



**CITY OF BAINBRIDGE ISLAND
REGULAR PLANNING COMMISSION MEETING
THURSDAY, AUGUST 27, 2015
6:00 p.m.-9:00 p.m.
CITY COUNCIL CHAMBER
280 MADISON AVE N
BAINBRIDGE ISLAND, WASHINGTON**

CALL TO ORDER - Call to Order, Agenda Review, Conflict Disclosure
REVIEW AND APPROVAL OF MINUTES - June 25 and July 9, 2015 Planning Commission Meetings

PUBLIC COMMENT - Accept public comment on off agenda items

UPDATE TO THE ISLAND-WIDE TRANSPORTATION PLAN - Briefing

PUBLIC COMMENT ON COMPREHENSIVE PLAN UPDATE

2016 COMPREHENSIVE PLAN UPDATE

Glossary: Confirm 8/13 Commission Additions to the Glossary

Land Use Element: Confirm 8/13 Commission Revisions to DRAFT *Element*

Environmental Element

1. Review clarifying changes to DRAFT *Element*
2. Review public comment from July 22 Workshop, and resultant suggested policy amendments

PUBLIC COMMENT ON COMPREHENSIVE PLAN UPDATE

NEW/OLD BUSINESS

ADJOURN

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

Commission Chair Pearl called the meeting to order at 6:03 PM. Commissioners also present were Michael Lewars, Jon Quitslund, Maradel Gale, John Thomas and William Chester. Julie Kriegh was absent. City Staff present were Planning Director Kathy Cook, City Engineer Chris Hammer and Special Project Planner Jennifer Sutton. City Consultant Joe Tovar was also present. Administrative Specialist Jane Rasely monitored recording and prepared minutes.

There were not any disclosures of conflict.

REVIEW AND APPROVAL OF MINUTES - June 25 and July 9, 2015 Planning Commission Meetings

Commissioner Quitslund mentioned that in the July 9 minutes, the motion from the Parks District did not convey that the Commissioners requested BIMPRD Planner Perry Barrett draft specific language to go in the Comprehensive Plan. Since not all Commissioners had reviewed both sets of minutes, the motion to approve was tabled until the next meeting.

PUBLIC COMMENT - Accept public comment on off agenda items

None.

UPDATE TO THE ISLAND-WIDE TRANSPORTATION PLAN - Briefing

Planning Director Kathy Cook introduced the Island-Wide Transportation Plan (ITWP) as a functional plan giving its definition as a detailed assessment of existing conditions, current and future transportation needs and solutions as well as level of service targets. She stated the update of the ITWP that was currently underway would inform and support the rest of the Comp Plan update, most specifically the Transportation Element. Director Cook also introduced City Engineer Chris Hammer and Non-Motorized Transportation Committee member Don Willott.

Engineer Hammer provided an overview of the ITWP and the process used to update it. (See attached Power Point presentation.) He stated it was a limited update which was performed in conjunction with the Non-Motorized Transportation Committee. Work is expected to continue through the middle of 2016. Commissioner Lewars asked if it was the intent that this updated plan would be a basis to start the Transportation Element of the Comp Plan. That was confirmed. Commissioner Pearl stated he did not care for the approach of the IWTP. He felt the classification of Island roads should be revisited and focus on what they want the roads in the neighborhoods to be like and then work out from there. He felt there should be a few main thoroughfares that are improved and let the rest be neighborhood roads. Commissioner Pearl did not want to lose what they wanted the Island to be in this plan. Commissioner Quitslund felt the IWTP could begin with some re-articulation of the vision and goals. Commissioner Lewars asked for clarification of where deliberations will begin with the Transportation Element, from the 2004 Comp Plan or the IWTP. Director Cook stated it would be the 2004 Comp Plan, but that the IWTP may be an appendix to the updated Transportation Element.

Mr. Willott gave a brief history of the Land Use Committee spending a year and a half working on the Non-Motorized Plan at the turn of the century stating there was a lot of thought put into it. He spoke about the “greenway” system of providing a corridor for automobiles and a separate corridor for walkers and bicyclists.

Conversation continued centering on Chapters 4 and 5 encompassing Highway 305. Commissioner Pearl expressed concern that they were making comments on a very detailed document. He wanted to go back to the vision of what the Island’s transportation should look like because he did not like the direction the IWTP was going. Discussion continued about whether the Transportation Element should be reviewed sooner in the Comprehensive Plan Update process. Commissioner Gale mentioned the IWTP would be good to have available during the Transportation Element Workshop so the public could weigh in on it. Commissioner Chester felt the general concepts of the Comp Plan Transportation Element should have been done first before the detailed plan was revised. Commissioner Gale felt that there had to be a way for the public to comment on this. Engineer Hammer stated the whole point of providing an updated draft early was to give the Commission something to work with.

PUBLIC COMMENT ON COMPREHENSIVE PLAN UPDATE

Robert Dashiell, Citizen – Was not aware the City was doing an Island-Wide Transportation Plan. He stated he discovered it had been going on for a considerable period of time when he recently

attended a Non-Motorized Transportation Committee (NMTC) meeting. Mr. Dashiell stated he was bothered by the following: On page 1-4, "Public involvement of the Plan will be limited to comments taken at regular Non-Motorized Transportation Committee meetings." He asked if the public had to go to the Non-Motorized Transportation Committee meeting in order to comment on the IWTP. He felt this was a transportation plan and they had their own Non-motorized Transportation Plan. Quite frankly, he was not sure what percentage of people ride bicycles on the Island, but if you attended one of the NMTC meetings, 90% of the conversation was about bicycles with the rest devoted to wheelchairs and trails. He felt 96% of the Island population did not ride bicycles. He further stated the IWTP (in the Comp Plan) was to solve level of service at intersections, look at land use and whether it needed to be adjusted to provide a better level of service. He thought the IWTP should be more car oriented. He didn't have any problem with the non-motorized sections they put into it, but he was not sure the public should have to go the NMTC meetings to hear about the IWTP. Another thing he was concerned about was the motor vehicle speed limits. He read, "Excessive vehicle speeds present the traveling public with greater risk for walkers, wheelchair users and bicycles." That was obvious to him. He stated the NMTC was working on an island-wide speed limit of 25 mph. That was presented by Vision 0 and was first sponsored by the Cascade Bicycle Club. He felt the public should be involved with this IWTP and he was confused with the Comp Plan Transportation Element and how they work together or affect each other.

Charles Schmid, Citizen – He thought the balance between walking and driving was really important, especially downtown where people should be walking more and not adding to congestion by driving. He went from there straight to Item 7 asking the Commissioners to please do not punch Ericksen through the small park at Hildebrand. This would just contribute to more speeding and congestion on Ericksen Ave and Winslow Way. It would also destroy one of the few pedestrian paths that do not border traffic. He also asked not to have Shepard Way punched through as well. He felt these were really important places that do not have cars on either side. He also spoke about integrating parks in the City would be a good way to go (with BIMPRD). He quoted from a letter written by Tom Greene, "The Park (at the end of Ericksen) is such an awesome break in the City when I zip through on my bicycle, which I do a lot. There is always somebody there walking or enjoying it. The Ericksen Avenue Park is an asset to the community, not just the Ericksen Avenue neighborhood. It was given to the City in good faith in perpetuity and should remain and if anything, it should be enhance. But if we would prefer to pave it and make Bainbridge just another cement jungle that succumbs to the car culture." He saw the detail that Mr. Hammer had put in the ITWP and he thought it was time to take a look at it and make it a good topic.

Debbi Lester, Citizen – Thanked the Planning Commission for allowing public comment. Ms. Lester stated she was there to speak about Figure 11.9 *Ericksen Avenue*. She stated the connection between Ericksen Ave and Hildebrand Lane would eliminate the existing connection through the bank parking lot and improve the mobility of the transportation system (page 79 of the Planning Commission packet). She stated Ericksen Park was frequently used. It was dedicated as mitigation for the building of the Safeway village. She told a story about a gentleman who brought his wife to enjoy the park every week until she passed away. Ms. Lester mentioned that Bart Berg made the original park designs that were regrettably were not completed and they should be completed. Rather than have people cut through the shopping center and have their wallets flying by, Hildebrand businesses should prefer having only customers coming to Hildebrand Lane to shop. She mentioned the wildlife she had seen there. She stated the neighborhood had agreed to a

southern entrance/exit as a compromise even though there was not originally supposed to be an entrance there. She spoke about how over time, people created the entrance by ignoring the left turn only signs and using what was supposed to be only an exit in both directions. She gave the 2009 history of property owners and nearby neighbors coming together to agree upon traffic calming measures of speed bumps and stop signs. The property owner put them in at his own expense. The concept was influenced by the Value Village in Seattle. There you find no direct thru roads, there are many angled turns, cross walks, raised speed bumps and multiple signs. There the pedestrians clearly have the right of way and it is welcoming. It is all about park your car, come walk around and shop. Ericksen Avenue is a major bicycle corridor for biking commuters preferred over Madison Ave and HWY 305 for its lower volume of auto traffic. The City should not take ownership of this private road as it would require building the road to City standards and require ongoing maintenance by the City. In taking ownership of the road, the City would also have to take a pollution clean-up as there is a perk contamination from a previous cleaning business. Along with that, there are legal issues about buying this park and the community has been there and she hoped they would respect the neighborhoods first rather than the automobile culture. Thank you very much.

2016 COMPREHENSIVE PLAN UPDATE

Planner Jennifer Sutton began discussion of the Comprehensive Plan by giving an overview of the changes made to the Glossary per the Commission's direction at the August 13, 2015 meeting.

Motion: I move that we say "so far, so good" for the glossary and add the definition of Climate Change.

Gale/Thomas: Unanimously approved 6-0

Discussion continued with changes to the Draft Land Use Element with Commissioner Quitslund asking for the Index to be brought up to date.

Motion: I move that we accept the revisions made by our Drafting Committee subject to review as we go through the process.

Lewars/Gale: Passed unanimously 6-0

Review of the Environmental Element began at 7:39 PM with an overview of the Staff recommended clarification & updates. (See attached Power Point presentation.) Planner Sutton listed areas of the Environmental Element that the Environmental Technical Advisory Committee (ETAC) will be looking at and giving comment to the Planning Commission about. Discussion of encouraging the replacement of non-certified woodstoves and wood burning fireplaces occurred. Protection of the remaining forest on the Island was also discussed. Commissioner Pearl asked that there be a policy encouraging retention of existing forest. The Drafting Committee was asked to come up with language that would encourage forest conservancy and discourage mining. Once the initial review of the Environmental Element draft was complete, review of public comment commenced. Commissioner Gale encouraged the other Commissioners to look over the public comments and let the Drafting Committee know if there are comments/ideas that should be included in the Element. Commissioner Chester asked for there to be something to discourage use of fertilizers with nitrates.

PUBLIC COMMENT ON COMPREHENSIVE PLAN UPDATE

Charles Schmid, Citizen – Thanked Staff for the comment matrix and asked to see the Glossary on the screen. Asked that the definitions of “shall” and “should” match the definitions in the Shoreline Master Plan (SMP) stating consistency among ordinances is good if it could be accomplished. After comparing the definitions of both words between the glossary of the Comp Plan and the SMP, Mr. Schmid stated he felt the SMP definitions were much clearer. Commissioner Lewars did not see the need for consistency since the two documents were very different with the SMP having the force of law behind it. Commissioner Gale did not see why they could not be consistent and the same. There was discussion about whether the definition of “should” from the SMP was too strong for the way the Comprehensive Plan was using it. Mr. Schmid had other comments that he said he would send to the Commissioners. Director Cook asked Mr. Schmid to send the information before Tuesday, September 1, 2015. He agreed to do so.

NEW/OLD BUSINESS

None.

ADJOURN

The meeting was adjourned at 8:48 PM.

Accepted by


J. Mack Pearl, Chair


Jane Rasely, Administrative Specialist

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