

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 pm 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 and Highway 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 the 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. Commissioner 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 Lane 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 date. 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 p.m.

Approved by:


J. Mack Pearl, Chair


Lara Lant, Administrative Specialist



March 16, 2017

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~~Yes/No~~

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