later.
Career opportunities not just jobs. If I had a good career here I could maybe afford the housing	Apartments for the time I remain single. If I were to marry then single family housing.	Mix of Winslow and the rest of the island.	Focus on careers and the economy, not the recreational.
Housing I can afford. Having the right kind of housing fo my household. A community that makes me feel welcome. Housing I can afford. Better transporation option	Eco friendly, like the Grow Community. Apartments and tiny houses for single people like me.	Not too much, maybe 150 apartments. Some affordable apartments for workers, build on the rest of the island more.	I work at the High School and can't afford to live here so something a state worker can get into without my entire paycheck going to rent. Better jobs.
Housing I can afford. A welcoming community	Apartments if you can fit them...just make sure they are affordable.	I don't know.	More parking for workers in the downtown area.
Housing I can afford. Easy access to public transportation that is faster service. Housing I can afford. Family or friends living close to me. A community that makes me feel welcome.	Anything as long as it's affordable. Single family homes are better.	N/A Some on Winslow and some on other parts fo the island.	More career opportunities, not just jobs. More career opportunities, not just jobs.

# PUBLIC SURVEY

Link to all survey questions and responses:

<https://lmmnarchitects-my.sharepoint.com/:x:/p/hafkham/EYgEKVnIP3pKvmt9pHV32tMB4EbcHbqvKE6-fReuM68v9g?e=79yEhw>

## Mobility and Transit Workshop Notes

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Meeting time: February 8<sup>th</sup>, 2023 - 2:30pm-3:30pm

Project team: Jennifer Sutton (Senior Planner), HB Harper (Planning Manager), Paul Nylund (Engineering Manager), Adam Amrhein, Hasti Afkham (LMN)

Community participants: Bainbridge Greenways, BI Parks and Trails Foundation, Squeaky Wheels, WSDOT, Kitsap Transit

- A. Welcome, project, and team introduction – 10 min (shortened version of public intro, available on project website)
- B. Participants introductions – 5 min (see above)
- C. Resilience Exercise – 15 minutes (results will be available on project website)
- D. Questions and Answers – 35 min

### 1. What are you/your organizations planning for within the Winslow subarea?

- Long range planning (LRP) proposal -High-capacity Station areas that gets supported by zoning, where are those potential places for transit villages? Identify and communicate with community. Currently we don't have the density to support these hubs, 60-70% of growth to be around the transit hub/ transit oriented development (TOD).
- LRP is calling for examining circulator bus.
- City Sustainable Transportation Plan (STP) has circulator buses in plan.
- Double-decker buses to increase capacity without increasing footprint.
- Park and ride at Day Road – facilities for electric vehicle (EV) charging stations, E-Bike charging stations.
- Development plan for feasibility of foot ferry
- BI Parks and Trail Foundation (BIPTF) is helping with grant for Sound-to-Olympics trail (STO), we do easement purchase for trails.
- Cave connection
- Sustainable transportation plan – grocery stores all ages and abilities accessible.

### 2. What are the most important mobility and transit related issues and opportunities for this plan to address with this plan update?

- Mobility for all.
- Decking over ferry vehicle holding lane as real estate for high density development?
- Autonyms circulator buses as an idea.
- E-Bikes
- Midblock connections are crucial.
- We need a parking inventory.
- Plans for interpretive signage by BIPTF.

### 3. Are there city codes and policies that could be improved to better realize these opportunities?

- Subsidy from city/nonprofit for a shuttle service
- Shared mobility vehicles program (City Hall, T&C, Grow Community)
- Harbor Square and Bainbridge Landing easement (regulation couldn't enforce fence to come down)
- Balance between high density as well as serving other areas in island.
- Mobility hub – multiple solutions merging to create better solutions.
- Emergency preparedness hubs collaboration with mobility hub
- Inclusive process and early engagement
- Maintenance and signage for midblock connection
- Standards should enforce permeability.
- increase adoption of e bikes
- EV charging infrastructure plans for multifamily developments.
- Increase connectivity.
- 4 corners of subarea (maybe even an extension of it) as mobility hub

### 4. What else do we need to know for this plan to be successful?

- Colman dock – expense and planning efforts
- “Connection zones” and implications challenges – standards to keep developers accountable.
- Lack of after-hours/weekends services impacts employment.
- Limited Uber/Lyft services island wide
- Nonprofit providing micro-van.
- All ages and abilities connections getting to the mobility hubs.
- Mode shifts, electrification efforts, EV Charging plans for fleets, agencies, and customers. Land ownership becomes an issue, (particularly ferry terminal)
- Demand and service allocation balance
- Priorities Commuters (majority of rides) and Mid-Day services
- Pedestrian bridge connection on 305 should come back.
- 4-way crossing: 305 and Winslow way + 305 and High School (curb, alignment, and design)
- Pushing stroller through roundabout is very challenging.
- Eagle Harbor, last industrial land, maritime heritage
- Expense of real estate
- No all ages/abilities grocery stores
- High School Road and Winslow Way

## Emergency Services Providers Workshop Notes

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Meeting time: February 8<sup>th</sup> 2023 - 1pm-2pm  
Project team: Jennifer Sutton (Senior Planner), HB Harper (Planning Manager), Paul Nylund (Engineering Manager), Adam Amrhein, Hasti Afkham (LMN)

Community participants: Police Chief, Chief and Fire Marshal Bainbridge Island Fire Department.

- A. Welcome, project, and team introduction – 10 min (shortened version of public intro, available on project website)
- B. Participants introductions – 5 min (see above)
- C. Questions and Answers – 45 min

### 1. Could you tell us about the public safety challenges the Winslow area is facing?

- Lack of parking leads to more complaints and police reports.
- Ferry has shortfall on car staging and not reliable. Waiting line can also create problem.
- Staffing needed from Ferry for car waiting lane.
- Population growth means more police services needed, which means need for more staffing.
- Harbor place condominium and downtown parking lots may have more safety challenges.
- Street lighting in some places is lacking.

### 2. Are there disaster preparedness concerns you have regarding Winslow?

- We aren't currently experiencing congestion, but in future that could become an issue.
- Traffic calming measures could slow respond time.
- Public safety and emergency response needs to align.
- Radio booster services
- Evacuation routes (only two out of subarea), no evacuation out of island in disaster is problematic.
- Sheltering in place – disaster response infrastructure currently in good shape, consider how that can change if population grows. On-going planning
- Evacuation of subarea can be the biggest challenge. (Access-circulation)
- Water infrastructure: There are areas that aren't served with fire hydrants, results in more need in staffing. Availability, spacing, pressure, redundancy.

### 3. What kinds of land use policies or other changes could the city make to help you address these concerns?

- Power lines are hazard and prevent fire department (i.e. Winslow Way) to deploy ladder, get the power lines below grade, especially if you have narrow setbacks.
- Consider access and street design, fire hydrant location.
- Dead ends don't work well, Wider access around development with height.
- Fire code doesn't have height restriction. Code requires certain street width for certain height threshold for access.
- North-East of subarea lacks hydrants quantity. Comprehensive look at island infrastructure (hydrants, pipes, water supply)
- Coordination is challenging.
- Cross connection redundancy and connection to other water services
- Building standard – state adopted wetland provisions – July 1st (Map), building material
- Housing, cost of ownership is a challenge.
- Health care capacity is a challenge.
- Cellphone and radio coverage infrastructure is currently an issue.
- Road-end locator for access from water as an idea.
- For earthquake – shelter in place, bring in resources as needed – Bainbridge prepares – ongoing planning exercise that will growth with population.
- Identifying new and additional shelter locations – hubs around – limited food, shelter, casualty collection, 'matchmaking' – neighbors helping neighbors – getting people prepared to help themselves – emergency operations center at new police and fire station.
- Housing affordability and ownership:
  - 25% of sworn officers live on island – most renting – more would live here if they could
  - Fire – minimum staffing on duty – 1st alarm structure fire calls for off island resources.
  - Less than ½ of folks live on the island – 44 uniformed folks.

## Arts and Culture Workshop Notes

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Meeting time: February 8<sup>th</sup> 2023 - 10:30am-12pm  
Project team: Jennifer Sutton (Senior Planner), HB Harper (Planning Manager), Adam Amrhein, Hasti Afkham (LMN)  
Community participants: Arts & Humanities Bainbridge, Kids Discovery Museum, Bainbridge Artisan Resource Network (BARN), Bainbridge Dance Center

- A. Welcome, project, and team introduction – 10 min (shortened version of public intro, available on project website)
- B. Participants introductions – 5 min (see above)
- C. Resilience Exercise – 15 minutes (results will be available on project website)
- D. Questions and Answers – 60 min

### 1. How can the arts become more of a part of the everyday life of the Island?

- Bainbridge Creative District needs to be walkable. Accessibility for Art engagement would be game changer. Lack of diversity within the community. Live/workplaces are needed within the subarea.
- AHB Currently working on wayfinding.
- New theatre under construction. There hasn't been enough professional performance space or industrial space for artists on Bainbridge Island.
- Connection and wayfinding from ferry should better connect to Winslow way rather than 305.
- Diversity – Currently no diversity at events
- Person at the info kiosk is a gatekeeper.

### 2. How can this plan support more people engaging with the Arts?

- Consider shuttle services. There are not many programs for young folks (20-30 years). We are missing this demographic. Everything closes early. We need intentionality for attracting a diverse community.
- Difficult hiring artist because of lack of affordability.
- All ages/ability connection within neighborhood has gaps. Program director left, because of lack of affordability and lack of inclusivity for missing demographic (young, no children) We don't have entry level professional because of cost of living. Childcare is lacking. Better bike trails within neighborhood (not within 305 for a safer experience) Higher tourist seasons makes locals not visit Winslow within the hot season. If folks could afford Winslow and have the ability of Live/Work/play, programming and demand could match.
- Artist community is diverse. We lack programming and build environment to support missing communities.

### 3. What kinds of land use policies or other changes could the city make to help you address the constraints and move forward with the opportunities?

- Ferry terminal and Harbor square are underutilized.
- Growth needs to happen within water and sewer boundary. Primary mode of transportation for youth is walking, all activity happens within the ID zone of school. Middle school to Barn connection is not as walkable as it could be. People who live here don't start from ferry, so connections need to be prioritized within other parts of subarea.
- Students and teachers' connection to destination is important. Affordability is an issue. We may lose one of the best teachers because of lack of affordable housing. Performance center with working space and temporary housing is needed. Students are interested could work with artists. We don't have professional performance art center. Residents are missing out on cutting edge performance due to lack of amenity. Dancers are using the high school space, problem with overlap of school function and long waiting list. Vashon is good resource/advocate. Better anchor/gateway at Harbor square.
- Focusing on people who are under 40 without children – 50-year demographic gap.
- We are heading to become a retirement community- affordability can solve this.
- Island Craft (individual workshop space) has high demand.
- Dense affordable housing will solve a lot of these problems.

### 4. What else do we need to know for this plan to be successful?

- Nannies are substantial population of workforce, mostly coming from outside island. People who engage with art on this island are typically people who live here. You need to be professionally successful/come from money to be able to do art here.
- Grants and supports from wealthy are the only way we can support artist right now and that doesn't allow for diversity.
- Lack of industrial space for artists. Industrial centers close to BARN is needed. Parking and better walking connection. BI-Ride is not reliable.
- Art and Culture has staff from Seattle as well Kitsap.
- Transportation from neighborhood centers is also missing.
- Ferry is not reliable, and we are losing staff to it.
- Can't attract entry level professionals – commute is too onerous.
- Childcare – can't hire staff or have the right hours.
- Ecosystem of excellence
- Possible to use space at harbor square – could that be used for the arts?
- BIMA – huge drop in locals during the summer, but influx of tourists, creates a burden for residents.

## Civic Organizations Workshop Notes

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Meeting time: February 8<sup>th</sup> 2023 - 9am-10:30am

Project team: Jennifer Sutton (Senior Planner), HB Harper (Planning Manager), Adam Amrhein, Hasti Afkham (LMN)

Community participants: Madrona School, Sustainable Bainbridge, Bainbridge Island Parks and Trails Foundation, St. Cecelia School, Island Volunteer Caregivers, Bainbridge Community Foundation

- A. Welcome, project, and team introduction – 10 min (shortened version of public intro, available on project website)
- B. Participants introductions – 5 min (see above)
- C. Resilience Exercise – 15 minutes (results will be available on project website)
- D. Questions and Answers – 60 min

### 1. Do you have plans or ideas for your property that you'd be willing to share with the group?

- Sakai property opportunity
- Sakai and school property get a lot of traffic, schedule has even been modified to allow for less, we need ranch housing. Out of 90 students 47 are out of island. POC are more vulnerable. Received grant and donation for private buses for schools, training and licenses goes into this as well. Director of program drives the bus because of lack of drivers!
- Strawberry Hill Park is going to be built out, they are acquiring more land (comcast) Safe walkable and bikeable connection for connecting kids to Sakai.

### 2. What kinds of land use policies or other changes could the city make to help you address the constraints and move forward with the opportunities?

- Park is one of the largest employees and housing for staff is also a priority. We need to consider access and wellness when it comes to affordability, we want to be part of conversation for how the housing gets connected to trails. Walkable connections and public parks are essential.
- Data from Sustainable Community foundation could be useful. Altering traffic pattern for safe biking walking isn't the best route to go, instead provide the right infrastructure. Street leading into Weaver and down to Winslow way. One floor housing is needed. There is need for caregivers, their wages are not sufficient, and long commute creates challenges. We need housing for caregivers. Single floor living for accessibility. Not just housing for singles but for workers with families. Foundation has granted money for scattered land purchase and keep it in perpetuity affordable. Affordable housing has been a priority when it comes to grants. Most grant for 100k for affordable housing. If the application and permitting process costs reduces, if the process gets expedited for affordable housing, it would be more palatable for development and better financing. Wyatt way and Maddison affordable housing (45du). Plans are in place. Parking in downtown is madness, we need a holistic strategy.
- Is current zoning accommodating the growth within island? Are we keeping growth within entire island or just focus on Subarea? Winslow can get much less amenable if everything goes into Winslow. Protect what makes Winslow's density work. Lack of East-West connection. Access getting blocked up by buildings, blocks are not walkable, more mid-block connection.

- Jobs and economic stability are important, if job growth is happening, we need to accept development? Where should it go? Lack of sidewalks and more bike lane, public safety. Cost of housing is a challenge (2/3 workers are commuters)
- How does the planning and permitting process expediting projects that help with above issues?
- Trails committee that works on island wide connectivity, there are certain connections that have private landowners, mostly north of island. Sakai Park is disconnected. Permitting process being time consuming, can public projects be consistently prioritized? We are the fund raisers and have accountability to our donor.

### 3. What else do we need to know for this plan to be successful?

- What are the number of jobs within boundary (including school)?
- Most senior housing near the water – more ADA accessibility
- Senior population is vulnerable, senior housing location is on steep slope, lack of walkable sidewalks, transportation to medical centers (Virginia center), rides for specialty care, Getting on-off on ferry for less mobile. Benches, pausing points, auditory for street lighting. Are planning for health facilities part of this plan?
- Accessibility, operation hours, type of providers.
- Senior living options, assistant living, one-floor, etc. Tally of what we currently have and what's missing.
- Latino community – come to school and work, language, and families – tied to saint Cecilia's – 47/97 of kids are coming from off island.
- 12550 Madison – 13 affordable units and corner of Madison and Wyatt (NE side)
- Affordable housing at Bethany Lutheran
- Lack of urgent care specially with population growth.
- Tally of current supply of health services is important.
- Is Bike Lane connection to Poulsbo happening? State R.O.W is one of the complications. Currently 30% design on that trail expansion. The grant is for planning and design and not construction.
- Winslow Way – very attractive for tourism – seems to be planned for tourists – process should consider if this continues to be a focus – don't want it to be Mercer Island/Bellevue/Kirkland

## Businesses / Employers Workshop Notes

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Meeting time: February 7<sup>th</sup> 2023 - 2pm-3pm  
Project team: Jennifer Sutton (Senior Planner), Paul Nylund (Engineering Manager), Hasti Afkham (LMN), Dena Belzer (*Strategic Economics*)

Community participants: Bainbridge Youth Services (Executive director), BI Housing Resources, Bainbridge Chamber of Commerce, Bainbridge Island Health and Rehabilitation

- A. Welcome, project, and team introduction – 10 min (shortened version of public intro, available on project website)
- B. Participants introductions – 5 min (see above)
- C. Resilience Exercise – 10 minutes (results will be available on project website)
- D. Questions and Answers – 35 min

### 1. Can you please tell us how business conditions are in Winslow and how these have changed since the pandemic.

- All businesses are struggling.
- Covid impact on housing
- People who try to start a job and commute typically leave.
- Public perception on affordability – pattern on replacement of staff by non-island residents
- In Winslow, visitors are 10 times the residents.
- Teachers can't afford to live on the island, it is getting harder to recruit staff because of lack of affordability.
- BIHH :1 out of 12 staff don't live on island,
- Covid – net positive last year and this year

### 2. What are both the opportunities you see for your business in Winslow and what constraints do you face?

- Non-profit pay on BI is higher than other islands.
- Front door of the island – Gateway is missing (follow the salmon to Winslow)
- Change is slow.
- Highly priced rent for businesses
- Bloedel Reserve attracts (possibly more than art museum)
- 6/7 restaurant may be able to survive of locals, Visitor dollar is often cursed by perception.
- Community spirit exists, strong sense of community support.

### 3. What kinds of land use policies or other changes could the city make to help you address the constraints and move forward with the opportunities?

- Lack of housing and transportation options
- Lack of studio and one-bedroom apartments (even Market rate)
- Affordable housing on island – commute from outside island (last 6 miles takes much longer) Cost and Time spent sitting in traffic can be reason for loose of employees. 6 retirement homes

### 4. Generally, what types of growth can you envision in Winslow and where?

- Develop Winslow more otherwise Winslow will lose character.
- Recognition from community on Ferry site as an opportunity for densification

### 5. What else do we need to know for this plan to be successful?

- Bay road manufacturing
- Incentives need to be right for the implementation.
- Far bank fishing – Picking staff from Seattle (own shuttle services)
- Bring back foot ferry from Bremerton to Bainbridge (no cars)
- Majority come from Port Orchard, Silverdale
- Staff adjustment work schedule to not get stuck in traffic.
- There is expectation from community that solution needs to be in Winslow for affordable housing.

# ORGANIZATION AND ENTITY WORKSHOPS CONT.



## BISD + Parks District Workshop Notes

Meeting time: February 7<sup>th</sup> 2023 - 1pm-2pm  
Project team: Jennifer Sutton (Senior Planner), Paul Nylund (Engineering Manager), Hasti Afkham (LMN), Dena Belzer (*Strategic Economics*)  
Community participants: BI Metro Park and Recreation Senior Planner, BI School District Superintendent

- A. Welcome, project, and team introduction – 10 min (shortened version of public intro, available on project website)
- B. Participants introductions – 5 min (see above)
- C. Resilience Exercise – 10 minutes (results will be available on project website)
- D. Questions and Answers – 35 min

### Questions and Answers

#### 1. Do you have plans or ideas for your property that you'd be willing to share with the group? Have you considered residential development on your land?

- School board conversation on next 5-year plan – strategic capital planning
- Preservation of the covenant property by Strawberry Park – long term stewardship program
- Strategic planning, Central Campus (parks and school district overlap)
- School ownership of land and lease to parks- buy off from park (pool site)
- Public agencies (e.g., City, BISD, BIMPRD) should collaborate to respond to citywide issues whenever possible, including adding connections between public properties.

#### 2. What type of mobility improvements within the subarea could better support your work?

- Infrastructure for kids to walk or bike to school doesn't exist much north of boundary.
- STO connection by school

#### 3. What kinds of land use policies or other changes could the city make to help you address constraints and move forward with opportunities?

- Affordability
- City council needs to be more open to affordable housing.
- Vision and Funding is the challenge – 120 million bond – community buy-in.

#### 4. What else do we need to know for this plan to be successful?

- Parks planning, break in two subareas rather than one – Sakai Grant, Middle of planning horizon.
- 80% white per School data
- School is the largest employer on Bainbridge Island (missing from demographic data)
- More students living within Winslow than other centers.
- Aging population and lowering of enrolment (elementary schools)
- Increased housing cost, age and decrease enrolment. School is losing 12k per student for decrease in enrolment.
- Significant budget reduction or school closure in future
- Two older schools need replacement – on greater campus – get creative about typology.
- Recreational activity lacking - Soccer field.
- Economic vitality can come with interagency.
- Broader community conversation

## Ferry Area Property Owners Workshop Notes

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 Meeting time: February 7<sup>th</sup> 2023 - 11am-12:30pm  
 Project team: Jennifer Sutton (Senior Planner), Paul Nylund (Engineering Manager), Patty Charnas (Planning Director), Adam Amrhein, Hasti Afkham (LMN), Dena Belzer (*Strategic Economics*)  
 Community members: Steve Tawresey, Sanjay Bhatt (Kitsap Transit), Cary Chamberlin, Kimberly McCormick Osmond, Denise Harris, Mercury Michael, Lisa Chamberlin, Charlie Wenzlau

- A. Welcome, project, and team introduction – 10 min (shortened version of public intro, available on project website)
- B. Participants introductions – 5 min (see above)
- C. Resilience Exercise – 10 minutes (results will be available on project website)
- D. Questions and Answers – 55 min

### 1. Do you have plans or ideas for your property that you'd be willing to share with the group?

- Investment rental property appetite is there but cap rate doesn't necessary work.
- Land was bought originally for restaurant, and now the parking is profitable. Covid has changed that slightly, and the revenue is not as steady. The aesthetics can certainly change. park+housing+connection to Winslow Way.
- Regular parking demand is coming back, daily pay rather than monthly.

### 2. What kinds of land use policies or other changes could the city make to help you address constraints and move forward with opportunities?

- Economic viability – Grand ideas are not economically viable, City can guide tax incentives to larger developers, smaller developers are cost burdened. It is so expensive to do any development when return on investment is not there!
- Lowering the cost of entry to affordable housing needs to come from someone, right now doesn't pencil out. Subsidizing affordable housing can be an approach but different than subarea plan. ADU for existing properties for densification. Sewer system, demand, and support?
- Developers who do affordable housing are not there for immediate return but are interested more on tax incentives. Timeline, and economic viability balance.
- Harbor square is underutilized, connection is through parking lot with steep slopes. Ferry terminal needs a better gateway (Open space, public art, and then mixed-use development, with extending Winslow Way corridor East)
- Bainbridge charm shouldn't get lost while accommodating growth. Needs to be right sized. Balance between growth and character.
- We can do something remarkable by consolidating the land, include public art, densify, smaller units, walkable. Parking capped by park, to bring life to this end of Winslow way.
- Parking income declined since Covid- paid for taxes previously. The reason development hasn't happened is that the only economic viable development is high end market, current bonus density

also doesn't make much of a difference. Vision is to create a sense of place and appropriate development. Higher density, more housing option rather than high-end townhomes adjacent.

- Park and Ride, affordable and market rate –what worked was right subsidy, and sharing same parking garage, plus change in city's parking demand.
- Mixed income housing threshold and affordability gap (80% and 175%) Middle income isn't addressed in this model. Affordable housing vs attainable housing. (Beyond workforce housing)

### 3. What else do we need to know for this plan to be successful?

- Harbor Square lease renewal, high cost- challenge of affordability for any business that wants to be there.
- Bridge the gap between city's (and community) need and developers need.
- Island doesn't have appetite for a change on "Concert Hall Pitch" scale.
- Affordability within current residents is missing.
- Need for parking around ferry terminal, last mile service and lack of public transportation. We need more robust transportation system, and schedule, for it to be equitable across the county. There is a convenience to driving car, and the built environment is not pro transit (not central mobility hub, bus pull out lane, dedicated bus lane) These impact the convenience of transit network. There are folks who use public transportation to destinations outside of boundary, but they face challenges. For instance, network doesn't support them connecting to internet for a ride back. Transit is becoming more app-based use and Island doesn't support that trend (infrastructure)
- Need for drivers, and staff. Current system is underutilized, 4 buses that use door to door service. Infrastructure for public transit is lacking (congestion on Winslow Way / bus rides)
- Previous Kitsap Transit surveys (2021): 61% drove alone, 28% public transit, 27% walked to ferry terminal.
  - 88% drove alone and 8% took public transit to commute to other neighborhood centers. No penalty to drive to downtown but driving costs to ferry terminal. It has been communicated with the Council.
  - Lack of bus-base extends the commutes of drivers to bus-base-→ service infrequently.
  - 20-year plan - Shuttle system (if we can have drivers) + center to center
- Launch Sunday services 8am to 5pm proposal (none since 2008)
- Courtyard by Maddison (right character), townhomes nearby are too jammed in, not consistent with character and lack of parking. Middle ground and balance between two.
- Funding source for vans, parking, and tie to union when it comes to driver licenses and smaller vehicles.
- Lack of safety for cyclist
- Bike share by ferry terminal
- Ferry terminal plan, more aligned with neighborhood fabric.
- Housing stock being repurposed to the new residents. Is missing middle housing the right strategy? scale and quality are working for the island. 20-30 du/acre
  - 16 du/acre (courtyard on Madison)
  - Madison and Wyatt – density bonus and partnership – Utility is being reviewed.
- Rental of condominium
- Public infrastructure for parking is underutilized asset. R.O.W improvement plan that accommodates on street parking?
- Long-term limit to sewer capacity, but utility will work with subarea.

## Ferry Area Property Owners Workshop Notes

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### 4. What role does sub area plan and city plays for consolidation of properties and vision?

- Parking drives development. City's reduction for parking could be associated with affordable housing, it still needs to be considered with the fact that people still need cars.
- Currently, No incentives for affordable housing. 4 or 5 stories is going to work better if there are incentives (inclusionary is good too but not sufficient).
- The aesthetics of current use doesn't align with the right vision.

## Large/Multi Property Owners Workshop Notes

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Meeting time: February 7<sup>th</sup> 2023 - 9am-10:30am

Project team: Jennifer Sutton (Senior Planner), Paul Nylund (Engineering Manager), Patty Charnas (Planning Director), Adam Amrhein, Hasti Afkham (LMN), Dena Belzer (*Strategic Economics*)

Community members: Ashley Oaksmith, Ron Allen, Stacy Austin, Kimberly McCormick, Tom Haggar Pricilla Zimmerman, Henry Zimmerman, Doug Nelson

### Agenda

- A. Welcome, project, and team introduction – 10 min (shortened version of public intro, available on project website)
- B. Participants introductions – 5 min (see above)
- C. Resilience Exercise – 10 minutes (results will be available on project website)
- D. Questions and Answers – 55 min

### 1. Do you have plans or ideas for your property that you'd be willing to share with the group?

- Looking to develop site for 5 years – waiting on comp plan amendment, 3-year runway – ownership group is aging out.
- Proposed project in early stages check boxes in private studies, frustration comes from finding ways to bridge analysis to implementation. None of previous analysis have led to implementation. Growth should be focused within downtown. Eco Northwest implies that. Changes in FAR, TDR program implementation.
- City is losing valuable stakeholder because of time.
- Is this plan considering/allowed to consider Site specific zoning?

### 2. What kinds of land use policies or other changes could the city make to help you address constraints and move forward with opportunities?

- Challenge is finding ways to achieve goals that are economically viable (affordable housing, underground parking cost)
- Economic and parking – small parcels are difficult to build. Making development sustainable – strategy for underground parking with city funding
- So much of area is dedicated to inefficient parking.
- Strategy: One floor of grade level parking (which isn't desirable) – Winslow shouldn't want this for downtown, but at least may create a balance.
- How can we achieve efficiency.
- Sewer used as a tool to restrict development – need to increase capacity to support the goals.
- Not every site is appropriate for affordable housing. Encourage people to understand and like density. You don't need workforce for multifamily developments in Winslow.

# ORGANIZATION AND ENTITY WORKSHOPS CONT.

- Does parking for affordable has to be on site? Can it be on a big city lot?
- Pushing the edge of boundary West and north (Coppertop is there and a magnet), neighborhood development rather than fighting with downtown. How do we tick all boxes on affordable housing, density, parking, and transportation? There are few good commercials, but the boutique stores are not for the community (too expensive)
- High cost of parking, Sewer limitation and capacity. If density that would pencil out could bring more housing developers, can't afford to develop in Island, unpredictability is harmful. We are less about cottage industry and its more about services. None of this would have had sewer, areas without access are challenging.
- Underground parking cost is not going to align with finances of affordable housing.
- Multi story parking structure on City gravel lot Property as a solution.
- If City increase zoning developers are going to aggregate parcels, we haven't implemented policies to follow previous studies, no change in zone and height has happened.
- Cost of labor plus all other expensive sustainability goals takes a toll.
- City staff's moral to be higher to communicate the right message with council.
- Problem of parking in Winslow that relates to commercial business, and it's not solvable by the given the size, there needs to be more of holistic solution (city parcel) + visionary solutions for future. Parking standards are suburban in nature and Winslow has grown into more of an urban nature. The standards need to respond to the urban nature, public transit, and housing.
- Parking challenge, community is clinging to no change, we want to lead by example and do a legacy project, If we can develop with the constraints that underground parking provides, we need to sell and move on.
- How do you serve the population in Winslow, families living downtown may not be the reality. Developing mostly 1beds + studio, only half of clientele has cars.
- There is a changing financial problem here and City's process is not following the evolving nature.
- Another way to deal with parking is to reduce the need, TOD, change code to allow TOD and no parking stall.
- Challenges in Winslow has pushed development to other places, we certainly need developments such as barn, copper, etc., functions are desirable, but locations are not. Zoning (Bainbridge) has not been responsive to population growth. Lead by example to respond to these challenging processes.
- Parking issue is very unpopular. We need vision, leadership, and courage.
- Change in zoning and FAR doesn't have to be applicable to all parcels, a menu that makes it sustainable and achievable, builder can decide what they can afford, community can pick their priorities.
- Put fewer multifamily (dense), limit the numbers to not overwhelm community and built environment. Tiny home project. Its more approachable, to have communities buy-in.

### 3. What else do we need to know for this plan to be successful?

- Include workforce housing, missing middle housing, its challenging to build affordable housing for cost, process, and policy.
- Workers and contractors are coming from off the island – line of trucks.
- Coppertop – goal was to have maker spaces, became more about services (medical, intellectual developers, heart valves for instance).

- Distinctness between the neighborhood centers, and there is nothing in between them. Transportation that is efficient between the neighborhood centers. Think about business demand (e.g., Coppertop)
- There are amenities that would not work well with public transportation.
- No appetite for the regular bus. Coming every hour is not enough.
- Transportation and job opportunities in core
- Discussion on neighborhood development plan on the edge of Winslow? What does the island need and gear transportation toward that solution.
- Large surface parking lots in core aren't working.
- Island within the island
- Only one way to get in and out of island, its limit and unique.
- Golf cart as a mobility option used to work well.
- Every site is different, if you end up making a zoning recommendation, one fits all, the result is going to be different than what is desired.
- Education on policy, economics, and sustainability
- House aging population, middle income housing, open space, create vibrant places in downtown. Take some of the surface parking lots. We need parking for visitors to downtown but not for visitors that live downtown.
- Property parcel size is too small to accommodate the necessary parking, we lost businesses that gear toward community rather than tourist, because they couldn't provide parking. Maintain authenticity needs parking for ppl to come to downtown, provide a way forward that allows DT to remain and become smore authentic. T and C is one of the main authentic commercial developments. (The higher end clothing, candle is not cutting it)
- I didn't see the 2019 Inclusionary Zoning Report by Eco Northwest and Forterra on your referenced studies slide or the recent report from UW titled 'Winslow Master Plan Analysis' (I believe published in 2021)
- Authentic commercial that used to be here is gone (hardware, small department store), only T&C remains.
- No reliable public transportation – a lot of people would take public transportation if rides were often, with reliable schedule.
- Who are we trying to provide public transportation to?
- T&C is becoming communities parking lot rather than customers.
- Density bonus program as of right now is too complicated.
- Transportation choices, Electric scooters and bikes, Tourist helps Bainbridge and Winslow. What public transportation is desirable for tourist? Desirable for locals and tourist, not our typical bus) What are applicable precedents? What other places use cozy, fun, and attractive public transportation?
- Connection to fantastic amenities in core. How do we connect and bridge the gaps?
- Day Road does not have sewer – could create jobs.
- Trade off b/t current demand and future demand
- T&C is the community's living room – desperate times, becoming more desperate.

# IN PERSON PUBLIC MEETING - FEB 13TH 2023

## Density/Housing Equity Concerns

- Density in Winslow and less in outlying areas.
- I have significant concerns that the current infrastructure – sewer, roads, etc do not currently support the current population. Therefore I am concerned about increasing density/population.
- Housing Equity
  - Not achieved by just increase supply.
  - Need specific strategies such as purchase of affordability events that create and preserve affordability.
- Focus density for housing and jobs in current Winslow subarea boundary. Do not expand subarea boundary or increase density adjacent to Winslow.
- Growth and jobs should be mostly (80%) in Winslow.
- If density is pushed into Winslow it has to be balanced with ensuring development rights are stripped properties outside of Winslow.
- How keep “small island character” with land/bldg. values increasing and more rapid growth in Winslow?

## Groundwater/Sewage Concerns

- Untreated sewer, look into this first.
- Define caregiving capacity.
  - We need a groundwater management plan.
  - Adequate storm water and sewage treatment.
  - Don’t assume we’re going to accept perpetual growth.
- We need a ground water and surface water management and conversation plan in place now.

## Greenspace/Forest Management Concerns

- Preserve open space and existing green space. We need to build in a way to minimize impacts to natural resources and our contribution to climate change.
- Community forest management plan, street tree program is a need, promote urban trees to in part mitigate heat alerts.
- We need to value our natural environment by developing an ecosystem valuation methodology so people can better understand.
- Preservation of forest-carbon sequestration.

## Miscellaneous

- Legal Process can wait.
- What is our capacity, what systems are determining this?
- This can be accomplished in part through transfer of development rights (TDRS).
- Equity: environmental stewardship that implements our commitment to the treaties with our local tribes.
- This is the wrong question. An arbitrary number is not possible until we see what the various % look like. How about showing what the various % will look like?

# IN PERSON AND INTERCEPT SURVEY GROUPS

This list of project stakeholders may be updated through the community engagement process.

## Community Based Organizations

- Housing Resources Bainbridge
- Helpline House
- Interfaith Council of Bainbridge Island/North Kitsap
- St. Cecilia Parish

## Government & Public Sector Agencies

- Bainbridge High School
- Bainbridge Island Fire Department
- Bainbridge Island Metro Park & Recreation District
- Bainbridge Island Post Office
- Bainbridge Island School District
- Bainbridge Island Senior Community Center
- City of Bainbridge Island's Race Equity Advisory Committee
- Suquamish Tribe, Community Development Department

## Businesses

- Safeway
- The Pavilion Shopping Mall
- Bainbridge Island Community Pharmacy
- Restaurants and businesses on Winslow Way E between Madison Ave S and Ericksen Ave NE
- Eagle Harbor Bookstore
- Town & Country Market
- Bainbridge Island Chamber of Commerce
- Bainbridge Island Museum of Art

## WHAT IS YOUR VISION FOR WNSLOW IN 2044?

Teacher:  
Accessible and inclusive  
Intergenerational  
Art + Food

I'd like to see the same mainstreet and home town feel we have downtown...the 4th of July parade, Kidimu, the bakery, music

Vibrant downtown Winslow  
Multi generational  
Diverse  
Easy to move around - Multi modal for residents and residents  
Vibrant shops and Art and cultural places are maintained and stay open

More mobility options- bike and ped friendly.

Diverse downtown BI  
Make diverse people comfortable to be in the island

would be GREAT to still nurture our native resources. That is it will take bold vision to sustain that, with all the pressures. The presentation seemed to reference "nature" as an amenity, when in fact it's ESSENTIAL to survival...and a great value for our identity.

Community feel  
Authenticity of downtown

Green energy and climate change adaptation

We could be leaders in this (environmental stewardship) ....we're sandwiched between amazing stunning wilderness, and the city - need to cherish this unique position.

Would like to have more regular bus service between neighborhood, downtown and the ferry terminal.

Walkable  
Diverse  
Not only a tourist destination  
We are going to populate our own places on interest

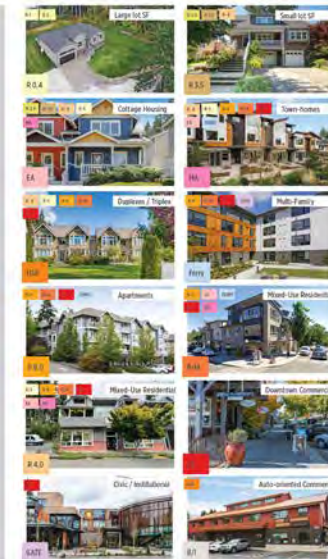
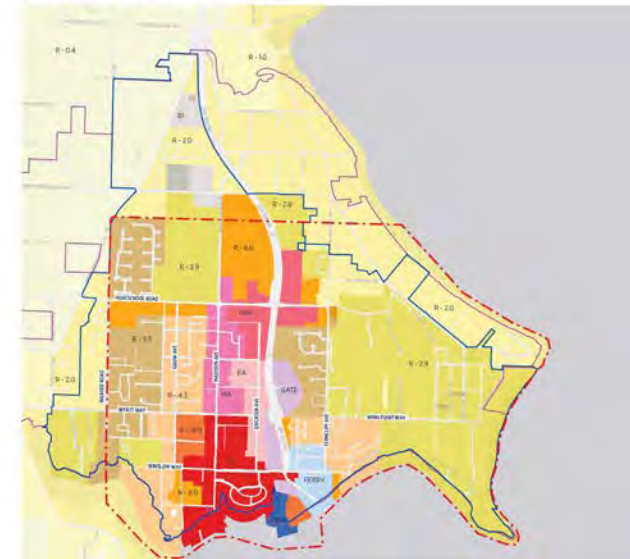
Would love to see that we preserve the history and also enable the best aspects of the core to thrive and flourish

Art and food  
Building for all abilities  
More diversity of retail and food to bring more diverse people

Winslow should have more services for residents and less for tourists - therefore more residents in Winslow makes sense.

I want to see sustainable multi-family housing. Keep so many single family units and you have to go on and on and on distance wise.

### EXISTING ZONING



### WHICH PART OF WINSLOW'S BUILT CHARACTER IS MOST IMPORTANT TO YOU?

Lacks charm and historical reference  
Winslow way is unusable, it is just for tourist  
Lack of parking  
what precedents are out there that deals with the same challenge (tourism-good and bad)

The Comprehensive Plan prohibits any zoning unless it is affordable housing, done through TDRs, or the other things I listed above, like historic preservation. Is this Plan going to recognize this and other restrictions found in the Comprehensive Plan?

I don't know how our small business on Winslow Way could survive without the day visitors/tourists.

the part of winslow's built character that is most important to me is when we have continuity between new and old...and we have our "institutions" and treasures like blackbird bakery, the book store, etc.

we need a smaller grocery on the east side of the boundary

305 at High School crossing should be improved to connect E/W sides of Winslow.

Is the City interested in a TOD Station area at High School Rd and SR 305 - supporting BRT

Ericksen Historic designation should be rescinded. It is too valuable and there is little to nothing historic about it.

Community places (ie senior center) that are available year round

We lost Winslow about 15 years ago. Some of us remember the auto parts store, hardware store, being able to buy some khakis, etc. downtown. It is the same as with market rate housing - they make more money on the expensive restaurants and shoppe shoppes so that is what is there now.

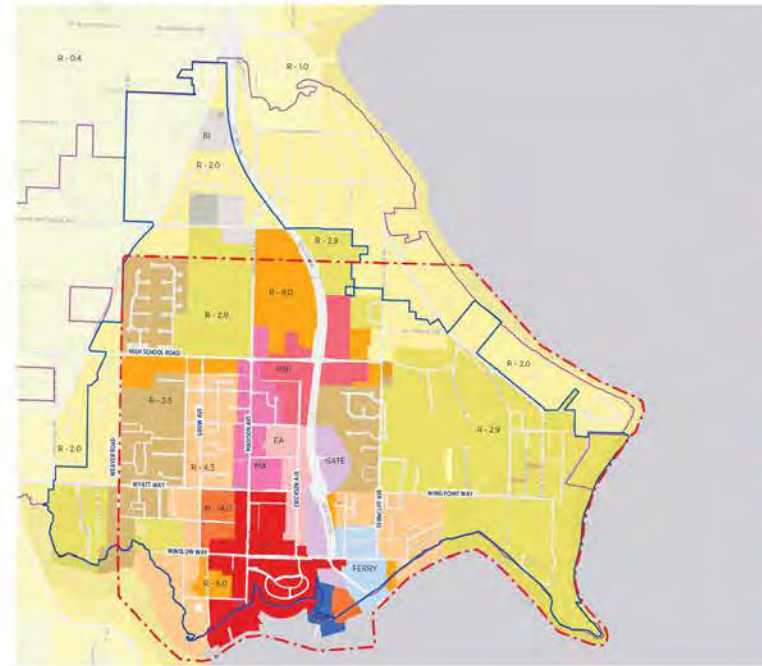
Personally, I would like to see the boundary move to the west. Good luck getting Wing Point affordable. That place was exclusive back when Ron's father was at Village Foods.

90% of population growth should be within Winslow. Job growth is mixed - there's lots on Day Road and Coppertop - so what kind of job growth, office work or manufacturing. The boundary should be reduced to be no more than 1/4 mile from grocery or boat.



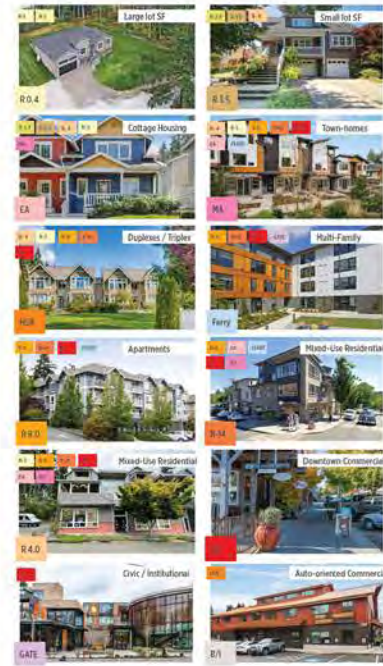
# LISTENING AND LEARNING VIRTUAL MEETING - FEB 16TH 2023 CONT.

## EXISTING ZONING



**Legend**

R-04	R-43	CC - Central Core Overlay	HSR - High School Road Districts (I and II)	SubArea Boundary
R-10	R-60	MA - Madison Avenue Overlay	D/I - Business/Industrial	Winslow Water Services Boundary
R-20	R-140	EA - Erickson Avenue Overlay	WD-I - Water Dependent Industrial	Sewer Service Area Boundary
R-29	R-180	GATE - Gateway Overlay	Ferry - Ferry Terminal Overlay	
R-35				



### WHICH PART OF WINSLOW'S BUILT CHARACTER IS MOST IMPORTANT TO YOU?

None of it is important. Within a quarter mile of grocery or the boat it should be much denser and higher.

Reduced parking ratios as needed to support transit, pedestrian and biking, etc.

I have been on Island 35 years and Winslow has changed and I am not married to how it is now and am hopeful for something more urban and vital but only with a downtown and protection of Conservation Areas. Are you suggesting use of TODs or ??

we need a smaller grocery on the east side of the boundary

Is the City interested in a TOD Station area at High School Rd and SR 305 - supporting BRT

Ericksen Historic designation should be rescinded. It is too valuable and there is little to nothing historic about it.

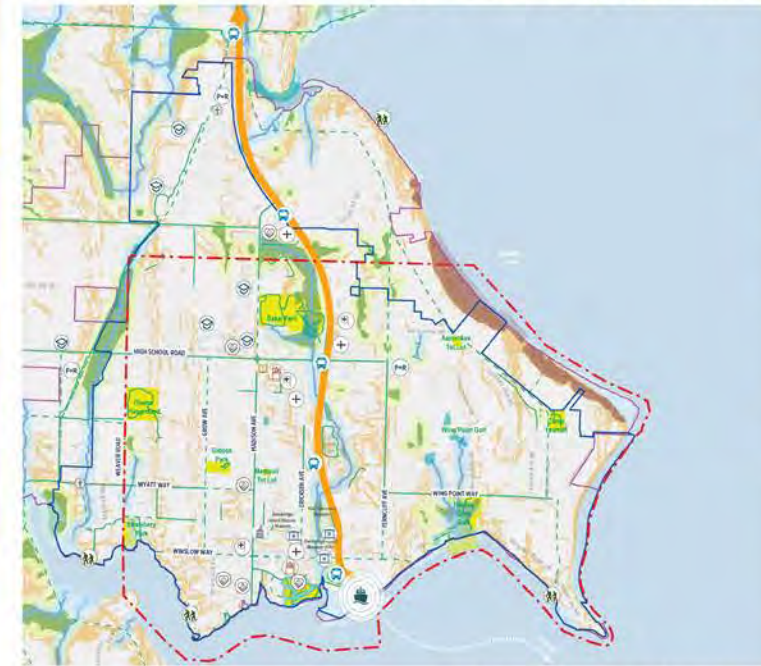
Area important area of built character? Question is strange as the sum of the built areas and how they relate and transition to each other is greater than the parts. Slightly implementing the plan for disbursed but increasingly intensive growth, with affordability incentives, within the existing boundaries and sewer service areas is critical. Set the table for measured growth and not "one off" environmental projects pushed through intense private/public lobbying.

For me, the importance is multi-family housing. You see relatively rural cities with large apartment blocks because people don't own cars. Not to take advantage of a strategy, but those cities in Turkey affected by the earthquake were rising towers, but they all had apartment blocks. They don't "drive if they qualify" and probably rise before the tragedy, rent rises all over the place.

don't want to see more "modern" architecture.

305 at High School crossing should be improved to connect E/W sides of Winslow.

## OPEN SPACES, NATURAL SYSTEMS, AND AMENITIES



**Legend**

Amenities	Sound to Olympic Trail	Wetland
Parks	Existing Bike Trail Connection	Wetland buffer
Landslide	Planned Bike Trail Connection	
Steep Slopes	SubArea Boundary	
Stream Corridor	Winslow Water Services Boundary	
Wetland	Sewer Service Area Boundary	

### IS THERE ANYTHING MISSING FROM THE WINSLOW COMMUNITY YOU WOULD HOPE TO SEE IN THE FUTURE?

### WHAT DO YOU VALUE THE MOST ABOUT THE WINSLOW COMMUNITY?

I love Madrone Lane and Coggettie. Missing are enforcement of posted speeds. We are missing a significant open space and meaningful connections between existing open spaces. There is a crack under Lundgren Station that should be exposed.

305 at High School crossing should be improved to connect E/W sides of Winslow.

We are missing residents in Winslow promenading up and down the street.

we need a smaller grocery on the east side of the boundary

People love to look on or over the water; careful thought about safely increasing public access and enjoyment of our beaches, without harming the environment or being of concern to private property owners would be beneficial.

The parks and trail systems connecting Winslow's amenities to the community are wonderful. We are missing good bicycle lanes and connections in key areas, which can alleviate the increasing traffic impacts that would arise from growth outside the boundaries.

Personally, I would like to see better lighting on Madison from Winslow Way to High School Rd. At night you can get blinded.

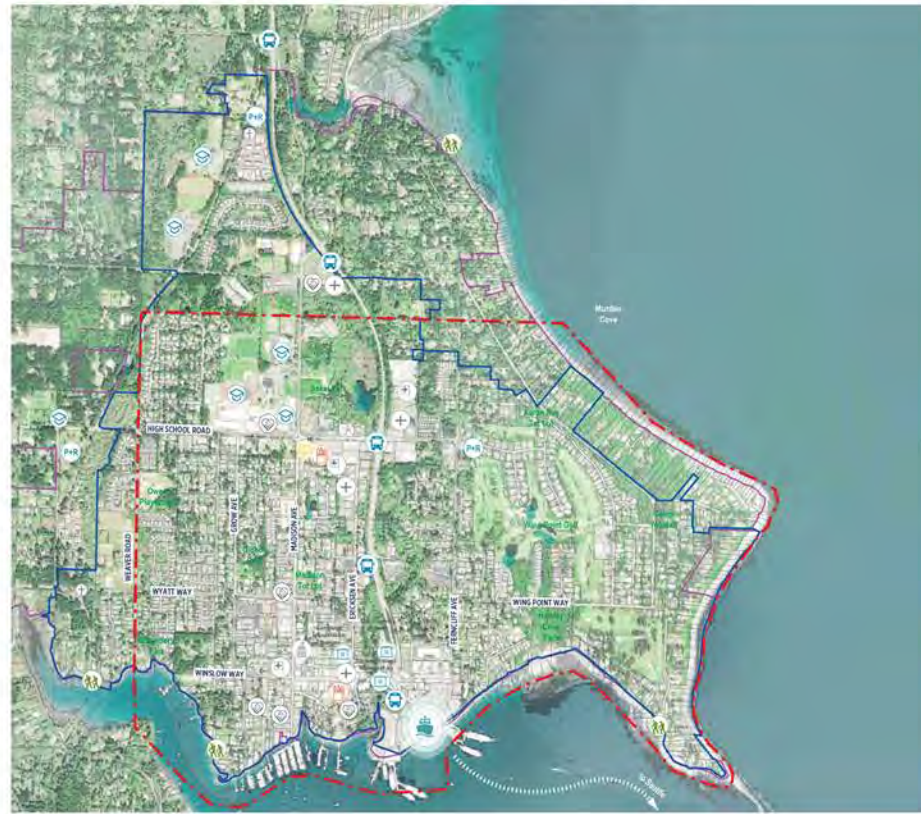
I value that there is so much undeveloped and underdeveloped land - so much potential in Winslow

incentivize underground parking, or increasing density above downtown parking

# LISTENING AND LEARNING VIRTUAL MEETING - FEB 16TH 2023 CONT.



## BOUNDARIES AND POPULATIONS



Legend  
SubArea Boundary - Adopted 2006  
Winslow Water Services Boundary - Last Updated 2017  
Sewer Service Area Boundary - Last Updated 2015

SHOULD THE SUBAREA BOUNDARY CHANGE?

### CURRENT POPULATIONS

	Number of People	% of Island Population
<b>PEOPLE</b>		
City of Bainbridge Island	24,859	100
Winslow Subarea	8,005	32.2%
<b>JOBS</b>		
City of Bainbridge Island	7,809	100
Winslow Subarea	4,319	55.3%

### 2044 POPULATIONS PROJECTIONS

	Number of People	% of Island Population
<b>PEOPLE</b>		
City of Bainbridge Island	29,349	100
Winslow Subarea	?	?
<b>JOBS</b>		
City of Bainbridge Island	9,736	100
Winslow Subarea	?	?

\*Growth projection per Buildable Land Report (2021) and Housing Action Plan (2022)

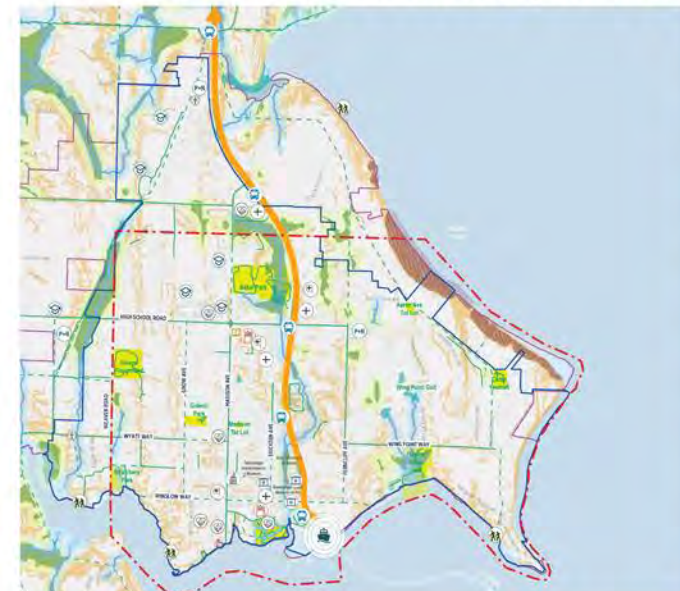
### 2044 WINSLOW SUBAREA POPULATION MATRIX

	Total	Additional
<b>PEOPLE</b>		
Baseline (32.2%)	9,451	1,446
40%	11,247	1,796
60%	12,145	2,694
80%	13,043	3,592
100%	13,941	4,490
<b>JOBS</b>		
Baseline (55.3%)	5,385	1,066
60%	6,541	1,156
80%	6,926	1,524
100%	7,312	1,927

HOW MUCH OF THE NEW HOUSING AND JOBS IN 2044 SHOULD BE IN THE WINSLOW SUBAREA?



## OPEN SPACES, NATURAL SYSTEMS, AND AMENITIES



IS THERE ANYTHING MISSING FROM THE WINSLOW COMMUNITY YOU WOULD HOPE TO SEE IN THE FUTURE?



WHAT DO YOU VALUE THE MOST ABOUT THE WINSLOW COMMUNITY?

parking is def a bear everywhere  
Connections with really accessible pathways between centers  
Public restrooms  
in Winslow? keep waterfront park, and the new trail from 305&HS road  
highlighting again...we need more spaces for childcare and for kids to gather safely  
Please connectivity and spaces for children

I dunno about "preserve" but children children children!!! There are simply not enough spaces and safe areas around safe means to access areas around the island for our kids. They go to school, they practice, they go home. They go to their friend's houses. There's no "hang-outs" for littles or adolescents. That they can safely access and gather at.  
Stewardship is important to all families on Bainbridge we can hold several truths and dig deep to increase affordable housing for young families and partner with stewardship activities, walking pathways.  
I treasure the nice little houses and tidy grid!  
We out here outside of Winslow are already being invaded by tourists.  
I would love to see a shuttle that roves all day long connecting anyone to the many great features of the island!  
"Accessibility for those with physical challenge"

Spread around the island  
Seems like the boundaries ought to reflex sewer and water service area- at a minimum. Also agree growth should be in other areas than Winslow  
I'm concerned about our finite, single source aquifer. Considering Bainbridge Island has met its growth goals I'm confused why we are discussing increased development and growth. Early in this presentation there was a slide that stated Bainbridge Island will reduce carbon emissions by 90%. If this is a real goal we should be discussing how we reduce Winslow 90%.  
Seems like the boundaries ought to reflex sewer and water service area- at a minimum. Also agree growth should be in other areas than Winslow  
Question, does the GMA plan and constraints expire? that's why Winslow's so congested  
winslow boundary shouldnt change because f lack of sewer capacity

My understanding is the storm water system, that dumps in the sewer, is not slated for replacement, the most they have spent money on is a study.  
documentation on why we would expand boundary and pros and cons  
it would be helpful to know the historical context for the boundary  
other growth center capacity and balance between  
Winslow was a city/town before we incorporated the whole island and split off from Kitsap in the early 1990s.  
They have been upzoning and expanding Lynwood for years without mandating affordable housing. That mistake should be avoided here.

Developers should definitely be asked to bear at least some of the costs to mitigate the impact of their projects  
We lost Winslow about 15 years ago. Some of us remember the auto parts store, hardware store, being able to buy some khakis, etc. downtown. It is the same as with market rate housing - they make more money on the expensive restaurants and shoppe shoppes so that is what is there now.  
how to rescue Winslow from the huge influx of \$ummer Tourist\$?

My comment is that our City Code mandates that a citizen committee to run this process. The City Council has failed to implement the required committee. So instead of us having control over this process, the staff and consultants are running it. Opportunities to hear from the people who live here is not the same thing as control over the process. For more details including consultants and City Council members hearing public input can be avoided. Reject the suggestion that allowing you to "weigh in" on issues that are selected by others is enough. You live here. You are supposed to be in charge. You heard right tonight - the consultants are devising the recommendations and people who live here. This is not a rumor - this is advertised by the City but the City has failed us in this core problem. Don't be fooled you have been largely cut out of the process.

We are missing adequate non-motorized connections to Neighborhood Centers and schools to/from Winslow.

Foot ferry from Bremerton to Lynwood Center, to foster some affordability around those awesome Inns

**Foot ferry!**

I love the fact that folks complain about parking - while the City provides 80 free spots for employees and there is always parking on Bjune.

There was a foot ferry from Point White to Bremerton up until the 1970s.

Kitsap Transit will be doing a study to look at foot ferry routes soon

Restrooms

## MOBILITY



**Sustainable Transportation Plan Goals**

- Mobility gaps that the plan is helping to address include:
  - Island residents non-commute driving,
  - Island workers with long commutes from places off-island,
  - Lack of direct transit connections between destinations
  - Safety of those walking and bicycling, and
  - Funding of mobility improvements
- 20-year vision and goals:
  - Complete the walking and rolling network, providing facilities for all ages and abilities.
  - Complete the Sound to Olympic Trail across the island
  - Develop a high-quality transit service and shared mobility network
  - Provide residents with increased access to alternative transportation options through mobility hubs and amenities
  - Non infrastructure programs and policies that support multimodal mobility

**Winslow Master Plan Highlights**

- Winslow's urban environment and mix of land uses attract most trips from island residents but also from outside visitors.
- Winslow residents do more walking and biking and are less dependent on automobiles than other island residents due to their proximity to the ferry terminal connecting to Seattle.
- Also, the two retail areas on Winslow Way and High School Road provide residents with the opportunity to walk to shopping, services, and daily life activities.
- The vehicular street network in Winslow has many discontinuities that concentrate traffic on a few primary routes.
- The system of trails provide those in foot and bicycles with additional connections and shortcuts.
- Kitsap Transit bus service remains limited to peak hours on weekdays oriented to service the ferry terminal.

For growth, we must recognize that 305 is the backbone of transportation infrastructure. As we plan for growth, keep the pressure on developers to take advantage of building capacity in Winslow and at other nodes like High School Road area) adjacent. This reduces traffic and emissions, and also will mitigate the increasing traffic on our outlying and somewhat dangerous roads. Make biking safe for children and commuters. Is there an area near Agate Pass Bridge where a new community center can accommodate growth?

We are also looking to get employees from other parts of the County to the Island

Wyatt hill to Eagle Harbor Road is very dangerous for pedestrians and bicyclists. Finch and Sportsman intersection is dangerous too -- no crosswalks and prior fatalities.

Do not spend any time/money on the Sound To Olympics Trail. It does not solve any Island non-motorized needs.

For seniors a small free transit thruout downtown during daylight hours.

I would like to see more sidewalks and bike paths so that it isn't so dangerous.

Are we on track for increasing sewer capacity consistent with growth projections?



Islanders are generally entitled - look at the 2 ton vehicles on the road. And as a bike commuter there are few new riders given our weather, latitude and terrain. The answer is to put people near services and transit.

discourage additional auto traffic in Winslow - discourage additional parking garage

Kitsap Transit's Long Range Plan has an island circular planned

parking studies the past many decades say there is no parking problem except at noonish on the weekends. Come on - not a hard problem to solve. Stay home.

I agree with Ron about making Winslow a less car friendly place. That just adds to congestion.

**HOW WOULD YOU LIKE TO GET AROUND WINSLOW IN 2044?**

**WHAT DO YOU THINK WE SHOULD CHANGE?**

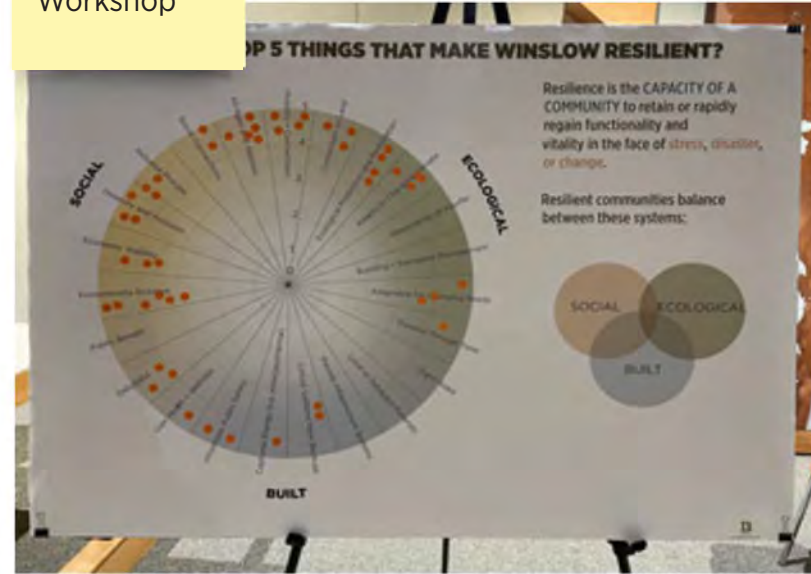
**HOW SUCCESSFUL DO YOU THINK WE'VE BEEN?**

# RESILIENCE EXERCISE

February 7th  
Small Group  
Workshop and  
Open Studio

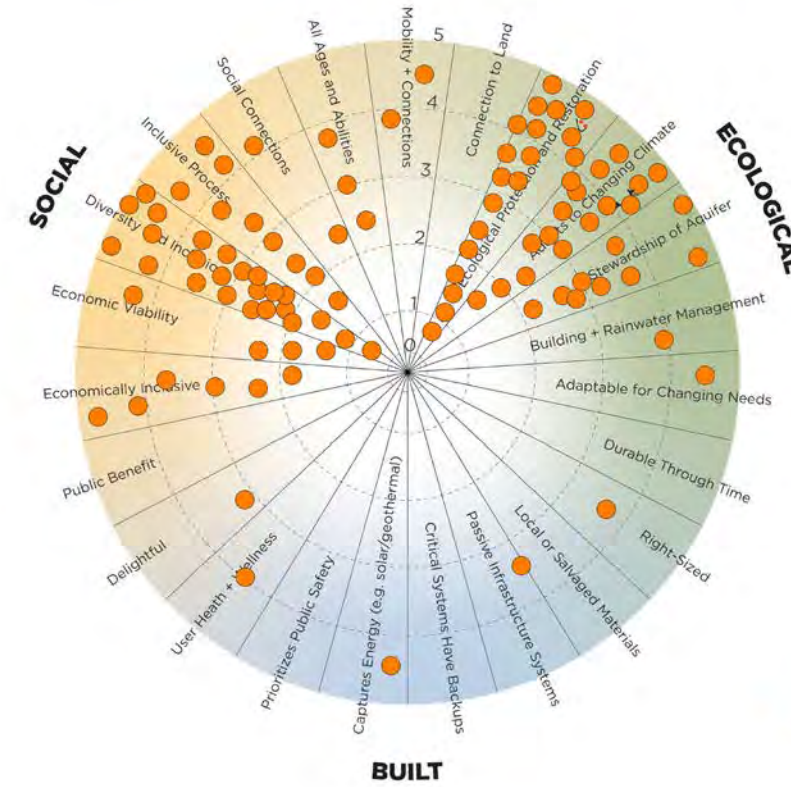


February 8th  
Small Group  
Workshop



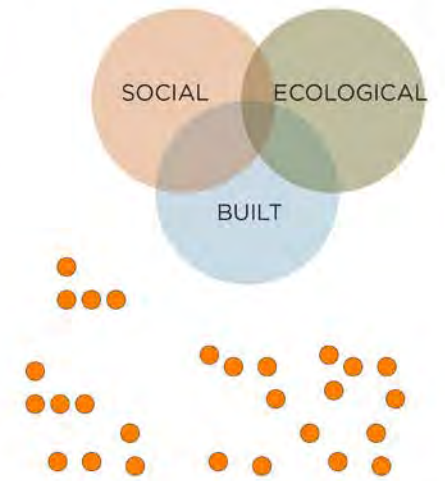
February  
16th  
Virtual Open  
House

## WHAT ARE THE TOP 3 THINGS THAT MAKE WINSLOW RESILIENT?

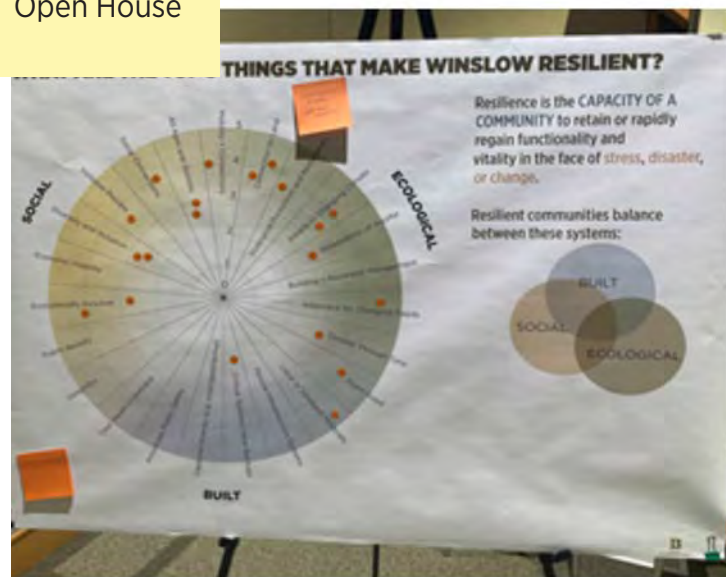


Resilience is the CAPACITY OF A COMMUNITY to retain or rapidly regain functionality and vitality in the face of stress, disaster, or change.

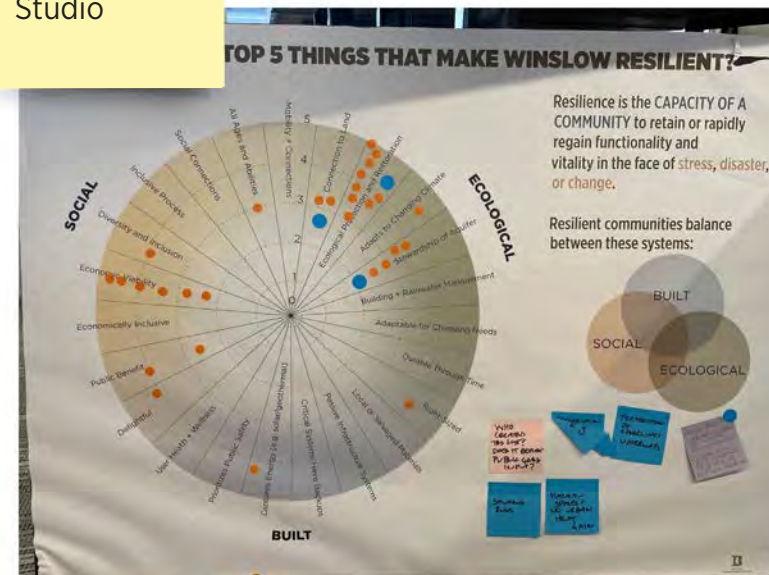
Resilient communities balance between these systems:



February 8th  
EIS Scoping  
Open House



February  
13th Open  
Studio



# VISIONING WORKSHOPS IN-PERSON MEETING, JULY 22ND 2023

**LENSES**

- How can walkable districts lower the island's carbon emissions?
- How to create inclusive mobility for everyone?
- What mobility options align with Winslow's community needs?

**EVALUATION**

**Vehicle Oriented**

- Less efficient
- Greater Emissions
- More Costly
- Traffic and Congestion
- Single Purpose
- Limited Modal Choices

**Multimodal Oriented**

- More Efficient
- Fewer Emissions
- Shared Costs
- Public Realm
- Multi-Use
- Greater Modal Choices

**MOBILITY**

- Street Parking
- Enhanced Walkability
- Improved Crossing
- Woonerf
- Podium Parking
- Enhanced Transit Options
- Micro-Mobility
- Shared-EV
- Pedestrian Bridge
- Complete Streets
- Mobility Hub
- Structured Parking

*Handwritten notes:*  
 BETTER BIKES Lanes  
 love cut through paths trails

Community Preference Survey - Mobility - Group 01

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WINSLOW 2044

Community Preference Survey - Mobility - Group 02

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- How can walkable districts lower the island's carbon emissions?
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Community Preference Survey - Mobility - Group 03

**LENSES**

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WINSLOW 2044

Community Preference Survey - Mobility - Group 04

# VISIONING WORKSHOPS IN-PERSON MEETING, JULY 22ND 2023 CONT.

**LENSES**

**EVALUATION**

**OPEN SPACE AND NATURAL SYSTEMS**

**Local**

Fewer Public Open Spaces  
More Private Spaces  
Less accessible  
Less Connected  
Passive

**How do natural systems foster and enhance resilience?**

**In what ways can public spaces be made welcoming and inclusive for diverse communities?**

Reduced Light pollution!  
Night sky programs for Winslow

**Destination**

More variety  
More Public Spaces  
Activated and Programmed  
Better Connected

Pollinator Pathways  
Small Flexible Open Space  
Green Infrastructure  
Community Agriculture  
Park & Playground  
Activated Public Realm  
Mid Block Connection  
Ecological Corridors  
Programmed Plaza  
Large Flexible Open Space  
Civic Plaza  
Waterfront Access

Community Preference Survey - Open Space and Natural Systems - Group 01

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Community Preference Survey - Open Space and Natural Systems - Group 02

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Community Preference Survey - Open Space and Natural Systems - Group 03

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Community Preference Survey - Open Space and Natural Systems - Group 04

# VISIONING WORKSHOPS IN-PERSON MEETING, JULY 22ND 2023 CONT.

**LENSES**

What is the relationship between land use patterns and carbon emissions on the Island?

How can increasing housing diversity create a more demographically diverse community?

How can zoning policies and design guidelines enhance Winslow's character?

**EVALUATION**

Sprawl  
Less walkable and bikeable  
Fewer housing choices  
Less affordable  
Limited services

Less Dense

More Dense

Compact  
More walkable and bikeable  
More housing choices  
More affordable  
More diverse services

**RESIDENTIAL DEVELOPMENT**

ADU

Small Lot Single Family

Cottage Housing

Duplex / Triplex

Townhomes / SF Attached

Stacked Flat

Garden Apartments

Mixed-Use Residential

Multi-Building Development

WINSLOW 2044

Community Preference Survey - Residential Development - Group 01

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Multi-Building Development

WINSLOW 2044

Community Preference Survey - Residential Development - Group 02

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WINSLOW 2044

Community Preference Survey - Residential Development - Group 03

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Multi-Building Development

WINSLOW 2044

Community Preference Survey - Residential Development - Group 04

# VISIONING WORKSHOPS IN-PERSON MEETING, JULY 22ND 2023 CONT.

**LENSES**

What amenities contribute to the resilience of a community?

What are some gaps in the services and amenities available in Winslow?

What amenities contribute to the identity of Winslow?

*Winslow has the same feeling as a place, community, close and cozy, Auto Oriented, Home Based, Market, keep the character.*

*Health care, Retail/Commercial for people who live in Winslow, No vacant commercial spaces allowed! (as in all the empty retail) down on the east end of Winslow)*

**EVALUATION**

Auto Oriented  
Fewer types and scales  
Passive Programs and Amenities  
Local Arts and Culture

*Loungemat*

Health care  
Retail/Commercial for people who live in Winslow  
No vacant commercial spaces allowed! (as in all the empty retail) down on the east end of Winslow)

Walkable Districts  
Mix of types and scales  
Active Programs and Amenities  
Destination Arts and Culture

**COMMERCIAL AND COMMUNITY AMENITIES**

Neighborhood Scale

Town Center Scale

Auto Oriented Amenity, Public Art Installation, Home Based Businesses, Informal Food & Drink, Community Market, Mid Block Spill out Plaza, Dynamic Social Hub, Community Services, Culinary Hub, Ground Floor Commercial, Career Development, Destination Art & Culture

WINSLOW 2044

Community Preference Survey - Commercial and Community Amenities - Group 01

**LENSES**

What amenities contribute to the resilience of a community?

What are some gaps in the services and amenities available in Winslow?

What amenities contribute to the identity of Winslow?

Auto Oriented  
Fewer types and scales  
Passive Programs and Amenities  
Local Arts and Culture

Walkable Districts  
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**COMMERCIAL AND COMMUNITY AMENITIES**

Neighborhood Scale

Town Center Scale

Auto Oriented Amenity, Public Art Installation, Home Based Businesses, Informal Food & Drink, Community Market, Mid Block Spill out Plaza, Dynamic Social Hub, Community Services, Culinary Hub, Ground Floor Commercial, Career Development, Destination Art & Culture

WINSLOW 2044

Community Preference Survey - Commercial and Community Amenities - Group 02

**LENSES**

What amenities contribute to the resilience of a community?

What are some gaps in the services and amenities available in Winslow?

What amenities contribute to the identity of Winslow?

Auto Oriented  
Fewer types and scales  
Passive Programs and Amenities  
Local Arts and Culture

Walkable Districts  
Mix of types and scales  
Active Programs and Amenities  
Destination Arts and Culture

**COMMERCIAL AND COMMUNITY AMENITIES**

Neighborhood Scale

Town Center Scale

Auto Oriented Amenity, Public Art Installation, Home Based Businesses, Informal Food & Drink, Community Market, Mid Block Spill out Plaza, Dynamic Social Hub, Community Services, Culinary Hub, Ground Floor Commercial, Career Development, Destination Art & Culture

WINSLOW 2044

Community Preference Survey - Commercial and Community Amenities - Group 03

**LENSES**

What amenities contribute to the resilience of a community?

What are some gaps in the services and amenities available in Winslow?

What amenities contribute to the identity of Winslow?

Auto Oriented  
Fewer types and scales  
Passive Programs and Amenities  
Local Arts and Culture

Walkable Districts  
Mix of types and scales  
Active Programs and Amenities  
Destination Arts and Culture

**COMMERCIAL AND COMMUNITY AMENITIES**

Neighborhood Scale

Town Center Scale

Auto Oriented Amenity, Public Art Installation, Home Based Businesses, Informal Food & Drink, Community Market, Mid Block Spill out Plaza, Dynamic Social Hub, Community Services, Culinary Hub, Ground Floor Commercial, Career Development, Destination Art & Culture

WINSLOW 2044

Community Preference Survey - Commercial and Community Amenities - Group 04

# VISIONING WORKSHOPS IN-PERSON MEETING, JULY 22ND 2023 CONT.

OPPORTUNITIES	CONSTRAINTS	LOCATION
<b>RESILIENCE AND CLIMATE</b>		
<ul style="list-style-type: none"> <li>Provide solutions to lower community's carbon footprint.</li> <li>Build sustainable infrastructure that reflect and support climate change goals.</li> <li>Transition to renewable energy.</li> <li>Invest in emergency preparedness hubs.</li> <li>Adopt a holistic view on community resilience, including ecological, social, and technological systems.</li> <li><i>Happy that plan includes climate resilience</i></li> <li><i>Concerned that state dictates growth in island</i></li> </ul>	<ul style="list-style-type: none"> <li>The community's carbon footprint is high. <i>cost needs to not be a barrier for person</i></li> <li>FEMA Community Risk Index for the island is relatively high.</li> <li><i>what are the risks involved / part of the plan? what is the scale of plan in relation to island? growth will exceed quality of life</i></li> <li><i>Ex Unknown groundwater + Sewer Capacity + more resources</i></li> <li><i>street tree program - meet island effect</i></li> </ul>	
<b>MOBILITY</b>		
<ul style="list-style-type: none"> <li>Enhance multi-modal transportation connection between Winslow, amenities, and other neighborhood centers.</li> <li>Incorporate mobility hubs at critical locations.</li> <li>Partner strategically with BIRD, Parks District, Kitsap Transit, NGO's and private landowners to accommodate transit-oriented development.</li> <li>Support the foot ferry to Bremerton idea proposal.</li> <li>Add pedestrian bridge connecting East to West over 305.!!!</li> <li>Promote diversity in last mile service options.</li> <li>Incorporate Complete Street principles.</li> <li>Create safe, walkable, and bikeable paths, and enhance wayfinding.</li> <li>Create additional mid-block connections.</li> <li><i>mobility is pretty good in Winslow, there are policies in place to clarify in public realm</i></li> </ul>	<ul style="list-style-type: none"> <li>Insufficient connectivity between the Winslow Subarea and the rest of the island encourages car dependency.</li> <li>Lack of continuous sidewalks and steep slopes impede walkability.</li> <li>Insufficient and costly parking is an issue.</li> <li>SR 305 is a barrier, and lacks "an East/West connection".</li> <li><i>Concern about access to the ferry / parking in car</i></li> <li><i>green bike lane / ramping is confusing</i></li> <li><i>Why not know what is dangerous</i></li> <li><i>Medians is a problem; merging, causing traffic at speed</i></li> </ul>	

OPPORTUNITIES	CONSTRAINTS	LOCATION
<b>AMENITIES</b>		
<ul style="list-style-type: none"> <li>Promote commercial development that accommodates the everyday need of community and support local businesses.</li> <li>Subsidize and expand maker and industrial spaces for artists.</li> <li>Promote cultural amenities, community centers and events.</li> <li>Provide accessible and affordable recreational activities for youth and families.</li> <li>Diversify the commercial spaces.</li> <li>Add wayfinding elements.</li> <li>Add more public bathrooms.</li> <li>Promote urban-agriculture.</li> <li><i>Make Winslow work for residents</i></li> </ul>	<ul style="list-style-type: none"> <li>Winslow's amenities have not kept pace with the residential growth across the island, and existing amenities are not diverse and affordable.</li> <li>Hiring and staff retention because of affordability and accessibility constraints are impacting health industry, art and culture institutions, schools, and service jobs.</li> <li>Commercial spaces within Winslow Way are geared toward tourists rather than locals.</li> <li>Insufficient street lighting in some places increases crime.</li> <li>Public restrooms are insufficient.</li> <li><i>Access to healthcare; types of service</i></li> <li><i>laundromat</i></li> <li><i>hardware store</i></li> <li><i>Childcare facilities</i></li> <li><i>tourists provide 80% of revenue for Winslow local vendors</i></li> <li><i>30 minutes of drive</i></li> <li><i>Small businesses need tourism revenue</i></li> </ul>	
<b>OPEN SPACE AND NATURAL SYSTEMS</b>		
<ul style="list-style-type: none"> <li>Preserve and enhance ecological and public resources.</li> <li>Identify opportunity parcels for new open spaces.</li> <li>include natural system use in the R.O.W.</li> <li>Provide continuous trail connection and enhance access to natural resources.</li> <li>include gateway open space near Ferry Terminal.</li> <li>Invest in and maintain playgrounds.</li> <li><i>New growth should yield new open space</i></li> <li><i>Street tree program</i></li> </ul>	<ul style="list-style-type: none"> <li>Climate change and finite resources impose a strain on the existing natural resources.</li> <li>The absence of continuous trails does not promote biking/rolling.</li> <li><i>Natural habitat protection is element of climate; protection through land use</i></li> <li><i>water over capacity; sewer capacity; ground water supply limits</i></li> <li><i>More community on parks; play areas</i></li> </ul>	

OPPORTUNITIES	CONSTRAINTS	LOCATION
<b>HOUSING</b>		
<ul style="list-style-type: none"> <li>Accommodate diverse mix of housing and unit sizes</li> <li>Provide affordable housing</li> <li>Include housing options near transit, services, and amenities</li> <li>Include a mix of uses with new housing development</li> <li><i>Affordable housing; how do we finance this? / for staff-employees</i></li> <li><i>Good school district</i></li> <li><i>one opportunity through rezoning to incentivize housing</i></li> </ul>	<ul style="list-style-type: none"> <li>Lack of diverse, accessible and affordable housing, particularly for lower income residents, artists, seniors, teachers, first responders and workers is impacting their quality of life.</li> <li>Lack of housing near transit hubs and amenities forces long commutes.</li> <li>Low density land use patterns, which require the use of a vehicle for all trips - a major driver of CO2 emissions - are not ecologically efficient.</li> <li><i>parking demands for housing; park pricing</i></li> <li><i>limits to co-housing</i></li> </ul>	
<b>ZONING AND POLICY</b>		
<ul style="list-style-type: none"> <li>Align subarea boundary and densities with infrastructure.</li> <li>Limit parking requirements in transit villages, and dense, walkable centers.</li> <li>Implement design guidelines to promote sustainable development, and preferred building massing.</li> <li>Update land-use standards to promote and incentivize developments that align with sustainability goals and community character.</li> <li>Establish an effective Transfer of Development Rights (TDR) program.</li> <li>Consider innovative solutions like utilizing ferry vehicle holding lanes as valuable real estate.</li> <li><i>clear benefit for increased density</i></li> <li><i>not only focus on tourist centers for in fill / out district / present?</i></li> </ul>	<ul style="list-style-type: none"> <li>High cost of construction is a major constraint for affordable development.</li> <li>Current TDR and bonus programs are not well-utilized.</li> <li>Irregular and small size of parcels, particularly around Winslow Way, make development difficult.</li> <li>The unconsolidated ownership of parcels around the Ferry Terminal is a major constraint for redevelopment.</li> <li>There is a lack of mixed-use and live/work development.</li> <li>High cost of parking weighs negatively on the availability and quality of commercial and residential development.</li> <li><i>density that does not promote community response to transit</i></li> <li><i>encourage community in facade design</i></li> </ul>	

OPPORTUNITIES	CONSTRAINTS	LOCATION
<b>COMMUNITY FEEL</b>		
<ul style="list-style-type: none"> <li>Maintain and enhance community's character by building upon Winslow's unique identity.</li> <li>Preserve historic character and continuity between old and new built environment.</li> <li>Enhance economic diversity and vitality.</li> <li>Create a welcoming community and find opportunities to bring more demographic diversity to the island.</li> <li><i>Generations make a community <del>strong</del> rich;</i></li> <li><i>opportunities for seniors to downsize / young old people in island</i></li> <li><i>keep seniors on the island</i></li> <li><i>about to age in place; lower costs</i></li> </ul>	<ul style="list-style-type: none"> <li>The influx of tourism specially in summer time impacts the amenability of Winslow Way for the residents and limits their access to services.</li> <li>Out of context development can negatively impact the existing character of Winslow.</li> <li><i>Focus on tourism, create an impact to local feel</i></li> <li><i>hard to separate Winslow from Island</i></li> </ul>	

Opportunities and Constraints - Group 01

# VISIONING WORKSHOPS IN-PERSON MEETING, JULY 22ND 2023 CONT.

OPPORTUNITIES	CONSTRAINTS	LOCATION
<b>RESILIENCE AND CLIMATE</b>		
<ul style="list-style-type: none"> <li>Provide solutions to lower community's carbon footprint.</li> <li>Build sustainable infrastructure that reflect and support climate change goals.</li> <li>Transition to renewable energy.</li> <li>Invest in emergency preparedness hubs.</li> <li>Adopt a holistic view on community resilience, including ecological, social, and technological systems.</li> <li>Green Building, Community Gardens</li> <li>Decentralized and centralized water table</li> </ul>	<ul style="list-style-type: none"> <li>The community's carbon footprint is high.</li> <li>FEMA Community Risk Index for the Island is relatively high.</li> </ul>	
<b>MOBILITY</b>		
<ul style="list-style-type: none"> <li>Enhance modal transportation connection between the neighborhood centers.</li> <li>Incorporate mobility hubs at critical locations.</li> <li>Partner strategically with BISS, Parks District, Kitsap Transit, NGO's and private landowners to accommodate transit-oriented development.</li> <li>Support the foot ferry to Bremerton idea proposal.</li> <li>Add pedestrian bridge connecting East to West over 305</li> <li>Promote diversity in last mile service options.</li> <li>Incorporate Complete Street principles.</li> <li>Create safe, walkable, and bikeable paths, and enhance walkability.</li> <li>Create additional mid-block connections.</li> <li>Walkable, Charging Station Infrastructure</li> <li>Wide Sidewalks support for all age driving</li> </ul>	<ul style="list-style-type: none"> <li>Insufficient connectivity between the Winslow Subarea and the rest of the island encourages car dependency.</li> <li>Lack of continuous sidewalks and steep slopes impede walkability.</li> <li>Insufficient and costly parking is an issue.</li> <li>SR 305 is a barrier, and lacks "an East/West connection".</li> </ul>	

OPPORTUNITIES	CONSTRAINTS	LOCATION
<b>AMENITIES</b>		
<ul style="list-style-type: none"> <li>Promote commercial development that accommodates the everyday need of community and support local businesses.</li> <li>Subsidize and expand maker and industrial spaces for artists.</li> <li>Promote cultural amenities, community centers and events.</li> <li>Provide accessible and affordable recreational activities for youth and families.</li> <li>Diversify the commercial spaces.</li> <li>Add wayfinding elements.</li> <li>Add more public bathrooms.</li> <li>Promote urban-agriculture.</li> <li>Hotels</li> <li>Hotel Case Facilities</li> <li>Shops ready to be affordable to keep housing costs and rent down</li> </ul>	<ul style="list-style-type: none"> <li>Winslow's amenities have not kept pace with the residential growth across the island, and existing amenities are not diverse and affordable.</li> <li>Hiring and staff retention because of affordability and accessibility constraints are impacting health industry, art and culture institutions, schools, and service jobs.</li> <li>Commercial spaces within Winslow Way are geared toward tourists rather than locals.</li> <li>Insufficient street lighting in some places increases crime.</li> <li>Public restrooms are insufficient.</li> </ul>	
<b>OPEN SPACE AND NATURAL SYSTEMS</b>		
<ul style="list-style-type: none"> <li>Preserve and enhance ecological and public resources.</li> <li>Identify opportunity parcels for new open spaces.</li> <li>Include natural system use in the R.O.W.</li> <li>Provide continuous trail connection and enhance access to natural resources.</li> <li>Include gateway open space near Ferry Terminal.</li> <li>Invest in and maintain playgrounds.</li> </ul>	<ul style="list-style-type: none"> <li>Climate change and finite resources impose a strain on the existing natural resources.</li> <li>The absence of continuous trails does not promote biking/rolling.</li> </ul>	

OPPORTUNITIES	CONSTRAINTS	LOCATION
<b>HOUSING</b>		
<ul style="list-style-type: none"> <li>Accommodate diverse mix of housing and unit sizes</li> <li>Provide affordable housing</li> <li>Include housing options near transit, services, and amenities</li> <li>Include a mix of uses with new housing development</li> <li>Accessibility needs to be a priority</li> <li>Senior Housing</li> <li>Artistic Housing</li> <li>Dispersed Housing</li> <li>Dispersed and high density</li> </ul>	<ul style="list-style-type: none"> <li>Lack of diverse, accessible and affordable housing, particularly for lower income residents, artists, seniors, teachers, first responders and workers is impacting their quality of life.</li> <li>Lack of housing near transit hubs and amenities forces long commutes.</li> <li>Low density land use patterns, which require the use of a vehicle for all trips - a major driver of CO2 emissions - are not ecologically efficient.</li> </ul>	
<b>ZONING AND POLICY</b>		
<ul style="list-style-type: none"> <li>Align subarea boundary and densities with infrastructure.</li> <li>Limit parking requirements in transit villages, and dense, walkable centers.</li> <li>Implement design guidelines to promote sustainable development, and preferred building massing.</li> <li>Update land-use standards to promote and incentivize developments that align with sustainability goals and community character.</li> <li>Establish an effective Transfer of Development Rights (TDR) program.</li> <li>Consider innovative solutions like utilizing ferry vehicle holding lanes as valuable real estate.</li> </ul>	<ul style="list-style-type: none"> <li>High cost of construction is a major constraint for affordable development.</li> <li>Current TDR and bonus programs are not well-utilized.</li> <li>Irregular and small size of parcels, particularly around Winslow Way, make development difficult.</li> <li>The unconsolidated ownership of parcels around the Ferry Terminal is a major constraint for redevelopment.</li> <li>There is a lack of mixed-use and live/work development.</li> <li>High cost of parking weighs negatively on the availability and quality of commercial and residential development.</li> </ul>	

OPPORTUNITIES	CONSTRAINTS	LOCATION
<b>COMMUNITY FEEL</b>		
<ul style="list-style-type: none"> <li>Maintain and enhance community's character by building upon Winslow's unique identity.</li> <li>Preserve historic character and continuity between old and new environment.</li> <li>Enhance economic diversity and vitality.</li> <li>Create a welcoming community and find opportunities to bring more demographic diversity to the island.</li> <li>Local history history</li> <li>Underground Shirts</li> <li>Local history and people, discover, read a seal</li> <li>Affordable commercial is priority of residents</li> <li>High Speed Public Transit</li> <li>Even to use main street</li> </ul>	<ul style="list-style-type: none"> <li>The influx of tourism specially in summer time impacts the amenability of Winslow Way for the residents and limits their access to services.</li> <li>Out of context development can negatively impact the existing character of Winslow.</li> </ul>	

Opportunities and Constraints - Group 02

# VISIONING WORKSHOPS IN-PERSON MEETING, JULY 22ND 2023 CONT.

OPPORTUNITIES	CONSTRAINTS	LOCATION
<b>RESILIENCE AND CLIMATE</b>		
<ul style="list-style-type: none"> <li>Provide solutions to lower community's carbon footprint.</li> <li>Build sustainable infrastructure that reflect and support climate change goals.</li> <li>Transition to renewable energy.</li> <li>Invest in emergency preparedness hubs.</li> <li>Adopt a holistic view on community resilience, including ecological, social, and technological systems.</li> </ul>	<ul style="list-style-type: none"> <li>The community's carbon footprint is high.</li> <li>FEMA Community Risk Index for the Island is relatively high.</li> </ul>	<p>Historic Preservation Policy</p>
<b>MOBILITY</b>		
<ul style="list-style-type: none"> <li>Enhance multi-modal amenities, and other connections between Winslow, and other locations.</li> <li>Incorporate mobility hubs at various locations.</li> <li>Partner strategically with BISD, Parks District, Kitsap Transit, NGO's and private landowners to accommodate transit-oriented development.</li> <li>Support the foot ferry to Bremerton idea proposal.</li> <li>Add pedestrian bridge connecting East to West over 305.</li> <li>Promote diversity in last mile service options.</li> <li>Incorporate Complete Street principles.</li> <li>Create safe, walkable, and bikeable paths, and enhance connections between various locations.</li> <li>Create additional mid-block connections.</li> </ul>	<ul style="list-style-type: none"> <li>Insufficient connectivity between the Winslow Subarea and the rest of the island encourages car dependency.</li> <li>Lack of continuous sidewalks and steep slopes impede walkability.</li> <li>Insufficient and costly parking is an issue.</li> <li>SR 305 is a barrier, and lacks "an East/West connection".</li> </ul>	<p>305 Traffic Fix</p> <p>Foot Ferry</p> <p>Separation of cars + pedestrian</p> <p>Ride Share options</p>

OPPORTUNITIES	CONSTRAINTS	LOCATION
<b>AMENITIES</b>		
<ul style="list-style-type: none"> <li>Promote commercial development that accommodates the everyday need of community and support local businesses.</li> <li>Subsidize and expand maker and industrial spaces for artists.</li> <li>Promote cultural amenities, community centers and events.</li> <li>Provide accessible and affordable recreational activities for youth and families.</li> <li>Diversify the commercial spaces.</li> <li>Add wayfinding elements.</li> <li>Add more public bathrooms.</li> <li>Promote urban-agriculture.</li> </ul>	<ul style="list-style-type: none"> <li>Winslow's amenities have not kept pace with the residential growth across the island, and existing amenities are not diverse and affordable.</li> <li>Hiring and staff retention because of affordability and accessibility constraints are impacting health industry, art and culture institutions, schools, and service jobs.</li> <li>Commercial spaces within Winslow Way are geared toward tourists rather than locals.</li> <li>Insufficient street lighting in some places increases crime.</li> <li>Public restrooms are insufficient.</li> </ul>	<p>Closures to Vehicles</p> <p>Parking</p>
<b>OPEN SPACE AND NATURAL SYSTEMS</b>		
<ul style="list-style-type: none"> <li>Preserve and enhance ecological and public resources.</li> <li>Identify opportunity parcels for new open spaces.</li> <li>Include natural system use in the R.O.W.</li> <li>Provide continuous trail connection and enhance access to natural resources.</li> <li>Include gateway open space near Ferry Terminal.</li> <li>Invest in and maintain playgrounds.</li> </ul>	<ul style="list-style-type: none"> <li>Climate change and finite resources impose a strain on the existing natural resources.</li> <li>The absence of continuous trails does not promote biking/rolling.</li> </ul>	<p>Review protected areas</p> <p>code to prevent these/changes get made</p> <p>Streamlining code</p> <p>Parks availability given constraints</p> <p>how to protect wildlife habitat</p>

OPPORTUNITIES	CONSTRAINTS	LOCATION
<b>HOUSING</b>		
<ul style="list-style-type: none"> <li>Accommodate diverse mix of housing types and sizes.</li> <li>Provide affordable housing options.</li> <li>Include housing options near transit hubs, and amenities.</li> <li>Include a mix of uses with new development.</li> </ul>	<ul style="list-style-type: none"> <li>Lack of diverse, accessible and affordable housing, particularly for lower income residents, artists, seniors, teachers, first responders and workers is impacting their quality of life.</li> <li>Lack of housing near transit hubs and amenities forces long commutes.</li> <li>Low density land use patterns, which require the use of a lot of land - a major driver of CO2 emissions - are not very efficient.</li> </ul>	<p>Employment incentives that employes</p> <p>Winflow needs middle housing</p> <p>Additional options for middle housing</p>
<b>ZONING AND POLICY</b>		
<ul style="list-style-type: none"> <li>Align subarea boundary and densities with infrastructure.</li> <li>Limit parking requirements in transit villages, and dense, walkable centers.</li> <li>Implement design guidelines to promote sustainable development, and preferred building massing.</li> <li>Update land-use standards to promote and incentivize developments that align with sustainability goals and community character.</li> <li>Establish an effective Transfer of Development Rights (TDR) program.</li> <li>Consider innovative solutions like utilizing ferry vehicle holding lanes as valuable real estate.</li> </ul>	<ul style="list-style-type: none"> <li>High cost of construction is a major constraint for affordable development.</li> <li>Current TDR and bonus programs are not well-utilized.</li> <li>Irregular and small size of parcels, particularly around Winslow Way, make development difficult.</li> <li>The unconsolidated ownership of parcels around the Ferry Terminal is a major constraint for redevelopment.</li> <li>There is a lack of mixed-use and live/work development.</li> <li>High cost of parking weighs negatively on the availability and quality of commercial and residential development.</li> </ul>	<p>code that supports small housing development</p> <p>Form based zoning code</p> <p>ADU code provisions</p>

OPPORTUNITIES	CONSTRAINTS	LOCATION
<b>COMMUNITY FEEL</b>		
<ul style="list-style-type: none"> <li>Maintain and enhance community's character by building upon Winslow's unique identity.</li> <li>Preserve historic character and continuity between old and new built environment.</li> <li>Enhance economic diversity and vitality.</li> <li>Create a welcoming community and find opportunities to bring more demographic diversity to the island.</li> </ul>	<ul style="list-style-type: none"> <li>The influx of tourism specially in summer time impacts the amenability of Winslow Way for the residents and limits their access to services.</li> <li>Out of context development can negatively impact the existing character of Winslow.</li> </ul>	<p>What is "unique" about Winslow?</p> <p>Less avoid looking generic like what happens in Winslow</p> <p>Keep functional # residents workers + tourists</p> <p>Winslow feels like town/keep this part</p> <p>Accommodate residents support tourism this season</p> <p>Resident discounts? City gives 10% off for residents or employees</p>

Opportunities and Constraints - Group 03

# VISIONING WORKSHOPS IN-PERSON MEETING, JULY 22ND 2023 CONT.

OPPORTUNITIES	CONSTRAINTS	LOCATION
<b>RESILIENCE AND CLIMATE</b>		
<ul style="list-style-type: none"> <li>Provide solutions to lower community's carbon footprint.</li> <li>Build sustainable infrastructure that reflect and support climate change goals.</li> <li>Transition to renewable energy.</li> <li>Invest in emergency preparedness hubs. → 8 hubs (some red) → enhance resources.</li> <li>Adopt a holistic view on community resilience, including ecological, social, and technological systems.</li> <li>Economic Activity opportunities for Peninsula → Tourism economy → Benefit City → To avoid to Winnow.</li> <li>Fire fighting wild fire → lack of infrastructure low impact High density.</li> </ul>	<ul style="list-style-type: none"> <li>The community's carbon footprint is high.</li> <li>FEMA Community Risk Index for the Island is relatively high.</li> </ul>	<p>Basic needs.</p>
<b>MOBILITY</b>		
<ul style="list-style-type: none"> <li>Enhance multi-modal transportation connection between Winslow, amenities, and other neighborhood centers.</li> <li>Incorporate mobility hubs at critical locations.</li> <li>Partner strategically with BISD, Parks District, Kitsap Transit, NGO's and private landowners to accommodate transit-oriented development.</li> <li>Support the foot ferry to Bremerton idea proposal.</li> <li>Add pedestrian bridge connecting East to West over 305.</li> <li>Promote diversity in last mile service options.</li> <li>Incorporate Complete Street principles.</li> <li>Create safe, walkable, and bikeable paths, and enhance w...</li> <li>Create additional mid-block connections.</li> </ul>	<ul style="list-style-type: none"> <li>Insufficient connectivity between the Winslow Subarea and the rest of the island encourages car dependency.</li> <li>Lack of continuous sidewalks and steep slopes impede walkability.</li> <li>Insufficient and costly parking is an issue.</li> <li>SR 305 is a barrier, and lacks "an East/West connection".</li> <li>NRE connectivity → reduce traffic.</li> <li>Water Alternative</li> <li>connecting to existing infrastructure</li> <li>residential commercial</li> <li>the barrier → pedestrian crossing → is a major impediment</li> <li>limited space</li> </ul>	<p>Loop 20</p> <p>Bike to Groundwater</p> <p>Mid-block connections</p>

OPPORTUNITIES	CONSTRAINTS	LOCATION
<b>AMENITIES</b>		
<ul style="list-style-type: none"> <li>Promote commercial development that accommodates the everyday need of community and support local businesses.</li> <li>Subsidize and expand maker and industrial spaces for artists.</li> <li>Promote cultural amenities, community centers and events.</li> <li>Provide accessible and affordable recreational activities for youth and families.</li> <li>Diversify the commercial spaces.</li> <li>Add wayfinding elements.</li> <li>Add more public bathrooms.</li> <li>Promote urban-agriculture.</li> <li>Incubator spaces / Rent/lease opps.</li> <li>Uniformed signage &amp; expand Transit to other parts.</li> </ul>	<ul style="list-style-type: none"> <li>Winslow's amenities have not kept pace with the residential growth across the island, and existing amenities are not diverse and affordable.</li> <li>Hiring and staff retention because of affordability and accessibility constraints are impacting health industry, art and culture institutions, schools, and service jobs.</li> <li>Commercial spaces within Winslow Way are geared toward tourists rather than locals.</li> <li>Insufficient street lighting in some places increases crime.</li> <li>Public restrooms are insufficient.</li> </ul>	<p>school children clothing</p> <p>Basic needs</p> <p>the Big store</p> <p>Leaky network</p> <p>Star down angle for local need</p> <p>Water front st</p> <p>Access - old</p> <p>Incentives for local</p> <p>Celebr. etc) Policy</p> <p>Raining</p> <p>Ped Promenade</p> <p>move Boat launch</p>
<b>OPEN SPACE AND NATURAL SYSTEMS</b>		
<ul style="list-style-type: none"> <li>Preserve and enhance ecological and public resources.</li> <li>Identify opportunity parcels for new open spaces.</li> <li>Include natural system use in the R.O.W.</li> <li>Provide continuous trail connection and enhance access to natural resources.</li> <li>Include gateway open space near Ferry Terminal.</li> <li>Invest in and maintain playgrounds.</li> </ul>	<ul style="list-style-type: none"> <li>Climate change and finite resources impose a strain on the existing natural resources.</li> <li>The absence of continuous trails does not promote biking/rolling.</li> <li>NRE - opportunity</li> </ul>	<p>Diversity of Healthcare / issue of walking</p>

OPPORTUNITIES	CONSTRAINTS	LOCATION
<b>HOUSING</b>		
<ul style="list-style-type: none"> <li>Accommodate diverse mix of housing and unit sizes</li> <li>Provide affordable housing → income diversity / services</li> <li>Include housing options near transit, services, and amenities</li> <li>Include a mix of uses with new housing development</li> </ul>	<ul style="list-style-type: none"> <li>Lack of diverse, accessible and affordable housing, particularly for lower income residents, artists, seniors, teachers, first responders and workers is impacting their quality of life.</li> <li>Lack of housing near transit hubs and amenities forces long commutes.</li> <li>Low density land use patterns, which require the use of a vehicle for all trips - a major driver of CO2 emissions - are not ecologically efficient.</li> </ul>	
<b>ZONING AND POLICY</b>		
<ul style="list-style-type: none"> <li>Align subarea boundary and densities with infrastructure.</li> <li>Limit parking requirements in transit villages, and dense, walkable centers.</li> <li>Implement design guidelines to promote sustainable development, and preferred building massing.</li> <li>Update land-use standards to promote and incentivize developments that align with sustainability goals and community character.</li> <li>Establish an effective Transfer of Development Rights (TDR) program.</li> <li>Consider innovative solutions like utilizing ferry vehicle holding lanes as valuable real estate.</li> <li>Income diverse centers</li> <li>Concentrate in D.T</li> <li>Mid-rise downtown</li> <li>underground power</li> </ul>	<ul style="list-style-type: none"> <li>High cost of construction is a major constraint for affordable development.</li> <li>Current TDR and bonus programs are not well-utilized.</li> <li>Irregular and small size of parcels, particularly around Winslow Way, make development difficult.</li> <li>The unconsolidated ownership of parcels around the Ferry Terminal is a major constraint for redevelopment.</li> <li>There is a lack of mixed-use and live/work development.</li> <li>High cost of parking weighs negatively on the availability and quality of commercial and residential development.</li> </ul>	<p>Disrupts lines Breakdown?</p> <p>expanding Bandy</p> <p>Island Center infrastructure expansion</p> <p>Shield the budget</p> <p>Big island / low Budget</p> <p>High taxes</p> <p>Economic resilience → people are priced out</p> <p>Hold Developers accountable for parking</p>

OPPORTUNITIES	CONSTRAINTS	LOCATION
<b>COMMUNITY FEEL</b>		
<ul style="list-style-type: none"> <li>Maintain and enhance community's character by building upon Winslow's unique identity.</li> <li>Preserve historic character and continuity between old and new built environment.</li> <li>Enhance economic diversity and vitality.</li> <li>Create a welcoming community and find opportunities to bring more demographic diversity to the island.</li> <li>Integrated workspace / island and Winslow in place.</li> </ul>	<ul style="list-style-type: none"> <li>The influx of tourism specially in summer time impacts the amenability of Winslow Way for the residents and limits their access to services.</li> <li>Out of context development can negatively impact the existing character of Winslow.</li> </ul>	

Opportunities and Constraints - Group 04

# VISIONING WORKSHOPS IN-PERSON MEETING, JULY 22ND 2023 CONT.

**EMERGING VISION**

The Winslow Subarea plan envisions Winslow as a **VIBRANT and COMPLETE COMMUNITY** with a **UNIQUE SENSE OF PLACE**, that remains the **ISLAND'S VITAL CENTER**.

A community that:

- Supports its **LOCAL BUSINESSES**, and **ART AND CULTURAL** institutions, to **BENEFIT THE WHOLE COMMUNITY** and create **ECONOMIC VITALITY**.
- Increases **RESILIENCE** by balancing **ENVIRONMENTAL GOALS**, **SOCIAL PRIORITIZE**, and **DEVELOPMENT**.
- Fosters **DIVERSITY and INCLUSION** by creating **HOUSING OPTIONS** which are **AFFORDABLE** and **ACCESSIBLE** to all.
- Creates a **WELCOMING ENVIRONMENT** and opportunities for **CIVIC ENGAGEMENT** for all.
- PRESERVES** and **ENHANCES NATURAL RESOURCES**, **ECOLOGICAL** functions, and networks of **OPEN SPACE**.
- Prioritizes **PEDESTRIAN-FRIENDLY GREEN INFRASTRUCTURE**, access to **COMMUNITY AMENITIES**, and **ALTERNATIVE TRANSPORTATION MODES** for **ALL AGES AND ABILITIES**.

*Handwritten notes:* Diversity of Ages and Race, **WHITE, BELONGING, STABILITY, Equal Priority, Accessibility and Parking, Take Transit driving Trikes for all ages**, **BRANT and COMPLETE COMMUNITY with a UNIQUE SENSE OF PLACE that**, **mean diff ways + different people**, **Open Market Permanent Cover**, **CULTURAL institutions, to BENEFIT THE WHOLE COMMUNITY and**, **create ECONOMIC VITALITY. and EDUCATION (Schools)**, **Increases RESILIENCE by balancing ENVIRONMENTAL GOALS, SOCIAL PRIORITIZE, and DEVELOPMENT.**, **Fosters DIVERSITY and INCLUSION by creating HOUSING OPTIONS which are AFFORDABLE and ACCESSIBLE to all.**, **Creates a WELCOMING ENVIRONMENT and opportunities for CIVIC ENGAGEMENT for all.**, **PRESERVES and ENHANCES NATURAL RESOURCES, ECOLOGICAL functions, and networks of OPEN SPACE**, **Prioritizes PEDESTRIAN-FRIENDLY GREEN INFRASTRUCTURE, access to COMMUNITY AMENITIES, and ALTERNATIVE TRANSPORTATION MODES for ALL AGES AND ABILITIES.**

Emerging Vision - Group 01

**EMERGING VISION**

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*Handwritten notes:* **YOUTH Priorities Recreation - Kids + Teens - Ball**, **Supports its LOCAL BUSINESSES, and ART AND CULTURAL institutions, to BENEFIT THE WHOLE COMMUNITY and create ECONOMIC VITALITY.**, **Increases RESILIENCE by balancing ENVIRONMENTAL GOALS, SOCIAL PRIORITIZE, and DEVELOPMENT.**, **Fosters DIVERSITY and INCLUSION by creating HOUSING OPTIONS which are AFFORDABLE and ACCESSIBLE to all.**, **Creates a WELCOMING ENVIRONMENT and opportunities for CIVIC ENGAGEMENT for all.**, **PRESERVES and ENHANCES NATURAL RESOURCES, ECOLOGICAL functions, and networks of OPEN SPACE**, **Prioritizes PEDESTRIAN-FRIENDLY GREEN INFRASTRUCTURE, access to COMMUNITY AMENITIES, and ALTERNATIVE TRANSPORTATION MODES for ALL AGES AND ABILITIES**, **island not only was low storm that have practical purpose had more store / economic vitality**, **economic**, **available for the full spectrum of housing / market needs**, **something that speaks to design/aesthetics - 3 principles of walkable activities**.

Emerging Vision - Group 02

**EMERGING VISION**

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- Supports its **LOCAL BUSINESSES**, and **ART AND CULTURAL** institutions, to **BENEFIT THE WHOLE COMMUNITY** and create **ECONOMIC VITALITY**.
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- PRESERVES** and **ENHANCES NATURAL RESOURCES**, **ECOLOGICAL** functions, and networks of **OPEN SPACE**.
- Prioritizes **PEDESTRIAN-FRIENDLY GREEN INFRASTRUCTURE**, access to **COMMUNITY AMENITIES**, and **ALTERNATIVE TRANSPORTATION MODES** for **ALL AGES AND ABILITIES**.

*Handwritten notes:* **Integrated**, **Does not rely on cars / fuel (Does not Prioritize Gas/Fuel)**, **involvement of residents**, **Priority & quality contribution**, **supports the balance of real**, **Bigger than Art culture Creative Community**, **Multi generations / Families + kids**, **Integrate**, **Not just housing**, **affordable for workers as well not just current residents**, **Family oriented / Place of kindness**, **Social gathering nodes - physical + social (but focus inward) interactivity**, **Safe**, **what kind economic cultural?**, **should be #2 next to overall statement**, **MAKE THIS HIGHER UP ON LIST**, **PATHWAYS approaches to them**, **community accessibility**, **water taxis for BI markets destination**, **aside SCHOOLS PREPARED FOR MORE**, **ADD somewhere between visitors - Lower cost**, **Make more pedestrian friendly**, **with kids**.

Emerging Vision - Group 03

**EMERGING VISION**

The Winslow Subarea plan envisions Winslow as a **VIBRANT and COMPLETE COMMUNITY** with a **UNIQUE SENSE OF PLACE**, that remains the **ISLAND'S VITAL CENTER**.

A community that:

- Supports its **LOCAL BUSINESSES**, and **ART AND CULTURAL** institutions, to **BENEFIT THE WHOLE COMMUNITY** and create **ECONOMIC VITALITY**.
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- PRESERVES** and **ENHANCES NATURAL RESOURCES**, **ECOLOGICAL** functions, and networks of **OPEN SPACE**.
- Prioritizes **PEDESTRIAN-FRIENDLY GREEN INFRASTRUCTURE**, access to **COMMUNITY AMENITIES**, and **ALTERNATIVE TRANSPORTATION MODES** for **ALL AGES AND ABILITIES**.

*Handwritten notes:* **Dynamic**, **Magnetic**, **Do not use CONTRAST**, **Keep during Redevelopment**, **example High School Red parking lot shopping Look less than for just automobile**, **Accessibility for visitor wayfinding**, **Priorities**, **investments**, **should be #2 next to overall statement**, **MAKE THIS HIGHER UP ON LIST**, **PATHWAYS approaches to them**, **community accessibility**, **water taxis for BI markets destination**, **aside SCHOOLS PREPARED FOR MORE**, **ADD somewhere between visitors - Lower cost**, **Make more pedestrian friendly**.

Emerging Vision - Group 04

### LENSES

**How can walkable districts lower the island's carbon emissions?**

**How to create inclusive mobility for everyone?**

**What mobility options align with Winslow's community needs?**

### EVALUATION

Less efficient  
Greater Emissions  
More Costly  
Traffic and Congestion  
Single Purpose  
Limited Modal Choices

More Efficient  
Fewer Emissions  
Shared Costs  
Public Realm  
Multi-Use  
Greater Modal Choices

### MOBILITY

Street Parking

Enhanced Walkability

Woonerf

Podium Parking

Shared-EV

Micro-Mobility

Pedestrian Bridge

Enhanced Transit Options

Complete Streets

Structured Parking

Wild idea: turn Winslow Way and Bjune into a vehicular couplet to create more space for ped/bike/retail

There needs to be a "none of the above" option.

Enforced speed limits would be nice.

Program: not only provide more space for non-vehicle but incentivize (e.g. purchase discounts, free passes, priority ferry loading?)

**3:11 | 1 question | 26 of 32 (81%) participated**

1. How would you prioritize Mobility choices for Winslow 2044?  
(Choose three) (Multiple Choice)

26/26 (100%) answered

Street Parking	(3/26) 12%
Enhanced Walkability	(16/26) 62%
Woonerf	(8/26) 31%
Podium Parking	(3/26) 12%
Complete Streets	(13/26) 50%
Micro-Mobility	(1/26) 4%
Shared-EV	(5/26) 19%
Pedestrian Bridge	(9/26) 35%
Enhanced Transit Options	(15/26) 58%
Structured Parking	(9/26) 35%

### LENSES

**How do natural systems foster and enhance resilience?**

**In what ways can public spaces be made welcoming and inclusive for diverse communities?**

**Which natural elements enhance the character of Winslow?**

### EVALUATION

Fewer Public Open Spaces  
More Private Spaces  
Less accessible  
Less Connected  
Passive

More variety  
More Public Spaces  
Activated and Programmed  
Better Connected

## OPEN SPACE AND NATURAL SYSTEMS

**WINSLOW 2044**

Pollinator pathways, green infrastructure, and community agriculture — these could be combined to achieve more green.

2007 Greening Winslow has good ideas

Hmm, many of these elements could be consolidated under a common theme. E.g. green infrastructure and pollinator pathways are typically eco corridors in urban settings.

Vern: The "Ravine" that parallels highway 305 (to the West) should be restored.

Just to the east of the current ferry parking, ie just north of the ferry terminal would be a cool place for a waterfront park

## Open Space and Natural Systems

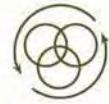
2:15 | 1 question | 29 of 32 (90%) participated

1. Which types of open space and natural systems are your top priorities for Winslow 2044? (Choose three) (Multiple Choice)

29/29 (100%) answered

Pollinator Pathways	(9/29) 31%
Small Flexible Open Space	(6/29) 21%
Green Infrastructure	(18/29) 62%
Community Agriculture	(5/29) 17%
Parks & Playgrounds	(4/29) 14%
Activated Public Realm	(5/29) 17%
Ecological Corridors	(16/29) 55%
Large Flexible Open Space	(7/29) 24%
Civic Plaza	(5/29) 17%
Waterfront Access	(12/29) 41%

## LENSES



**What is the relationship between land use patterns and carbon emissions on the Island?**



**How can increasing housing diversity create a more demographically diverse community?**



**How can zoning policies and design guidelines enhance Winslow's character?**

## EVALUATION

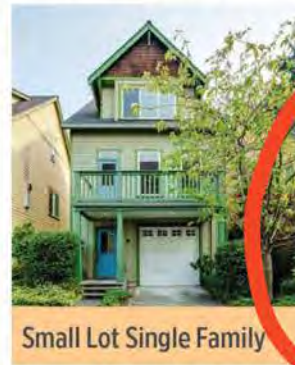
Sprawl  
Less walkable and bikeable  
Fewer housing choices  
Less affordable  
Limited services

Less Dense

Compact  
More walkable and bikeable  
More housing choices  
More affordable  
More diverse services

More Dense

## RESIDENTIAL DEVELOPMENT

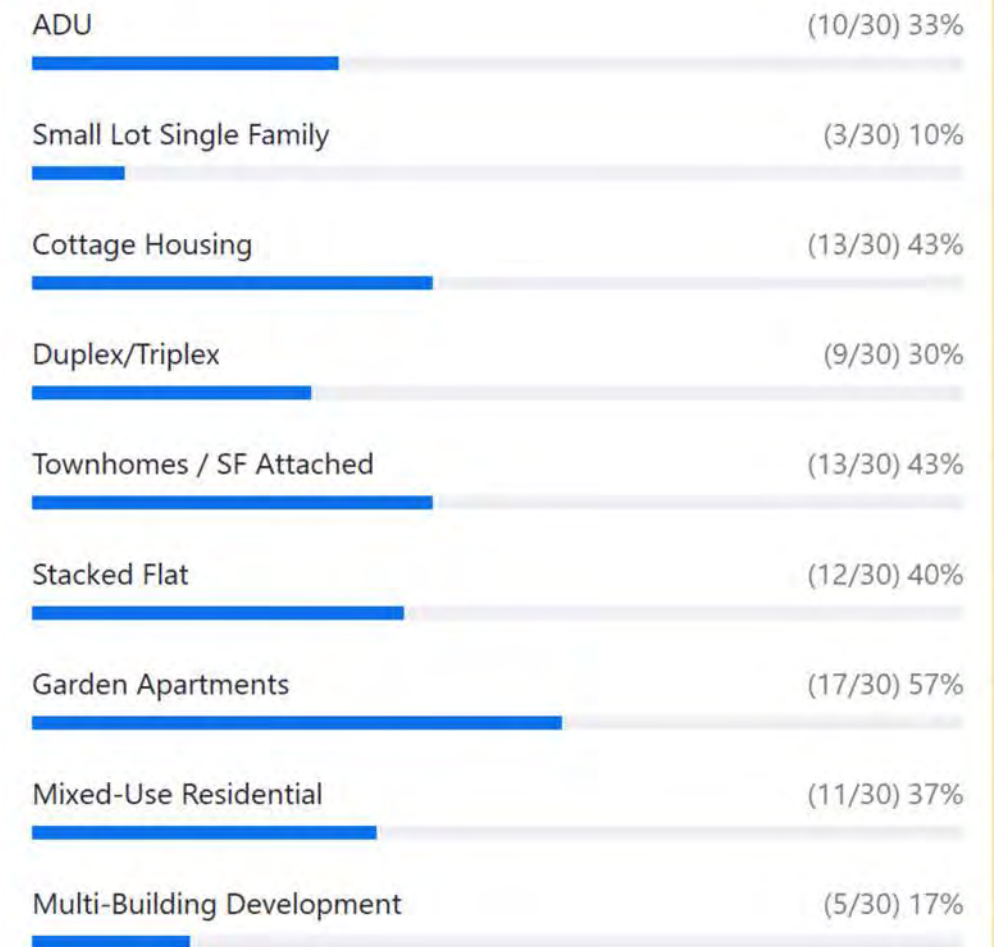


## Residential Development

Poll | 1 question | 30 of 34 (88%) participated

1. What type of residential development is considered the most needed in Winslow 2044? (Choose three) (Multiple Choice)

30/30 (100%) answered



Agree with requiring a specific amount of green space around new developments, such as the garden apartments or stacked housing.

Stacked flat seems like a great option for intergenerational housing!

With a limited supply of land, how will smaller residential units be economically feasible for other than the affluent homeowner?

Limiting the height of stacked flat or garden apartments is important. No more than 3 or 4 stories.

Layering more density onto Winslow, without transferring it from other parts of the Island will not reduce overall ghg emissions. We need to reduce overall emissions, not just per capita emissions.

Part of the planning challenge with regard to these options (in my humble opinion) is a prevailing perception that Bainbridge is 'rural'. Really hasn't been for some time, so addressing such values in planning going forward will be important.

We are seeing some of the higher density options appearing in Winslow. But they don't approach the images shared in terms of landscape and garden amenities. How do we compel developers to build a little more creativity into the spaces that surround the buildings?

Certain areas in Winslow should be required to include a residential component.

Limited choices in poll. We're being herded. Redevelopment of the High School road area into more mixed use should happen.

## LENSES

**What amenities contribute to the resilience of a community?**

**What are some gaps in the services and amenities available in Winslow?**

**What amenities contribute to the identity of Winslow?**

## EVALUATION

Auto Oriented  
Fewer types and scales  
Passive Programs and Amenities  
Local Arts and Culture

Neighborhood Scale

Walkable Districts  
Mix of types and scales  
Active Programs and Amenities  
Destination Arts and Culture

Town Center Scale

## COMMERCIAL AND COMMUNITY AMENITIES

Auto Oriented Amenity

Public Art Installation

Home Based Businesses

Community Market

Informal Food & Drink

Mid Block Spill out Plaza

Ground Floor Commercial

Dynamic Social Hub

Destination Art & Culture

Community Services

**WINSLOW 2044**

Many of these options across the polls reflect adult experiences. Are you polling children and youth? In my past experiences in planning, kids often generate some really interesting and fun possibilities.

There need to be more trees in Winslow. The Safeway parking lot is a wasteland.

This last poll leaves much to be desired.

The different concert series around the island are a wonderful way to bring the community together.

Laundromat, which has been mentioned already.

Restrooms and laundry

## Commercial and Community Amenities

3:03 | 1 question | 30 of 34 (88%) participated

1. Which amenities are considered the highest priority for Winslow 2044? (Choose three) (Multiple Choice)

30/30 (100%) answered

Auto Oriented Amenity	(2/30) 7%
Public Art Installation	(6/30) 20%
Home Based Businesses	(3/30) 10%
Community Market	(15/30) 50%
Informal Food and Drink	(6/30) 20%
Mid-Block Spill Out Plaza	(10/30) 33%
Ground Floor Commercial	(14/30) 47%
Dynamic Social Hub	(12/30) 40%
Destination Art and Culture	(11/30) 37%
Community Services	(16/30) 53%

OPPORTUNITIES	CONSTRAINTS	LOCATION
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## RESILIENCE AND CLIMATE

<ul style="list-style-type: none"> <li>Provide solutions to lower community's carbon footprint.</li> <li>Build sustainable infrastructure that reflect and support climate change goals.</li> <li>Transition to renewable energy.</li> <li>Invest in emergency preparedness hubs.</li> <li>Adopt a holistic view on community resilience, including ecological, social, and technological systems.</li> </ul> <div style="border: 1px solid orange; padding: 2px; margin-top: 5px;"> <p>what about GMA and in 1110, 1337 and 1547 on requirement for growth.</p> </div> <div style="border: 1px solid orange; padding: 2px; margin-top: 5px;"> <p>Growing and expanding Winslow will increase the Island's greenhouse gas emissions. No way around it.</p> </div> <div style="border: 1px solid orange; padding: 2px; margin-top: 5px;"> <p>Update city facilities to accommodate climate change and higher water levels.</p> </div> <div style="border: 1px solid orange; padding: 2px; margin-top: 5px;"> <p>plan for sea level rise and erosion</p> </div>	<ul style="list-style-type: none"> <li>The community's carbon footprint is high.</li> <li>FEMA Community Risk Index for the Island is relatively high.</li> <li></li> <li></li> <li></li> </ul> <div style="border: 1px solid orange; padding: 2px; margin-top: 5px;"> <p>Maintain a strong ordinance to preserve trees</p> </div> <div style="border: 1px solid orange; padding: 2px; margin-top: 5px;"> <p>We have finite sewer capacity. Stormwater is also currently inadequate with considerable direct discharge happening.</p> </div> <div style="border: 1px solid orange; padding: 2px; margin-top: 5px;"> <p>Connect COBI activities to region as we are not an island when it comes to climate</p> </div> <div style="border: 1px solid orange; padding: 2px; margin-top: 5px;"> <p>Runoff water should be processed thru the sewer system.</p> </div>	<ul style="list-style-type: none"> <li>Best resilience is through density in Winslow and lower density on the rest of the Island. lower traffic. lower GHGE. more sustainable development.</li> <li>The immediate effects of climate are heat and drought. How to maintain lower temps in urbanized area for non-motor mobility users?</li> <li>probably elsewhere, but I'd like to see a connection to land use here, ie TOD next to the ferry terminal</li> </ul>
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## MOBILITY

<ul style="list-style-type: none"> <li>Enhance multi-modal transportation connection between Winslow, amenities, and other neighborhood centers.</li> <li>Incorporate mobility hubs at critical locations.</li> <li>Partner strategically with BISD, Parks District, Kitsap Transit, NGO's and private landowners to accommodate transit-oriented development.</li> <li>Support the foot ferry to Bremerton idea proposal.</li> <li>Add pedestrian bridge connecting East to West over 305.</li> <li>Promote diversity in last mile service options.</li> <li>Incorporate Complete Street principles.</li> <li>Create safe, walkable, and bikeable paths, and enhance wayfinding.</li> <li>Create additional mid-block connections.</li> </ul> <div style="border: 1px solid orange; padding: 2px; margin-top: 5px;"> <p>connect parks</p> </div> <div style="border: 1px solid orange; padding: 2px; margin-top: 5px;"> <p>Transit Oriented Development</p> </div> <div style="border: 1px solid orange; padding: 2px; margin-top: 5px;"> <p>Winslow currently has good mobility for non motorized users.</p> </div> <div style="border: 1px solid orange; padding: 2px; margin-top: 5px;"> <p>Make the sidewalks more accessible and not end abruptly</p> </div> <div style="border: 1px solid orange; padding: 2px; margin-top: 5px;"> <p>Program: not only provide more space for non-vehicle but incentivize (e.g. purchase discounts, free passes, priority ferry loading?)</p> </div>	<ul style="list-style-type: none"> <li>Insufficient connectivity between the Winslow Subarea and the rest of the island encourages car dependency.</li> <li>Lack of continuous sidewalks and steep slopes impede walkability.</li> <li>Insufficient and costly parking is an issue.</li> <li>SR 305 is a barrier, and lacks "an East/West connection".</li> <li></li> <li></li> </ul> <div style="border: 1px solid orange; padding: 2px; margin-top: 5px;"> <p>We should be considering lowering the speed limit on Madison.</p> </div> <div style="border: 1px solid orange; padding: 2px; margin-top: 5px;"> <p>Expand Kitsap transit ride on request to weekends</p> </div> <div style="border: 1px solid orange; padding: 2px; margin-top: 5px;"> <p>improve safety for commuters throughout the island</p> </div> <div style="border: 1px solid orange; padding: 2px; margin-top: 5px;"> <p>Encourage non-auto active living and transit. Noting many youth using e-bikes recklessly, perhaps trainings or local license.</p> </div> <div style="border: 1px solid orange; padding: 2px; margin-top: 5px;"> <p>Also, make sightlines better for wheelchairs at crosswalks</p> </div> <div style="border: 1px solid orange; padding: 2px; margin-top: 5px;"> <p>parking represents \$50 per hour of sales.</p> </div>	<div style="border: 1px solid orange; padding: 2px; margin-top: 5px;"> <p>charging for parking in winslow</p> </div> <div style="border: 1px solid orange; padding: 2px; margin-top: 5px;"> <p>focus all ages all abilities in winslow</p> </div> <div style="border: 1px solid orange; padding: 2px; margin-top: 5px;"> <p>Enforcement of rules of the road. Namely, cars stop at Stop signs. Daily, I see people rolling through the four-way stop at Ferncliff and Winslow Way.</p> </div> <div style="border: 1px solid orange; padding: 2px; margin-top: 5px;"> <p>all new housing and businesses should be one half mile from ferry and services. no driving.</p> </div> <div style="border: 1px solid orange; padding: 2px; margin-top: 5px;"> <p>Vern: Bring back "Mosquito Fleet" type marine transportation systems.</p> </div>
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OPPORTUNITIES	CONSTRAINTS	LOCATION
AMENITIES		
<div style="text-align: center; margin-bottom: 10px;"> </div> <ul style="list-style-type: none"> <li>Promote commercial development that accommodates the everyday need of community and support local businesses.</li> <li>Subsidize and expand maker and industrial spaces for artists.</li> <li>Promote cultural amenities, community centers and events.</li> <li>Provide accessible and affordable recreational activities for youth and families.</li> <li>Diversify the commercial spaces.</li> <li>Add wayfinding elements.</li> <li>Add more public bathrooms.</li> <li>Promote urban-agriculture.</li> </ul> <div style="border: 1px solid orange; padding: 5px; margin-top: 10px;">                 The City needs to subsidize a laundromat             </div>	<ul style="list-style-type: none"> <li>Winslow's amenities have not kept pace with the residential growth across the island, and existing amenities are not diverse and affordable.</li> <li>Hiring and staff retention because of affordability and accessibility constraints are impacting health industry, art and culture institutions, schools, and service jobs.</li> <li>Commercial spaces within Winslow Way are geared toward tourists rather than locals.</li> <li>Insufficient street lighting in some places increases crime.</li> <li>Public restrooms are insufficient.</li> </ul> <div style="border: 1px solid orange; padding: 5px; margin-top: 10px;">                 tourism workers do not contribute to a well paid sustainable work force             </div> <div style="border: 1px solid orange; padding: 5px; margin-top: 5px;">                 how address tourism congestion downtown?             </div> <div style="border: 1px solid orange; padding: 5px; margin-top: 5px;">                 or maybe this goes here / cross reference with mobility - connect parks with safe and convenient active transportation facilities             </div> <div style="border: 1px solid orange; padding: 5px; margin-top: 10px;">                 Create Historical walks in downtown core             </div>	<p>parks are an amenity and contribute to ghge reductions.</p> <div style="border: 1px solid orange; padding: 5px; margin-top: 10px;">                 Vern: Support Island wide fiber optic systems.             </div> <div style="border: 1px solid orange; padding: 5px; margin-top: 10px;">                 Provide a Maritime Museum at Waterfront Park.             </div> <div style="border: 1px solid orange; padding: 5px; margin-top: 10px;">                 you mentioned economic diversity as critical. denser housing must have nearby services and open space and access to trails.             </div>
OPEN SPACE AND NATURAL SYSTEMS		
<ul style="list-style-type: none"> <li>Preserve and enhance ecological and public resources.</li> <li>Identify opportunity parcels for new open spaces.</li> <li>Include natural system use in the R.O.W.</li> <li>Provide continuous trail connection and enhance access to natural resources.</li> <li>Include gateway open space near Ferry Terminal.</li> <li>Invest in and maintain playgrounds.</li> </ul> <div style="border: 1px solid orange; padding: 5px; margin-top: 10px;">                 We need more trees in Winslow to avoid the heat island effect. Let's not densify at the expense of trees and vegetation.             </div> <div style="border: 1px solid orange; padding: 5px; margin-top: 5px;">                 there are a few notable non motorized improvements in Winslow tomorrow.             </div>	<ul style="list-style-type: none"> <li>Climate change and finite resources impose a strain on the existing natural resources.</li> <li>The absence of continuous trails does not promote biking/rolling.</li> </ul> <div style="border: 1px solid orange; padding: 5px; margin-top: 10px;">                 The Winslow Way landscape is innovative and unusual for Main Street. Extend this template within the district.             </div> <div style="border: 1px solid orange; padding: 5px; margin-top: 5px;">                 The City doesn't have street tree program even though the Bainbridge Island Community Forestry Plan calls for one.             </div> <div style="border: 1px solid orange; padding: 5px; margin-top: 5px;">                 Encourage native plants (where appropriate) in formal landscapes             </div> <div style="border: 1px solid orange; padding: 5px; margin-top: 5px;">                 there is a significant deficit of open space as Winslow increases density.             </div> <div style="border: 1px solid orange; padding: 5px; margin-top: 5px;">                 Yes, we are at the point of development - need a city Arborist that does more than review development plans             </div>	<ul style="list-style-type: none"> <li>Another planning recommendation coming along internationally.</li> <li>3-30-300. Any person can see 3 trees from their home, 30% canopy cover in neighborhood, within 300 yards/meters of a green space. Konijnendijk, C.C. 2023. Evidence-based guidelines for greener, healthier, more resilient neighbourhoods: Introducing the 3-30-300 rule. J For Res 34, 3, 821-830.</li> </ul> <div style="border: 1px solid orange; padding: 5px; margin-top: 10px;">                 Let's remember that Winslow sits on the shores of Puget Sound, and extremely important natural system to us and to local Tribes. Everyone we plan for Winslow should consider impacts to Puget Sound and how we can reduce the existing impacts.             </div>

WINSLOW 2044

OPPORTUNITIES	CONSTRAINTS	LOCATION
---------------	-------------	----------

## HOUSING



- Accommodate diverse mix of housing and unit sizes
- Provide affordable housing
- Include housing options near transit, services, and amenities
- Include a mix of uses with new housing development
- Recognizing people who are low income also have the right to live on farmland, in the woods, not just in the winslow areas.
- denser is better. taller is OK as long as the rest of the island is downzoned.
- I want a denser more vibrant Winslow that supports services for residences.
- be aware a third of home owners are barely hanging on financially. public funding should acknowledge this.
- New housing - can we maintain some sort of history/charm in design? But without overbearing design restrictions?
- Recognizing people who are low income also have the right to live on farmland, in the woods, not just in the winslow areas.

- Lack of diverse, accessible and affordable housing, particularly for lower income residents, artists, seniors, teachers, first responders and workers is impacting their quality of life.
- Lack of housing near transit hubs and amenities forces long commutes.
- Low density land use patterns, which require the use of a vehicle for all trips - a major driver of CO2 emissions - are not ecologically efficient.
- How to keep Urban Sprawl under better control?
- affordable housing could be occupied by seattle commuters
- Employee housing
- Avoid Sprawl
- Sort of amenity blended with housing - rather than fluffy landscapes use spaces for food forests and urban ag

We need to respect limits. One approach to encouraging housing affordability is for the City to purchase deed restricts on existing housing. We're not going to build or densify our way to affordability.

Housing options need to include one-level units. So much of the new housing is not accessible for people who have mobility limitations.

acknowledge thst Winslow housing will not be suburban and therefore attracting a different demographic.

Dept of Commerce is developing 'middle housing' info and pattern language, in anticipation to GMA updates. Heard a presentation, had a great .ppt showing options.

## ZONING AND POLICY



- Align subarea boundary and densities with infrastructure.
- Limit parking requirements in transit villages, and dense, walkable centers.
- Implement design guidelines to promote sustainable development, and preferred building massing.
- Update land-use standards to promote and incentivize developments that align with sustainability goals and community character.
- Establish an effective Transfer of Development Rights (TDR) program.
- Consider innovative solutions like utilizing ferry vehicle holding lanes as valuable real estate.
- the UN asks for one third of land should be protected in a natural state. we should do the same.
- Utilize existing Historical Structures rather than destroying them
- Form Based Code! Do explore!
- deed restrictions are tdr's?
- Explore use of Form Based Code in select towncenter locations.
- what zoning thresholds are needed for developer interest in building multifamily housing?
- I want a denser more vibrant Winslow that supports services for residences.

- High cost of construction is a major constraint for affordable development.
- Current TDR and bonus programs are not well-utilized.
- Irregular and small size of parcels, particularly around Winslow Way, make development difficult.
- The unconsolidated ownership of parcels around the Ferry Terminal is a major constraint for redevelopment.
- There is a lack of mixed-use and live/work development.
- High cost of parking weighs negatively on the availability and quality of commercial and residential development.
- Trust for Public Land - recommends 10 minute walk - any resident of urbanized area within that distance of a green space
- acknowledge that Winslow needs to change - dramatically
- Remember we live on an Island that is solely dependent upon groundwater aquifers - and we do not have a groundwater management plan.
- Vern: Give credits/discounts to employees that work in Winslow for housing.
- get rid of the Ericksen overlay.
- the UN asks for one third of land should be protected in a natural state. we should do the same.
- Concerned that affordable housing near ferry terminal encourages Seattle folks to move here, rather than the Bainbridge employees that we're trying to help.
- more diverse businesses and business opportunities


Trust for Public Land - recommends 10 minute walk - any resident of urbanized area within that distance of a green space

Remember we live on an Island that is solely dependent upon groundwater aquifers - and we do not have a groundwater management plan.

increase density in Winslow and decrease elsewhere.

WINSLOW 2044

Opportunities and Constraints

OPPORTUNITIES	CONSTRAINTS	LOCATION
<b>COMMUNITY FEEL</b>		
 <ul style="list-style-type: none"> <li>• Maintain and enhance community's character by building upon Winslow's unique identity.</li> <li>• Preserve historic character and continuity between old and new built environment.</li> <li>• Enhance economic diversity and vitality.</li> <li>• Create a welcoming community and find opportunities to bring more demographic diversity to the island.</li> </ul> <div data-bbox="130 749 528 1008" style="border: 1px solid orange; padding: 5px;"> <p>Public community space that is really important as far as making people feel welcome. Moonlight Market is a great example of coming together.</p> </div> <div data-bbox="130 1032 553 1266" style="border: 1px solid orange; padding: 5px;"> <p>Part of the historic character of Bainbridge Island is the diversity of the people that lived here. Artist lived next to doctor.</p> </div> <div data-bbox="130 1294 528 1501" style="border: 1px solid orange; padding: 5px;"> <p>Tourism is negatively impacting the feel of downtown Winslow.</p> </div> <div data-bbox="130 1528 637 1596" style="border: 1px solid orange; padding: 5px;"> <p>Madison is extremely noisy</p> </div> <div data-bbox="130 1616 472 1697" style="border: 1px solid orange; padding: 5px;"> <p>Madison is not noisy</p> </div>	<ul style="list-style-type: none"> <li>• The influx of tourism specially in summer time impacts the amenability of Winslow Way for the residents and limits their access to services.</li> <li>• Out of context development can negatively impact the existing character of Winslow.</li> <li>•</li> <li>•</li> <li>•</li> <li>•</li> <li>•</li> </ul> <div data-bbox="1062 963 1653 1326" style="border: 1px solid orange; padding: 5px;"> <p>Winslow needs to stay available to islanders who live outside of Winslow and do not have public transit available nearby. There is some parking needed!</p> </div> <div data-bbox="1062 1354 2181 1536" style="border: 1px solid orange; padding: 5px;"> <p>Celebrate what T&amp;C has done to maintain the feel of a real Main Street! Would they have suggestions about how to extend a nice blend of local/tourist function?</p> </div> <div data-bbox="1062 1568 2181 1709" style="border: 1px solid orange; padding: 5px;"> <p>Maintain the building height limits to maintain the community feel. Allow housing over retail.</p> </div>	<ul style="list-style-type: none"> <li>•</li> <li>•</li> <li>•</li> <li>•</li> <li>•</li> </ul> <div data-bbox="1684 709 2169 1124" style="border: 1px solid orange; padding: 5px;"> <p>Land acknowledgements are fine but let's take the next steps and recognize that treaty rights are impacted by poor water quality, reduced stream flows, and impacts to ecological function.</p> </div> <div data-bbox="1684 1153 2169 1314" style="border: 1px solid orange; padding: 5px;"> <p>Vern: Acknowledge Native historic presence on the Island.</p> </div>

/INSLOW 2044

Opportunities and Constraints

# VISIONING WORKSHOPS VIRTUAL MEETING, AUGUST 9TH 2023 CONT.

The Winslow Subarea plan envisions Winslow as a **VIBRANT** and **COMPLETE COMMUNITY** with a **UNIQUE SENSE OF PLACE**, that remains the **ISLAND'S VITAL CENTER**.

A community that:

What do participants think about island visitor / tourist activity....?

I like the tourists

the term "whole community" is also used, so which is it?

the vision for Winslow must speak to winslow's role relative to the rest of the island. for example - denser Winslow lower density elsewhere.

Prioritize business services for Islanders.

Tourism brings new faces and energy here, it's great!

• Supports its **LOCAL BUSINESSES**, and **ART AND CULTURAL** institutions, to **BENEFIT THE WHOLE COMMUNITY** and create **ECONOMIC VITALITY**.

Treat Winslow way east as also part of Winslow

businesses with higher wages and less transient workforce

do not allow more business development at copper top or day road. focus island residential businesses in Winslow.

Community = Curiosity, Understanding, Change

Healthcare and aging-in-place support.

• Increases **RESILIENCE** by balancing **ENVIRONMENTAL GOALS**, **SOCIAL PRIORITIZATION**, and **DEVELOPMENT**.

The don't like "complete community", where did this term come from?

Piggy back on parking - park once, then walk...where?

Better define development? this is a broad statement.

• Fosters **DIVERSITY** and **INCLUSION** by creating **HOUSING OPTIONS** which are **AFFORDABLE** and **ACCESSIBLE** to all.

DEI may include communications (and signage) in languages other than English.

By being more diverse!

Start looking closely at why islanders so often weigh "ecological resilience" over diversity and inclusion.

It would be good to have some explanation of how the Winslow subarea plan and its vision relates to the comprehensive plan, both in terms of structure as well as process/timeline

The only reference to housing options emphasizes diversity and inclusion, affordable and accessible. Housing is the built environment context and form that shapes community character and perceptions. Architects note that buildings shape perceptions and behaviors. I suggest that housing merits a separate item. Diversity and inclusion is compatible with multiple other bullet points. It might even be part of the top level vision statement.

• Creates a **WELCOMING ENVIRONMENT** and opportunities for **CIVIC ENGAGEMENT** for all.

Better define Welcoming Environment....was posted prior

Environmental function should not be compromised for development.

Events like 4th of July activities, where Winslow way is closed to traffic.

How are we currently not welcoming?

• **PRESERVES** and **ENHANCES NATURAL RESOURCES**, **ECOLOGICAL** functions, and networks of **OPEN SPACE**.

City should attempt to acquire the undeveloped ravine from Winslow to High School road as open space and parkland

plant a fir forest on the existing police station site as a gateway to the island. a relaxed peaceful welcoming gateway.

• Prioritizes **PEDESTRIAN-FRIENDLY GREEN INFRASTRUCTURE**, access to **COMMUNITY AMENITIES**, and **ALTERNATIVE TRANSPORTATION MODES** for **ALL AGES AND ABILITIES**.

As a volunteer with older folks, is there a way to require more handicap parking spaces at businesses? The existing ones are always full!

Water taxi in summer across Eagle Harbor to Japanese-American Memoria

Vern: We need to work with the Bainbridge Senior Center on their proposed improvements.

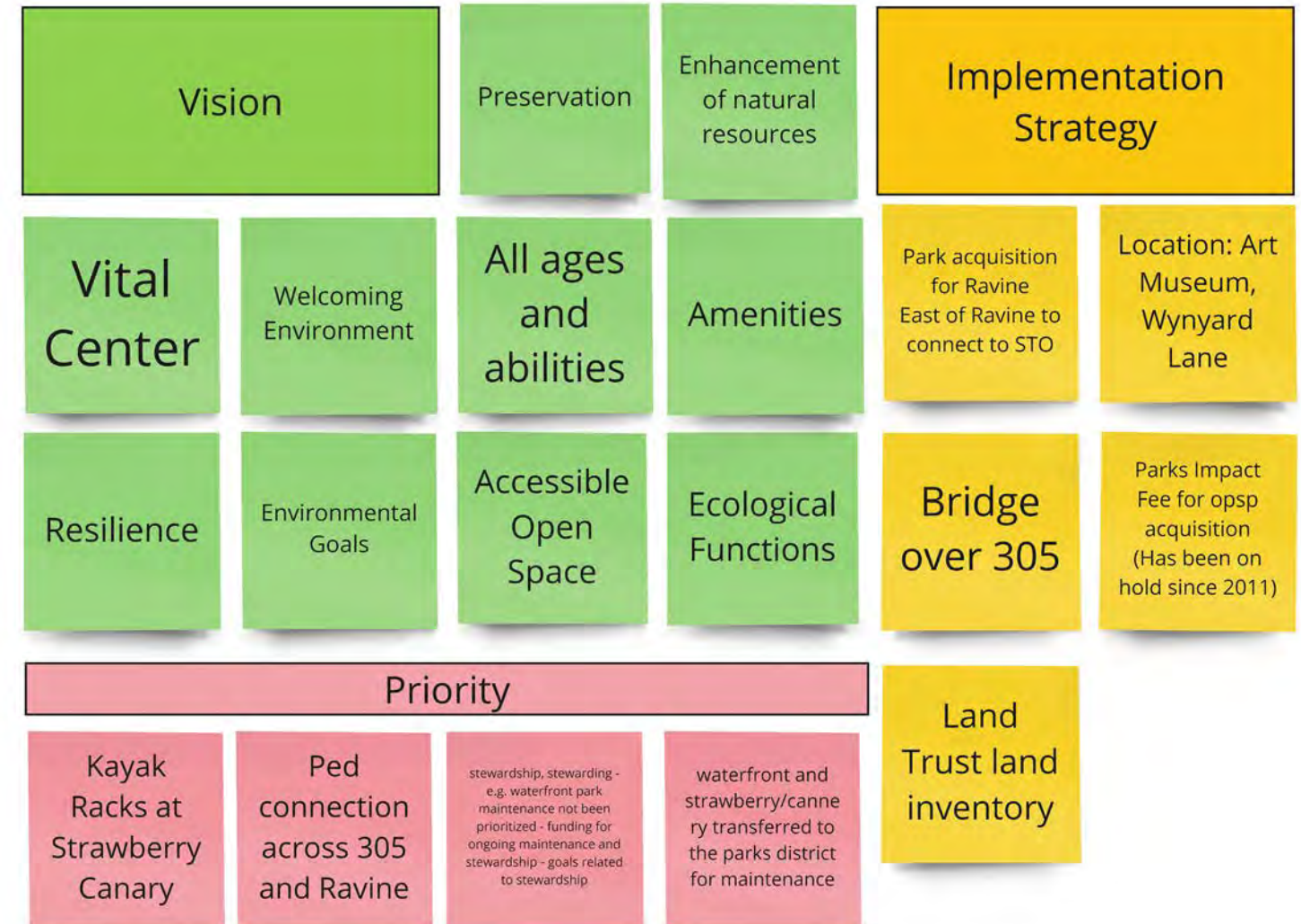
Circulator bus with major hub at library at roundabout (riders can wait in library and read until buses arrive) and transfer to buses that come in and out from island centers (Lynwood, Rolling Bay, etc.)



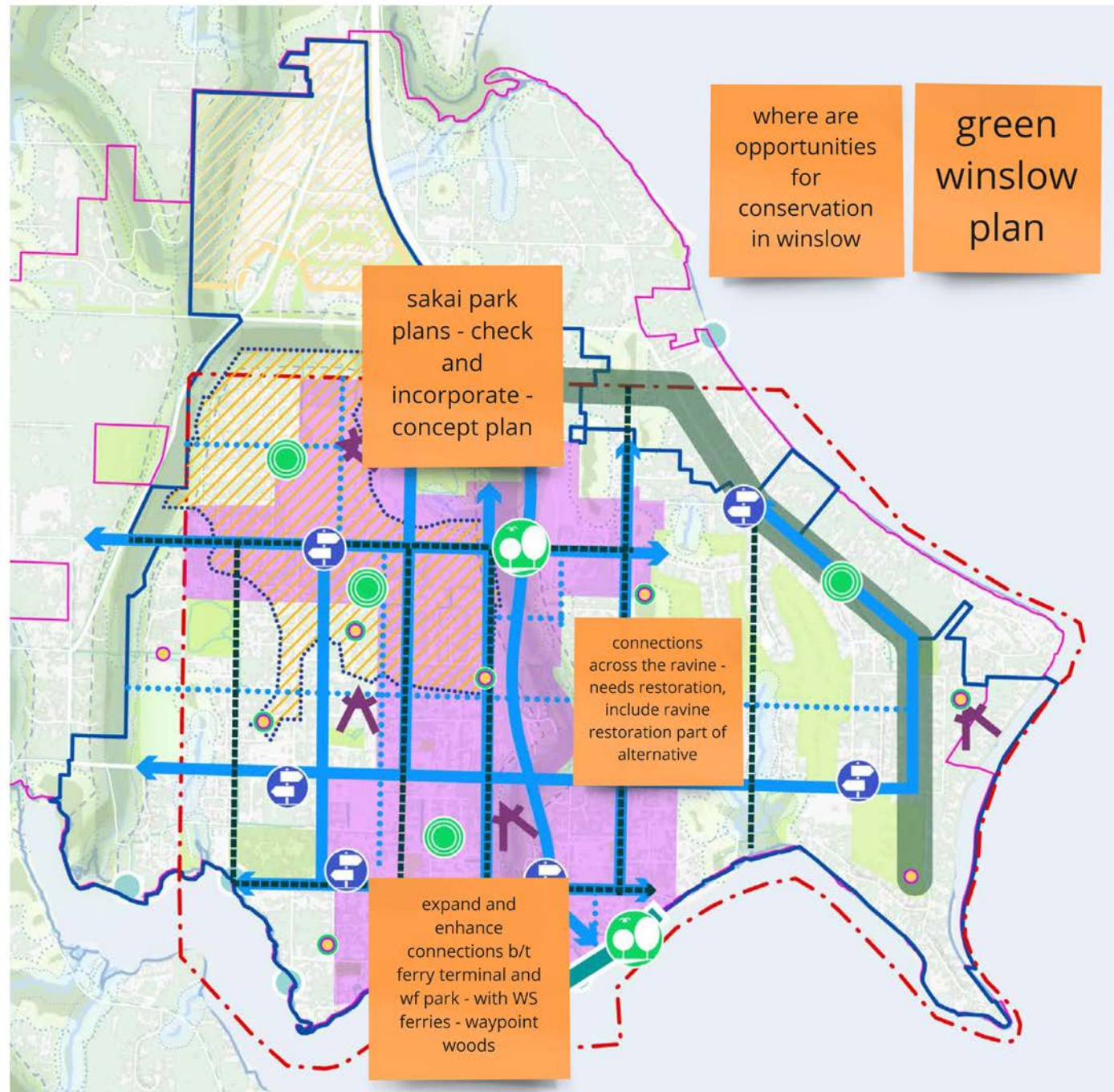
## PLANNING TOOLS | OPEN SPACE FRAMEWORK



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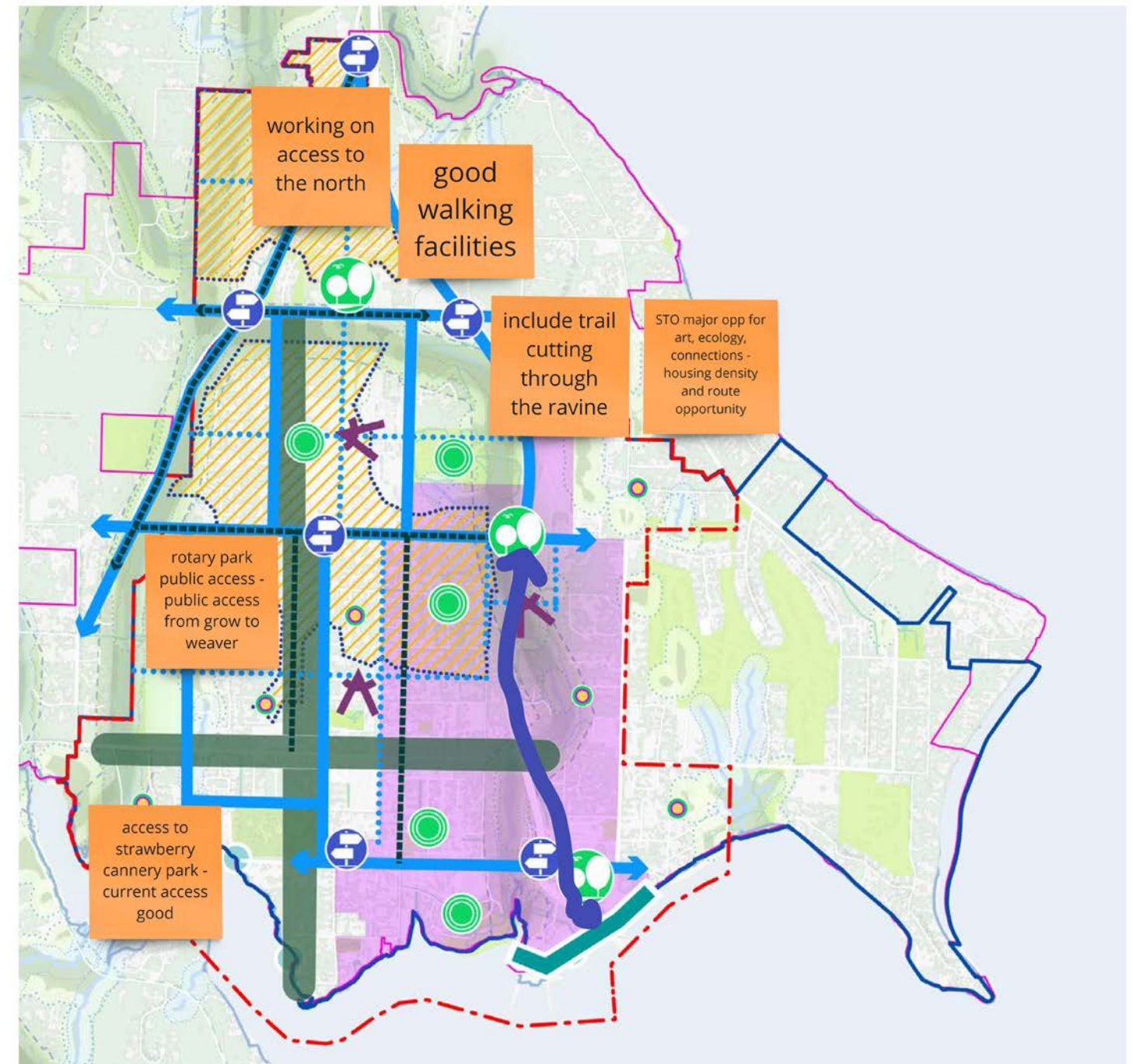


### ALT 2 | OPEN SPACE FRAMEWORK



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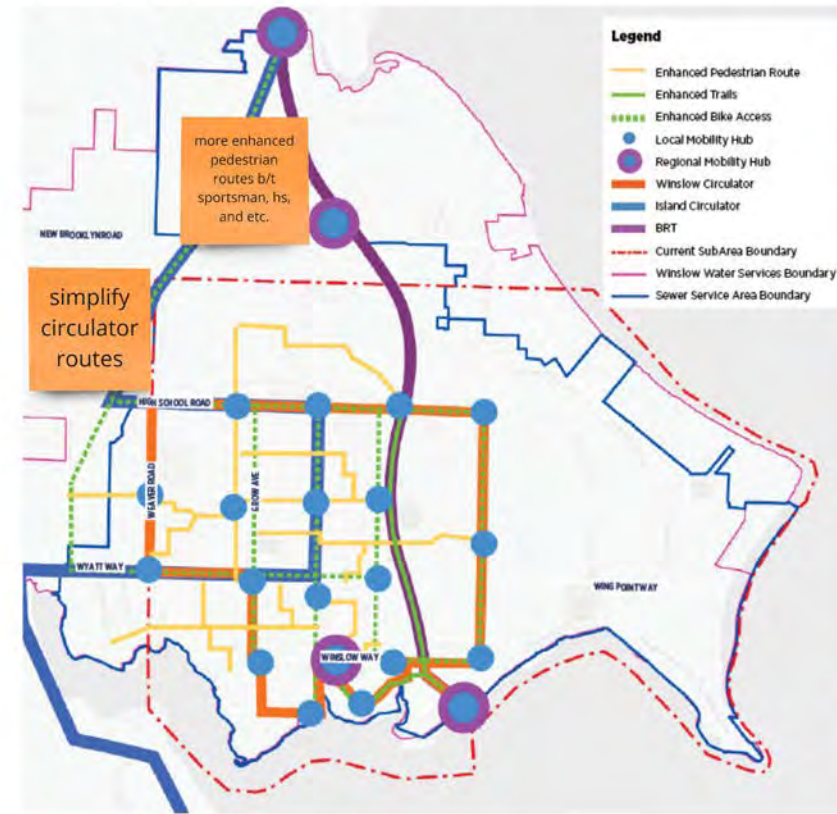
### ALT 3 | OPEN SPACE FRAMEWORK



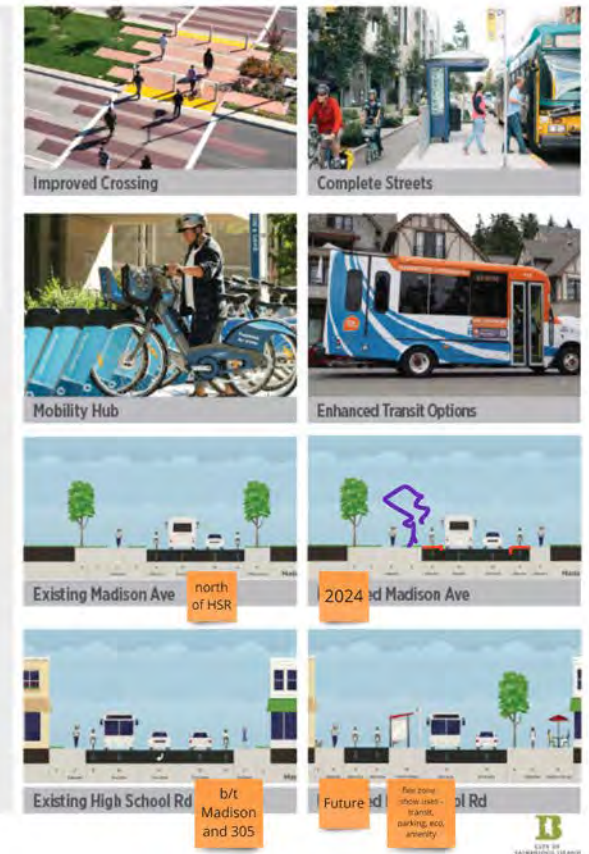
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Vision		Priority		Implementation Strategy	
Vital Center	Welcoming Environment		Ferry Terminal For Water front access, housing, mobility hub?	Different focus group (WA State Ferry team)	
Pedestrian Friendly	Green Infrastructure		Ped Bridge over/under 305	No plans yet, STO is taking the majority of efforts	Commitment from and link to comp plan
Access to Amenities	Alternative Transportation Mode	Improved Crossing at 305 and HSR	Circulator	Which agency is taking ownership of the circulator?	Access for seniors and the routing
All Ages and Ability		Parking max rather than min?		Funding Challenge from State level, ambitious yet reasonable	

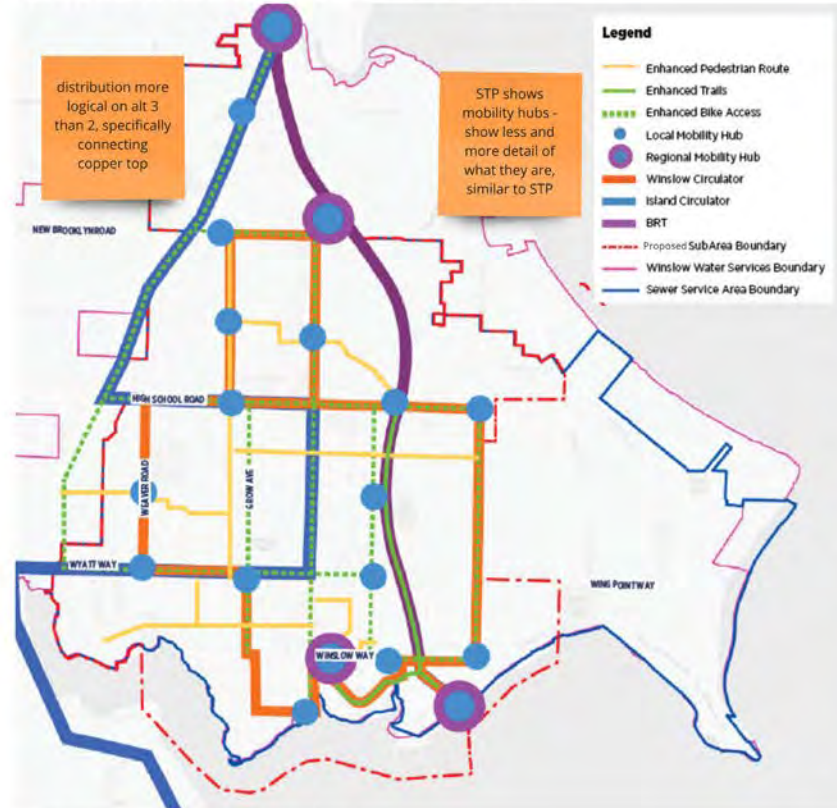
## ALT 2 | MOBILITY FRAMEWORK



WINSLOW 2044 | OCT 2023 DRAFT ALTERNATIVES



## ALT 3 | MOBILITY FRAMEWORK



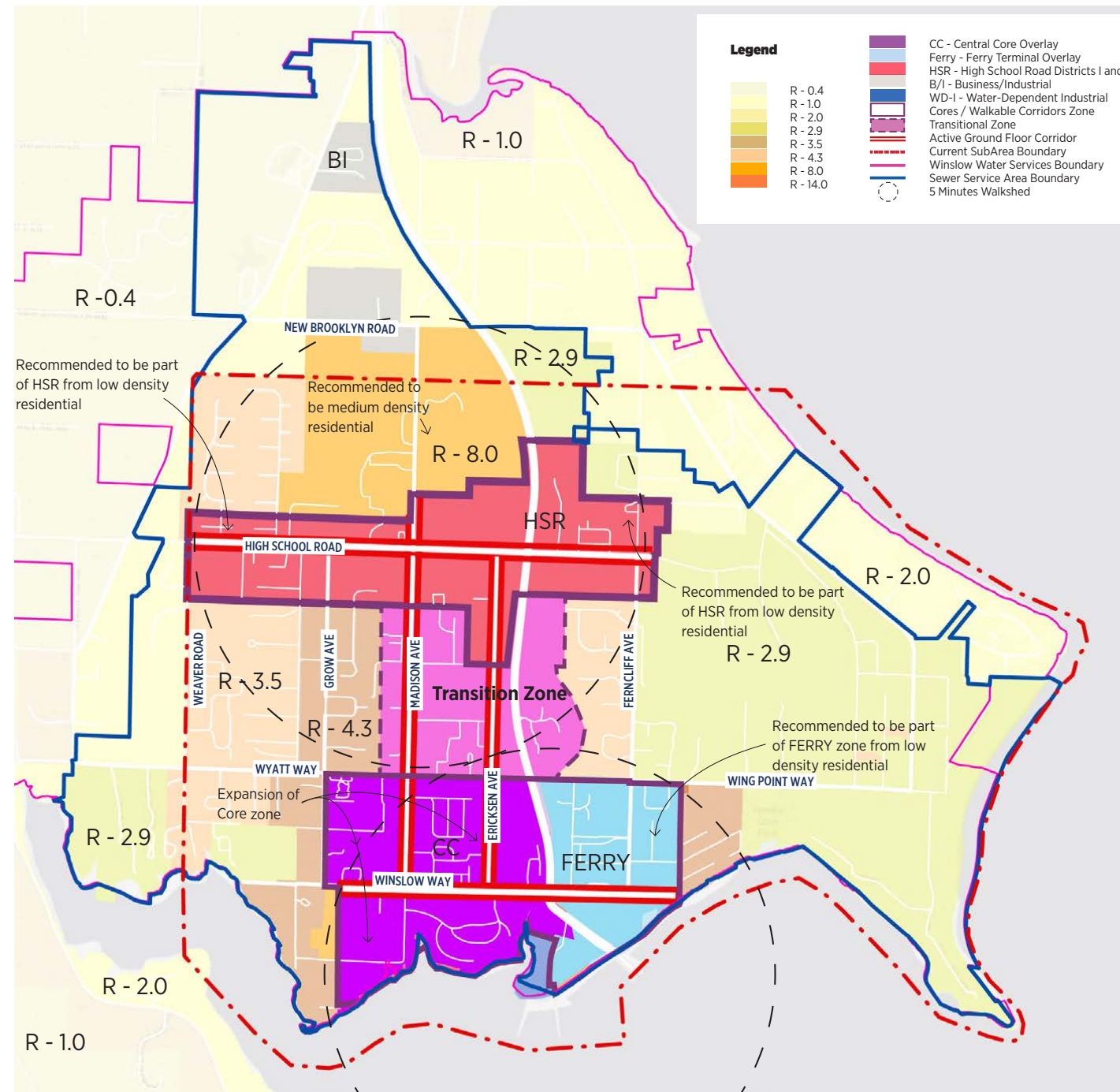
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City is considering investment in Subsidies for affordable housing	Market rate developers to participate in affordable development?	Could one of Madison and Ericksen corridors be more vehicular oriented than other? and how are you thinking of street parking. This all relates to commercial dev and retail	Consideration of pedestrian only corridor in any of the alts?	One way Winslow way, double side the pedestrian	density in alt 03 is shaping well	alt 03 would allow more people to participate	
Recognize Winslow tomorrow effort and ferry terminal study What are the pieces you are taking away?	Walkable Corridor and middle housing are complimentary and should be combined	Kitsap Transit would never be able to achieve what we design, specific to operation	Transportation Tax / sales tax is likely the current model. What are the future funding sources?	How does this alternative impact visitors?	MH should get restricted from high density and remain in transition zone. Current code doesnt do that.	Madison active ground floor may not work	
Overnight trippers are staying at HSR rather than core	Both Scenarios are depending on redevelopment. What is the percentage of capacity per allocation probability?	Is this framework reflective of infrastructure or operation and management?	Is Kitsap transit the sole provider of mobility solution?	Could City consider providing some of the infrastcrture?	To accommodate increase population redevelopment needs to be incentivized,	Permitting Streamlining typically dont work out and stick	Incentivize demolishing old and building new
	Parcel availability is highly restricted.	How was the bike data sourced?	Is Ericksen open to all modes and continues north?	Access and Affordability	Transportation is more challenging in alt 03. How do people get around?	How do visitors navigate their way around the island, since so much of the local economy comes from visitors.	

## What elements of this framework could be strengthened To better support the community lenses?

### ALT 2 | WALKABLE CORRIDORS (DENSE CENTERS)



- Create **walkable districts** with access to **amenities and transit**
- Required active ground floor uses along walkable corridors
- **Increased height and density with decreased lot coverage** in centers
- Connecting the centers by transition zone
- Recommend **reduced parking minimums** for multi-family and commercial development
- Additional height setbacks from Winslow Way in downtown

#### LEVERS, COMMUNITY AND COUNCIL ASPIRATION

RESILIENCE + CLIMATE



DEIB



COMMUNITY CHARACTER



#### REGULARITY AND PLANNING GUIDELINES

ALT 02 WALKABLE CORRIDORS	HB 1220		HAP	2044 JOBS TARGET
	IN TOTAL	MULTI FAMILY	HOUSING NEED	
	✓	?	✓	✗

## What elements of this framework could be strengthened To better support the community lenses?

### ALT 2 | WALKABLE CORRIDORS (DENSE CENTERS)

there are two very established neighborhoods in this diagram off high school rd. engagement and impact to neighborhood character and HOA would be essential if part of the neighborhood is zoned differently

What Island cities are you able to use to help with long term planning.

transit already runs up HS road and Madison Madison but increasing the frequency would be helpful

We need to be mindful of impacts to water quality from storm water and potentially under treated sewage effluent. This is an issue of compliance with the treaties under which the Suquamish and other Tribes ceded land including Bainbridge Island in exchange for the right to fish and hunt in their usual and accustomed places. Ecological function and water quality are essential to the integrity of Treaty rights

Bainbridge Island currently has zoning capacity to accommodate the population allocation from the County. Why are you leading people to believe we need to provide additional zoning density?

have you done any benchmarking with similar type communities in preparing these renderings?

can you provide some insight as to why increased development doesn't occur much west of 305/north of the ferry zone? Such as along Ferncliff. More transition from that urban scale to residential scale

You should include water resources in your presentation. Seems limited.

What water resource evaluations have you made for this plan? Will you be developing areas that are important recharge areas.

Should we assume over time more sidewalks?

The Safeway complex needs incentives for redevelopment as mixed use

The proposed building heights are not desirable.

Can you tell now how this alternative does in meeting the projected growth we should be able to accomodate?

Community Character: Consider additional transition zones to the west and east of the proposed dense centers at High School Rd and Winslow/Ferry (eg increase R3.5 and R2.9 to ease transition to higher density)

What amenities (besides density) make the HS Road corridor more walkable?

The proposed building heights are not desirable.

Bainbridge is dependent on precipitation to recharge the aquifers. I do not see in your presentation how the city will increase Aquifer Conservation Zones. The majority of the water will come from other parts of the island. It is important to evaluate where the groundwater will be drawn from not just how a permit can hook up to an existing water system.

There are currently pedestrian paths mid block in the transition zone. Is there a plan to maintain these paths

Could you explain the density codes (e.g. R-3.5,etc)? Thanks.

also some of that area on HS RD along 305 is a nature preserve/park

The City needs to purchase affordability deed restrictions. Increasing supply will not achieve affordability on Bainbridge Island.

How is parking going to be handled?

I've heard HS road is already the "busiest" road on the island (outside of 305). I would recommend doing a traffic study to understand impact of adding improvements to the road and the impact to traffic on other routes

a significant portion of the high school road "corridor" of HS road from Weaver to Madison is already developed with multi family housing units and a large portion of the High school

in addition to St. Cecelia, the Library and then the Village shopping area

More bus/transit - e.g., to get on high school road to go to Winslow way -

not seeing much area in that corridor that can be converted

Is there a requirement for trees/green spaces to connect and transition between such large buildings?

The Winslow Update should review water resources, the Island is a Sole Source Aquifer and has limited water resources. The correlation with increases in population and increase groundwater pumping and loss of recharge areas for the Island with development. The z

What type of development goes in the core areas and the transition zone

More bus/transit - e.g., to get on high school road to go to Winslow way -

What wells will you rely on to increase the density of Winslow? The Groundwater Management Plan is not complete. Currently the GW model update indicates surface water will decrease by 35-50%.

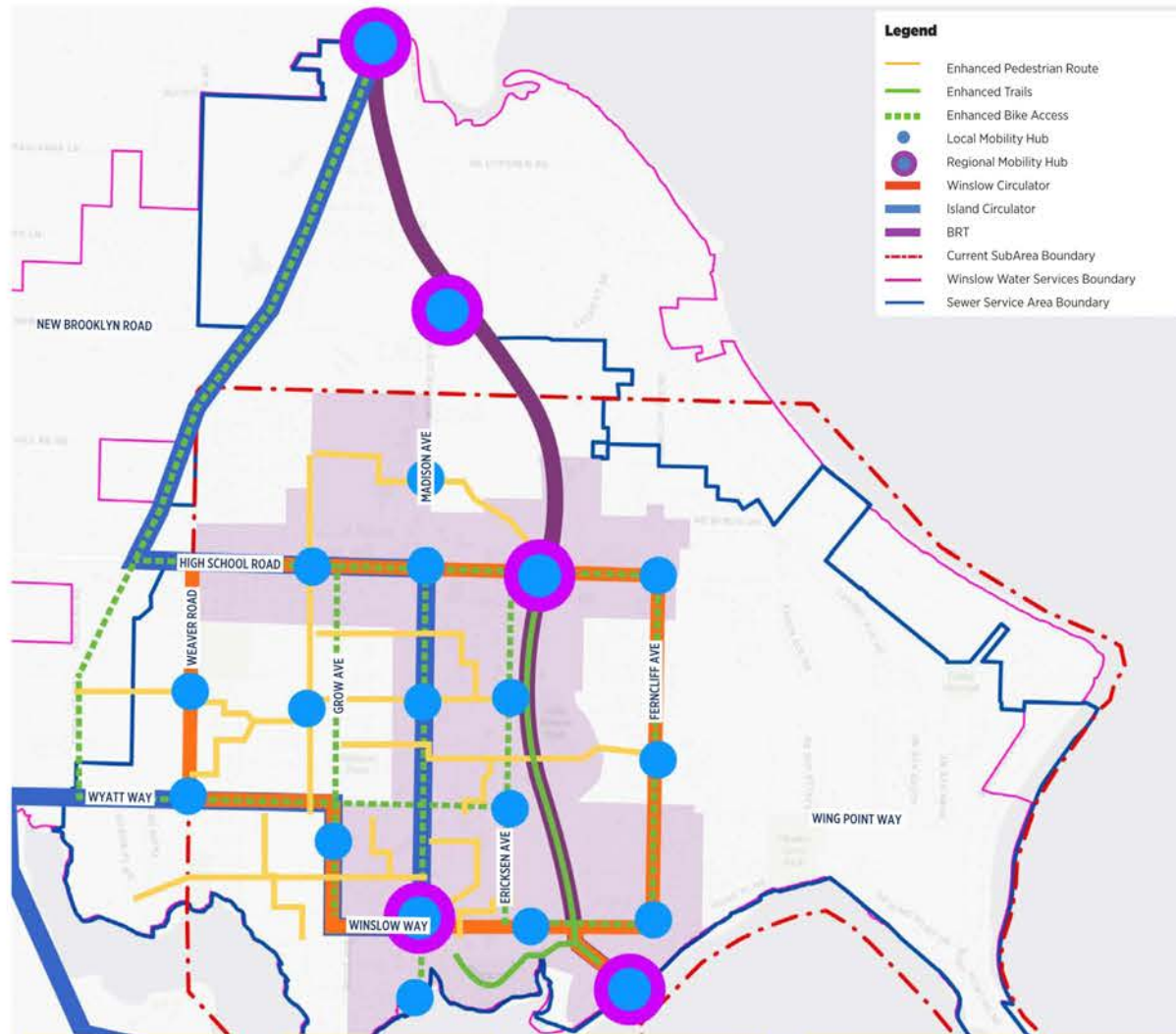
thanks for drawing the connection between healthcare and childcare and the multiuse buildings

The Large Lot Core (first rendering) Looks like downtown Seattle

Please define "FAR".

Are there mobility options within this framework that resonate most with you? Did we miss anything?  
 Are there additional areas we should consider prioritizing for mobility improvements?

## ALT 2 | MOBILITY FRAMEWORK



Complete Street (High School Road Concept)



Enhanced Bike Infrastructure (Madison Avenue Concept)

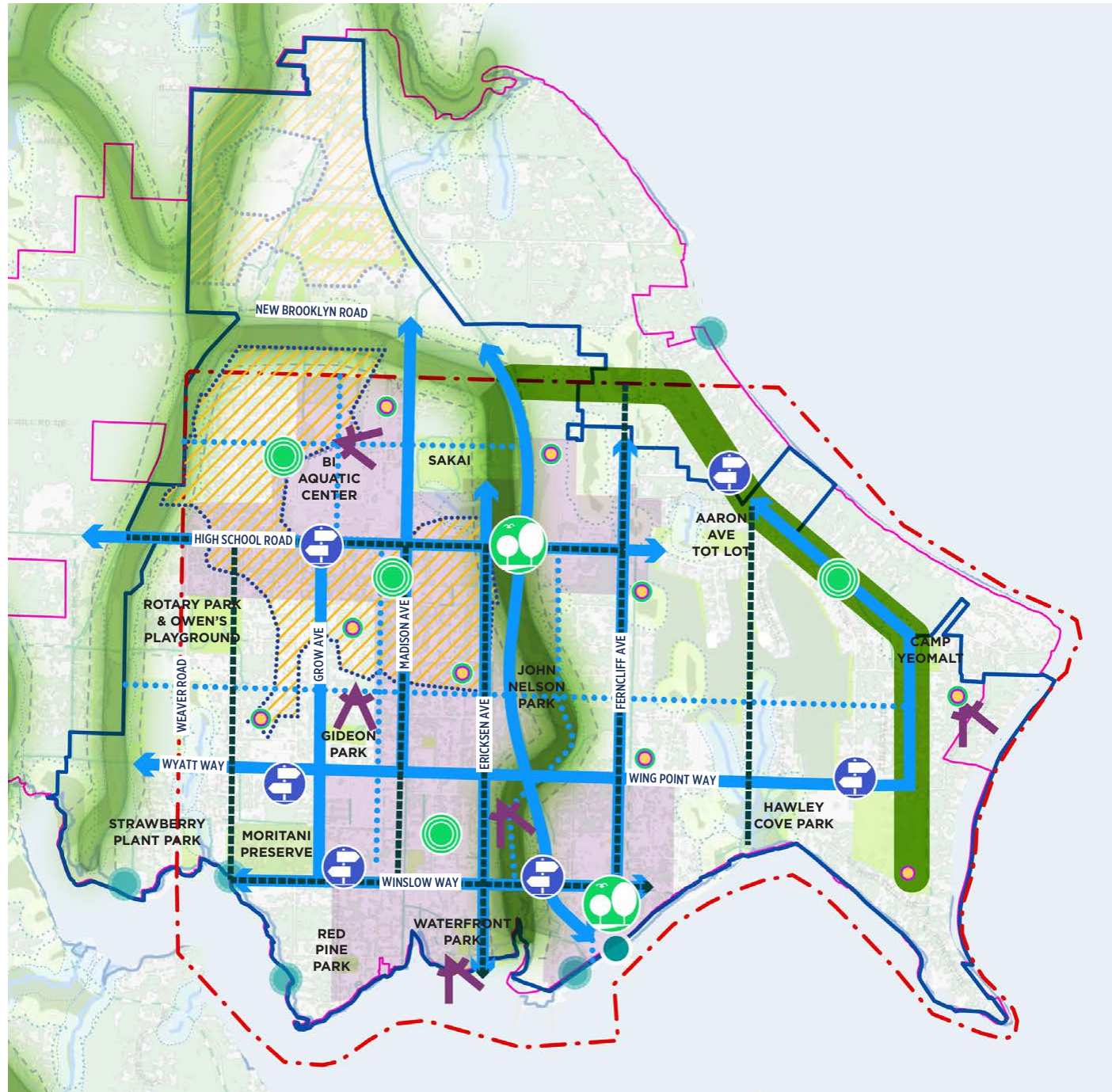


- can't underestimate the steepness of high school rd...it's hard to walk up sometimes :)
- What planning is being considered to develop green and open spaces not only for necessary aquifer recharge, but where you will create paths and access for the future. Is the green spaces adequate for downtown?
- Decoupling transit from the ferry schedule on the Winslow circulator path would be helpful
- do not rely only on new development for pedestrian infrastructure
- Pedestrian bridges over busy streets between tall buildings
- How about a bike route from the west into Winslow, not on Winslow Way--staying at lower elevation, further to the south.
- Is there a plan to have sidewalks on all streets within the Winslow Subarea?
- Street parking is restricted to avoid ferry traffic parking in town but is very limiting for visitor parking for people who live in town.
- +1 to the sidewalks in Winslow subarea
- How do we accommodate resident needs over tourism
- Route to parks / open spaces could be enhanced Why not extend north on Madison to park and sr. living
- Possible institute a residential parking permit system

mobility framework - I would like to see more mobility from 305 past Woodward/sakai	circulator bus is great - get as many as possible	Our bus system is very limited and is problematic	and along sportsman the trail is spotty and needs to be "connected"
It is hard to ride your bike when you are an aging senior. Need to be mindful that the majority of the Island is older folks.	mobility framework - would like to see incentives for people to allow trails through their property	It is hard for a family to ride bikes to school functions, grocery stores and other	Mid block connections that allow dog and pedestrian walking away from traffic
sidewalks down grow	Best to create bike routes that are *separated from roadways*	Retail under residential properties will reduce the need to drive.	mid block crossings, block sizes are large, the walkways through Grow community are fantastic
It's dangerous walking around Finch and Wyatt towards Weaver. Hope to see a sidewalk	what is your definition of mobility shares?	Connections to schools and copper top could be enhanced	I ride bike a lot in Winslow. Compared to the rest of the Island there are decent non motorized facilities.

Are there parks and open space amenities within this framework that resonate most with you? What is missing?  
 Are there other locations or opportunities we should consider?

## ALT 2 | OPEN SPACE FRAMEWORK



WINSLOW 2044 | NOV 2023 DRAFT ALTERNATIVES



Views



Tertiary Open Space



Secondary Open Space



Primary Open Space

### Legend

- Tertiary Open Space
- Secondary Open Space
- Primary Open Space
- Way finding and Signage
- Enhanced Water Front Access
- Enhanced Bike and Ped Access
- Green Infrastructure
- Mid Block Porosity
- Proposed Ecological Corridor
- Views
- Limited Parks Access
- Central and Transitional Zone
- Current SubArea Boundary
- Winslow Water Services Boundary
- Sewer Service Area Boundary



Pop-Up and Events

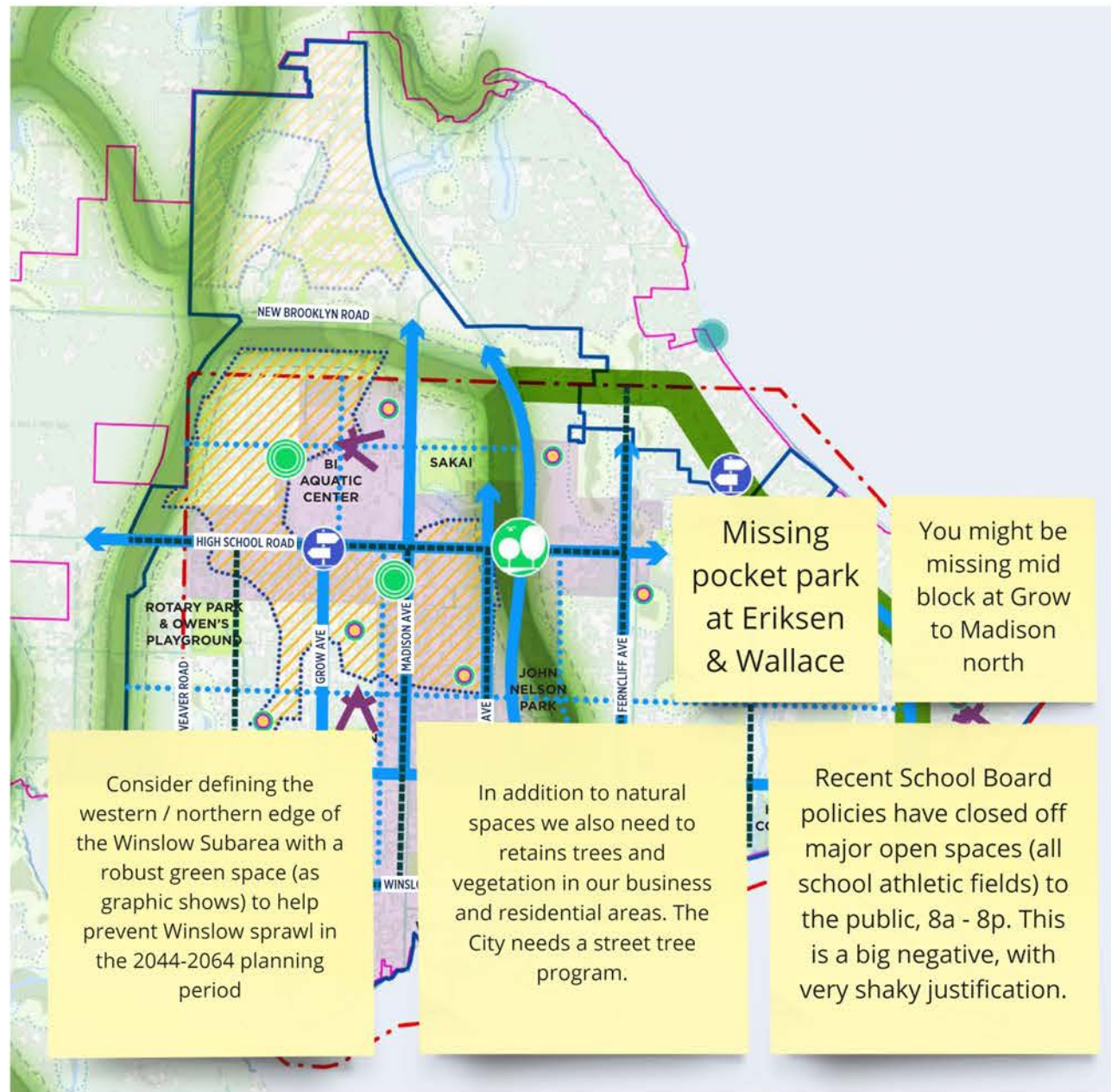


Access to Ecological Features



Are there parks and open space amenities within this framework that resonate most with you? What is missing?  
 Are there other locations or opportunities we should consider?

## ALT 2 | OPEN SPACE FRAMEWORK



- Legend**
- Tertiary Open Space
  - Secondary Open Space
  - Primary Open Space
  - Way finding and Signage
  - Enhanced Water Front Access
  - Enhanced Bike and Ped Access
  - Green Infrastructure
  - Mid Block Porosity
  - Proposed Ecological Corridor
  - Views
  - Limited Parks Access
  - Central and Transitional Zone
  - Current SubArea Boundary
  - Winslow Water Services Boundary
  - Sewer Service Area Boundary

Missing pocket park at Eriksen & Wallace

You might be missing mid block at Grow to Madison north

Consider defining the western / northern edge of the Winslow Subarea with a robust green space (as graphic shows) to help prevent Winslow sprawl in the 2044-2064 planning period

In addition to natural spaces we also need to retain trees and vegetation in our business and residential areas. The City needs a street tree program.

Recent School Board policies have closed off major open spaces (all school athletic fields) to the public, 8a - 8p. This is a big negative, with very shaky justification.

You should include future open spaces so they remain available

trails network in the ecological corridors

Wildlife corridors need to be identified, enhanced, and protected as part of our commitment to biodiversity.

what does that mean they are "limited"? in the orange hash area?

Seems like you need to plan for more open spaces

Open spaces potentially mitigate the adverse impacts of more people on the land. Open spaces should not always be treated as recreation areas.

It is hard to read your map to determine the existing open spaces and what is planned

Some small covered plazas or outdoor spaces where people can gather in any weather to encourage community

ferry terminal area - opportunities for better views and amenities

Neighborhood community gardens

are we going to cover the expansion of the sub area border this evening? I could see some open space north of New Brooklyn

You need to address the number of listed hazardous waste sites within the Winslow area that remain a problem

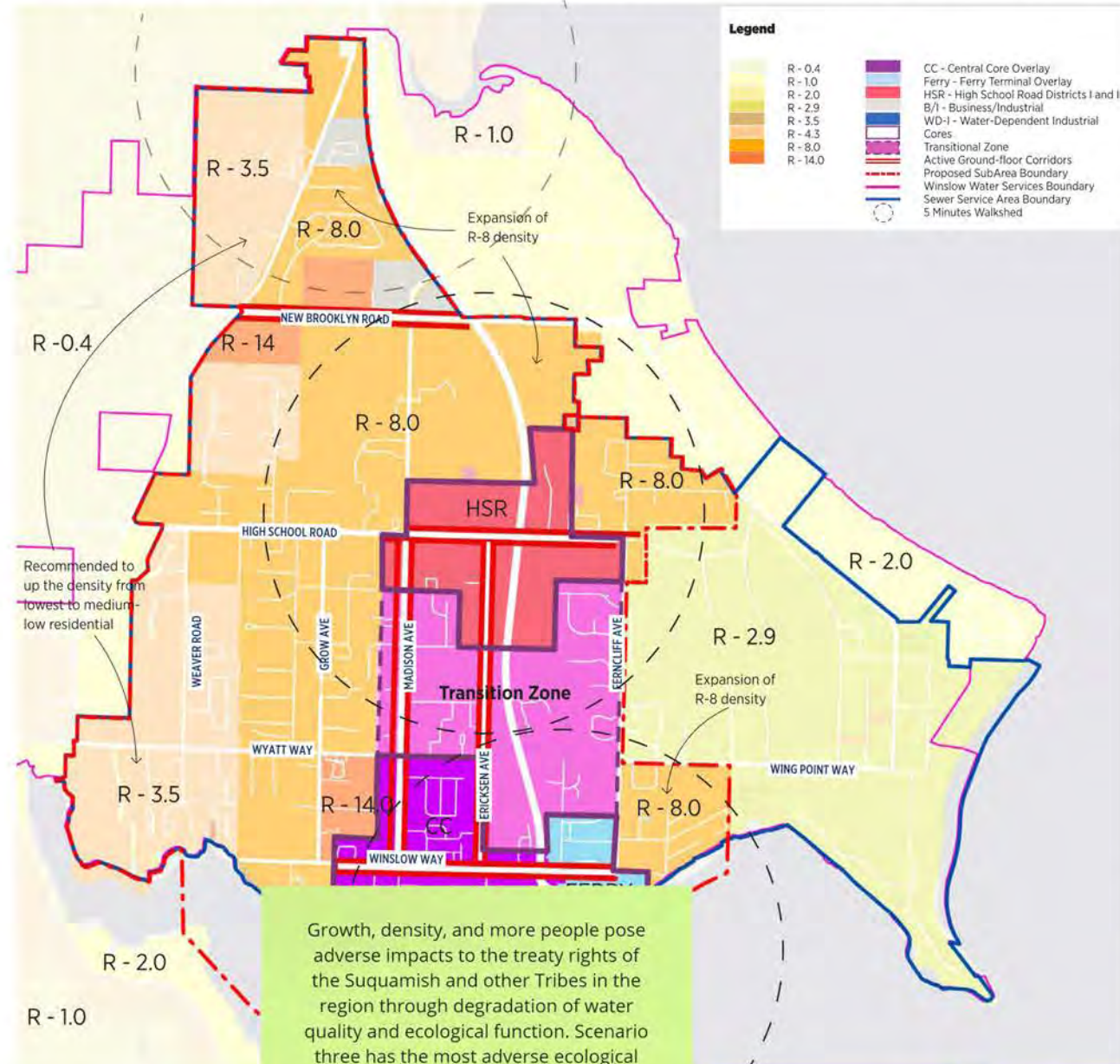
encourage access to Hawley Cove, great view to Mt. Rainier, Winslow has great waterfront views to Eagle Harbor but views beyond would be exceptional!

You are missing a mid block connection between Madison and Erickson running north south to connect to the tot lot

What does an ecological corridor look like?

## What elements of this framework could be strengthened to better support the community lenses?

### ALT 3 | MIDDLE HOUSING EXPANSION (DISTRIBUTED DENSITY)



- Additional residential capacity within **realigned subarea boundary**
- Expansion of **housing choice** for working families
- Distributed amenities within the neighborhoods
- **Slightly increased height** in centers
- **lot coverage** in centers
- Connecting the centers
- Recommend **reduced parking** for family and commercial

The transitions of zones from the ferry zone north and east is nice

will there be a gradual transition between zonings

Hoping new building is unique and interesting and does not look like anywhere nowhere, some of your graphics are not consistent with maintaining the character of Winslow

there is a lot of interesting building usage already along sportsman with the coppertop area

The lower height requirement fits better with the local flavor.

Will there be more retail/commercial allowed in the expanded area?

Six stories along Highschool may be too much. What is the current height limitations, maybe too much

if we expand the building code height, how do we prevent a single resident home building a 5 story building in this area?

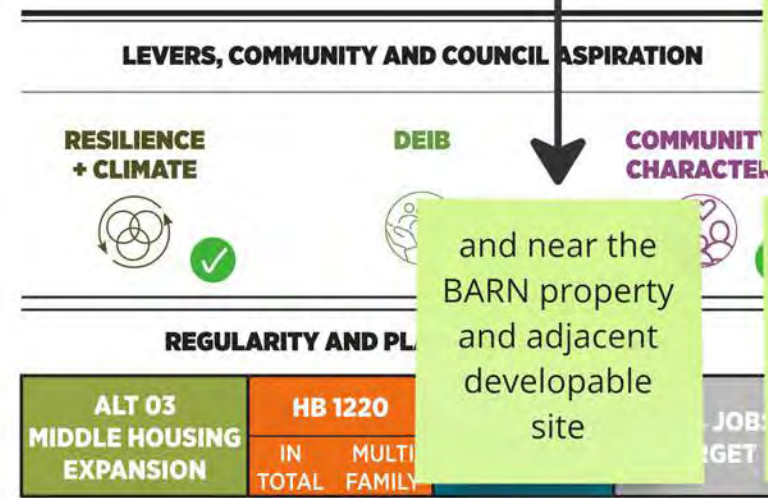
many find it odd that there are so few restaurants along the water, not sure if this is possible, but would be nice

which alternative is most amenable to circulator buses

Very good to see the increased housing density--for young families, working people, and seniors. Thank you!

We need ten islands to do all the things you're proposing. We don't have ten islands.

This alternative seems more in keeping with the existing character of Winslow.



Growth, density, and more people pose adverse impacts to the treaty rights of the Squamish and other Tribes in the region through degradation of water quality and ecological function. Scenario three has the most adverse ecological impacts. Local Tribes have a treaty right to fish and hunt in the usual and accustomed places in exchange for ceding extensive lands including Bainbridge Island. The Winslow sewage treatment plant has limited capacity and currently does not adequately remove contaminants of emerging concern.

Access to views of the water is important to visitors to the island.

This presentation format makes it hard to compare the alternatives. I'd personally support more housing density--maybe not island-wide, but if it's to happen anywhere, it's here in Winslow.

Include transition to increased density in Wing Point to help connect east / west of 305. Consider equity lens review of proposal to not include Wing Point in the development of our community.

What is slightly increased height. Increased building heights can create deep shade along the road and sidewalks. Something to be avoided.

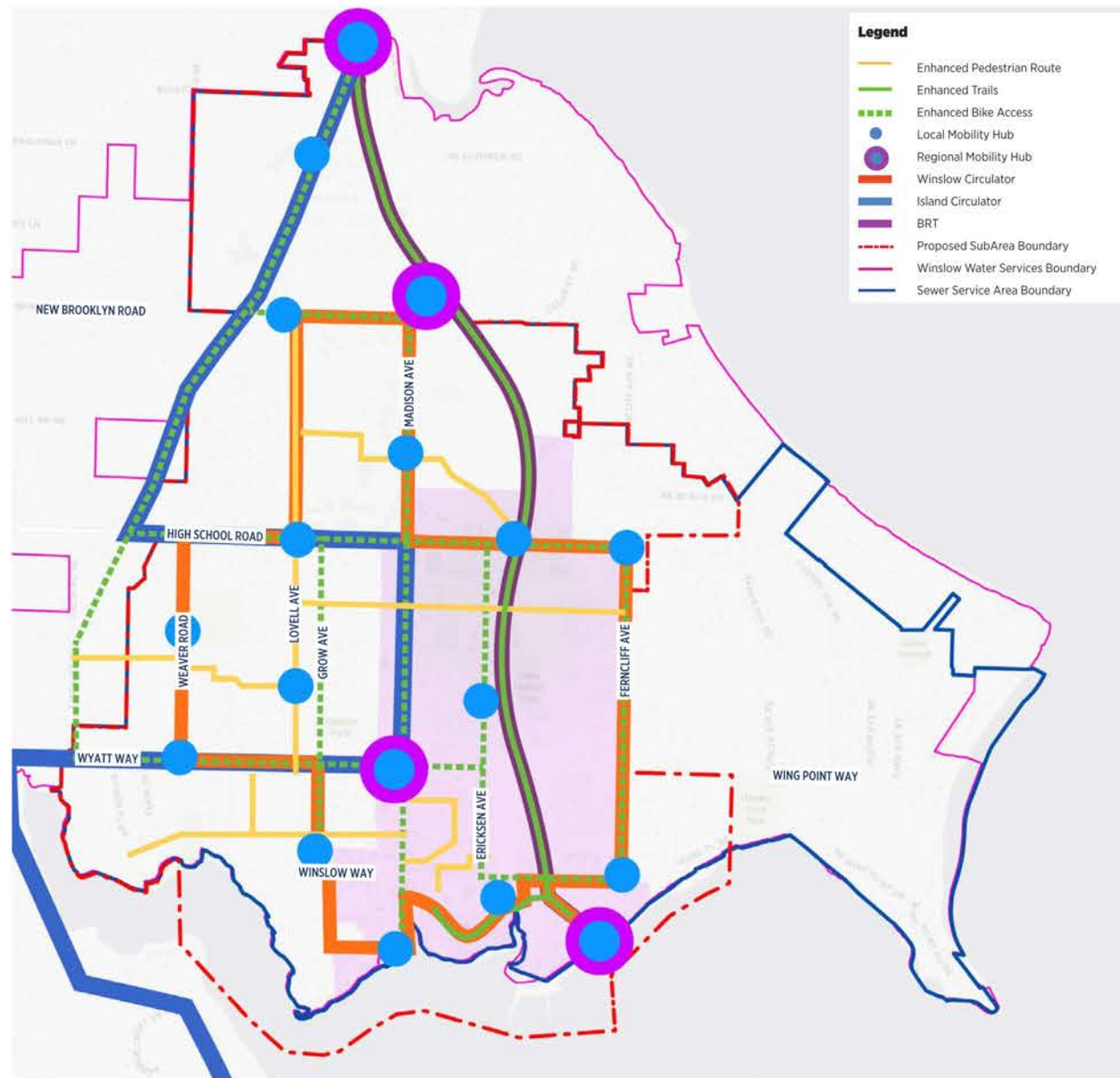
Does COBI have adequate sewer capacity to accommodate the planned growth for 2044?

Recognizing the need for housing, region-wide, Alt 2 focuses more of that along HSR where I think it can succeed. There are great views up there that would certainly sell/get us closer to the housing goals

I think it makes sense to expand the border of the study area if we are going to achieve our objectives

Are there mobility options within this framework that resonate most with you? Did we miss anything?  
 Are there additional areas we should consider prioritizing for mobility improvements?

## ALT 3 | MOBILITY FRAMEWORK



WINSLOW 2044 | NOV 2023 DRAFT ALTERNATIVES



at some point, explain if #3 makes it harder to make all the transit and mobility improvements showed for #2.

Will the city require the developers and new owners cover the costs of required increase in infrastructure, as opposed to having taxpayers subsidized growth.

What about local ferry to different parts of the island?

Enhance community character connections east/west. Prioritize pedestrian and bicycle at grade connections across H305 (305 can be over or underpass).

I'm not sure I understand how the mobility hub at Madison and Wyatt works without a connector, but I like it

Often the infrastructure in COBI is not adequately addressed during permitting and the residents are then on the hook for funding obvious needs after completion of the projects.

Will there be Local Improvement District funding as opposed to Island wide tax funding to upgrade required infrastructure?

Does COBI have adequate sewer capacity to accommodate the planned growth for 2044?

agreed on connections across 305, especially for this scheme

Buses pose a hazard to bikes and pedestrians and their climate benefits are greatly overrated.

Bridge crossing 305 to link to the sound to Olympic trail would be great

I like the micro-mobility option, help visitors access more than just Winslow

Include Level 3 fast EV charging at mobility hubs.

how are you upgrading your Stormwater runoff problems that will only increase with density without adequate recharge areas?

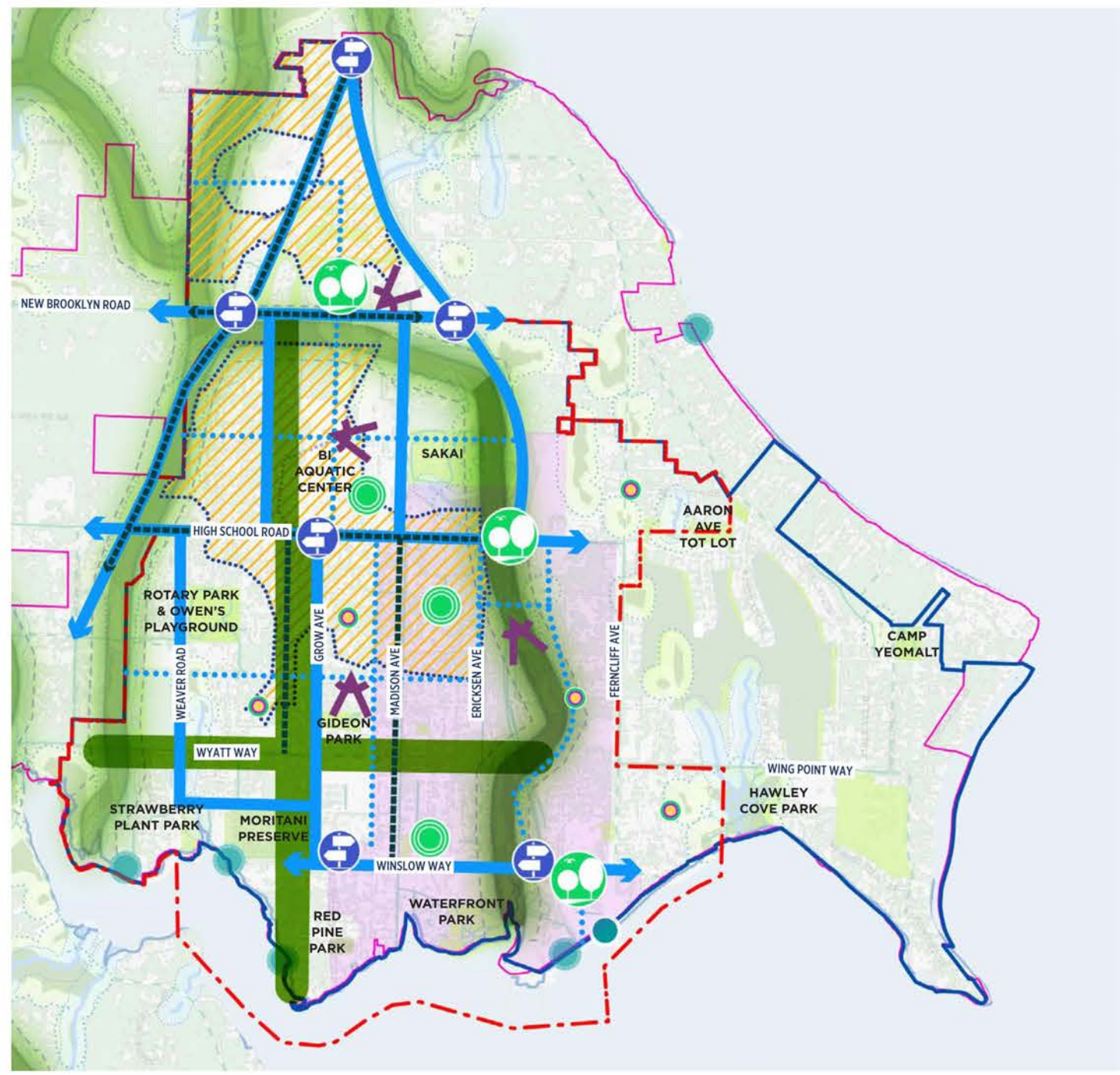
Agree with the need to address sewage spills to Eagle Harbor; probably an "aging-infrastructure" problem.

A ferry from Winslow to Pritchard park and the Japanese internment memorial would be great!

How do you account for all the sewer spills that occur currently? Seems the sewer infrastructure is not adequate.

Are there parks and open space amenities within this framework that resonate most with you? What is missing?  
 Are there other locations or opportunities we should consider?

## ALT 3 | OPEN SPACE FRAMEWORK



WINSLOW 2044 | NOV 2023 DRAFT ALTERNATIVES



Enhanced Walkability/Porosity



Tertiary Open Space



Secondary Open Space



Primary Open Space

- Legend**
- Tertiary Open Space
  - Secondary Open Space
  - Primary Open Space
  - Ⓜ Way finding and Signage
  - Enhanced Water Front Access
  - ➔ Enhanced Bike and Ped Access
  - ▬ Green Infrastructure
  - ⋯ Enhanced Pedestrian Access and Porosity
  - ▬ Proposed Ecological Corridor
  - ✦ Views
  - Limited Parks Access
  - Central and Transitional Zone
  - Proposed SubArea Boundary
  - Winslow Water Services Boundary
  - Sewer Service Area Boundary



Ecological Corridors



Green Infrastruc

I'm not sure the soil type in Winslow is very conducive to water infiltration

One of the motivations driving expansion of the Winslow to the North is to facilitate development of one of the most important open spaces near Winslow, the Suzuki property.

Suzuki is a great refuge for native plants and animals and this scenario will assure it's conversion to urban housing.

Again where are your preserved open space aquifer recharge areas?

Helps meet goals if combining the 2 options (West corridor Opt 1 + this N/S corridor on Grow) But are we asking too much from Grow? Would Weaver or Lovell be more appropriate (given existing water ways at Weaver)

Very nice to route bike/ped trails along green corridors. This makes wonderful trails, separate from traffic (though might threaten ecological function).

### Rain gardens?

### Recharge needs to be better considered

It is important to consider wildlife in future development and how animals will move around the area.

Hope your presentation will address water resources along with climate change stressors.

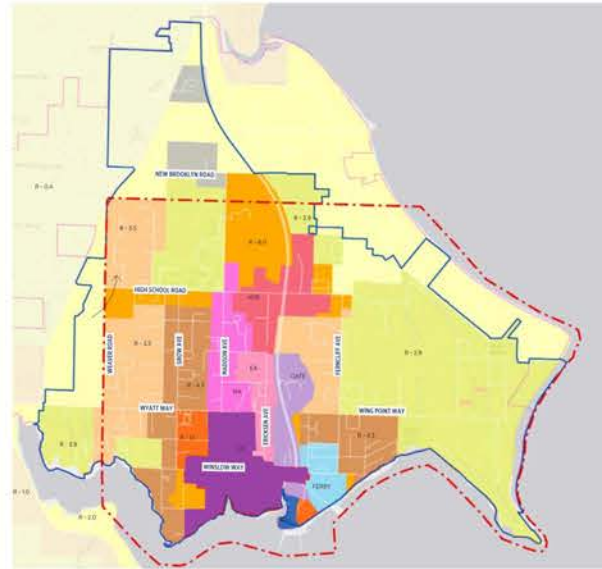
Suzuki is in an identified wildlife corridor. The City wants to convert its pond into a stormwater facility.

# ALTERNATIVE WORKSHOP VIRTUAL OPEN HOUSE | NOV 2ND, 2023 CONT.

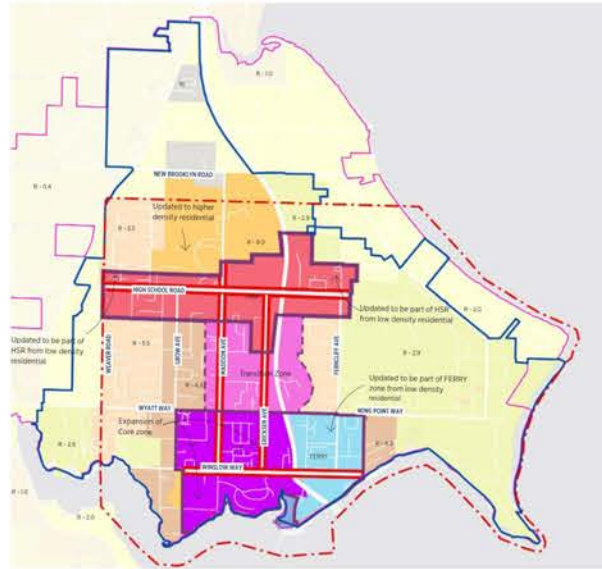
## ALTERNATIVES

**Legend**

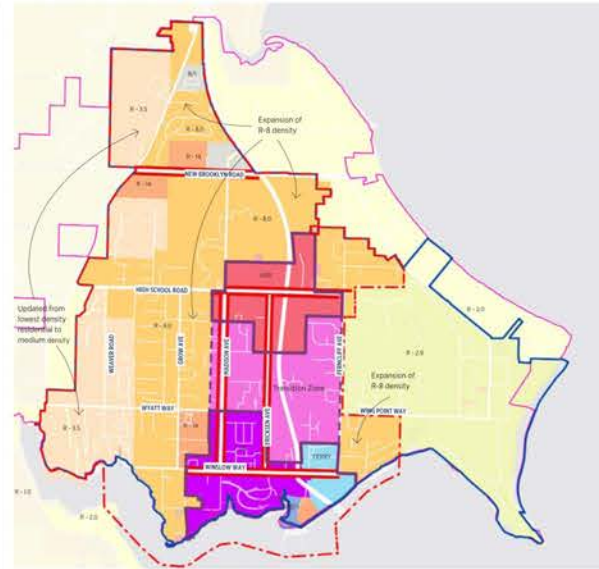
- R - 0.4
- R - 1.0
- R - 2.0
- R - 2.9
- R - 3.5
- R - 4.3
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- CC - Central Core Overlay
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- HSR - High School Road Districts I and II
- B/I - Business/Industrial
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ALT 01 - NO ACTION



ALT 02 - WALKABLE CORRIDORS  
(DENSE CENTERS)



ALT 03 - MIDDLE HOUSING EXPANSION  
(DISTRIBUTED DENSITY)

**LEVERS, COMMUNITY AND COUNCIL ASPIRATION**

RESILIENCE + CLIMATE  DEIB  COMMUNITY CHARACTER

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**REGULARITY AND PLANNING GUIDELINES**

ALT 01	HB 1220	HAP	2044 JOBS TARGET
NO ACTION	IN TOTAL	MULTI FAMILY	HOUSING NEED
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**REGULARITY AND PLANNING GUIDELINES**

ALT 02	HB 1220	HAP	2044 JOBS TARGET
WALKABLE CORRIDORS	IN TOTAL	MULTI FAMILY	HOUSING NEED
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>

**REGULARITY AND PLANNING GUIDELINES**

ALT 03	HB 1220	HAP	2044 JOBS TARGET
MIDDLE HOUSING EXPANSION	IN TOTAL	MULTI FAMILY	HOUSING NEED
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>

WINSLOW 2044 | NOV 2023 DRAFT ALTERNATIVES



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I prefer less height in the core area but I see a conflict with the desire for affordable housing and duplex type development. I definitely want to see pedestrian connections to be prioritized

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The least amount of ecological impacts.

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Density spin one place.

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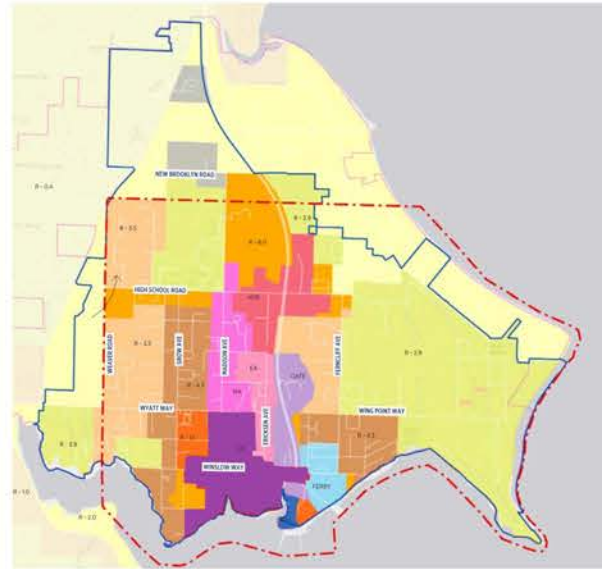
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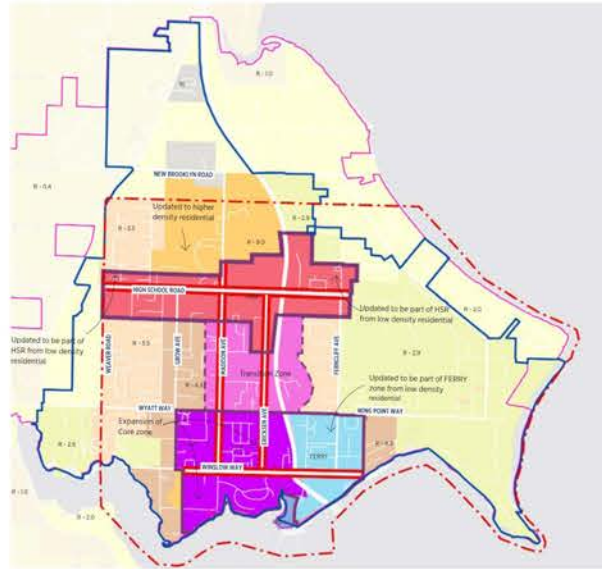
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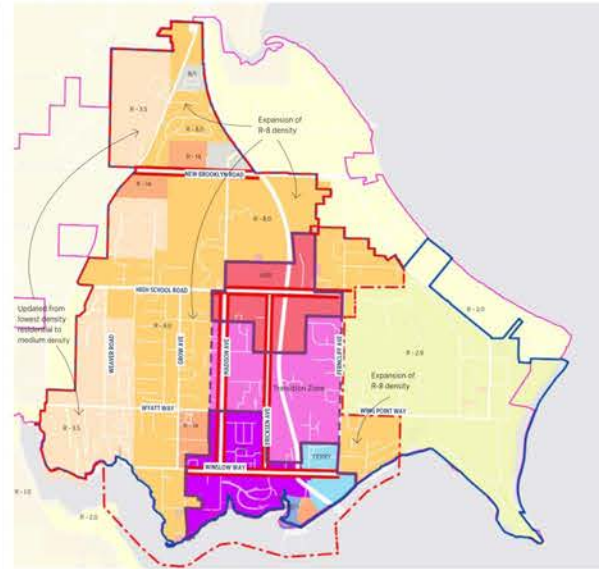
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WINSLOW 2044 | NOV 2023 DRAFT ALTERNATIVES

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I am concerned about the apparent lack of familiarity with the actual build-out here in some areas (like the apparent connection to Ericksen and High School Road)...it would be good to have more landmarks (like BARN, Coppertop, the schools, T&C) for context. I can at least visualize #2.

51% of participants have voted so far, some could be typing out still

Looks like I mis-clicked on the poll: meant to favor hybrid, but got listed as Alt-03.

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