



PLANNING COMMISSION
SPECIAL MEETING
THURSDAY, MAY 9, 2019
6:00 – 9:00 PM
COUNCIL CHAMBER
280 MADISON AVE N
BAINBRIDGE ISLAND, WA 98110

AGENDA

- 6:00 PM PUBLIC PARTICIPATION MEETING
[PLN51426 PRE](#)
Planner Ellen Fairleigh
- 6:30 PM CALL TO ORDER
Call to Order, Agenda Review, Conflict Disclosure
- 6:35 PM REVIEW AND APPROVE MINUTES
- 6:40 PM PUBLIC COMMENT
Accept public comment on off agenda items.
- 6:45 PM AFFORDABLE HOUSING TASK FORCE REPORT OVERVIEW
& PHASE 1 AFFORDABLE HOUSING CODE CHANGES
Long Range Senior Planner Jennifer Sutton
- 8:00 PM CRITICAL AREAS ORDINANCE REVIEW & ASSESSMENT
Long Range Senior Planner Christy Carr
- 8:55 PM NEW/OLD BUSINESS
- 9:00 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**

This page left intentionally blank.

CALL TO ORDER – Call to Order, Agenda Review, Conflict Disclosure
REVIEW OF MINUTES – March 28, 2019
PUBLIC COMMENT – Accept public comment on off agenda items
BHS BLDG 100 REPLACEMENT ([PLN51159 SPR CUP](#)) – Review and Recommendation
NEW/OLD BUSINESS
ADJOURN

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

Chair William Chester called the meeting to order at 6:58 PM. Planning Commissioners in attendance were J. Mack Pearl, Jon Quitslund, Lisa Macchio, Kimberly McCormick Osmond, Don Doman and Joe Paar. City Staff present were Planning Manager Heather Wright, Senior Planner David Greetham and Administrative Specialist Jane Rasely who monitored recording and prepared minutes.

The agenda was reviewed. There were not any conflicts noted. An update from the Design Review Board (DRB) was requested after Public Comment.

REVIEW OF MINUTES – March 28, 2019

Motion: I move that we accept the minutes as distributed, approve the minutes as distributed for March 28, 2019.

Quitslund/Paar: Passed Unanimously

PUBLIC COMMENT – Accept public comment on off agenda items

None.

Don Doman provided an update on the Design Review Board. Lisa Macchio suggested the DRB members who were leaving in June provide a statement of their time on the Design Review Board.

BHS BLDG 100 REPLACEMENT – Review and Recommendation

Senior Planner David Greetham provided an overview of the project and introduced Mahlum Architects' representative JoAnn Wilcox.

Motion captured on Planning Commission Recorded Motion (attached).

NEW/OLD BUSINESS

The project schedule was discussed. Commissioner McCormick Osmond asked for a standing meeting to discuss the agenda before it is sent out. Commissioner Macchio asked for WSDOT to make a presentation about their plans for State Highway 305 to the Planning Commission.

ADJOURN

The meeting was adjourned at 8:50 PM.

Approved by:

William Chester, Chair

Jane Rasely, Administrative Specialist

Planning Commission Recorded Motion

Planning Commission Meeting Date:	April 11, 2019
Project Proposal Name and Number:	BHS Building 100 Replacement PLN51159 SPR/CUP
Documents available at:	<u>PLN51159 SPR CUP</u>
Public Hearing Date:	April 25, 2019
Decision Maker:	Hearing Examiner

Purpose: The purpose of the Planning Commission's review and recommendation is to determine if a proposed project is consistent with the comprehensive plan and applicable design guidelines, BIMC Titles 17 and 18.

Consideration: The Planning Commission shall consider the project application at a public meeting where public comment will be taken. The Planning Commission shall recommend approval, approval with conditions, or denial of the proposed project.

The Planning Commission will adopt written findings of facts and conclusions and determine if the project is consistent with Bainbridge Island Municipal Code and the comprehensive plan. This motion will be included in the staff report transmitted to the reviewing bodies and decision maker.

Findings of Fact and Reasons for Action

1. The project, as conditioned, is found to meet all the applicable decision criteria; and
2. The project, as conditioned, is found to be compliant and consistent with the comprehensive plan; and
3. The project, as conditioned, is found to meet all other applicable laws; and
4. The project is either :

 X Found to meet the recommendations by the Design Review Board; **OR**

 Recommended for deviation from the Design Review Board's recommendation
for the following reasons:

a.

Planning Commission Recorded Motion

Recommendation:

The Planning Commission recommends the Hearing Examiner:

- X Approve the proposal as recommended.
 Approve the proposal with the following changes:
 a.

 Deny the proposal for the following reasons:
 a.

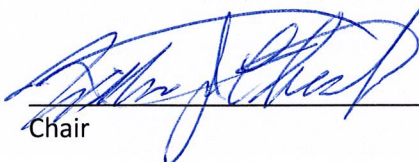
Recorded motion on April 11, 2019:

The project, as conditioned, is found to meet all the applicable decision criteria; and
The project, as conditioned, is found to be compliant and consistent with the comprehensive plan; and
The project, as conditioned, is found to meet all other applicable laws; and
The project is found to meet the recommendations by the Design Review Board.
We approve the proposal as recommended.

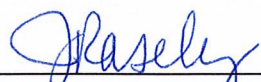
Planning Commission Record of Vote:

Commissioner	Support	Oppose	Absent	Abstain
Chester	X			
McCormick Osmond	X			
Pearl	X			
Quitslund	X			
Macchio	X			
Doman	X			
Paar	X			
Total	7			

CITY OF BAINBRIDGE ISLAND PLANNING COMMISSION


Chair

Date: 4/11/19


Administrative Specialist
Planning and Community Development

Date: 4-11-19

PUBLIC PARTICIPATION MEETING – Bainbridge Hildebrand Apartments
CALL TO ORDER – Call to Order, Agenda Review, Conflict Disclosure
PUBLIC COMMENT – Accept public comment on off agenda items
HOUSEKEEPING AND CLARIFICATION OF LAND USE CODE
AFFORDABLE HOUSING
NEW/OLD BUSINESS
ADJOURN

PUBLIC PARTICIPATION MEETING – Bainbridge Hildebrand Apartments

Chair William Chester provided introductory remarks and Senior Planner Kelly Tayara facilitated. Wenzlau Architects presented the proposed project and fielded questions from the public.

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

Chair William Chester called the meeting to order at 7:02 PM. Commissioners in attendance were J. Mack Pearl, Jon Quitslund, Lisa Macchio, Kimberly McCormick Osmond, Don Doman and Joe Paar. City Staff present were Planning Director Gary Christensen, Long Range Senior Planner Jennifer Sutton, Senior Planner Kelly Tayara and Administrative Specialist Jane Rasely who monitored recording and prepared minutes.

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

PUBLIC COMMENT – Accept public comment on off agenda items

None.

HOUSEKEEPING AND CLARIFICATION OF LAND USE CODE

Senior Planner Jennifer Sutton reviewed proposed changes.

Motion: I would move to accept the language that Jennifer has proposed in Section 2.16.070.D.3.

McCormick Osmond/Macchio: Motion failed - Yes-3; No-4 (Chester, Pearl, Doman, Paar)

Motion: I move we would change this language to say that the division or re-division of land into four or fewer lots shall not require public participation meeting.

Pearl/Paar: Passed - Yes-4; No-3 (McCormick, Macchio, Quitslund)

AFFORDABLE HOUSING

Ms. Sutton provided an update on code changes to promote Affordable Housing.

Public Comment

Ed Kushner, Affordable Housing Task Force Member – Spoke about the applicability of the Task Force Report and that the City needed more available land with the infrastructure to make affordable housing happen.

Amy Aspell, Citizen - Wanted to support the recommendations of the Affordable Housing Task Force. She also spoke about trying to downsize, but stated that if you sold your house, it would be impossible to continue to live on Bainbridge Island.

Kat Gjovik, Citizen – Was on the Mayor’s 2004 Community Housing Coalition and said the options provided in the new Affordable Housing Task Force were very similar to what were recommended in 2004 and that this was not a “crisis” but had been going on for years.

NEW/OLD BUSINESS

Commissioner Macchio asked for a presentation from WSDOT on the Highway 305 proposed roundabouts.

ADJOURN

The meeting was adjourned at 9:19 PM.

Approved by:

William Chester, Chair

Jane Rasely, Administrative Specialist



DEPARTMENT OF PLANNING AND COMMUNITY DEVELOPMENT

MEMORANDUM

Date: April 25, 2019
To: Planning Commission
From: Jennifer Sutton, AICP
Senior Planner
Subject: Phase 1: Development Code Changes to promote Affordable Housing

I. BACKGROUND

The [Affordable Housing Task Force \(AHTF\)](#) was created by City Council resolution on May 9, 2017, and its fifteen initial members, all citizen volunteers, were appointed by action of the City Council on June 20, 2017. It was instructed to make recommendations for specific actions, programs and strategies the City of Bainbridge Island (City) and the City Council can take in the near-term to improve access to affordable housing across the economic spectrum. While the AHTF was instructed to focus on the [Housing Element of the Comprehensive Plan](#), it was also advised to consider all elements of the [Comprehensive Plan](#). Where any of the goals and policies of the various elements seem to be in conflict, the AHTF was tasked with recommending solutions that balance costs and benefits to the community.

The AHTF had its first meeting on July 8, 2017. It next met on September 6, 2017 and then met twice monthly through June of 2018. In addition, it created small work groups that met independently to study tools and strategies based on specific policies in the [Housing Element](#), reporting back to the full group on a regular basis. The AHTF also heard numerous presentations by City staff and other experts on specific topics, as well representatives of local governments, nonprofits and other groups that advised on shared concerns and interests. Public comment was accepted and encouraged at every meeting.

The AHTF gave an Interim Report to the Council at the City Council meeting on [March 6, 2018](#). The AHTF presented the [final report](#) to the Council at the City Council meeting [July 24, 2018](#). The City Council discussed the [final report](#) and its recommendations again on [August 21, 2018](#). At that meeting, a majority of the City Council affirmed general support for the City to further consider the [Priority and Quick Wins recommendations of the final report](#). The recommendations range from community partnerships and City financial support for affordable housing to new programs and land use code changes. The Council has endorsed pursuing several discrete development code changes that were recommended as items that would be quicker to accomplish, compared to some of the bigger or more complicated recommendations.

Coinciding with the AHTF completing their [final report](#), the City contracted with the firms ECONorthwest and Forterra to produce an real estate economic analysis to assist the City is adopting workable inclusionary zoning ([AHTF report Priority Recommendation 1A](#)) and transfer of development rights programs. ECONorthwest discussed that project with the Planning Commission at the [December 13,](#)

[2018 meeting](#). That final economic analysis report was presented to the City Council on [February 19, 2019](#). All City Council meeting agenda packets, recordings and approved minutes can be found [here](#).

II. PHASE 1 AFFORDABLE HOUSING CODE CHANGES

The discrete land use code changes that are part of Phase 1 affordable housing work are described in [Priority Recommendation 1B of the AHTF final report](#). See pages 12-16 of the [AHTF final report](#) for an expanded discussion of the AHTF rationale for promoting each code change. Note: one of these recommendations- *consider allowing single-family subdivisions in the Mixed Use Town Center* is being reviewed as part of the larger subdivision code update, now under review by the City Council.

Flexible Mixed Use Floor Area Ratio

In the Mixed Use Town Center (MUTC) and High School Road zoning districts, the City's zoning code incentivizes mixed use development over straight residential or commercial development with higher allowed floor area ratios (FAR) for mixed use development than commercial or residential development (see [BIMC Table 18.12.020-3](#)). The real estate economics have changed since the [Winslow Master Plan](#) was originally approved in 1998, establishing the FAR provisions. There is greater demand now for residential development compared to commercial development. The central Puget Sound region as a whole is experiencing a housing shortage. The change to Footnote 2 [BIMC Table 18.12.020-3](#) (see excerpt of [BIMC Table 18.12.020-3](#), attached) would allow mixed use development to have a higher ratio of residential to commercial development.

Floor Area and FAR are the way that development potential is regulated in the MUTC and High School Road zoning districts, along with setbacks, lot coverage and building height. In these areas, FAR provides the allowed "density" as opposed to the units per acre standard of the residential zoning districts. [BIMC Section 18.12.050](#) has the definitions of both terms (see below).

F. Floor Area. Floor area is measured as the total area of all floors within the exterior vertical walls of a building. If any room has a sloping ceiling, no portion of the room measuring less than five vertical feet from the finished floor to the finished ceiling shall be included in the computation of total area.

G. Floor Area Ratio (FAR). "Floor area ratio" is a figure that expresses the total floor area as a multiple of the lot area. This figure is determined by dividing the floor area of all buildings on a lot by the lot area prior to removal of lot area for dedication. Portions of parking located underneath a building footprint are not counted in floor area ratio calculations.

Building Height in the High School Road and Ferry Terminal Districts

As discussed above, the development standards for the MUTC and High School Road zoning districts are located in [BIMC Table 18.12.020-3](#). Currently, the base building height in the High School Road and Ferry Terminal zoning districts is 35 feet, with a bonus height of 45 feet available (see [BIMC Table 18.12.020-3 footnote 6](#)) if a project utilizes underbuilding parking. The Task Force recommended that an additional story (up to 55 feet) should be available for **underground** parking, 20% of units designated as affordable housing and 20% of the property designed as community open space- See page 16 of the [AHTF final report](#).

Reduce Parking Requirements

The City's parking requirements are outlined in [BIMC Section 18.15.020](#). That section generally requires 2 parking spaces for each new dwelling units, a requirement that is then reduced in the following circumstances:

- Reduced to 1 space per unit for studio and one bedroom units in commercial and mixed use zones.
- Reduced to 1 space per unit for dwelling units situated above commercial use or commercial parking and live/work units.
- In the MUTC/High School Road zones, reduced by 50% (to 1 space per unit) for dwelling units located within ½ mile of the Washington State Ferry (WSF) Terminal and reduced by 25% (to 1.5 spaces per unit) within 1 mile of the WSF Terminal.

The [AHTF final report \(see page 16\)](#) and the [final report by ECONorthwest \(see pages 22-28\)](#) identified parking requirements as a hurdle for building affordable housing, and multifamily housing in general, recommending 0.5 parking spaces for small dwelling units within 1 mile of the WSF Terminal and 0.75 spaces per dwelling unit (note: only Ferry Terminal, Core and High School Rd. districts modeled), respectively. See attached suggested changes to [BIMC Tables 18.15.020-1 and 18.15.020-2](#) (NOTE: tables excerpted to show only parking requirements for residential uses).

III. MEETING PURPOSE AND NEXT STEPS

The purpose of the Planning Commission meeting on May 9 is for staff and the AHTF to provide the Commission with an overview of the [AHTF final report](#) and recommendations, including *Priority Recommendation 1B*. Staff is identifying these code changes as the Phase 1 Affordable Housing Code Changes. The Commission can discuss whether or not a public hearing could be scheduled on June 13, or if the next step would be another study session on this topic.

Table 18.12.020-3 Dimensional Standards for Mixed Use Town Center and “Other” Zone Districts

ZONING DISTRICT DIMENSIONAL STANDARD	Winslow Mixed Use Town Center					HSR I and II	NC	B/I	WD-I
	Central Core Overlay	Madison Avenue Overlay	Ericksen Avenue Overlay	Gateway Overlay	Ferry Terminal Overlay [See BIMC 18.12.030.C]				
MAXIMUM FAR (Floor Area Ratio) [1]									
Basic Maximum									
Commercial and Other Nonresidential Uses	0.6	0.4	0.3	0.15	0.1	0.3	No max.; limited by other standards		
Residential	0.4	0.4	0.3	0.5	0.4	0.3	No FAR limit: R-2 standards apply		
Mixed Use [2]	1.0	0.5	0.5	0.5	0.5	0.3	No max.; limited by other standards		
Maximum with Bonus									
Commercial and Other Nonresidential Uses	1.0	0.6	0.6	0.3	0.2	0.6	Must comply with BIMC 18.12.030.D	N/A	N/A
	Bonus densities require compliance with BIMC 18.12.030.E								
Residential	1.0	0.6	0.6	1.0	1.1	0.6		N/A	N/A

Table 18.12.020-3 Dimensional Standards for Mixed Use Town Center and “Other” Zone Districts

ZONING DISTRICT DIMENSIONAL STANDARD	Winslow Mixed Use Town Center					HSR I and II	NC	B/I	WD-I
	Central Core Overlay	Madison Avenue Overlay	Ericksen Avenue Overlay	Gateway Overlay	Ferry Terminal Overlay [See BIMC 18.12.030.C]				
	Bonus densities require compliance with BIMC 18.12.030.E								
Mixed Use [2]	1.5	1.0	1.0	1.0	1.3 (1.5 pursuant to note [3])	1.0		N/A	N/A
	Bonus densities require compliance with BIMC 18.12.030.E								
MAXIMUM BUILDING HEIGHT [5]									
Note: Bonus may not be available in the shoreline jurisdiction									
Base	35 ft.; 25 ft. max. south of Parfitt	25 ft.; 35 ft. north of High School Road	25 ft.	35 ft.	BIMC 18.12.030.C standard height north of Winslow Way; 35 ft. south of Winslow Way	35 ft.	35 ft.	35 ft.	35 ft. except that Chapter 16.12 BIMC applies within shoreline jurisdiction
Bonus 1 if parking under building [6]	45 ft.; 35 ft. south of Parfitt	35 ft.; 45 ft. north of High School Road	35 ft.	45 ft.	BIMC 18.12.030.C optional height north of Winslow Way; 45/55 -ft. south of Winslow Way	45/55 ft.			

Table 18.12.020-3 Dimensional Standards for Mixed Use Town Center and “Other” Zone Districts

ZONING DISTRICT DIMENSIONAL STANDARD	Winslow Mixed Use Town Center					HSR I and II	NC	B/I	WD-I
	Central Core Overlay	Madison Avenue Overlay	Ericksen Avenue Overlay	Gateway Overlay	Ferry Terminal Overlay [See BIMC 18.12.030.C]				
Bonus 2 for Nonresidential Uses with Major Conditional Use Permit							45 ft.	45 ft.	45 ft.
Bonus 3 Structure Height	Alternative height limits may apply if the conditional use permit provisions of BIMC Title 2 are met. Some encroachments through height limits are permitted under BIMC 18.12.040 .								

[1] If the existing FAR for a developed property as of May 21, 1998, is higher than the base FAR for that district, then the existing FAR will be considered the base FAR for that developed property. Total FAR may not be exceeded.

[2] In mixed use development, the established FAR in of the residential and or commercial components shall be at least 10% of total FAR not be exceeded. For the residential FAR bonus provisions for qualifying housing design demonstration project, refer to the bonus density provisions in BIMC [2.16.020.S.8](#).

[3] In mixed use development in the ferry terminal district, an additional 0.2 FAR is permitted in accordance with BIMC [18.12.030](#).E.7. The additional FAR may be applied to either the residential or commercial component of the mixed use development.

[4] When property adjoins a single-family residential zone, building setback shall be in accordance with the landscape ordinance perimeter landscaping requirements.

[5] When property adjoins a lower density residential zone, except in the ferry terminal district, north of Winslow Way, for the first 30 feet of the building from the property line of an adjoining lower density residential zone, the building height shall be the building height of the adjoining lower density residential zone. Optional building height allowed in the adjoining lower density residential district through a conditional use permit may be requested for projects within the Mixed Use Town Center and

High School Road zones through the site plan review process. For building height requirements in the ferry terminal district, north of Winslow Way, reference BIMC [18.12.030.C](#).

[6] The bonus height is only available for the entire building if parking is located under more than 50 percent of the building footprint. If parking is located under 50 percent or less of the building footprint, the bonus may only be used for a portion of the building footprint twice as large as the area with parking located beneath. For properties in the High School Road or Ferry Terminal districts, the 55 foot bonus building height is available when: 1) projects provide underground parking, 2) at least 20% of residential units are designated as affordable housing to households at or below low income, pursuant to BIMC Chapter 18.21, and 3) 20% of the lot area is designed as accessible public open space, consistent with relevant design guidelines and any other applicable regulations.

Excerpt of Table 18.15.020-1: Off-Street Parking Spaces Required for Residential, Neighborhood Center, Business/Industrial, and Water-Dependent Industrial Zone Districts

Land Use	Spaces Required
Residential dwelling unit in a single-family residential district [1]	2 spaces for each primary dwelling unit and 1 space for each accessory dwelling unit.
Residential dwelling unit in a multifamily residential <u>[1]</u> , NC, or B/I district	1 space per primary dwelling unit that is a studio or 1 bedroom unit, and 2 spaces for all other primary dwelling units.
	Dwelling units situated directly above a commercial use or directly above parking serving a commercial use in the NC district or live/work units in the B/I districts shall require 1 parking space. Dwelling units separate from the commercial use or its parking by one or more intervening floors shall not be considered to be located “directly above” that use, and therefore 2 parking spaces are required.
	The director may require guest parking in excess of the required parking spaces, whether or not the required parking is reduced pursuant to BMC 18.15.020 .B.12, up to a maximum additional 0.5 stall per dwelling unit, if there is inadequate guest parking on the subject property.

[1] Residential parking requirements may be reduced by 50 percent for dwelling units located within a one-half mile radius and 25 percent for dwelling units located within one-half mile and a one mile radius of the ferry terminal providing scheduled service to Seattle. This provision may not be used in conjunction with senior housing or other parking reduction arrangements, and the required number of parking spaces shall not be reduced below one 0.5 space per parking unit. This provision does not preclude the authority of the director to require guest parking as described in this table.

Excerpt of Table 18.15.020-2: Off-Street Parking Spaces Required in Mixed Use Town Center Districts and High School Road Districts [1]

Land Use	Spaces Required					
	Central Core Overlay	Madison Avenue Overlay	Ericksen Avenue Overlay	Gateway Overlay	Ferry Terminal Overlay	High School Road I and II
Residential Uses						
Minimum spaces per unit [3]	1 space per primary dwelling unit that is a studio or 1 bedroom unit, and 2 spaces for all other primary dwelling units. Each dwelling unit situated directly above a commercial use or directly above parking serving a commercial use in the NC or B/I districts shall require 1 parking space. Dwelling units separate from the commercial use or its parking by one or more intervening floors shall not be considered to be located “directly above” that use. The director may require guest parking in excess of the required parking spaces, whether or not the required parking is reduced pursuant to BIMC 18.15.020.B.12, up to a maximum additional 0.5 stall per dwelling unit, if there is inadequate guest parking on the subject property.					
Maximum above-ground spaces per unit	2					

[1] For properties along Winslow Way, there shall be no driveway from private property to the street except as approved as a conditional use. Driveways in existence prior to July 1, 1987, are excepted from this requirement.

[2] Applies to uses in the food and beverage, office and services, and retail categories in Table 18.09.020.

[3] Residential parking requirements may be reduced by 50 percent for dwelling units located within a one-half-mile radius and 25 percent for dwelling units located between one-half mile and a one-mile radius of the ferry terminal providing scheduled service to Seattle. This provision may not be used in conjunction with senior housing or other parking reduction arrangements, and the required number of parking spaces shall not be reduced below one 0.5 space per parking unit. This provision does not preclude the authority of the director to require guest parking as described in this table.



DEPARTMENT OF PLANNING AND COMMUNITY DEVELOPMENT

MEMORANDUM

Date: May 9, 2019
To: Planning Commission
From: Christy Carr, AICP
Senior Planner
Subject: **Critical Areas Ordinance Review and Assessment**

INTRODUCTION

The City's update to its critical areas ordinance (CAO) has been in effect since April 23, 2018, almost one year. Since the update included significant additions and revisions to both regulatory and permitting requirements, staff is conducting a review and assessment of the CAO to provide an analysis of identified strengths and weaknesses of the CAO and how it is supporting community goals. It is anticipated the review and assessment will evaluate the following:

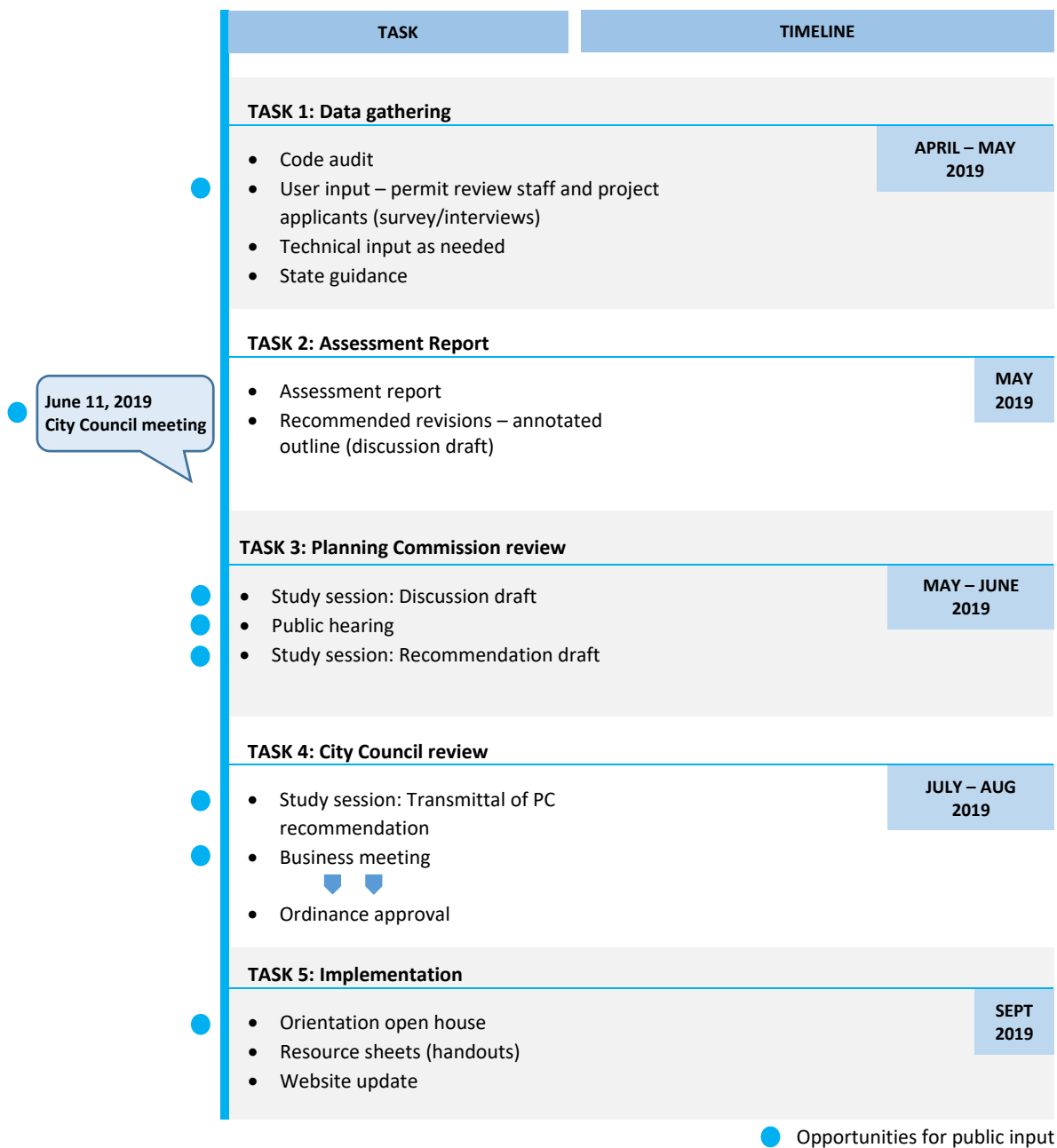
- Ways in which the CAO is working well;
- Ways in which the CAO is ineffective or difficult to use;
- Alternatives to improve the development review process;
- Consistency with other City policies and regulations, including code compliance; and
- Revisions related to new state guidance.

Citizens and key stakeholders will have opportunities for meaningful input and additional input will be gathered from the City Council, Planning Commission, and permit review staff.

A "do over" of the CAO is not proposed. Staff anticipates any proposed revisions will be specific and targeted rather than broad or policy-oriented and focused largely on implementation effectiveness since not enough time has passed to evaluate effectiveness in terms of critical area protection or function. Specifically, the review and assessment will not include:

- Revisiting best available science
- Revising specific standards (e.g., wetland buffers, landslide hazard setbacks)
- Reporting on status and trends of ecological parameters or critical area functions

The work plan and timeline, approved by the City Council on April 2, 2019, are provided below.



STATUS OF REVIEW

Task 1, Data Gathering, is currently underway. This includes monitoring a live [user survey](#) and gathering additional user input from permit review staff and a random sample of project applicants. At their April 2, 2019 study session, the City Council requested that staff attend a future meeting prior to initiating Planning Commission review. This City Council meeting is scheduled for June 11, 2019.

Staff anticipates bringing the assessment report and discussion draft to the June 13, 2019 Planning Commission meeting.