



PLANNING COMMISSION
OPEN HOUSE AND
REGULARLY SCHEDULED MEETING
THURSDAY, APRIL 13, 2017
6:00 – 8:30 PM
COUNCIL CHAMBER
280 MADISON AVE N
BAINBRIDGE ISLAND, WA 98110

AGENDA

- 6:00 PM OPEN HOUSE
Critical Areas Ordinance Update
- 6:30 PM PUBLIC COMMENT
Accept public comment on Critical Areas Ordinance Update
- 7:00 PM CALL TO ORDER
Call to Order, Agenda Review, Conflict Disclosure
- 7:05 PM REVIEW AND APPROVAL OF MINUTES
October 27, 2016
November 16, 2016
March 9, 2017
March 16, 2017
March 23, 2017
- 7:20 PM PUBLIC COMMENT
Accept public comment on off agenda items.
- 7:30 PM CRITICAL AREAS ORDINANCE PROCESS UPDATE
Christy Carr, Senior City Planner
- 7:45 PM MADRONA SCHOOL (PLN 18970B [SPR/CUP](#))
SITE PLAN & DESIGN REVIEW/CONDITIONAL USE PERMIT
Recommendation
Project Manager: Joshua Machen
- 8:25 PM NEW/OLD BUSINESS
- 8:30 PM ADJOURN

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

Public comment time at meeting may be limited to allow time for Commissioners to deliberate. To provide additional comment to the City outside of this meeting, e-mail us at pcd@bainbridgewa.gov or write us at Planning and Community Development, 280 Madison Avenue, Bainbridge Island, WA 98110

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

CALL TO ORDER – Call to Order, Agenda Review, Conflict Disclosure
PUBLIC COMMENT – Accept public comment on off agenda items
SITE PLAN AND DESIGN REVIEW PERMIT: BI FIRE DEPARTMENT STATION 21-
PLN11791SPR/CUP – Public Meeting and Recommendation
SITE PLAN & DESIGN REVIEW PERMIT: BI FIRE DEPARTMENT STATION 22-
PLN14200SPR/CUP – Public Meeting and Recommendation
ISLAND-WIDE TRANSPORTATION PLAN – Discussion
ORDINANCE 2016-28 LOW IMPACT DEVELOPMENT REGULATIONS - Study Session
NEW/OLD BUSINESS
ADJOURN

CALL TO ORDER – Call to Order, Agenda Review, Conflict Disclosure

Chair Mack Pearl called the meeting to order at 6:04 PM. Commissioners in attendance were Maradel Gale, Jon Quitslund, William Chester, Michael Killion and Lisa Macchio. City Staff present were Planning Director Gary Christensen, Engineering Manager Chris Hammer, Planning Manager Joshua Machen, Development Engineer Janelle Hitch, NPDES Permit Coordinator Marilyn Guthrie and Administrative Specialist Jane Rasely who monitored recording and prepared the minutes. City Consultant Rebecca Duglepuski from Herrera Environmental was also present.

The Agenda was reviewed. There were not any conflicts disclosed.

PUBLIC COMMENT – Accept public comment on off agenda items

None.

Two members of the public asked to speak about the Island-Wide Transportation Plan out of turn as they were the only members of the public attending the meeting and who, additionally, were not feeling well.

Ross Hathaway, Squeaky Wheels – Stated he had reviewed the draft plan in detail and felt the Island-Wide Transportation Plan (IWTP) was not ready for adoption and that it would not be ready for adoption any time soon. He thought it was seriously flawed. While stating it was a good start, Mr. Hathaway also felt it diverted substantially from the original plan for the “Core 40” and needed to focus on the “Core 40” improvements and focus on the suburban areas that had high traffic speeds. He stated it focused too much on the network connectivity and SR305 and not enough on safety improvements. Mr. Hathaway said it down played the value of shoulders and focused on locations where there were no bicycles rather unbalancing the needs of existing safety problems. He referenced Table 6.1 as an example of this unbalanced approach. He thought it was important for the Commissioners to understand the draft plan where they had focused almost all the energy and money in the downtown area which was a significant departure from the original Non-

Motorized Plan which focused on the “Core 40” priorities where differential speed was high and safety was a problem. Mr. Hathaway went on to say that in the downtown core, speeds were slow and safety was not as much of a problem. He wanted to send the IWTP back with their detailed comments reiterating that it was not ready to go and he did not feel it would be ready to go for several months.

Peter Harris, Citizen – As a member of the Squeaky Wheels Board concurred with the detailed comments on the IWTP that the Commissioners would receive from his colleagues. Mr. Harris stated for him, it boiled down to a need in the IWTP for a much greater emphasis on shoulder improvements throughout the Island, especially in the northwestern part of the Island. He stated trails were great, if they could provide connectivity from home to work to the ferry; that would be useful for people if the City could afford the land. Mr. Harris felt that in the meantime, shoulder improvements would provide the most safety for the most bicyclists the soonest as well as provide essential places of safety for pedestrians, citing Rolling Bay as an outstanding example of the lack of decent shoulders for pedestrians. He stated he wanted to emphasize that aspect of it. Mr. Harris then asked about the future schedule for the document.

Planning Director Gary Christensen responded to the public comment on the IWTP with an update on the schedule stating City Council was looking to receive a recommendation from the Planning Commission the next Tuesday and there was a City Council Public Hearing on the IWTP tentatively scheduled on November 15, 2016. Ross Hathaway e-mailed comments from the Squeaky Wheels organization to Administrative Specialist Jane Rasely who printed out the comments for the Commissioners to refer to during their review later in the evening.

SITE PLAN AND DESIGN REVIEW PERMIT: BI Fire Department Station 21-PLN11791SPR/CUP – Public Meeting and Recommendation

Planning Manager Joshua Machen introduced Michael Chin a Senior Planner from Mackenzie Architects who provided a descriptive overview of the project. Mr. Chin highlighted parking stating the current facility was over-parked and that the project provided for 40 stalls with half open to the public and the other half for staff in a secured area. He also stated the existing memorial and helipad would be staying at their current location but would be cordoned off during construction. Mr. Chin presented a Power Point which is attached to these minutes. At the end of his presentation, he stated they concurred with the findings and conditions in the staff report written by Mr. Machen. Commissioner Macchio asked about street and sidewalk improvements that would be made within the project. Mr. Machen stated there would be a continuation of the sidewalk along the New Brooklyn side of the project, but there were no specific improvements required along Madison Avenue. There was extensive discussion on street shoulder improvements including bike lanes and crosswalks. Commissioner Gale questioned the R-2 zoning and wondered if it would be better zoned at Business/Industrial. The number of parking spaces and whether the parking lot could be a pervious surface was canvassed. It was determined through borings of the site, that the land was not a good fit for pervious surfaces. Commissioner Pearl asked Development Engineer Janelle Hitch if the new

Low Impact Development regulations were in force, would the project change. Ms. Hitch detailed several impacts the new regulations would have but stated the impervious parking lot was not one of them due to the very low percolation of the site.

Motion: I move that we recommend approval of the Fire Station 21 including recognizing that there are more spaces than are required by apparently a count of 15. The Planning Commission recognizes that and that we add a condition, number 24, that speaks to the addition to preserving the possibility of a bike lane on the side of Madison that is adjacent to the fire station and by that, it means not doing anything that would make it impossible for a later added bike lane to go in front of the station and connect between 305 and New Brooklyn. The third thing is that parapet walls not be allowed and be stricken from Condition 22.

Gale/Quitslund – Passed 4-0 with 1 abstention

SITE PLAN & DESIGN REVIEW PERMIT: BI FIRE DEPARTMENT STATION 22-PLN14200SPR/CUP – Public Meeting and Recommendation

Mr. Chin gave an overview of the project pointing out some of the differences from BIFD Station 21. (See attached Power Point presentation.) Questions about the need to pave the parking area and the number of parking spaces were asked. Paving was needed to support the weight of apparatus trucks. It was confirmed there was no current plan to share parking with the neighboring American Legion Hall or to have a pathway between the two parking lots. Both indirect lighting and the bio-swale were described.

Motion: I move we recommend approval of the BIFD Station 22 Conditional Use Permit/Site Plan Review with one change in Condition 20 that we move the parapet walls to screen rooftop mechanical equipment.

Gale/Macchio: Passed unanimously 4-0

The Planning Commission took a 5-minute break beginning at 7:25 PM. The meeting resumed at 7:33 PM.

ISLAND-WIDE TRANSPORTATION PLAN – Discussion

Engineering Manager Chris Hammer led the discussion by telling the Planning Commission the work that had been done since their last look at the IWTP. Mr. Hammer keyed in on the Connectivity Improvements Map (IWTP, Figure 3-7). Commissioner Gale asked for the numbers on the map to correspond with the numbers in the IWTP. Non-Motorized Level of Service Standard was also presented showing the Commissioners the additions that had been made calculated with the 2010 Highway Capacity Manual. Commissioner Macchio asked if the City was responsible for coming up with their own levels of service (LOS). Mr. Hammer stated the industry standard generally came from the 2010 Highway Capacity Manual. Chair Pearl asked if Mr. Hammer knew what it was that the group “Squeaky Wheels” thought was missing or wrong with the IWTP. He replied that they were concerned that now all these other things in

there with the “all ages, all abilities” so it’s not just sidewalks and “Core 40” anymore it’s regional trails, greenways, and a whole mix of things. They felt they were not number 1 or 2 in the sequence of things and wanted to make sure they did not lose ground in at least being an equivalent piece of the pie in how the IWTP was written. As far as LOS, he felt Mr. Hathaway was interested in setting it at “C” instead of “D” for the minimum in the suburban areas. Commissioner Macchio stated she felt there needed to be a more specific Bicycle Level of Service (BLOS) written out. Mr. Hammer stated “Core 40” was included in the IWTP and provided for the development of a 40 mile integrated shoulder network. Commissioner Gale asked about the reference to equestrian routes and wondered if there was an Equestrian Map. Mr. Hammer stated he would look into that. Commissioner Macchio felt there was a glaring error in the provided survey information because there was not any data regarding bicyclists. Chair Pearl asked Mr. Christensen if the Planning Commission could hold the IWTP over for another meeting. Mr. Christensen stated he could report that to Council and felt that it would work with the Council’s schedule that way.

ORDINANCE 2016-28 LOW IMPACT DEVELOPMENT REGULATIONS - Study Session

NPDES Permit Specialist Marilyn Guthrie briefed the Commissioners on the background for the LID City Code update. She stated the goal was to remove barriers from the current code and encourage going beyond what the Ecology manual required. Ms. Guthrie presented the timeline/schedule for the Ordinance to be passed by the end of the year and continued by passing out a matrix of the changes being made to strengthen the code. Two phases were presented: Phase I (NPDES required changes to be completed by the end of 2016) and Phase II (additional changes to be completed in 2017). Commissioner Chester said he idea of having a survey of an undeveloped parcel performed by the seller of the property to help the buyer understand what they would be able to build would be clearer. Consultant Rebecca Duglepulski described the summary of changes made from the Ecology manual. The Commissioners asked if other jurisdictions were requiring more than Ecology. Ms. Guthrie stated the city of Seattle had chosen stronger standards and Ms. Duglepulski said the city of Edmonds also required retrofitting as well.

NEW/OLD BUSINESS

None.

ADJOURN

The meeting was adjourned at 9:10 PM.

Approved by:

J. Mack Pearl, Chair

Jane Rasely, Administrative Specialist

CALL TO ORDER – Call to Order, Agenda Review, Conflict Disclosure

PUBLIC COMMENT – Accept public comment on off agenda items

ORDINANCE 2016-28 LOW IMPACT DEVELOPMENT REGULATIONS – Discussion and Recommendation

NEW/OLD BUSINESS

ADJOURN

CALL TO ORDER – Call to Order, Agenda Review, Conflict Disclosure

Chair Mack Pearl called the meeting to order at 6:39 PM. Planning Commissioners also in attendance were Maradel Gale, William Chester and Michael Killion. Michael Lewars, Jon Quitslund and Lisa Macchio were absent and excused. City Staff present were Public Works Director Barry Loveless, NPDES Permit Coordinator Marilyn Guthrie, Development Engineer Janelle Hitch and Administrative Specialist Jane Rasely who monitored recording and prepared minutes.

The agenda was reviewed. There were not any conflicts disclosed.

PUBLIC COMMENT – Accept public comment on off agenda items

None.

ORDINANCE 2016-28 LOW IMPACT DEVELOPMENT REGULATIONS – Discussion and Recommendation

Public Works Director Barry Loveless began the discussion by highlighting the memo from NPDES Permit Coordinator Marilyn Guthrie in the agenda packet and the full, marked-up copy of the Ordinances with sections of the codes which presented the Commissioner's requested changes highlighted in gray. Mr. Loveless continued by speaking about bicycle lanes and that they felt they could be exempted under the current stormwater manual. Commissioner Gale wanted to know how to keep the City's feet to the fire to develop in such a way to avoid treatment of stormwater if exempting bike lanes was not included specifically in the code. Mr. Loveless stated that was a project design and execution and as a capital facility concern, should not be included in the City Code. He went on to offer inserting the standard as a footnote in their Design Manual that would carry the "corporate" knowledge forward to future staff. Commissioner Gale agreed that would be good and encouraged Mr. Loveless to do so. Flow control best management practices and the difference between discharging to a stream versus the ocean was discussed. Chair Pearl asked that all roadside buffers be included as opposed to only "scenic roadway" buffers. He also asked that all projects have clearing limits with distinct consequences for failure to follow those limits. Ms. Guthrie stated she would like to pass that language on to Development Engineer Janelle Hitch who was working on the next Ordinance which included Chapter 15 and would be a better fit for that section of code. Chair Pearl agreed to that. Commissioner Killion asked if this Ordinance was strong enough. He wondered if it had

been in place during some recent projects, would it have changed the way the project sites could have been developed. Mr. Loveless stated that was the intent. Chair Pearl asked if a stormwater pond was better than an underground tank. Commissioner Chester thought it was dependent upon a site specific analysis. Commissioner Killion mentioned this Ordinance was the first line of advocacy for the environment. There was conversation regarding third party review of site analysis like the third party geotech review system currently in use at the City.

Motion: I move that we approve the Ordinance 2016-28 on Low Impact Development Regulations as we've discussed and amended it and finalized it this meeting.

Killion/Gale: Passed Unanimously 4-0

NEW/OLD BUSINESS

None.

ADJOURN

The meeting was adjourned at 7:46 PM.

Approved by:

J. Mack Pearl, Chair

Jane Rasely, Administrative Specialist

CALL TO ORDER – Call to Order, Agenda Review, Conflict Disclosure
REVIEW AND APPROVAL OF MINUTES - January 12, 2017 and February 9, 2017
PUBLIC COMMENT – Accept public comment on off agenda items
NICKUM OPEN SPACE TAX CLASSIFICATION – Public Hearing
CARLSON OPEN SPACE TAX CLASSIFICATION – Public Hearing
BAINBRIDGE LANDING – Site Plan and Design Review/Subdivision
MADRONA SCHOOL – Site Plan and Design Review/Conditional Use Permit
NEW/OLD BUSINESS
ADJOURN

CALL TO ORDER – Call to Order, Agenda Review, Conflict Disclosure

Chair J. Mack Pearl called the meeting to order at 6:00 PM. Planning Commissioners in attendance were Michael Lewars, Maradel Gale, Jon Quitslund, William Chester and Lisa Macchio. Michael Killion was absent and excused. City Staff present were Planning Director Gary Christensen, Planning Manager Josh Machen, Senior Planners Jennifer Sutton and Heather Wright and Administrative Specialist Lara Lant who monitored recording and prepared minutes.

The agenda was reviewed. There were not any conflicts disclosed.

REVIEW AND APPROVAL OF MINUTES - January 21, 2016

Motion: I move to approve the minutes as distributed of January 12th and February 9th, 2017.

Gale/Quitslund: Passed Unanimously 6-0.

PUBLIC COMMENT – Accept public comment on off agenda items

None.

NICKUM OPEN SPACE TAX CLASSIFICATION – Public Hearing

Senior Planner Jennifer Sutton began the Open Space Classification Public Hearing with a description of the Nickum's property and a statement about the process. The Nickums own a 5.88 acre parcel and have applied to reclassify 4.15 acres of it to Open Space Land. A good portion of the property is taken up by Springbrook Creek and associated wetlands. Springbrook Creek is a fish bearing stream. This property is a good candidate for Open Space Land classification as it is adjacent to other properties already designated as Open Space Land. It would contribute to a larger, ecosystem protected corridor surrounding Springbrook Creek. The Planning Commission is a recommending body to both the City Council and the County Commissioners who will make a decision on this project at a separate meeting. Commissioner Quitslund asked if the city had an Open Space Plan that mapped these spaces and looked at perspective candidates for future Open Space classification. Planner Sutton said the city doesn't

look at perspective candidates under the tax program and perhaps that could be a feature of the city's outreach in the future. Commissioner Quitslund stated he would like more progress with Land Trust planning. Chair Pearl asked if this was a permanent classification? Planner Sutton said it was permanent unless the property owner removed it from the classification and paid the tax penalty. Commissioner Macchio said the property fit the criteria that was provided in State law and thanked both the Nickums and the Carlsons for putting their properties into Open Space designations.

Mr Nickum said they wished they had done this sooner. They had known about the process for years but only now got around to applying for the Open Space Classification. Commissioner Quitslund said there was a discrepancy in the record which mentioned one house but there were really two - a house and an additional dwelling unit.

Motion: I move we recommend approval of the Open Space Application for the Nickum Open Space property, PLN50744OS.
Gale/Lewars: Passed Unanimously.

CARLSON OPEN SPACE TAX CLASSIFICATION – Public Hearing

Jennifer Sutton introduced the Carlson properties as three properties located south of Arrow Point Drive, adjacent to the Forest to Sky Trail. The northern property was undeveloped, the southern two were classified as Timberland Open Space and all three will be reclassified as Open Space. Mr Carlson entered into an agreement with the Park District and the Land Trust and a public trail had been constructed which connected the Grand Forest to Battle Point Park. Commissioner Quitslund said title to the land was retained by the Carlson but Land Trust easement governs the uses of it. Planner Sutton agreed this was true.

Commissioner Pearl asked for public comment. There was none. Commissioner Pearl asked if city staff recommended this reclassification and Planner Sutton said yes.

Commissioner Lewars asked what the point of the reclassification was, since taxes decreased on one property but increased on the two others. Mr Carlson said he couldn't leave the property classified as Timberland Open Space because he eliminated harvesting with a conservation easement. Though taxes will increase, he's reclassifying the property because Kitsap County indicated they would fine him for having property in the Timberland Open Space classification that wasn't harvestable. Commissioner Quitslund asked Mr Carlson if development rights were transferrable or extinguished and Mr Carlson replied they were extinguished. Mr Carlson said historically there were fish up to Arrow Point until an improper culvert was placed on Arrow Point Drive. Anything the city could do to remedy this situation they would appreciate. Commissioner Gale wanted to know what the city could do to remedy the improper culvert.

Planner Sutton replied she noted it and would contact the Public Works Department about it. Commissioner Macchio thanked Mr Carlson.

Motion: I move that we recommend approval of application PLN50745OS.
Lewars/Quitslund: Passed Unanimously.

**BAINBRIDGE LANDING (PLN 50520 SPR/SUB) SITE PLAN AND DESIGN
REVIEW/SUBDIVISION - Recommendation**

Chair J. Mack Pearl stated this had been a difficult project for the Planning Commissioners to get their arms around. It was a large project and this was the first time they had formally seen it. He said it seemed they were expected to approve it without really reviewing it which was not the correct thing to do. Chair Pearl noted they were not going to make a recommendation tonight but listen to the applicant describe the project and listen to public comment. After the Planning Commissioners receive the staff report and conditions they will review it again. They will talk about it in a public hearing, listen to public comment and have a discussion themselves. And if there is a need to make the public hearing open, they will do that.

Planner Heather Wright thanked the Planning Commission Chair for expressing that concern. She said they had a major issues memo they'd like to proceed with. She requested the Planning Commission come back next Thursday, March 16th if possible to make the city's timeline for required application review. Chair Pearl said there was a one-hundred day period before the application goes before the Hearing Examiner and it would be appropriate for the Planning Commission to review the application earlier in the process. He stated it was not fair to the Planning Commissioners to have only one week to review it. They had reservations about the process but would try to review it as requested. Commissioner Lewars said the small amount of project information the Planning Commission was supplied for review, especially in a compressed time, was unlike anything he had seen before.

Planner Wright presented a slide show about Major Issues and Specific Aspects of Bainbridge Landing, as required by the municipal code. These issues and aspects were identified after review by the Planning Director, the project had been reviewed by the Design Review Board and opened to two public comment periods due to modification of the plan. It was scheduled for Hearing. The proposed project was just to the north of Harbor Square on a 4.86 acre site. It would be developed with 140 residential units comprised of 18 townhomes, 7 lofts, and a 115 unit apartment building. Part of the project scope included removal and relocation of the historic house on the property and the applicant has proposed a 1 acre park to be located east of the project site abutting Ferncliff Avenue. This park was being proposed to acquire a floor area ratio bonus. In addition to the site plan review, the applicant was proposing to subdivide the property into 27 lots to include 25 single family homes, 1 multi-family home and a 1 acre park. This was a Tier One project under the HDDP program and will be considered a LEED community. In accordance with Tier One projects, they are required to restrict home size to no greater than 1600

square feet, receive 5 points within the housing diversity category and receive a minimum of 16 points in innovative site design.

Architect Charles Wenzlau gave a slide presentation of the proposal. Olympic Property Group was the project developer, the company that originally owned and founded Port Gamble and the Pope and Talbot Company. They had deep roots in Kitsap County. The site had been in the ownership of the Cave Family since about 1890. The Harbor Square development property was also owned by the same family. In addition to required public meetings, Olympic Property Group had a series of 8 meetings held over the last year, starting before the project was designed and meeting in cycles to keep neighbors informed of what they were doing. This outreach has been successful. The developers want to realize a neighborhood that becomes part of the community. Additional public features include a community space in the northeast corner of the development which will be a significant connection point in the neighborhood. The park has been created by a Cave family member who contributed 1 acre. The historic house that sits in the park will be relocated and preserved just north of the project site. Sustainability goals are characterized as a transit-oriented development where there is opportunity to reduce vehicle usage including extensive bike facilities with bike storage in the main entry lobby. There will be both ownership and rental properties to encourage multi-generational residents. The entire project complies with LEED certification.

The site would be served by two public roads. The north access lane would be a two-way public street through the site. The access lane on the south closest to Harbor Square would be one-way, moving from Ferncliff Ave towards Cave Avenue, to the primary access to parking underneath the apartment building. Chair Pearl asked if this parking would exit onto Cave Avenue. Charles Wenzlau replied that parking associated with the apartment building would exit on the south access lane onto Cave Avenue. This design was done in coordination with the city's Public Works Department and they were following their recommendation. Charles Wenzlau stated they were required to have access on all four sides of the apartment building. The access on the south side of the apartment building was similar to Harbor Square's design. It had about 30 feet of grade drop from the high corner on Ferncliff Avenue to the low corner at Cave Avenue. The logical place to avoid big ramps was to enter as that parking garage emerged out of grade. The rest of the building was set below grade. The townhouses were set up as fee simple, for sale homes. Olympic Property Group was subdividing the property, so they could sell those as single family homes. The reason for HDDP was so they had the right to subdivide within the mixed-use town center. Pedestrian facilities, including through the park and courtyard would be open to the public. The loading area was located on the north access lane. They planned ahead for residents moving into the apartment building. The trash for the apartment building would be kept inside the parking garage until the day of pickup and then brought up to the access lane. The site was set up so garbage trucks would not be backing out. Residential parking was under the buildings. Almost 30 on-street parking space would meet guest parking needs in the neighborhood. These spaces would be public. Chair Pearl asked if they had considered ferry

commuters using those spaces and Charlie Wenzlau replied that that the City of Bainbridge Island would regulate that.

Commissioner Macchio asked what the tallest height of the building structures were and Charlie Wenzlau replied the site was unique to downtown with specific standards set up. The buildings had a wedding cake design starting at 45 feet and stairstepping down to the neighborhood to the north. Charlie Wenzlau said they went to the Design Review Board and their main discussion was focused on exterior materials. The consensus of the Design Review Board was they liked the warm natural colors. Commissioner Gale asked what else in their process needed to be refined. He said the exterior material selection needed to be finalized and they would try to use a variety of materials to break down the scale of the building to differentiate them as much as they could. Commissioner Gale asked if solar panels would be installed on the townhouses. Charles Wenzlau replied yes, the entire project would be pv ready but they wouldn't put panels on the townhouses. They hoped to put photovoltaic on the roof. Commissioner Quitslund asked about the size of the units. Charles Wenzlau replied that the larger ones were 1600 square feet, the units on Gilmore Lane were 1400 square feet and the lofts were under 1000 square feet. The materials would be stained wood, dark cedar and core ten.

Charlie Wenzlau stated Gilmore Lane had migrated over the years and was not where it was originally located. It was an encroachment onto the project. Olympic Property Group was discussing with residents the idea of abandoning the western segment. They would then fully landscape it. Commissioner Pearl asked if this was encroachment or were they claiming adverse possession. Charles Wenzlau replied it was a more a matter of would it stay or would it move. Commision Pearl said if they were claiming the road, it would change their change setbacks.

Commissioner Macchio asked what their ideas were concerning environmentally friendly features outside the building. Charles Wenzlau said covered parking made a huge difference and was big investment to help protect the environment. He also said the soils didn't infiltrated well and they would be doing water quality treatment on site then a direct discharge to salt water. There would be no on site detention tanks because they were in proximity to Eagle Harbor. Within the building, all fixtures would be low water use and would have sub meters within the buildings to monitor energy use. Commission Macchio then asked about densified small units and elements that people like when they're living so closely, such as a community pea patch. Charles Wenzlau said they looked at rooftop gardening and there was potential for a community pea patch in the park. Commissioner Macchio asked if they would take out units to put the garden in their project and not give it to the park? Charles Wenzlau said a garden was best realized on the rooftop or part of the park space. Chair Pearl asked about the structure of the land, how the 1 acre park related to the density of the buildings and the tree count. Charles Wenzlau stated that they don't regulate by density but by floor area ration (FAR) in the mixed use town centers. The code provided a public amenities bonus where you can receive up to 70 percent of your bonus FAR through a one acre park. They would receive about 80,000 square

feet less than what the maximum bonus would be through the FAR bonus provision.

Commissioner Pearl asked if the park's function was just for a density bonus because it didn't take care of setbacks or open space requirements. Charles Wenzlau said the park was part of the original site and being dedicated as a park. Chair Pearl asked about the buffers around the park as he didn't see any. Charles Wenzlau replied he wasn't familiar with that rule. Chair Pearl said there was a 25 foot buffer around parkland and Charlie Wenzlau replied the 25 foot buffer came out of transition standards and right of way standards. Charles Wenzlau said they hoped the depth of the park would satisfy the screening requirement. They were preserving many of the trees in the park and the location of the park was based on the wishes of the donator of the property. The developers would be getting a financial benefit of not purchasing FARs from the city. Planner Heather Wright confirmed the park was part of the project. Chair Pearl asked if the park was part of the development then why were they giving it to the Parks to develop. Charles Wenzlau said they would give the Park District a "finished park" and the Park District could furnish it further if they chose. Chair Pearl said if they gave the park away then the development would no longer front the street. Charles Wenzlau said there were too many liability issues to maintain it as a private park. Jon Rose of Olympic Property Group stated the park would be for passive recreation. Chair Pearl asked if construction would happen on park land and Jon Rose said yes. Chair Pearl said he would like the park not touched during construction and Jon Rose said there was a lot of earth being moved for the parking garage and the park site may be used for soil storage. Jon Rose clarified the Gilmore way status: They own it but people who use it have rights of necessity, which is a permanent easement. Commissioner Lewars said this project was an opportunity to create some affordable housing. Charles Wenzlau replied that there was no requirement in the code for affordable housing, under HDDP. Jon Rose said this project would introduce more housing affordability than any other island project. Commissioner Gale asked how many parking spaces there were per apartment units and Jon Rose said there was 1 stall per unit and extra for guests. She also asked about access roads and traffic calming measures. Charles Wenzlau stated that the roads were designed to reduce traffic issues and they would be introducing speed tables to the project. Because the roads were public, they could not put No Through Access signage to prevent pass through traffic. Commissioner Gale also wanted to confirm that vehicle lights wouldn't impact neighbors at Harbor Square. Charles Wenzlau said they addressed that issue with landscape buffers and no on street parking.

Commissioner Chester asked if Gilmore Lane was in the buffer and Jon Rose replied they were working with the neighbors to shut down a portion of Gilmore Lane. Chair Pearl said they didn't really know where the property line was until this issue was resolved. Planner Heather Wright said for Cave Avenue, this project had a very specific buffer and believed the property lines were correct. Commissioner Chester stated they have a 25 foot buffer from property line and it so happens that Gilmore Lane happens to be in the buffer but that the road has never existed officially...and now it's in the buffer. Charles Wenzlau said where Gilmore Lane should be is full of mature trees. There was no motivation to push back the road. Commissioner Gale asked why they didn't use Gilmore Lane for access and Jon Rose said residents had the Right of

Necessity and still couldn't take the road. There was discussion whether to open the meeting to public comment and the decision was made to allow it.

Public Comment:

Mark Epstein, Citizen – He lives at Harbor Square and stated there were positive things about the plan but was concerned about the buffer between the Bainbridge Landing and Harbor Square. He wanted the landscape buffer to be increased as much as possible. It would be a benefit to both benefit to developments.

Dave Ward, Citizen– He lives on Cave Avenue directly across from the proposed development. He complimented Jon Rose on engaging the neighborhood on this project. He did have a concern about how the city executed the traffic study. Cave Ave is a dead end road that ends close to highway 305. Traffic is challenging and there are long delays getting in and out of Cave Avenue as the ferry is loading and offloading. The two problems with the study were they used 2014 data which didn't include the Tawresy development on Cave Avenue– those 8 units were not part of the traffic study. The second problem was the time of afternoon data collection. The afternoon collection time was from 4-6 pm which stopped 5 minutes short of the offloading 5:30 Seattle ferry and an hour short of the 6:20 offloading ferry – the 2 biggest ferry runs. It gave a false traffic picture. He hoped a 5-7 pm collection window would be used in a revised study. Finally, the 140 unit development, which he was not trying to stop, is only one of 3 developments happening on Cave Avenue. If we keep looking at traffic in tiny bites we never see it as a whole. The city has limited options dealing with a failed intersection (see attached letter referencing concurrency requirements of Growth Management Act.) Please consider the traffic study be revised.

Chair Gale asked what he hoped the outcome of the revised traffic study would be. He replied that looking at capacity of transportation was an element that should be considered in approving the size of developments. He wasn't a traffic engineer but a botanist, but thought anything that could move traffic away from the Cave Avenue intersection was a good thing.

Neil Johannsen, Citizen – He lives on Cave and Gilmore. He's a retired State Park Director. He wanted to say how good it has been working with Jon Rose and Charlie Wenzlau. They've been helpful, they've engaged us. Charlie was right that there weren't a 100 people screaming at this meeting because *they've* had meetings, even in his own living room. It seemed odd that the traffic study didn't consider the 5:30 ferry. He's actually backed cars up trying to get out of Cave Avenue because he couldn't make a left turn. He thinks the traffic study deserves more examination for a development of this size and complexity. He doesn't think the city sent out a notice about this meeting, there might be more people here if they'd receive a notice. He wanted to make a point about Gilmore. It was an old dirt, gravel road. It was not an easement, it would be perhaps a prescriptive easement. The only way to perfect that would be to go to court. They

would like to close 326 feet of the west end of Gilmore. His solution would be, instead of having 3 roads across this parcel, to close Gilmore entirely and build a trail. Take that western 326 feet and take the 15 feet OPG needs as a buffer. Not fair to call something a buffer...in front of his house it's a road. He would strongly recommend closing Gilmore, at least the western end. Because access is coming off of Ferncliff, why did they need a little dirt road? It could be revegetated and could have a trail.

Linda Mallon, Citizen – She lives on Hawley Way and has for 33 years. Her home is the first home on Hawley Way and is concerned about the urban interaction of these developments. Hawley Way is under development of new homes, home renovations, ADUs. Density is on the move there. What's happening to east side of the site, it's of concern to her. There are 2 vacant lots on Hawley Way and the owners are under press to develop their properties. We find people circle around Winslow Way to Hawley to find some traffic relief. We are offset from current fire lane at Harbor Square. Alignment is an issue. She would ask that park would have activities, how are people getting there? What activities would be sanctioned? Where are people parking? How are they getting in and out? What about Portland, they have developments with zero parking. Has this been considered? Deliveries? Moving vans? UPS etc? Urban design, how does this fit in? Help! We need we need to talk about this. We need time. Please take time to consider quality of life for existing residences as well as newly developed property to accommodate new residences.

Charles Schmid, ABC

This is one of the largest urban projects the city has seen. You have to be careful. The more decision made now make things easier in the future. The staff is so busy on things, there were no decision made but mentions that the city is "thinking" or "considering" conditions instead of stating them. These things should have been in a staff report. The issue on parks is confusing to me. You must be careful. There's nothing in here written about. Donating a park has resulted in doubling density. He would forward on more comments.

Commissioner Macchio thanked everyone who commented.

Director Christensen offered some comments about where we they were in the process. He understood the interest in the scale and scope of this project. There was a lot of community interest. It was helpful to have the applicant provide information. He respected this. He heard some good comments and Q&A and felt more knowledgeable about the project. Earlier they talked about a process in the code that a Director directive be sent to the Planning Commission. The Department has done that. He suggested we allow Planner Heather Wright time to summarize details. If there were any particular details the Commissioners wanted more information on, we would work on that for you. It was a collaborative process in formulating a recommendation. The Hearing Examiner will make the final recommendation. The Design Review Board, Planning Commission and the Planning Department will have recommendations

to be considered as well as public testimony and written comment. Ultimately, it was the Hearing Examiner's decision. He asked they allow Planner Heather Wright to speak. He didn't want them to feel rushed to judgement and they wanted to get it right.

Chair Pearl replied he wasn't prepared to comment on anything tonight except he agreed the traffic study should be amended. Director Christensen asked if there were details or questions the Planning Department hadn't identified. Commissioner Gale wanted more information on stormwater details and Design Review Board minutes. She also wanted solid conditions from the Planning Department, not tentative information. Commissioner Chester said they received a thin package of information in the mail and were asked to go online for complete details. He wanted a complete printed package. He wanted city staffs' concerns and recommendations so he could do a good job. Commissioner Gale added it was difficult to get through public comments.

Planner Wright said they spoke of most things with a few exceptions. Did the Commissioners want to ask questions of the have traffic engineers. Commissioner Quitslund said there was not enough time. Chair Pearl had questions about tree removal and other things about the project. Planner Wright requested they continue next Thursday. Chair Pearl checked with the other Commissioners before confirming they would have a quorum. Planner Wright would gather materials and forward before the next meeting.

MADRONA SCHOOL – Site Plan and Design Review/Conditional Use Permit

Planning Manager Josh Machen stated the combined application goes before the Planning Commission and ultimately to the Hearing Examiner for decision because it is a conditional use permit. The Hearing is tentatively scheduled for April 12th, 2017. Madrona School has proposed construction of a new kindergarten through 8th grade private school with a maximum of 200 students and 27 staff. The 5 acre property is on North Madison Avenue and is close proximity to Windsong Loop. The proposed project includes classrooms, a gymnasium, auditorium, and offices as well as 39 parking stalls, 5 additional drop off stalls, a playfield, stormwater facilities, and an on-site septic system. There is an existing home on the site that will remain in the initial phases of construction but may be removed later.

Missy Goss, head of Madrona School said it started in 1999 with families who wanted a Waldorf education which included a holistic curriculum and play-based learning. Madrona School has grown steadily and this year serves 145 students and rents classrooms and a greenhouse from Eagle Harbor Church. The Waldorf experience is constrained at this location and they found this 5 acre property that met the criteria for their school.

John Kennedy, Madrona School's architect, presented details of the proposal. The site was in a R-1 residential neighborhood. The school would be developed in three phases. Phase One: 1st grade through 8th grade classrooms and an administrative area with offices. Phase Two: An early childhood wing with 4 classrooms. Phase Three: A gymnasium/assembly with 3 classrooms

tucked underneath. Total square footage is 26,000 square feet. The school is generally on two floors and the footprint is 15,640 square feet, which is 7.5% of lot area. The underlying zoning allows 15% but for institutional uses, it's cut in half to 7.5 %. Their goals included retaining existing trees and buffers, good solar access for pv panels and people, keeping cars near the road, using existing features and topography, not allow offsite parking, onsite queuing for pickup and dropoff and use of the field for overflow parking. Parking was proposed for 39 cars plus 5 additional stalls for pickup and dropoff. Parents would drive up, drop off children and go fairly quickly in the am. In the pm, children would be waiting outside for pickup, which would speed up traffic flow. They wanted to limit mass to no more than 2 stories, sink the building into the ground, and break up the buildings into three different parts rather than one large one. They were considering simple construction materials such as clear low-E glass, cedar, and stained wood. Pathway lighting was downward directed and buildings had downward sconces. There would be no direct light from the site.

Commissioner Quitslund asked if the parents considered carpooling and Ms Goss replied that it was part of their parking and traffic plan and would encourage it.

Mack invited public comment.

Barbara Stuart – We have lived within 500 feet of the proposed development for over 30 years and are strongly opposed granting a conditional use permit. It's nothing against the school but it is too huge and doesn't belong in a residential neighborhood. We check the zoning carefully before moving there and didn't want to be near a school because of the congestion. What's being built is not a neighborhood school but a regional school and kids from off island are being driven in. 39 parking spaces is inadequate – they have a meeting room for 400 people. She can see parents parking and dropping students off on Windsong Loop. Fire and police access will be compromised. They shouldn't have to absorb this. She asked for two conditions: that there would be permanent No Madrona Parking signs placed on Windsong Loop and the school cannot rent out the building for non-school use.

Bill Stuart – The bottom line is, the school is too big. No private campus enterprise can be that harmonious in a quiet neighborhood. Building plans call for 200 students, 27 instructors, and a caretaker. There are flex rooms and large classrooms and pre-kindergarten building in the plans. He can see the flex rooms becoming overflow classrooms. The auditorium built for 400 people might easily seat 600 people. We would want hard conditions, a cap on the number of people, if this goes ahead. If the school grows to 600 students, all the traffic plans would go out the window. He was unhappy he and his neighbors weren't notified before the meeting.

Pat Egaas – She lives a few hundred feet from proposed school lived at property since 1960. Nothing against Madrona program but this is over the top. She has written a letter for the record but she will summarize: The school does not blend into surrounding area. I urge you to vote no to conditional use permit. I read decision criteria, and this is a giant school campus squeezed onto

5 acres and not harmonious. Most of the building will be on the western half of the building where they live. It does not fit into the intended character of the vicinity. Per line 1A, it does not meet requirements. Compare the plan to building a retail business in the same place. Put yourself in my shoes and in the shoes of all my neighbors and imagine this coming to your neighborhood.

Lisa Foisy – Madrona is a great school and used to be a parent there. She lives in the Windsong neighborhood. She moved to neighborhood for characteristics of that place. It had low traffic and a rural feel. Very concerned about any of that being changed. She doesn't understand why there isn't another space in a differently zoned area. Her family made a huge commitment to being in that area. Things like staggered starts and carpooling, half the time parents can't due to other appointments. Where there are assumptions we need data to support. She videotaped the wait at the intersection of Hwy 305 and Sportsman Club Rd and it took 7 minutes to get through the lights during school time. She hoped that was addressed. She does everything she can do to avoid going through that intersection when school in session. Also, that's a lot of cars coming in. I have a hard time seeing how the solutions are going to work. She appreciates good intentions of the school, but like at Blakely, there's a drop off line and cars everywhere.

Ana Bucy - I have lived for 18 years on Windsong Loop and when she found out the school would be built here she broke down. This area has always been magical to her. Having possibly 200 students and 27 teachers, that's a lot of people going through that area. I don't know what time you used. The kids going to the high school will have to change their commutes. People from the north end will come in to the traffic area. She's not sure how valid the traffic statement is. Great idea but opposed to it being here. Historic Moran school would be a consideration. She's opposed to what's going on.

Steve Bucy – He lives on Windsong Loop and is proud of his daughter coming up from Spring Break to talk. He passed out comments from other neighbors. He cautioned them to pay attention of Directive memorandum. Question the numbers you see, there are some typos. He's up here not to disparage the school and has had opportunity to coach some Madrona kids in soccer. Concerned about traffic on site. If school goes forward, there may be a rezone the speed limit. Impacts if school is put forth. Excited to hear about the school's ride share program. He is suspect of plan being successful. He thinks traffic will head south not north, which is a problem. Stormwater is an issue.

Commissioner Pearl asked if traffic speed would change and Planner Machen replied it was a public safety issue and be up to the police department.

Bill Eckel – They moved here 3 years ago and did their homework – the neighborhood is all R-1 zoning. It's quiet. It's the place to retire. They were surprised and feel betrayed if the city approves the development because it's not harmonious with the neighborhood. Not disparagement of Waldorf system, just the school's location. He understands they're trying hard to accommodate

us. Education, communication, Encouragement of students and parents to control parking and traffic is what the school's goal is. So, five years, ten years from now, this institution is still here. We are still here. But maybe Missy Goss is gone and enforce this goal. They're basing their mitigation plan on people who aren't even here yet. How can you approve a conditional use permit based on the promise of people who aren't even there yet? Other issues include noise, the city has a noise ordinance. Playground noise level exceeds that ordinance. There is an exception in the city noise ordinance for screaming children but that just points out the school is not harmonious with the neighborhood. Auditorium events, no control. Traffic study needs a lot of work. Huge inconsistencies.

Reed Martic – They moved to Windsong neighborhood for same reasons as others; to find a rural quality of life. He submitted a letter. The side of traffic study we don't necessarily study - children walking up and down road, and bike traffic commuters. He would argue that though the study says this is not a problem, he believes it is and there will be unintended consequences.

Ron Peltier – He is not an immediate neighbor but lives close to the school. He read a letter from his neighbor and former classmate, Pam Quitslund-Halvorsen and Dana Quitslund. They were we were not notified of the meeting tonight. All of the neighbors will be affected but none more than they would be. Their property borders the entire southern property line. It's been in the Halvorsen family for over 100 years. They would not be able to get away from the noise, no privacy. Nancy Lowery was a close friend of Pam for over 50 years and would be upset if she knew her property had been sold to a school, changing the neighborhood so drastically. The school would dominate the neighborhood and all next door to our property. Please consider the impact on our property and our lives. We've lived here for over 100 years and this development is just not fair and just not right.

Mr Peltier added that the traffic study showed the school would add 720 vehicle trips to the site through the day.

Deena Hanke - She lives directly across from property on Windsong loop. Lights from cars exiting the school would shine in their house. They bought the property because of the peace and quiet and hoped to lived out their days there. She doesn't believe it will be possible to do that if the school is there. She doesn't believe school is compatible in residential area.

Mike Hoffman - Lives on Windsong Loop with 40 other families. Things could change in the future. It's imperative that group hands down numbers now on use, to establish limits to population, paved areas – especially population. Another boogeyman, the 80 car field parking and gymnasium could turn into a major use for the school. They want no commercial aspect of this thing. The field could turn into a mudhole and might want to pave it and then the retainage won't work. Things like that should be specified if it's going to go ahead. I don't want it to go ahead. Good site plan but may be months and years before they finish construction.

Rebecca Rockefeller – She is a lifelong resident and moved here for rural quality of life. Her daughter is a Madrona student because public schools didn't work for her. She has seen so much change come to this island. She knows the visceral feel when fields become houses. But to be a vital and sustainable community there must be room for schools and families. I know your job is difficult, to meet the needs of individuals as well as the community – but hard truth is change is inevitable. I believe what Madrona wants to do to this property is the most Bainbridge use for this property – the Bainbridge I knew from growing up. I feel for all of you that would be impacted by the property, whatever will happen to it. Madrona would be a good neighbor. It's the nature of the school and the heart of the curriculum.

Chair Pearl said the school was applying for a conditional use permit. This activity was allowed in the zone but conditions are placed on it to make it compatible with the zone. They are a recommending body. The final decision is not made by us. Their first job is to come up with conditions to make it compatible with the neighborhood. If that's impossible, then maybe the Hearing Examiner would turn it down. At this stage the conditions are important. Due to the lateness of the evening, we will push this discussion another meeting.

NEW/OLD BUSINESS

None.

ADJOURN

The meeting was adjourned at 9:08 pm.

Approved by:

J. Mack Pearl, Chair

Lara Lant, Administrative Specialist

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Name	Address	Phone/ E-Mail	Join ListServ Yes/No	Would like to speak	Subject
David Ward	317 Cave Ave	707-6877		Yes	Bainbridge Lnd.
Neil Johannsen	330 Cave Ave	604-6459		yes	Breina Landing
Chunren Sennib	ABC			yes	Bainb. Land
✓ Barbara Stuart	11330 Southwind Ct NE			yes	Madrona School
✓ Bill Stuart	11330 Southwind Ct NE	425 417-2125		yes	Madrona School
✓ Pat Egaas	11330 madison NE	206 842 2037		yes	"
✓ Craig Olson	10705 Heells Hill NE	858-829-7957		yes/15	Madrona School
✓ Lisa Foisy	9424 Windsong Loop	206 902 8580		yes	Madrona School
✓ Ann Bury	11435 Eastwind Ct NE	206 321 9565		maybe	ll "
✓ Steve Buce	Windsong loop 11435	425 345 1546		yes	"
✓ Bill Eckert	11300 Southwind CT NE	206-445-4720		yes	"
✓ Reed Martie	9485 WINDSONG Loop NE	503-332-3902		Y	"
Kim Vannerholm	11478 Mad. son NE	206 234 2674		?	Madrona School



March 9, 2017

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[illegible]

CALL TO ORDER – Call to Order, Agenda Review, Conflict Disclosure
REVIEW PARTIAL DRAFT OF MINUTES – March 9, 2017
PUBLIC COMMENT – Accept public comment on off agenda items
BAINBRIDGE LANDING – Site Plan and Design Review/Subdivision
NEW/OLD BUSINESS
ADJOURN

CALL TO ORDER – Call to Order, Agenda Review, Conflict Disclosure

Chair J. Mack Pearl called the meeting to order at 7:02 PM. Planning Commissioners in attendance were Maradel Gale, Jon Quitslund, William Chester, Michael Killion, and Lisa Macchio. Michael Lewars was absent and excused. City Staff present were Planning Director Gary Christensen, Planning Manager Josh Machen, Planner Heather Wright, Development Engineer Peter Corelis and Administrative Specialist Lara Lant who monitored recording and prepared minutes.

The agenda was reviewed. Chair Pearl disclosed he had a past client that was an investor in this project but didn't feel it was a conflict.

REVIEW PARTIAL DRAFT OF MINUTES – MARCH 9, 2017

Commissioner Gale noted corrections: Neil Johannsen's first name was misspelled and ADU is capitalized.

Motion: I move to approve the partial minutes of March 9th, 2017 as distributed with corrections noted by Commissioner Gale.

Killion/Quitslund: Passed Unanimously.

PUBLIC COMMENT – Accept public comment on off agenda items

None.

**BAINBRIDGE LANDING (PLN 50520 SPR/SUB) SITE PLAN AND DESIGN
REVIEW/SUBDIVISION – Recommendation**

Ms Wright proposed the traffic consultant and development engineer start the conversation. Mr Hee from TSI performed the traffic study and stated he used the peak hour ferry period between 4-6 pm, which was standard for WSDOT and city wide planning models. Washington State Ferries provided ferry vehicle volumes showing the 4:40 ferry had the highest vehicle volume which was consistent with what they studied. Chair Pearl noted most of the traffic came from pedestrians coming off the ferries, not the cars but the consultant said TSI was studying vehicle traffic. The traffic volumes collected in 2016 at Cave Ave and Winslow Way showed a decrease from the 2014 study. Commissioner Gale asked the consultant how he attributed this info and he replied they collected the information in October under normal conditions and have

seen Highway 305 traffic decrease between 2014-2016 in other places they've measured. This number has gone up in 2017. Mr Hee said there were fewer cars on Winslow Way in 2016 than 2014. Vehicle trip generation was forecasted to generate 33 trips in the 7-9 am peak hour and forecasted to generate 39 new trips per pm peak hour. Commissioner Quitslund said that didn't surprise him as this development didn't generate much more traffic because folks were walking. Mr Hee said they studied circulation and traffic impacts and concluded there was limited impact, basically no difference. Commissioner Pearl asked what would be the best, long term traffic design and Mr Hee replied that was outside of the scope of his analysis. Commissioner Mack asked if the study was orchestrated by the city but paid for by the developer and Mr Hee said yes.

Peter Corelis, Developmental Engineer, said he looked to the Design Construction Standards, site needs, topography and neighborhood needs as he considered Bainbridge Landing. One way flow on the south access would halve the traffic that Harbor Square residents would experience. Coming from the east, residents would be parking underground. Traffic would exit more to the west, soft impact to the south. The north access was 2 way and would lessen impacts on the Cave Ave intersection.

The disposition of Gilmore Lane was discussed. Mr Corelis said there was no intention to develop the lane. Jon Rose, representing Olympic Property Group, stated it was a historic byway with no formal easement that folks have been using for over 100 years. They didn't have the right to close it. They could perfect the easement but their intent was to leave it alone. They working with the neighbors to gain consent to close the west half of Gilmore Lane. Mr Rose stated that the density and designation of the development encouraged walkability. Apartments had one parking space. Mr Rose said the location gets more congested than any other place on the island and that the road design made neighborhood more porous, helping circulation.

Commissioner Gale asked if was possible to have the south access road loop. Mr Rose said he hadn't thought about it before. Commissioner Gale said it might solve the problem of folks cutting through but Mr Rose responded the Cave Ave neighbors might want traffic limited to the lower portion of Cave Ave if possible. Mr Rose said he was working with the property owner to the north of the Cave Ave property to purchase that property. He'd met with the owner 3 times and they had agreed on a price but reminded Commissioners that transaction would take place separately from the Bainbridge Landing development. If they are successful in obtaining the property, they will keep the pedestrian access open. Mr Rose said they will have an arborist review the large trees close to existing homes and share the report with neighbors. If the neighbors felt unsafe, they would cut those trees and replant with. Mr Rose said almost all the neighbors were amenable to a foot path.

Dave Ward asked to speak. He lives at 317 Cave where Gilmore Lane connects to Cave Ave. He was not trying to prevent development but believed the 4-6 pm collection time was not the correct time to measure traffic on Ferncliff Ave, Cave Ave & Hwy 305. Traffic surged with the

ferries and the 5:30 pm ferry had the greatest number of commuters. The traffic study window should be extended to 7:00 pm.

Chair Pearl asked the Commissioners if they had any conditions for the project. Commissioner Macchio replied she was all about bikes. Charles Wenzlau said bikes were central to their concept. Bike storage would be in the lobby with an adjacent bike fixit station and there would be at least 75 bike parking stalls. They would have capacity to scale this up and have 100 percent bike parking. They had a dedicated bike lane on the south access and it was one of biggest features in the project. Commissioner Macchio asked why this info wasn't in the packet? Mr Wenzlau replied it was in the drawings but was not called out in the memo. The development would also have a bike and pet washing station.

Mr Rose said they would be extending the water main down Hwy 305, through the Tawresey property and connect on Cave Ave. This should bring the water pressure up, including fire flow, in the whole neighborhood.

Jeff Bouma of Fischer Bouma discussed required tree units based on zoning. Mr Bouma said 40 tree units per acre were required. They would be removing dead and dying trees but replacing them with about 143 trees, exceeding the tree unit requirement by 4 times. Chair Pearl spoke about the critical root zone and drip line as it related to significant trees on the site. Chair Pearl spoke of constructing a protective fence along the drip line of the 100 year old oak tree prior to construction. He also talked about tree retention and the penalty for intentional damage. Chair Quitslund pointed out that the wording "within the critical root zone" in Condition #6 was incorrect. Chair Pearl said that per condition #29, park grass had to be planted prior to receiving building FAR, that would mean before permits were issued. The park, then, would not be used as for soil storage or a construction staging area. Mr Wenzlau said to would be problematic to seed the lawn before receiving building permits, and that condition should be amended. He also stated the park would be fenced until delivered in a seeded condition to the park district. Chair Pearl said he wanted that area protected during construction. Mr Wenzlau noted that Olympic Property Group would be relocating the house to the north of the site and there would be some disturbance associated with that. Chair Quitslund had questions about the house. Mr Rose stated as the applicant they could demolish the house and while it was old, it was not on any historic registry. Olympic Property Group was purchasing a lot north of Gilmore Land and would relocate the house there. They were doing this because the neighbors wanted to save the house. Chair Pearl said he wanted the condition that the house be offered to others before considered for demolition if it couldn't be relocated. Mr Rose said they had spoken with Jim McNett about the development of a narrative. One of the conditions of the selling family was there be an interpretation of the park in relation to the family.

Commissioner Killion said part of their job was to make sure Bainbridge Landing complied with the Comprehensive Plan. He was troubled by condition #68 regarding water quality

management. Mr Corelis said he performed the feasibility study and for this site, there was a lot of Low Impact Development (LID) that could be employed. The soils were fairly poor and infiltration was infeasible based on the data. Because of proximity to Puget Sound, some of the LID feature would not be required. Jaime Saez of Saez Consulting Engineers said they would capture street runoff through terra filters. Commissioner Killion talked about Condition #70, stormwater facility ownership. Mr Saez said this condition was an error, the stormwater facility would be owned and maintained by the city. Chair Pearl said the city should have input in the stormwater system since they would end up maintaining it. Mr Wenzlau noted in terms of LID, 80% of the parking would be underground and probably have a big impact on pollution control. Commissioner Quitslund asked Mr Corelis if the newly adopted LID regulations would have made this project impossible. Mr Corelis replied that because of the direct connection to Puget Sound, the developer still had options in dealing with the stormwater. The Ravine Outfall Project would address capacity shortfalls for Bainbridge Landing as well as the Sound to Olympic Trail also under construction.

Ms Wright said that the developers would create a trail connection from Bainbridge Landing to Harbor Square Park. Once the trail reached Harbor Square Park however, they could not control what those property owners would do. Commissioner Gale said that Harbor Square Park was a public park and Harbor Square received a FAR bonus similar to the one Bainbridge Landing would be receiving. She wanted to make sure that Harbor Square property owners would not block off access to the park via the trail. She noted that there were fences currently surround the park. Mr Rose said that over the course of 9 neighborhood meetings, they discussed the trail connection. Neighbors were equally divided between those who did and did not want the connection between the developments and Olympic Property Group promised they would not force the opening of the park at Harbor Square. Commissioner Gale gave city staff a directive from the Planning Commission to check the legal disposition of Harbor Square Park and deal with this issue. Commissioner Macchio asked that Olympic Property Group post a sign informing the public that the park they were developing was going to be a public park. Mr Rose said a sign with a site plan would be a better way to go and agreed to this condition. Commissioner Pearl said he wanted striping be added to crosswalks added to Condition #11.

Commissioner Gale requested the word “phase” be taken out of Condition #28

Commissioner Macchio asked Mr Corelis if the city built the stormwater elements of these developments into their budgets. She didn’t see any cost estimates for maintenance. Mr Corelis stated there was a warranty period and when it expired, the stormwater facilities were added to the city’s work list. Mr Saez said the biomass stormwater filter systems were a simple way to do what mechanical systems do and they had less maintenance and less long term cost.

Mr Corelis stated that the warranty period extended 1 year after project completion. Commissioner Macchio said the city would like to lobby for a longer warranty period and that traditional methods of dealing with stormwater might be outdated. Mr Corelis said extending the warranty would be unusual. Mr Saez stated that bio filters systems had been heavily reviewed and approved by the Department of Ecology, and they were treating more runoff with this system design than they were required to do.

Commissioner Macchio asked Mr Wenzlau if a bicyclist could ride through the trail and sidewalks and Mr Wenzlau replied that where sidewalks and roads met it would be flush.

Commissioner Quitslund said he needed the staff report as a focus to highlight and improve what was already excellent. Chair Pearl said it was impossible to review this project in just a week and do a good job. Commissioner Macchio said they receive information at the end of the process but they wanted the best for the community. Mr Rose said some jurisdictions allow meetings with the Design Review Board as often as needed to come up with a desirable project. All of his neighborhood meetings were videotaped which aided in accountability. He also encouraged earlier meetings to review projects.

Motion: I move the Planning Commission recommends approval of Bainbridge Landing with the changes made in the conditions.

Gale/Killion: Motion passes unanimously.

Planner Wright said SEPA conditions had been adopted and they may not be able to modify it at this time. She couldn't change the wording but could make a recommendation.

Commissioner Gale spoke about the process of project review. There was no guidance, conditions or comments from staff. She loved getting reports but they didn't even have that. She was concerned that there was no public notice. The planning commission was supposed to represent the interests and concerns of the community. Staff is responsible to confirm the codes are met. They needed information earlier.

Director Christensen said the development review process was described in BIMC. He said the Latimore Report, which looked at how processes can be more timely and consistent, was not published yet but would be a good starting point to discuss development review and how to improve it.

Commissioners requested they receive a packet including the staff report and conditions as well as drawings that describe the project. Director Christensen stated the trend is to send information electronically. Both the Design Review Board and City Council get their information that way. Commissioner Gale said it was difficult to view public comment and Commissioner Chester

agreed and said he would love to see drawings and the staff report. Commissioner Killion requested that staff highlight important links in the electronic agenda packet. Director Christensen said staff reports typically include summation of public comment. He would be sure the Commissioners were sent staff reports, analysis, and recommendations and that other documents would be available online or by coming into City Hall. Commissioners were invited to call staff if they needed further information. Director Christensen said that he would request Administrative Assistant Jane Rasely give commissioners a tutorial in the online permitting system.

NEW/OLD BUSINESS

There was none.

ADJOURN

The meeting was adjourned at 9:35

Approved by:

J. Mack Pearl, Chair

Lara Lant, Administrative Specialist

CALL TO ORDER – Call to Order, Agenda Review, Conflict Disclosure
REVIEW AND APPROVAL OF MINUTES – March 9, 2017
PUBLIC COMMENT – Accept public comment on off agenda items
INTRODUCTION TO CRITICAL AREAS ORDINANCE – Study Session
MADRONA SCHOOL SITE PLAN & DESIGN REVIEW/CONDITIONAL USE PERMIT -
Recommendation
NEW/OLD BUSINESS
ADJOURN

CALL TO ORDER – Call to Order, Agenda Review, Conflict Disclosure

Chair Mack Pearl called the meeting to order at 6:04 PM. Commissioners in attendance were Michael Lewars, Maradel Gale, Jon Quitslund, William Chester and Lisa Macchio. Michael Killion was absent and excused. City Staff present were Planning Director Gary Christensen, Planning Manager Joshua Machen, Senior Planner Christy Carr and Administrative Specialist Jane Rasely who monitored recording and prepared minutes.

The agenda was reviewed. Commissioner Quitslund mentioned that his brother and cousin had offered public comment about the Madrona School project, but felt the comment field was broad enough that it would not present a problem or bias for him.

REVIEW AND APPROVAL OF MINUTES – March 23, 2017

The Commissioners did not receive the minutes and asked that they be placed on their next agenda for April 13, 2017.

PUBLIC COMMENT – Accept public comment on off agenda items

None.

INTRODUCTION TO CRITICAL AREAS ORDINANCE – Study Session

Senior Planner Christy Carr led an overview of the process the Critical Areas Ordinance update would follow by first giving a brief history of the ordinance and issues the update would address noting it would also reflect changes to the island. Chair Pearl asked for an outline of the areas staff felt were problematic in the Critical Areas Ordinance stating it would be helpful for the Commissioners as they began to study the ordinance. Ms. Carr said she could provide an outline for their use. 6:30 PM Maradel asked for something. Commissioner Macchio suggested early outreach to citizens and recommended using the Farmer's Market as a venue to educate. Ms. Carr asked the Commissioners to e-mail Ms. Rasely if there were any Thursdays they would NOT be available for meetings.

MADRONA SCHOOL SITE PLAN & DESIGN REVIEW/CONDITIONAL USE PERMIT

- Recommendation

Discussion of this project was continued from the March 9, 2017 meeting where a brief overview of the project was provided and a large amount of public comment was heard. Mr. Machen stated they would walk through the project and answer any questions the Commissioners may have. Mr. Jeffrey Hee from Transportation Solutions, Inc., answered traffic study questions the Commissioners had.

Public Comment

Jason Taylor – Spoke in favor of the project.

Isaac Kemsley – Read a letter on behalf of Windsong Loop residents not in attendance at meeting. They wrote in favor of the project.

Joanna Paterson – Spoke in favor of the project.

John Hickey – Spoke in favor of the project.

Craig Olson – Spoke in favor of the project.

Cindy Smith – Spoke in favor of the project.

Bill Eckel – Spoke against the project.

Jon Gleasman – Spoke in favor of the project.

Barbara Stuart – Spoke against the project.

Reed Martin – Spoke against the project.

Megan Hawgood – Spoke against the project.

Dana Halvorsen – Spoke against the project.

Merry McAllister – Spoke against the project.

Lynn Swan – Spoke against the project.

Ron Peltier – Spoke against the project.

Chair Pearl asked for the Madrona School to respond to some of the concerns of the neighbors and Commissioners including a schedule of school events, a written traffic management plan and a tree management plan.

The Planning Commission decided they were not ready to make a recommendation and asked for the information previously listed before the next meeting. Chair Mack Pearl stated they would not be taking public comment at their next meeting.

NEW/OLD BUSINESS

None.

ADJOURN

The meeting was adjourned at 8:41 PM.

Approved by:

J. Mack Pearl, Chair

Jane Rasely, Administrative Specialist



DEPARTMENT OF PLANNING AND COMMUNITY DEVELOPMENT

MEMORANDUM

Date: April 4, 2017
To: Planning Commission
From: Christy Carr, AICP
Senior Planner
Subject: Critical Areas Ordinance Update
Open House and Next Steps

I. OPEN HOUSE

In response to the Planning Commission's recommendation that public participation be invited early in the update process, an open house is planned for the regularly-scheduled Planning Commission meeting on Thursday, April 13, 2017. The open house will begin at 6:00, followed by the opportunity for public comment from 6:30 to 7:00. This is not a formal public hearing. Materials and information will be presented at five (5) stations, one for each critical area. Each station will include:

- Large-scale map (poster) showing existing critical areas
- Handout on issues/topics for consideration based on Comprehensive Plan and staff input (attached)
- Copy of current critical areas ordinance
- Dedicated or roaming planning staff

Attendees will be given the opportunity to provide input by speaking with planning staff and/or Commissioners, providing oral testimony and/or providing written comment on comment/suggestion cards provided by planning staff.

Planning Commission Action: Review attached material and critical areas ordinance.

II. NEXT STEPS

The next step in the update process will be a review of best available science (BAS) and gap analysis for wetlands, fish and wildlife habitat conservation areas and frequently flooded areas. It is anticipated that this information will be presented at the April 27, 2017 Planning Commission meeting.

Planning Commission Action: Review wetlands, fish and wildlife habitat conservation areas and frequently flooded areas sections of critical areas ordinance. Provide planning staff with specific areas of the code you would like reviewed and any BAS documents or technical information you would like considered.

This document provides a summary of topics and specific regulations to consider in the Critical Areas Ordinance Update based on Comprehensive Plan policies and implementing actions and staff input.

I. COMPREHENSIVE PLAN

The following implementing actions, goals and policies from the Environmental Element will be considered.

General Environment

EN Action #1 When updating the City's Critical Areas Ordinance, integrate the precautionary principle and mitigation sequencing to protect and preserve natural resources.

EN Action #2 Integrate sustainability and conservation into regulations.

EN Action #5 Incorporate *low impact development* principles, goals, and approaches into all land use and development codes.

Policy EN 1.2 Taking into account the present and future need to reduce the potential for personal injury, loss of life or property damage due to flooding, erosion, landslides, seismic events, climate change or soil subsidence, properties adjoining or adjacent to critical areas must be developed in observance of the following principles in descending order:

- Avoid the impact if possible.
- Minimize or limit the degree or magnitude of the action and its implementation by using appropriate technology to avoid or reduce impacts.
- Reduce or eliminate the impact over time by preservation and maintenance operations during the life of the action.
- Rectify by repair, rehabilitation or restoration of the affected environment.
- Compensate for unavoidable impacts by replacing, enhancing or providing substitute resources or environments.

Policy EN 1.5 Create and maintain overlay maps that show the location of agricultural lands, critical aquifer recharge areas, geologically hazardous areas, floodplains, streams, wetlands and fish and wildlife habitat. Integrate the maps from the Bainbridge Island Climate Impact Assessment (2016).

Policy EN 1.8 Consider the potential impacts of climate change and its impacts in all decisions related to natural systems and environmental quality.

Goal EN-3 Consider the impact on critical areas whenever land is subdivided.

Policy EN 3.1 Design lots to protect natural systems and avoid or minimize impact to critical areas. In order to protect critical areas, the full density permitted under the zoning ordinance might not be achieved.

Policy EN 3.2 Use Transfer of Development Rights (TDRs) and Purchase of Development Rights (PDRs) to protect critical areas.

Policy EN 3.3 Include in any lot created by subdivision of land sufficient area to accommodate a building site outside of a critical area and its buffers.

Goal EN-4 Encourage sustainable development that maintains diversity of healthy, functioning ecosystems that are essential for maintaining our quality of life and economic viability into the future.

Policy EN 4.1 Employ conservation design methods and principles such as low impact development techniques for managing storm and waste water, green building materials, high-efficiency heating and lighting systems.

Policy EN 4.2 Create a program with effective mechanisms intended to offset development impacts to the Island's ecosystems.

Fish and Wildlife

Policy EN 5.5 Identify and classify streams and stream reaches which have an anadromous fish presence.

Policy EN 5.6 Protect wetlands and riparian areas.

Policy EN 5.7 Undertake appropriate, adequate and timely actions to protect and recover state priority species, species listed under the federal Endangered Species Act, local species of concern and their habitats located within the City to 1) avoid local extirpation of such species from the lands or fresh waters or nearshore and 2) contribute to the protection and recovery of such species throughout the greater region in cooperation with federal, state and other local agencies.

Policy EN 5.8 Work closely with Tribes, the Park District, local conservation organizations and the Washington State Department of Fish and Wildlife (the agency with expertise to "preserve, protect, and perpetuate" wildlife resources of the state) in matters involving wildlife including identifying "priority fish and wildlife habitat."

Frequently Flooded Areas

Goal EN-6 Protect the natural functions of frequently flooded areas.

Policy EN 6.1 Minimize public and private losses due to flood conditions by limiting development in frequently flooded areas as shown on the Flood Insurance Rate Maps. Educate property owners and residents in proximity to frequently flooded areas about vulnerability over time.

Policy EN 6.2 Limit the alteration of natural floodplains, stream channels and natural protective barriers that help accommodate, dissipate, or channel floodwaters.

Geologically Hazardous Areas

Goal EN-8 Protect landslide hazard areas and erosion hazard areas from the impacts of use and development for the protection of public safety, property and the environment.

Policy EN 8.1 Avoid land uses on landslide hazard and erosion hazard areas. If the hazard caused by development can be mitigated, then design land use to prevent damage to persons or property and environmental degradation and to preserve and enhance existing vegetation to the maximum extent possible.

Policy EN 8.2 As the degree of slope increases, decrease development intensity, site coverage, and

vegetation removal to mitigate problems of drainage, erosion, siltation and landslides.

Policy EN 8.3 In order to protect landslide and erosion hazard areas from damage during construction and from intrusion following construction, an analysis by a geotechnical engineer and a certified arborist may be required.

Policy EN 8.4 Construct roads, driveways and utility corridors to preserve the integrity of the existing land forms, drainage ways, and natural systems minimizing impact to the landslide and erosion hazard areas. Utilize common access drives and utility corridors where feasible.

Policy EN 8.5 Allow clearing, grading or filling on sloped areas containing landslide hazard and erosion hazard areas only when other alternatives are not feasible and when it will not destabilize those areas. Such activity is limited to the dry period of the year.

Policy EN 8.6 Any alteration of a landslide hazard area or erosion hazard area may not increase the rate of surface water discharge or sedimentation and may not decrease slope stability on adjacent property. Landscape the altered area to provide erosion control.

Goal EN-9 Identify and map areas that are at risk due to seismic activity and regulate activities in these areas for public safety and property protection.

Policy EN 9.1 Consider the best available science in mapping these high-risk areas and in regulating and permitting land use activities in areas that have a heightened risk from earthquakes such as liquefaction areas and fault rupture zones, tsunami or other geological hazards.

Policy EN 9.2 Consider tsunami hazards in regulating land use activities on Bainbridge Island.

Policy EN 9.3 Consider seismic activity and the potential for earthquake-induced landslides in the determination of geologically hazardous areas. Areas that are stable under normal conditions can become landslides during earthquake events.

Policy EN 9.4 Provide information and educational opportunities to the citizens of Bainbridge Island on the hazards posed by seismic events.

The following goals and policies from the Water Resources Element will be considered:

General Water Resources

Policy WR 1.2 Groundwater, surface water and stormwater are resources that shall be protected and managed to preserve water quality and quantity, and to retain natural ecological and hydrologic function.

Policy WR 1.3 The City will provide sustainable water resource planning, protection, management and monitoring in coordination with government agencies at all levels, drinking water purveyors, Tribes, non-profit organizations, and other stakeholders.

Policy WR 1.4 Apply the policies in this element together with the protective measures set by the City's Shoreline Management Master Program, Critical Areas Ordinance and any other environmental or water resources management ordinance established by the City and in compliance with county, State, and federal laws and regulations.

Groundwater Protection and Management

Policy WR 2.2 Identify and assess areas of high aquifer recharge as part of a land use application. Minimize the effect of development on these areas.

Policy WR 2.4 Assess the impacts of proposed activities and development on the flow of springs and streams and levels of wetlands that are either sustained by groundwater discharge or contribute recharge to groundwater, and require an assessment of anticipated hydrologic impacts. Activities or development may be restricted if the report indicates any adverse impacts.

Goal WR-3 Achieve no net loss of ecological functions and processes necessary to sustain aquatic resources including loss that may result from cumulative impacts over time.

Surface Water Protection and Management

Policy WR 3.1 Development in regulated aquatic critical areas or their associated water quality buffers shall not be allowed unless application of development regulations would deny any reasonable use of property. In such cases, minimize the allowed use and associated impacts, to maximize environmental protection.

Policy WR 3.2 Require that vegetated buffers be maintained between proposed development and the aquatic resource in order to protect the functions and values of such systems. Restore degraded buffers to enhance their function. Allow reductions in vegetated buffers only in areas where such reductions, if consistently applied, would not result in significant cumulative impacts to aquatic resources and fish and wildlife habitat.

Policy WR 3.3 Require that buffers be retained in their natural condition wherever possible while allowing for appropriate maintenance. Where buffer disturbance has occurred, require re-vegetation with appropriate species, with a preference for native species, to restore the buffers' protective values.

Policy WR 3.4 Ensure that development activities are conducted so that aquatic resources and natural drainage systems are maintained and water quality and quantity are protected.

Policy WR 3.5 Prior to any clearing, grading or construction on a site, all wetlands, streams and buffer areas are to be specifically identified and accurately located in the field in order to protect these areas during development.

Policy WR 3.6 Herbicides and pesticides approved for use near aquatic resources may only be used in aquatic resource areas and buffers when applied by licensed applicators.

Policy WR 3.7 Prohibit access to aquatic critical areas by farm animals. Require a farm management plan for agricultural activities within proximity of aquatic resources addressing water quality and other natural resource protection.

Policy WR 3.8 Require mitigation to compensate for unavoidable impacts to aquatic critical areas. Mitigation should be designed to achieve no net loss in functions and processes of aquatic resources.

Policy WR 3.9 Promote watershed-based mitigation to meet federal regulations, improve mitigation success and better preserve the ecological function of the island's watersheds.

Policy WR 3.11 Consider the impacts of climate change and ocean acidification when developing regulations or approving capital projects related to aquatic resources including marine nearshore, wetlands, streams, lakes, creeks, associated vegetated areas and frequently flooded areas.

Policy WR 3.12 Stream relocation will only be allowed where relocation would result in improved stream ecosystem function.

Policy WR 3.13 Degraded channels and banks should be rehabilitated by various methods (e.g., culvert replacement, volunteer efforts, public programs or as offsetting mitigation for new development) to restore the natural function of the riparian habitat for fish and wildlife.

Policy WR 3.14 Protect, preserve and enhance fish and wildlife habitat and adjacent riparian areas to ensure sustainable populations of resident aquatic life.

Policy WR 3.15 Require the construction of public facilities to avoid encroachment into and disturbances of aquatic resources.

Policy WR 3.18 Promote and support volunteer or community-driven restoration projects.

II. STAFF INPUT

The following topics, issues and specific regulations identified by staff will be considered.

16.20.020 Interpretation, procedures, and program review

- C. Non-Regulatory Program Review: The City does not have such a program. Delete section or create program.
- D. Regulatory Program Review: The City has not conducted a review or update of the ordinance since 2008. Delete section or add to PCD workplan.

16.20.030 Definitions

The following definitions should be reviewed and updated as necessary for clarity, compliance with best available science and consistency with other City regulations.

Aquifer recharge area	Reasonable alternative
Base flood	Repair
Best management practices (BMPs)	Seismic hazard area
Buffer	Site
Erosion hazard area	Streams
Existing development	Stream Types
Frequently flooded areas	Urban natural open space

Hazard tree	Variance
Hydrophyte or hydrophytic vegetation	Wetland
Impact of land use	Wetland boundary
Invasive/exotic species	Wetland category
Landslide hazard area	Wetland mitigation
Native or equivalent vegetation	Wetlands, regulated
Normal maintenance	Zone of Influence

16.20.040 Applicability, exemptions, and prior development activity

- B. Inventory of Critical Areas: Consider including process for when there is a conflict with the City's map and site conditions (or presumed site conditions).
- C(2). Ongoing agricultural activities: What is meant by "ongoing"?
- C(5). Structural alterations: Clarify that interior work does not require review; provide definition of "structural footprint" or change term, clarify that the building must have been legally constructed/permitted.
- C(8). Activities in a buffer located landward of an existing "substantially developed area": Need better clarity on this term and how to practically apply.
- C(9). Hazard tree removal: Need to clarify and make consistent with other provisions in code.
- C(10). Aquifer recharge areas: Revise as needed to be consistent with any changes to critical aquifer recharge areas section.
- D. Standards for Existing Development: Revise for clarity.

16.20.050 Prescriptive buffers variations

Buffer Averaging, Habitat Management Plan, Variances, Reasonable Use Exceptions require review. It can be difficult to determine which variation should/can be used on a specific site. Permitted buffer variations should be reviewed to determine effectiveness in protecting critical areas functions and values. This review will include 16.20.060, 16.20.070, 16.20.080 and include the review and approval process.

16.20.090 Application requirements

Review for consistency with Administrative Manual; clarify when support information is required.

16.20.100 Minimizing impacts to critical areas

Clarify when and how this is applied/required.

16.20.110 Mitigation plan requirements

Review and revise based on recent best available science/guidance from Ecology

16.20.120 Aquifer recharge areas

No issues identified by staff.

16.20.130 Fish and wildlife habitat conservation areas

- B.1.a. Consider removing Marine Critical Areas since they are included in the SMP
- B.1.b. Clarify that streams are defined by City's CAO, un-typing according to DNR's system doesn't mean that it isn't a stream, clarify that the burden of considering a drainage not a stream is on the applicant, not City.
- B.1.c and d. Update inventory as needed
- C.2. Development standards – streams – review requirements for encroaching into/eliminating water quality and/or habitat buffers. RUE and HMP best approach?
- C.2.c. Clarify by what is meant by "Buffers shall be retained in their natural condition." What is "natural"? What if buffer is degraded? Enhancement is "acceptable," should it be required?
- C.2.d. Define water dependent and water related
- C.2.h. Building setback line – Clarify "building surface setback line" and revisit structures allowed in it
- Table 2. Stream buffers – Review and revise as needed
- C.5 Stream Crossings. Clarify that roads include driveways; clarify how a plan demonstrates "that salmon habitat will be replaced on a 1:1 ratio"
- C.6. Stream Relocations – Review pursuant to comprehensive plan policy; consider changing should to shall
- C.7. Pesticides, Fertilizers and Herbicides – Review and update as needed
- C.8.d. Redundant; why are signs not required like at wetland buffer edge?
- C.9. Agricultural Restrictions – What type of development would permit introduction of agriculture?
- C.10. Trails and Trail-Related Facilities – Review for clarity, compare to language in wetlands section
- C.11. Utilities – Define "practicable," clarify whether SUR required (states "may" be required), does not recognize that utilities are installed outside of corridors and by people other than utility companies
- C.13. Fencing and Signs – why "may" require?
- C.15. Road/Street Repair and Construction – Clarify to include driveways, include fire code requirements
- C.16. Revisit using standard for Category II wetlands for all other uses

16.20.140 Frequently flooded areas

Modify to reference BIMC 15.16, Flood Hazard Prevention

16.20.150 Geologically hazardous areas

- Review third party review requirement; make consistent with SMP

- Clarify development standards for historic landslide areas
- Include language addressing complexes – when buffers of hazards overlap, single hazard
- Clarify when erosion control plan is required
- Clarify what “information specified by the City Engineer” means
- Remove review by Technical Review Committee – City does not use one
- Consider different factors of safety requirements for non-habitable structures
- Require assessments to include all modes of failure
- Review definition of “reasonable alternative” specific to geohazards
- Clarify what is allowed in building setback (below and at grade structures)
- Provide examples of LID required in zone of influence
- Requirement for exemptions need to be clarified (which standards need to be met)
- Clarify that meeting factors of safety means not decreasing hazard anymore that current conditions
- Consider “minor development” exemptions similar to SMP
- Need to differentiate new development vs. redevelopment/alteration
- Consider allowing septic systems in buffer
- Need thresholds for vegetation removal
- Hazard tree replacement tree language needs correction
- Vegetation removal needs to assess impacts on neighboring properties
- Need threshold on trimming and limbing; what requires geotech review?
- Add wet weather restrictions requirement

16.20.160 Wetlands

- Update to include new rating manual (Ecology) and delineation manual (Corps of Engineers)
- Review regulated and non-regulated wetlands
- Review requirements for encroaching/eliminating buffers – RUE and HMP best approach?
- Review development standards for buffers – clarify “undisturbed natural vegetation,” require enhancement? How is enhancement and/or limited view clearing reviewed?
- Revise buffer requirements using Ecology guidance
- Clarify what is allowed in building setback line
- Review regulated uses and activities
- Need clarity of definitions of listed regulated uses and activities
- Review trails and trail-related facilities – guidelines or requirements?
- Review Special Use Review requirements and decision criteria
- Review restoration, creation, mitigation or enhancement section – clarify when applicable; review replacement ratios, clarify that 1:1 buffer ratio is replacement of area, provide framework for offsite mitigation, mitigation banking and in-lieu fee based on watershed approach

16.20.200 Compliance and enforcement

- Clarify process for review of restoration plan
- Review performance standards for restoration plan



MADRONA SCHOOL

WALDORF EDUCATION

MEMO of additional information as requested by the Bainbridge Island Planning commission on March 23, 2017.

Submitted to Josh Machen, City Planner March 31, 2017
by the Madrona School Board of Directors and Missi Goss, Head of School

The Planning Commission has requested additional information on six main points: schedule of ordinary operations, transportation and parking plan, rental plan, fencing plan, buffer averaging review, and tree retention plan.

Schedule of ordinary operations

As noted in the April 14, 2016 traffic study, Madrona School operates Monday through Friday from early September through mid-June, (approximately 165 days/year not including holidays) within the general hours of 8:00 am - 4:00 pm. We follow the Bainbridge Island School District calendar for major vacations and holidays.

Program	future # of students at full enrollment (current #'s are lower in the grades)	drop-off & arrival times	pick-up and departure times	Days of the week
Parent-Child class	8	9:00 - parents stay for the class	11:00	M, T, W, Th, F
Preschool	12	8:45-9:00	11:45 - 12:00	M, T, W, Th, F
Kindergarten	36	8:30 - 8:45	12:30-1:00 or 4:00	M, T, W, Th
1st grade	18	8:10 - 8:30	1:45 or 3:20	M, T, W, Th, F
2nd - 5th grade	72	8:10 - 8:30	3:20, 1:45 on F	M, T, W, Th
6th - 8th grade	54	8:10 - 8:30	3:20	M, T, W, Th, F

Transportation and Parking Plan

The school is committed to ensuring that there is no queuing on Madison and no parking along Madison or in the surrounding neighborhoods. We will be monitoring and enforcing this policy with our school families.

There are three major categories of uses and times anticipated to occur at the school: schooldays, evening and weekend meetings and events, and summer programs. This plan outlines our strategies for reducing vehicle impact in the North Madison area by providing adequate parking for all but a few events, by having on-site queuing at drop-off and pick-up

if needed, by limiting site entry and exit points and by fostering a school culture of carpooling and of never parking on nearby streets.

1. School days: weekdays 8:00 - 4:00 with staggered start and dismissal times , for 200 students/day + 27 teachers and staff. Parking demand: 20 teachers and staff at any given time plus up to 20 early childhood parking drop-offs.

Plan to address traffic, parking and back-up concerns:

- a) Parking lot design: The parking lot has been designed to move cars efficiently through at drop-off and pick-up times. Of the 39 parking spaces, roughly 20 will be occupied by teachers and staff at those times of day, leaving 19 spaces open for parents to park. Additionally there are 5 drop-off spaces in front of the welcoming plaza. The lot has been further designed to allow for on-site queuing in a single row of up to 16 cars. While we do not anticipate needing it, a second row of cars (double stacking) can be accommodated for a total of 32 additional vehicles on site during peak loading times. Existing traffic patterns indicate that even at full occupancy the lot is adequate for the amount of traffic expected at peak times.
- b) One-way parking lot allows a smooth flow of traffic through the site.
- c) Right-turn only onto Madison during peak drop-off and pick-up times (8:20-8:40 and 3:20-3:40) keeps cars from piling up in the the parking lot.
- d) Carpools: The school will actively encourage carpooling and using public transportation whenever feasible to reduce parking demand and traffic impact. Families living off-island already carpool vigorously to save parents' time and gas money. The school will communicate clearly and often about the responsibility that families have to create or join carpools.
Pick up and drop off for 200 students does not equate to 200 cars. Because the school serves students across a wide age range, currently, 52% of students come from families where two or more siblings attend the school. Said another way, our 145 students come from 95 families. If this pattern extends into the future we anticipate that our 200 students will come from 131 families, or destination households. This number will then be further reduced through carpooling.
- e) "Parent Management": As an independent school, Madrona School is a close-knit community that has a track record of many years of working cooperatively with our current landlords, Eagle Harbor Congregational Church, to share a joint-use facility. We will educate our parents, teachers, and staff about the traffic and parking plan which prohibits parking on Madison Ave or utilizing Windsong Loop for any reason. We will also communicate to parents, teachers, and staff that we will be monitoring and enforcing the traffic and parking plan. We have an electronic newsletter in which we will publish weekly reminders.
- f) Staggered start times and dismissal times reduce the the number of cars present at any one time. (See the graph of current drop-off and pick-up patterns on page 5.)
- g) Contingency plan: If unforeseen events happen, for instance a car stalls, and the line starts to build up, then the staff member monitoring the parking lot will direct cars into the

meadow. There, 20+ vehicles could park perpendicular to the fire access road, on the edge of the playfield, thus containing the issue on-site. No cars will be permitted to turn into Windsong Loop as a waiting strategy.

2. School related evening and weekend activities will occur about 8-10 weekday evenings per month and one Saturday per month. Most activities will be finished by 9:00pm, with an occasional event concluding by 10:00pm. Typically, attendance will range from 8-90 depending upon the activity, with occasional all-school events (8/year) having attendance of 250-350. Trip volume and parking demand for after school and weekend activities are generally much smaller than for school days. On the whole, parking will be accommodated in the lot. For all-school events (roughly 8 times/year) where parking demand will exceed the capacity of the parking lot, off-site parking and shuttles will be arranged. No parking on nearby streets will be allowed.

Examples include board and class parent meetings, outreach events, craft and art workshops, community speakers, student performances, seasonal festivals, annual auction, etc.

3. Summer programs have not yet been defined. We imagine limiting participation to 40 students or less. Traffic volumes will be negligible because of the small number of children being served and all parking will be accommodated in the parking lot.

Rental plan

As a not-for-profit school, Madrona School will follow IRS regulations which limit non-mission-related income. All events will conclude by 10:00pm. The school traffic and parking policy will be monitored and enforced by school staff.

Fencing plan

Along the southern property line there is a 300' section that has no existing vegetation and abutts the nearest neighbor. To reduce noise impact and visual distraction, the fencing plan calls for replacing the existing open fencing with a six foot tall solid board wood fence, backed with solid plywood and sealed at the joints to be constructed along the property line at this section. This installation will reflect a significant amount of line-of sight sound and result in a reduction in Db levels for sound generated near the fence.

Around the remainder of the property, the school intends to maintain and augment where necessary the existing perimeter fencing. The existing fencing is comprised of welded wire and sturdy posts and for the most part is separated from the active zones of the site by 25 foot vegetated buffers.

In addition to perimeter fencing the school will also have internal fenced areas around the garden and around kindergarten and pre-school play areas.

Buffer averaging review

In response to community and commissioners' feedback, Madrona School will expand the buffer on the southern boundary to 25', except along the parking lot entrance where it will remain 15', while keeping all other buffers as shown on the plan. This buffering exceeds the buffer requirements. We are considering expanding the buffer along the north property line as well, but are not including such a change at this at this time.

Tree retention plan

Please refer to the tree retention plan in the original submittal which shows that of the 208 total trees on site, 170 will be retained for a total of 640 tree-units, far surpassing the the 220 tree-units required by the code. 8 trees ranging in size from 10-18" will be removed for the parking lot; 5 trees (10-18") from the exit drive; 9 trees (14-32") along the northern property line; 2 trees (18") in the EC play area; and 10 trees (13-33") along the southern boundary.

Concern that exiting cars' headlights might shine into a home

Below is a photo taken at the proposed parking lot exit facing west across Madison Avenue. Note that no windows are visible from this vantage point.

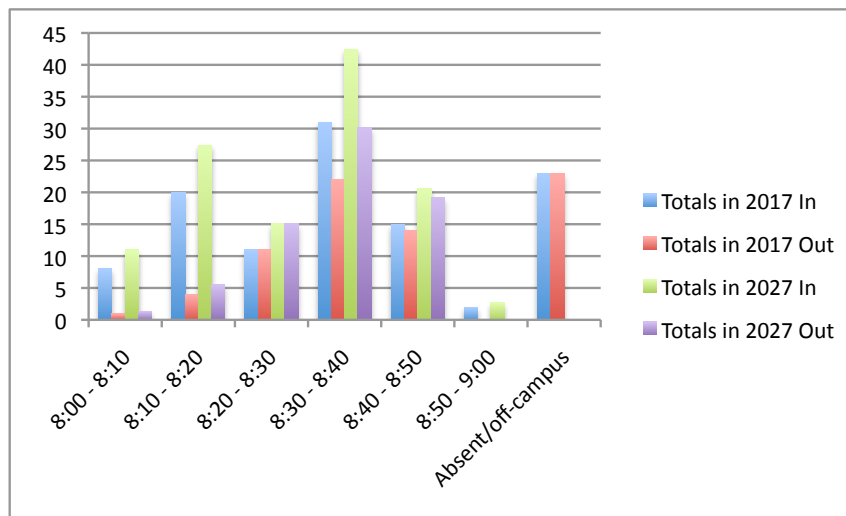


In-house study of current flow in and out of school parking lots

The graphs below show how traffic currently ebbs and flows through the parking lots at our existing site during peak traffic times. (Data collected on March 21 and 27, 2017.) The second pair of columns in each grouping represent estimated traffic at full-enrollment in 2027.

Projected volumes at full enrollment of 200 students, derived by extrapolation from our current site with 145 students, are lower than those used by the traffic study consultant. This is because the traffic study uses national standards for assumed numbers of cars, while Madrona School's population has more multi-child families and a current carpooling culture.

Morning drop-off 8:00 - 9:00am



Afternoon pick-up 3:10-3:50
(grades and kindergarten extended-day only,
preschool & regular kindergarten leave earlier in the day)

