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

PUBLIC COMMENT – Accept public comment on off agenda items

SHORELINE MASTER PROGRAM AMENDMENT – Study Session

WALLACE COTTAGES - Recommendation

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 Jon Quitslund, William Chester, Michael Killion, Lisa Macchio, Kimberly McCormick Osmond and Don Doman. City Staff present were Planning Director Gary Christensen, Development Engineer Peter Corelis, Senior City Planner Christy Carr, Associate City Planner Kelly Tayara 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.

SHORELINE MASTER PROGRAM AMENDMENT – Study Session

No changes had been made since the meeting on January 11, 2018.

Public Comment

Dick Haugan, Citizen – Had a handout (see attached) and stated he and his wife were there to help.

Michael Zigich, Citizen – Spoke about “no net loss” as a vague standard and specific baseline measurements.

M.C. Halvorson, Citizen – Spoke about “grandfathering” be part of the constitution and that existing buildings/land use cannot be deemed non-conforming due to a change in regulations.

WALLACE COTTAGES (PLN50589 SUB) - Recommendation

Associate City Planner Kelly Tayara introduced the Wallace Way Cottages HDDP project. Development Engineer Peter Corelis presented information on the low impact development and utilities portions of the project (see attached).

Public Comment

Stephen Crampton, Citizen – Felt the application was improperly approved because they are proposing to build on property that he owns and not the applicant.

David Smith, Applicant – Thought the facts Mr. Crampton presented were false and said he owned the easement Mr. Crampton claimed as his own.

Venera Barles, Citizen – Felt her neighborhood was something special and saw it beginning to go away.

Amos Staffler, Citizen – Asked for the thruway to go through to Madison Ave instead of Grow Ave.

Betty Wiese, Citizen – Thought there would be more to the public process and was worried about the cumulative impacts of the four projects occurring in the area.

Doug Hotchkiss, Citizen – Said even though he lived on Grow Ave, he used Nakata Ave to walk his dog and teach his kids and grandson to ride their bikes. He felt there were more people taking advantage of quiet loops like Nakata Ave than just the residents of Nakata Ave.

Jim Beug, Citizen – Talked about kids playing on Nakata Ave all the time and they would be impacted as well as the animals that utilize the open space.

David Smith, Applicant – Said the development would look like the Poulsbo Place development in Poulsbo with larger lots in response to the Commissioners desire to have seen housing designs.

Kelsey Laughlin, Engineer for Applicant – Responded to citizen comments regarding thruway to Madison instead of Grow Ave.

Ron Peltier, Council Member – Spoke about the public process coming up for a street right of way vacation on Duane Lane and encouraged the public to participate.

No recommendation was given.

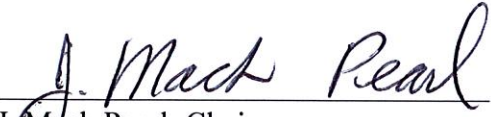
NEW/OLD BUSINESS

None.

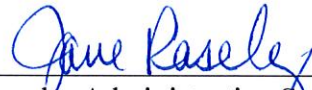
ADJOURN

The meeting was adjourned at 9:57 PM.

Approved by:



J. Mack Pearl, Chair



Jane Rasely, Administrative Specialist

CITY OF
BRIDGE ISLAND

**CITY OF BAINBRIDGE ISLAND
PLANNING COMMISSION REGULAR MEETING**

January 25, 2018

PLEASE PRINT

[illegible]

414 PAGES - SMP
36 PAGES - MITIGATION MANUAL
81 PAGES - CAO
531 PAGES TO DECIPHER!

- 1.3.5. 2. The provisions of the Program apply to new development and activities and are not retroactive. All existing legally constructed single-family residences and accessory structures, including lawns, landscaping and recreation areas, which do not meet the adopted standards of this Shoreline Master Program are allowed to continue, and may be maintained, repaired, and remodeled if destroyed or damaged by natural causes as provided in Section 4.2.1 Nonconforming Uses, Nonconforming Lots, and Existing Development. Residences may be expanded, provided the expansion meets the provisions of this Program, including addressing environmental impacts and meeting the standard for no net loss of ecological functions and ecosystem-wide processes as provided in Section 4.1.2, Environmental Impacts. All proposed uses and development occurring within shoreline jurisdiction must conform to Chapter 90.58 RCW, the Shoreline Management Act and this Shoreline Master Program. All uses, even those not meeting the definition of development, are subject to the provisions and development regulations of this Shoreline Master Program, even though a permit may not be required.
3. Any person wishing to undertake activities constituting “development” within shoreline jurisdiction shall apply to the Administrator for a Shoreline Permit. Based on the provisions of this Master Program, the Administrator shall determine if a Letter of Exemption, a Substantial Development Permit, a Shoreline Conditional Use Permit, and/or a Shoreline Variance is required. Substantial development shall not be undertaken within the jurisdiction of the Act and this Master Program unless a Substantial Development Permit has been obtained and the appeal period has been completed and any appeals have been resolved and/or the project proponent is allowed to proceed under the provisions of the Act or by court order. “Substantial development” shall be defined as it is by the Act (RCW 90.58.030) and supplementing provisions of the Washington Administrative Code (WAC 173-27-040).
4. Developments exempt from a Substantial Development Permit, which are outlined in BIMC Section 2.16.165, shall require a Letter of Exemption. A project that qualifies as “exempt development” may also require a Shoreline Conditional Use Permit, and/or a Shoreline Variance.
5. This Master Program shall apply to every individual, firm, partnership, association, organization, corporation, local or state governmental agency, public or municipal corporation, or other entity which develops, owns, leases or administers lands, wetlands, or waters that fall under the jurisdiction of the Act.
6. Applicability of this Master Program to federal lands and agencies shall be consistent with WAC 173-27-060.

1.3.6 Program provisions

1. Exempt developments shall not be undertaken within the jurisdiction of the Act and this Master Program, unless a Letter of Exemption has been obtained documenting that the

PUBLIC WORKS REVIEW

WALLACE COTTAGES HDDP

City of Bainbridge Island
Planning Commission

January 25th, 2018

REVIEW SUMMARY

- TRAFFIC
- ROADS
- UTILITIES
- STORMWATER

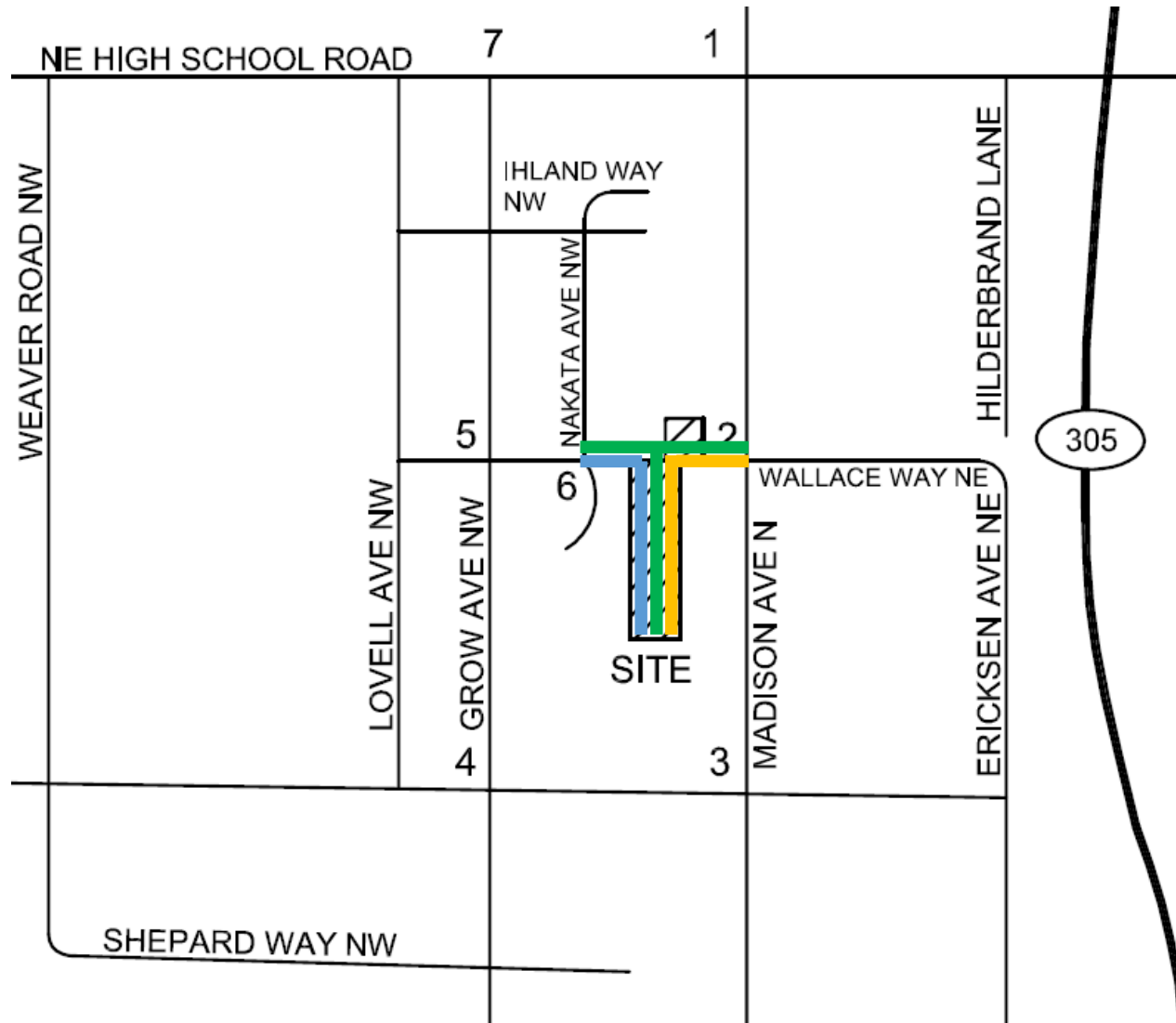
Traffic Generation by Proposal

Table 3
Project Trip Generation
19 Net New Single Family Dwelling Units

Time Period	Volume
AWDT	181 vpd
AM Peak Inbound	4 vph
AM Peak Outbound	10 vph
AM Peak Total	14 vph
PM Peak Inbound	12 vph
PM Peak Outbound	7 vph
PM Peak Total	19 vph

(vpd: vehicles per day; vph: vehicles per hour)

Access Alternatives



Alternative 1: Access to West at Nakata Avenue

Alternative 1-2: Two-Way Access to West at Nakata Avenue AND One-Way Egress Access to Madison*

Alternative 2: Two-Way Access to Madison*

* Both Alternatives 1-2 and 2 require additional ROW acquisition

Access Standards

LOCATION

Access generally limited to lower volume roadway in interest of safety and preventing congestion.

NUMBER OF ACCESS POINTS

Residential property uses – one (1) two-way access point.

Consideration for deviation:

- 1) Plan is submitted indicating multiple access points are required to accommodate specific site conditions, AND
- 2) Additional access points are not detrimental to traffic flow on adjacent roads

Motorized Connectivity Improvements



Figure 3-7

Guide to Potential Connectivity Improvements

This figure identifies potential connectivity opportunities. As part of the 2004 Island-Wide Transportation Study, a special study was undertaken to identify motorized connectivity opportunities. Most of the identified locations have their origins in this study. Refer to the write up in the former study for commentary.

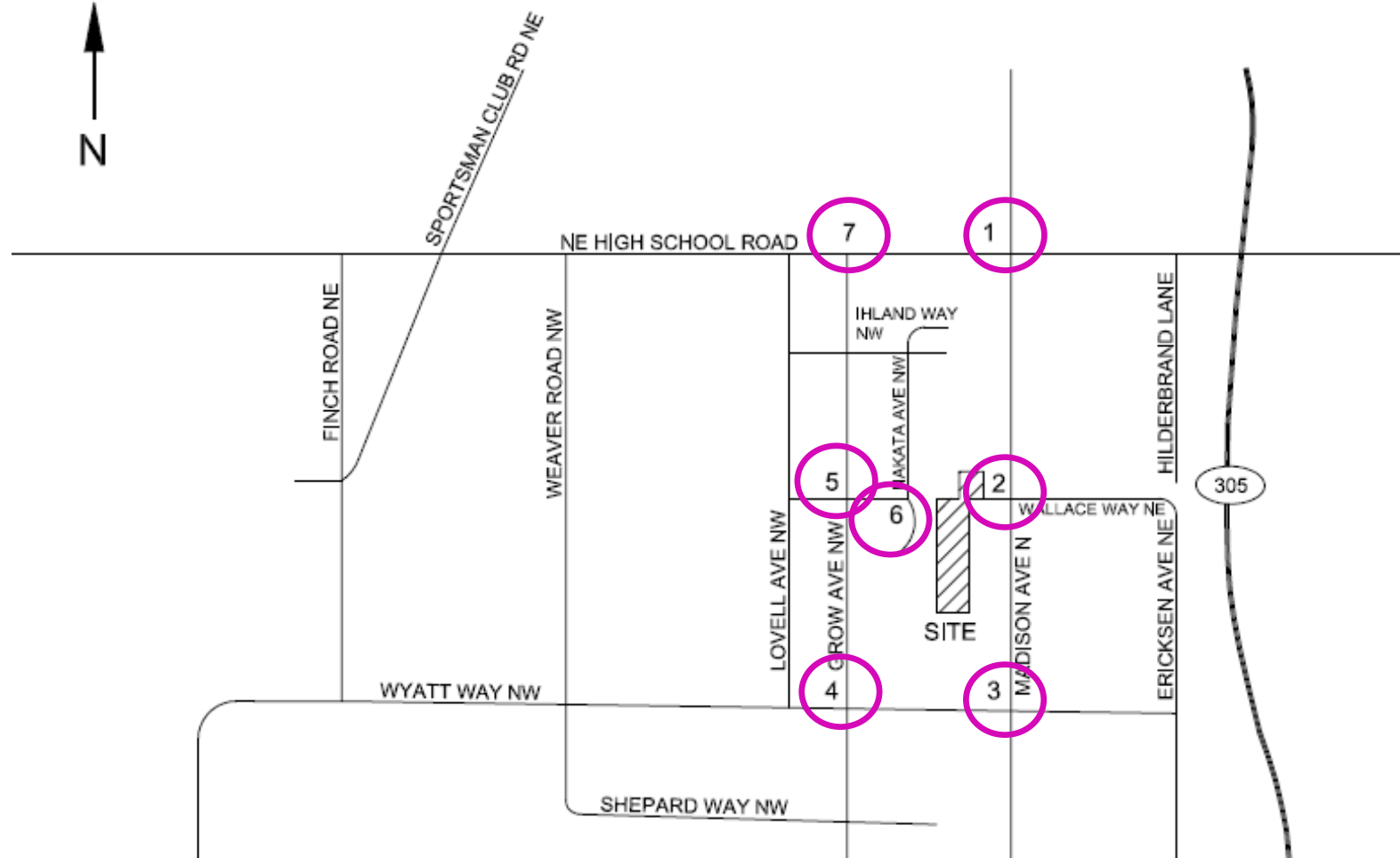
Many of the potential connections are at locations where there is existing unopened or under-utilized City rights-of-way, or where existing rights-of-way are in close proximity.

#5 and #6 were added as possibilities to improve access to SR 305.

If and when there is further interest in developing connectivity, further study and public involvement is needed.

1. **Agate Pass Road** – The extension of Agate Pass Road between Dolphin Road and W. Port Madison Road would provide a secondary access to the area and lessen traffic impacts and delay at the intersection of Agatewood Road/SR 305. This location could also be improved to serve as a non-motorized route connecting two walkable areas of the Island.
2. **Phelps Road** – The realignment of Phelps Road, east of current intersection with Day Road would improve the intersection's geometrics and intersection spacing from Day Road/SR 305.
3. **Country Club Road** – The connection between Country Club Road and Toe Jam Hill Road would provide an access around a potential shoreline erosion area.
4. **Reitan Road** - Providing an access on both sides of the highway is recommended to maintain reliable access to the neighborhood as the only access is from SR 305. This improvement would allow limited access for a section of SR 305.
5. **Agate Beach Lane** - Providing a frontage road to link this and other properties fronting SR 305 is recommended to maintain reliable access. This improvement would allow limited access for a section of SR 305. This improvement would also provide an alternative route to SR 305 for non-motorized users. The existing Rotary welcoming park is located in the State's ROW and may need to be altered to provide for this improvement.

Analysis of Nearby Intersections



Impacts to Level of Service (LOS)

Alternative 1 Chosen

2020 Level of Service with Project – Alternative 1

Delays given in seconds per vehicle

Intersection	Control	AM Peak Hour		PM Peak Hour	
		LOS	Delay	LOS	Delay
Madison Avenue North & NE High School Road	Roundabout	A	9.7	B	11.9
Madison Avenue North & Entrance/Wallace Way NE	TWSC	B	12.4	C	23.2
Madison Avenue North & Wyatt Way NW/NE	AWSC	B	14.1	C	16.1
Grow Avenue NW & Wyatt Way NW	AWSC	B	14.5	B	13.7
Grow Avenue NW & Wallace Way NE	TWSC	B	10.0	A	9.6
Nakata Avenue NW/Taurnic Pl NW & Wallace Way NW	Yield	A	6.8	A	6.8
Grow Avenue NE & NE High School Road	TWSC	B	14.0	C	15.6

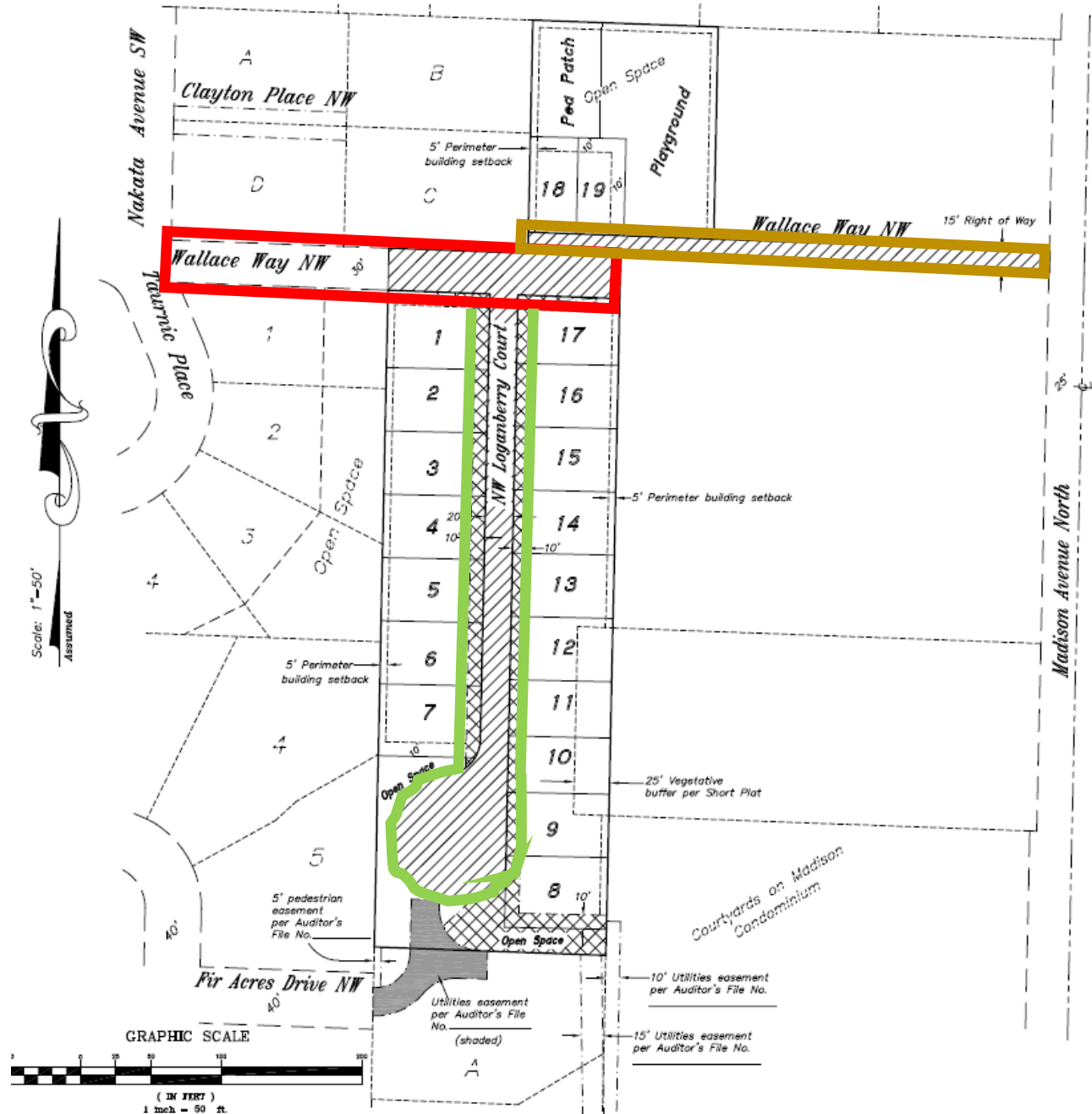
- 2020 delays mild
- All intersections operate within City LOS standards for all alternatives analyzed
- Intersection LOS will have only minor impacts for each alternative

REVIEW SUMMARY

- TRAFFIC
- **ROADS**
- UTILITIES
- STORMWATER

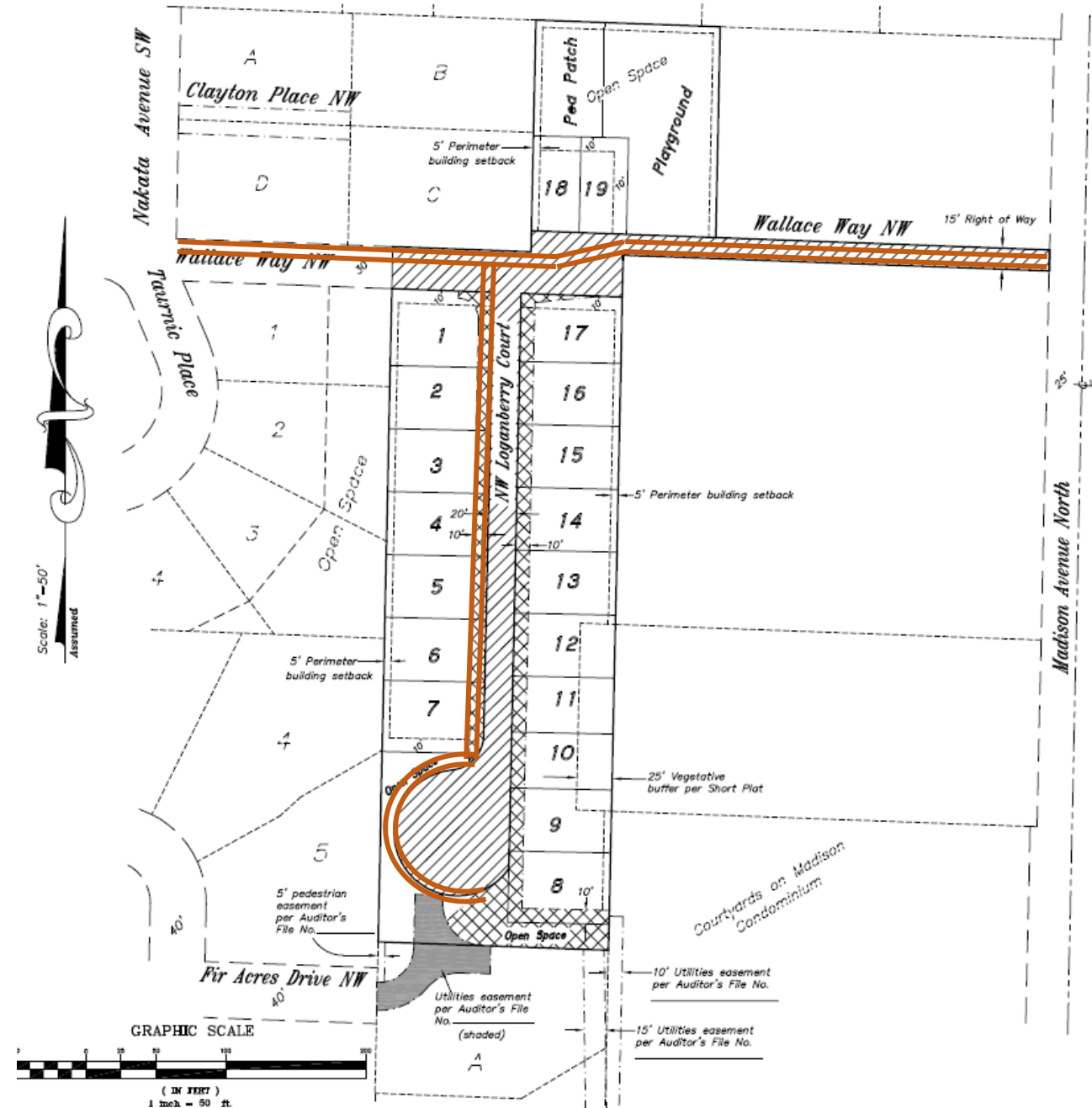
Public Road Extension

- Urban local access road with sidewalk
- 30' ROW along Wallace Way 
- 20' ROW with 10' utility easements along Loganberry Court 
- 15' ROW to Madison for path 



Public Sidewalk/Path Extension

ADA accessible
sidewalk and path

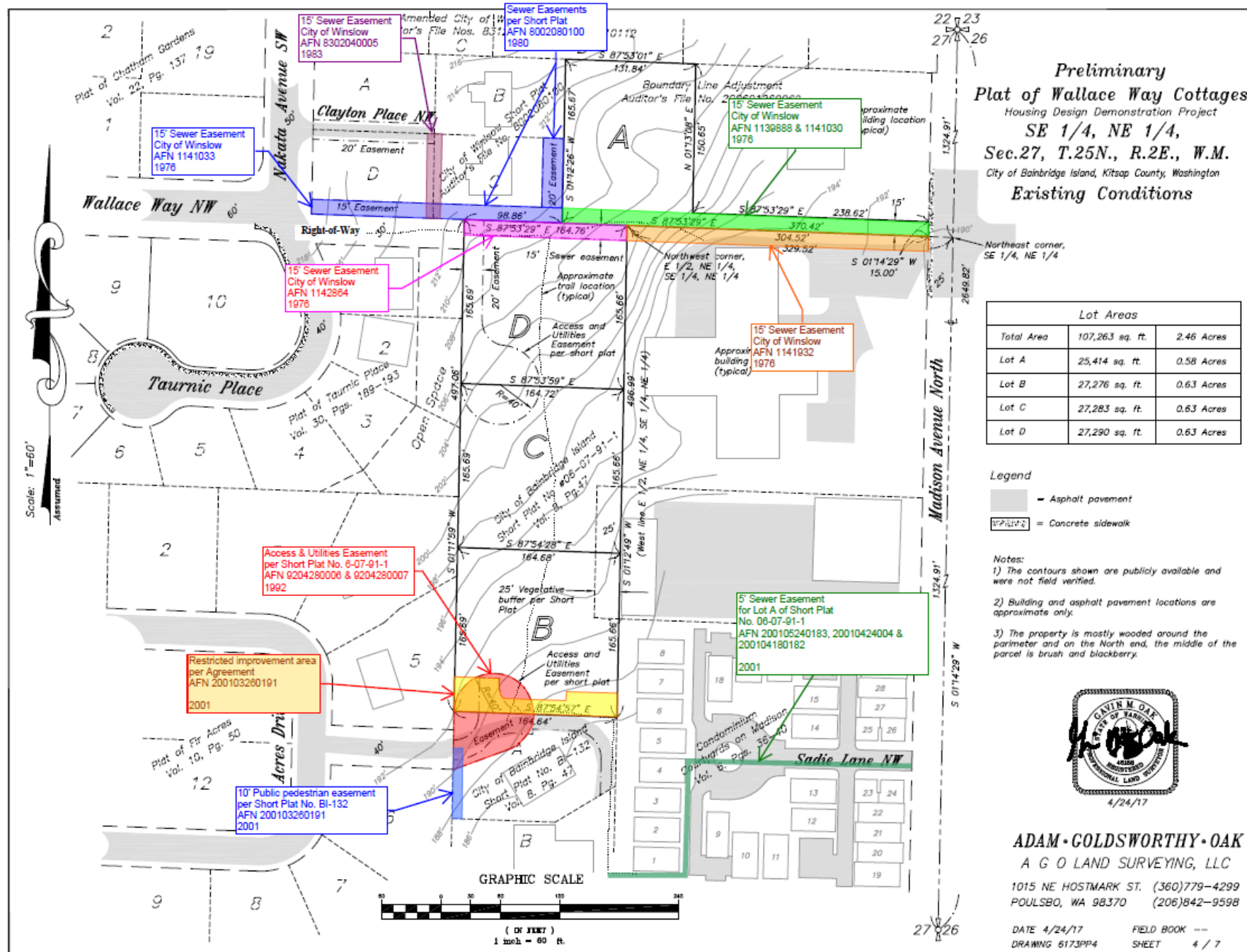


REVIEW SUMMARY

- TRAFFIC
- ROADS
- **UTILITIES**
- STORMWATER

Southern easements:

- Extinguishment/
modification to
southern easements
required
- Additional easements
needed for utilities
routing offsite
- Applicant responsible
for securing
agreements/easements



Water, Sewer, and Storm Routing

Alternative routing of
utilities offsite to Fir Acres
and Grow Avenue



Off-site storm and sewer
easements required with
access for maintenance

Water Main (Northern Connection)

Potential additional
waterline easement
depending on
constructability and
serviceability

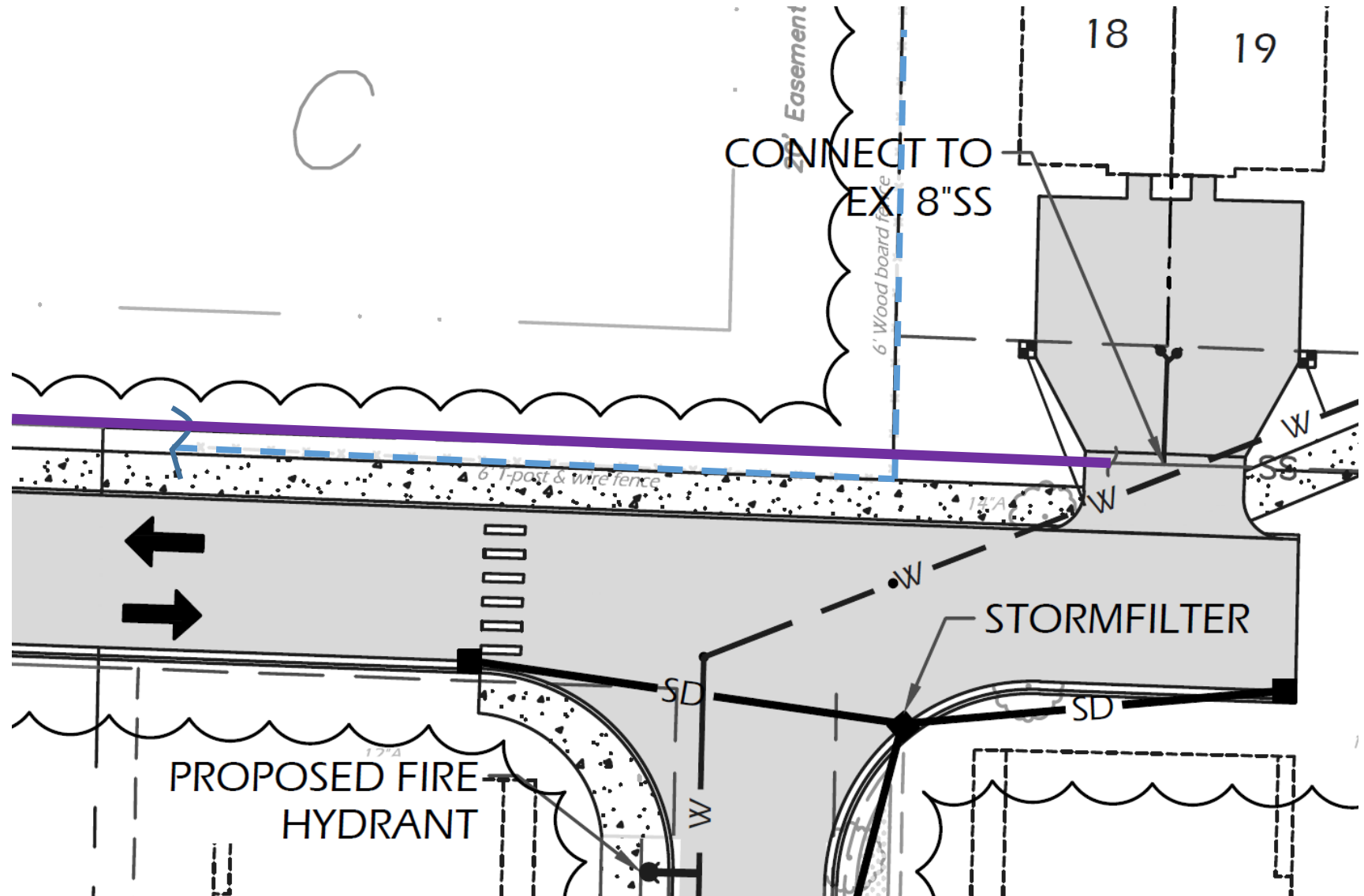
Alternative waterline
routing to create
looped system



Encroachment
into Lot D of SPT
06-07-91-1 and
over City sewer
easement

Existing sewer
main (approx.)

*'6' tall T-post
and wire fence'*



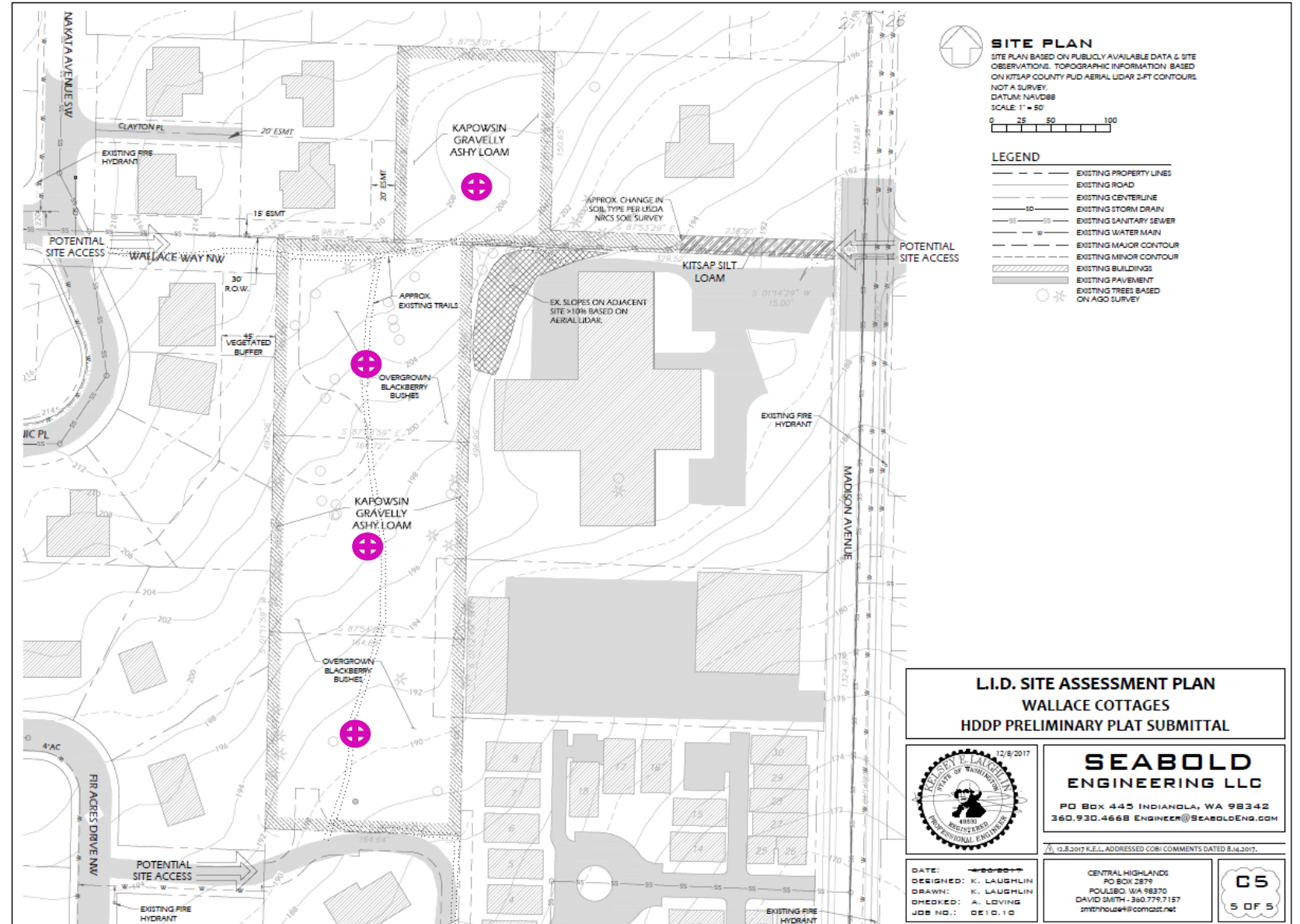
REVIEW SUMMARY

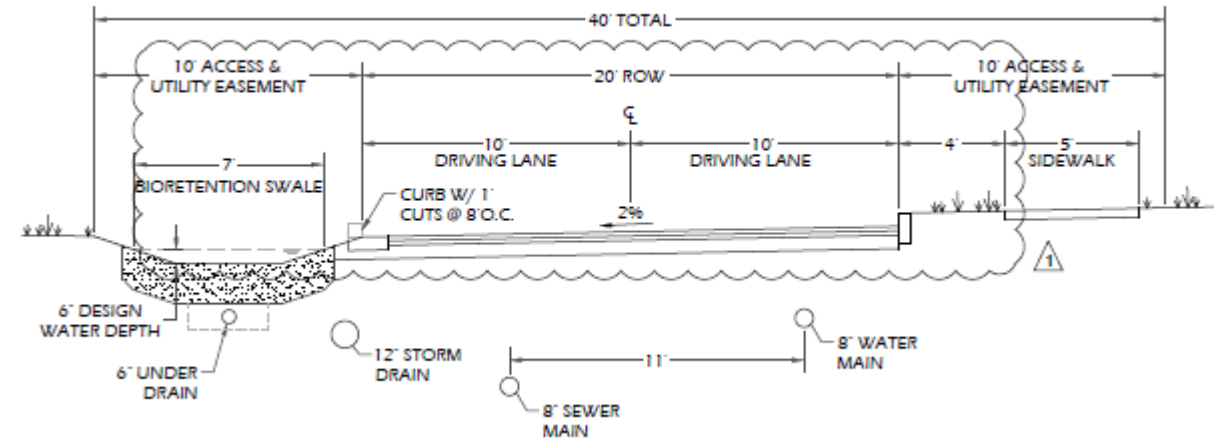
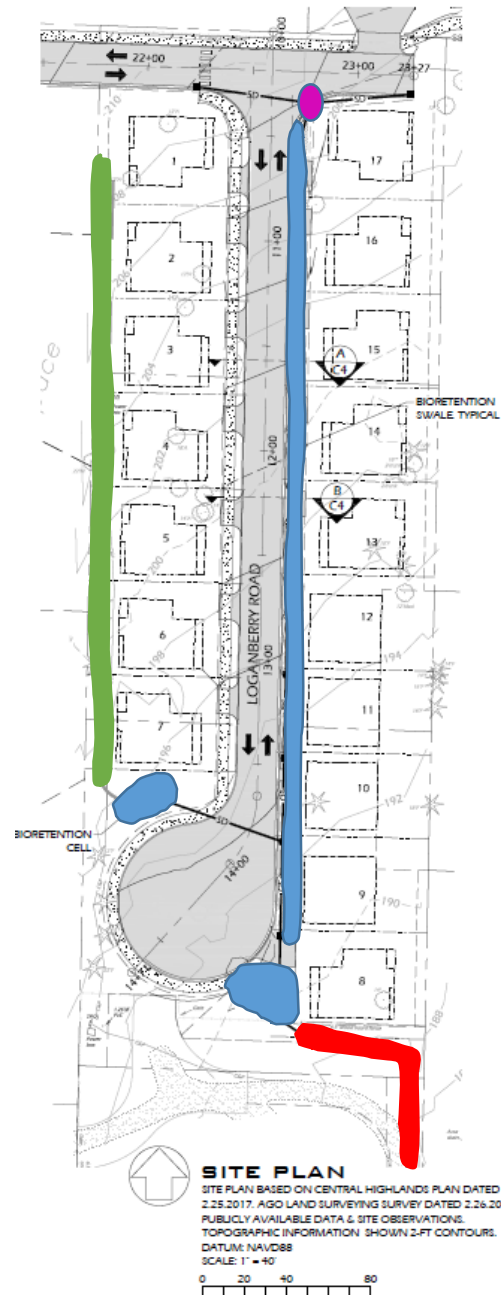
- TRAFFIC
- ROADS
- UTILITIES
- **STORMWATER**

Low Impact Development Site Assessment

⊕ - Soil Test Pits

- Groundwater at shallow depths between 1 to 2.5 feet, infiltration infeasible
- Underdrained bioretention and vegetated swales selected
- Plat-wide soil amendment
- Stormfilter catch basins





- Underdrained bioretention swales and cells
- Vegetated swale
- Stormfilter catch basins
- Offsite closed-conveyance



Storm drain
facility extension
and upgrade to
Wyatt Way

OR

On-site vault
detention

