

## BAINBRIDGE ISLAND COMPREHENSIVE PLAN ELEMENT<sub>2004</sub> GOALS\*

### **Framework**

- GOAL 1: **Accommodate projected growth.** COBI will plan for growth based on the growth targets: 5,635 additional residents from 2010-2036 and, at the same time, promote and sustain high standards that will not diminish the quality of life and/or degrade the environment of the Island. GOAL 2: **Concentrate growth with services.** Establish areas or urban concentrations where public facility and service capacities already exist, or are being developed, and which are characterized by growth that will be served by a combination of existing and new public facilities and services.
- GOAL 3: **Carrying Capacity.** This plan affirms that COBI has natural constraints based on carrying capacity of its natural systems, and strives to establish a development pattern that is consistent with the goals of the community and compatible with the Island's natural systems.
- GOAL 4: **Implement.** Ensure that the community vision and goals in this plan are obtained.
- GOAL 5: **Takings.** Ensure community values while respecting private property rights.
- GOAL 6: All government entities should strive to **cooperate** and serve their constituents in a fiscally sound manner.
- GOAL 7: Develop a meaningful process for **citizen participation** which includes participation from all segments of the Island community.

### **General Land Use**

GOAL 8: **Sprawl.** Develop true to the vision by reducing inappropriate conversion of undeveloped land into sprawling development.

### **GOALS 9–11: Commercial and Mixed Use Goals**

- Provide **attractive and conveniently located** commercial development within appropriate zones
- Construct **parking lots** to minimize visual and environmental impacts
- Prioritize program goals and establish and maintain **Purchase and Transfer of Development Rights** programs

### **Winslow**

#### **GOALS 12-20: Winslow Mixed Use and Commercial Districts**

- Several **overlay districts** are designed to strengthen the vitality of downtown Winslow as a place for people to live, work and shop. They are: Central Core, Ericksen Avenue, Madison Avenue, Gateway, Commercial-Ferry Terminal, Ferry Terminal Planning Area, Commercial High School Road, Water-dependent Industrial (Goal 17), Winslow Residential, Urban Residential, and Semi-Urban Residential.

### **Neighborhood Service Centers**

#### **GOALS 21 – 22**

- Development is encouraged in Neighborhood Service Centers at Rolling Bay, Lynwood, and Island Center as areas with small scale, Island-wide, commercial, mixed use and residential development outside of Winslow.
- They should be developed at slightly higher densities to reinforce their roles as community service centers.
- They are intended to reduce Winslow traffic congestion by providing alternate shopping destinations.

### **Business/Industrial**

#### **GOALS 23-24, 24A**

- Business/Industrial intends to provide opportunities for expansion of existing Island business, for diversity of jobs and for low-impact industrial activity that contributes to well-paying jobs where traffic congestion, visual, and other impacts can be minimized.
- Provide appropriate land for Business/Industrial but discourage inappropriate designation of isolated uses.

\*COBI has undertaken a review of this element. The Goals presented are the draft goals as proposed to the Planning Commission for review and approval as of November 2015.

## ***Residential Open Space***

### GOALS 25 – 30

- **Adopt a conservation strategy** to preserve the opens space area outside Winslow and the Neighborhood Service Centers through a land use pattern that enhances the character of the area and the valuable functions the open space areas serves.
- Create a **Critical Areas Overlay District**.
- Establish an **Open Space Residential District** to preserve the character of the interior areas of the island.
- Residential-1 and Residential-2 Districts are intended to **recognize an existing development pattern** in the Open Space areas of the Island.
- Maintain the character of the Fort Ward Planning Area.

## ***Historic Preservation***

### GOALS 31-34

- Maintain and support a **Historic Preservation Program** that develops public participation.
- Identify, evaluate, preserve and enhance Historic Resources.

## ***Siting of Essential Public Facilities***

### GOALS 36-37

- **Meet community needs by providing essential public facilities** and services that are equally distributed, safe and convenient, flexible and efficient, compatible with surroundings, the environment and the preservation of public health and safety. Do so in a way that is cooperative among government and the community.

## PLANNING QUESTIONS TO GUIDE EVALUATION OF THE CLIMATE VULNERABILITY OF THE LAND USE ELEMENT:

- If **precipitation** were to increase or decrease how might it impact our land use? How do current precipitation patterns impact land use today?
- If **sea level** were to rise how might it impact our land use? How does current sea level and tides impact our use of land or our land policies today?
- If **average seasonal temperatures** were to shift how might it impact our land use patterns? How do current seasonal/temperature related impacts to Bainbridge?
- Land use decisions and planning are in large part **about protecting public health, safety and welfare** and therefore overarches all elements of this Comprehensive Plan. Similarly, dealing with the impacts of climate change crosses all disciplines and elements of a Comprehensive Plan. This Comprehensive Plan can enable a robust and resilient future for Bainbridge by mandating climate-informed action if it sets goals and policies to deal with climate impacts and implications.
  - Do we understand as a community, and should this element clearly reflect, that our city officials will be called upon to address both the causes and consequences of climate change?
  - Should proactive strategies and responses across all planning sectors be developed and needed actions identified within and across each element? If so, can the groundwork for this be laid within the goals and policies of this Land Use element? Or is an additional, overarching climate element also necessary?
  - Should this element have specific goals and policies acknowledging that climate change will impact future conditions for which we are planning?
- Our **development patterns will affect both climate mitigation (reduction of new greenhouse gas emissions) and adaptation (accommodating coming change)**. Do our Land Use Goals and Policies encourage or require the implementation of mitigation and/or adaptation strategies?
  - Mitigation measures include reducing vehicle-miles-traveled, increasing non-motorized transportation, establishing green building incentives or regulations, preserving forested areas. Others?
  - Adaptation measures include shifting development from flood-prone areas, requiring drought tolerant plantings to weather seasonal drought, implementing economic development strategies that are sustainable in future climates, encouraging green building and multimodal transportation. Others?
- The Plan acknowledges that the **carrying capacity** of Bainbridge Island (Goal 3) is not known. Should this be analyzed? And if so, how is this best accomplished to factor in future change scenarios?
- Are there **particular land uses** that are likely to be affected more directly or to a greater extent by climate changes? What special planning considerations can and should be made for these? (Consider, for example, Goal 17 for water dependent uses.)
- Will future conditions prevent or **hinder proposed or existing infrastructure/uses/parcels from working** as expected?
  - If we seek to preserve working waterfronts, will climate change alter conditions so that the use can't function?
  - If wetland was set aside, will it be wetland in the future? Are we protecting areas that may become our future wetlands?
  - If development is allowed in, for example, a coastal zone that is subject to increased vulnerability in the future due to sea level rise causing increased shoreline instability, is the City liable for any harm that follows because they allowed such development in a known/projected hazard area? Questions like this are beginning to be asked nationally (even by insurers) and it is important for planners and City leaders to get out in front.
- Do the **GOALS** above give us a clear directive to enact local policy and regulation so that we can adapt to the anticipated impacts of climate change, should they be further amended, or do we need anything else?

CLIMATE IMPACT	LAND USE IMPLICATION
<p>Precipitation →</p> <p><i>changing patterns and extremes, longer duration, and greater intensity</i></p>	<ul style="list-style-type: none"> <li>• Changing patterns have the potential to affect the proper functioning of local infrastructure. <ul style="list-style-type: none"> <li>○ stormwater inundation and localized flooding, chronic flooding, non-infiltrated run off, erosion and landslides</li> <li>○ increased maintenance needed</li> </ul> </li> <li>• Changing patterns and extremes will cause shifts in overall vegetation types and habitats on the Island.</li> <li>• Groundwater recharge may be diminished and further limited by impermeable surfaces.</li> </ul>
<p>Temperature →</p> <p><i>more extremes and prolonged summer highs</i></p>	<ul style="list-style-type: none"> <li>• Increases and seasonal changes will increase the frequency and duration of droughts: <ul style="list-style-type: none"> <li>○ changes in growing seasons affects commercial agriculture and recreational gardening</li> <li>○ increased demand for water</li> <li>○ increased risk of wildfire (conflicts at the Wildland- urban interface)</li> </ul> </li> <li>• Long-term temperature trend changes will cause shifts in vegetation and habitats on the Island.</li> </ul>
<p>Vegetation changes →</p> <p><i>shifts will occur in habitat suitability as a factor of changing temperature and precipitation</i></p>	<ul style="list-style-type: none"> <li>• Changes can occur in buffer and green space conditions due to vegetation shifts.</li> <li>• There is the potential for dead-wood and detritus as die-off occurs which will increase the fuel load and risk for wildfires.</li> <li>• Changes can be seen in flora and fauna habitat suitability.</li> </ul>
<p>Sea Level Rise →</p> <p><i>Projected Mean</i>  2030: +2.6 in. (+/- 2.2 in)  2050: +6.5 in. (+/- 4.1 in)  2100: +24.3 in. (+/- 11.5 in)</p>	<ul style="list-style-type: none"> <li>• Coastal zone resources and shoreline stability are likely to be compromised by rising seas. <ul style="list-style-type: none"> <li>○ roadways undermined by shoreline instability and land loss; mapping should be done to identify vulnerable local infrastructure and critical community facilities. Consider linkages with Hazard Mitigation Planning.</li> <li>○ outright loss by inundation of land</li> </ul> </li> <li>• There is a risk of salt water intrusion and its effect on the groundwater and drinking water supply of the Island.</li> <li>• There is a risk of salt water inundation of septic and sewer systems.</li> <li>• The efficacy of the Shoreline Management Plan will be affected if it too doesn't adapt to sea level rise.</li> </ul>
<p>Slope Stability →</p> <p><i>sea level changes and precipitation patterns will compromise once stable slopes</i></p>	<ul style="list-style-type: none"> <li>• There is the potential for limited suitability of lands for some uses (both coastal and inland) due to changing slope stability and associated conditions (temperature, precipitation, sea level rise).</li> </ul>
RELEVANT NON-CLIMATE DATA THAT MAY AFFECT THE GOALS OF THIS ELEMENT	
<p>Population changes →</p> <p><i>account for anticipated increase or decrease due to climate refugees</i></p>	<ul style="list-style-type: none"> <li>• Will climate lead to larger or smaller population on-Island? Population projections are an important piece of data in long-range planning. It is thought that regional population growth will occur due to impacts in other regions.</li> </ul>
<p>Transportation plans →</p> <p><i>Vehicle miles traveled is one of the greatest contributors to greenhouse gas emissions</i></p>	<ul style="list-style-type: none"> <li>• Sprawling versus compact development is fueled by transportation infrastructure, which will have a direct role in the Islands' ability to address local greenhouse gas emissions and the long-term costs of infrastructure maintenance.</li> </ul>