CITY OF BAINBRIDGE ISLAND
REGULAR PLANNING COMMISSION MEETING
THURSDAY, NOVEMBER 12, 2015
6:00 p.m.-8:30 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
- August 27, 2015 Planning Commission Meeting
- September 10, 2015 Planning Commission Meeting
- September 24, 2015 Planning Commission Meeting
- October 8, 2015 Planning Commission Meeting

PUBLIC COMMENT - Accept public comment on off agenda items
PUBLIC COMMENT ON COMPREHENSIVE PLAN UPDATE
2016 COMPREHENSIVE PLAN UPDATE
- ***Economic Element***: Review changes to DRAFT *Element*
- ***Transportation Element:***
  - Status of SR 305 Planning, State and Regional Coordination
  - Relationship of the *Transportation Element* to the DRAFT Island-wide Transportation Plan (IWTP)
  - Approach to meeting Growth Management Act requirements for Transportation Element

Debrief from October 28th *Transportation Element* Workshop
PUBLIC COMMENT ON COMPREHENSIVE PLAN UPDATE
NEW/OLD BUSINESS
ADJOURN

CALL TO ORDER - Call to Order, Agenda Review, Conflict Disclosure
Chair J. Mack Pearl called the meeting to order at 6:01 PM. Commissioners in attendance were Michael Lewars, Maradel Gale, Jon Quitslund, William Chester and Michael Killion. City Staff present were Planning Director Kathy Cook, Engineering Manager Chris Hammer, Special Project Planner Jennifer Sutton and Administrative Specialist Jane Rasely who monitored recording and prepared minutes. City Consultant Joe Tovar also attended.

The agenda was reviewed and no conflicts were disclosed.

REVIEW AND APPROVAL OF MINUTES

Motion: I move approval of the August 27, 2015 minutes as distributed.
Quitslund/Gale: Passed unanimously 4-0

Motion: I move approval of the September 10, 2015 minutes.
Killion/Quitslund: Passed unanimously 5-0

Motion: I move for acceptance of the September 24, 2015 minutes.
Chester/Quitslund: Passed unanimously 5-0

Motion: I move we approve the October 8, 2015 minutes as distributed.
Gale/Killion: Passed unanimously 4-0

PUBLIC COMMENT - Accept public comment on off agenda items
None.

PUBLIC COMMENT ON COMPREHENSIVE PLAN UPDATE
Patty Wyman, Citizen – Would like the Commission to remember we are in the middle of a huge climate change and ways need to be found to have less cars on the Island and find alternative transportation options. The beautiful place we live in now will not be the same in the next few years if we do not do that. Commissioner Gale and Planner Sutton let Ms. Wyman know about the EcoAdapt Climate Change workshop on November 18, 2015 from 9:30 AM – 2:00 PM.

Kelly Muldrow, Citizen – Referenced a letter he had sent to the Planning Commission earlier in the month in support of Business/Industrial (B/I) zoning and creating more of it. He provided an update explaining how he researched the information and supplied handouts to the Commissioners. He stated he had performed a windshield survey and via Kitsap County stats about which buildings on Bainbridge Island were designated for B/I zoning. His vacancy survey from earlier in the year was a compilation of properties from the commercial MLS as well as information gleaned from conversations with landlords on the Island with vacant commercial space. He did the same thing a half an hour before the meeting and the information handed out to the Commissioners was that survey's results. He stated the available 1200 square feet at Sportsman Club Park had been taken per information from Doug Nelson. He went on to say the vacancy rate for B/I on Bainbridge Island that day was zero. He further stated this situation caused problems for him and his clients because they need a certain amount of vacant space to allow people to move around. Mr. Muldrow also said the two or three spaces available for lease were not really available because those are tenants who want to leave and have been unable to find a new home. So realtors who have found new tenants to take over these spaces are at a loss because the current tenants are stuck without being able to expand or grow because there was not anywhere for them to go on the Island. In speaking about a favorite tenant, Mr. Muldrow stated that even though it was their preference to stay on the Island, they could not because there was not a larger space available to them. Mr. Muldrow also stated he was still an advocate for B/I and thought it helped the community grow in the businesses they liked and he hated to see the Island stay stuck where it was.

Commissioner Pearl asked Mr. Muldrow if there wasn't land available. He stated there was some land available up on Day Road but it was not available today and he did not know what the owner's intentions for the land were. He knew of two projects underway citing Island Craft Condos as one which had just received its Certificate of Occupancy and that it was fully leased up or owned by owner/users already. Commissioner Killion asked if there was something the Commission was missing that they should be doing in light of the fact they could not speed up the process of buildings being built on available land in B/I zoned areas. Mr. Muldrow stated he did not know the intentions of those who owned the B/I land not currently being developed but thought full

Commission support of current B/I projects and anything they could do to get B/I land on sewer would be wonderful. He thought a big hindrance to the types of businesses they would like to see on Day Road was the lack of infrastructure to support sewer service and it was very difficult to have a thriving project on a septic system.

The Commission engaged in a discussion of whether the City had made a mistake allowing other types of business besides industrial in the Coppertop development.

2016 COMPREHENSIVE PLAN UPDATE

Economic Element

Planner Sutton summarized the big changes of the Economic Element stating the Drafting Committee had worked hard over the course of two meetings to update the language of the Element. She also highlighted upcoming projects that were in the process of being permitted. Discussion ensued as to whether or not the Commission needed to revisit zoning based on the need to plan for future jobs as required by the 2036 Buildable Lands Report. Commissioner Quitslund wondered why there were not any representatives from the Bainbridge Island Downtown Association speaking to them. Commissioner Chester stated they had to be careful of businesses de-centralizing out of the Winslow core because they can find cheaper rent outside the downtown area. He felt they should get more information about ways to change that. Commissioner Gale asked about the requests she made at the October 8, 2015 Planning Commission meeting asking to reach out to the business organizations looking for more information on what kind of outreach had happened.

Discussion continued with a conversation on what was meant by economic vitality as used in the Economic Element. Consultant Tovar reminded the Commission that the Comprehensive Plan is a *guiding* policy and not the regulatory or specific strategy that would be formulated later.

> **Motion: I move that we provisionally adopt the Economic Element as reviewed on November 12, 2015 with the understanding that it is open for subsequent change as situations may dictate.**
> **Lewars/Chester: Passed Unanimously 4-0**

Transportation Element

Engineering Manager Chris Hammer gave an overview of the status of State Route 305 planning due to the new gas tax beginning in 2017. He offered to answer any questions the Commissioners might have. Commissioner Gale asked what it would cost to create over or under passes at SR 305 intersections so the Island was not split in half any longer. Frontage roads were discussed as well. Conversation ensued about whether to concentrate traffic on a few roads or disperse it among many roads. Non-motorized level of service was also discussed. Commissioner Pearl steered the conversation back to a higher level as opposed to the details contained in the DRAFT Island Wide Transportation Plan (IWTP).

Consultant Joe Tovar described the interaction between the IWTP and the Comprehensive Plan (see copy of presentation included in agenda packet). He highlighted those items in the IWTP that were Growth Management Act requirements and which were not but were important to carry forward. He cautioned the Commissioners to make sure the goals and policies remained identical if referenced or stated in more than one place in the Comprehensive Plan.

There was a question of whether policies about speed limits could be part of the IWTP. Manager Hammer stated there was a particular process that needed to be followed to change/lower speed limits island-wide. Some items the Commissioners wanted to see addressed in the IWTP were: Porosity on SR 305, speed limits, connectivity of recreational and commuter trails and climate change.

PUBLIC COMMENT ON COMPREHENSIVE PLAN UPDATE

Ross Hathaway, Citizen – He encouraged the Planning Commission to adopt a non-motorized level of service standard and recognized that they did not want to spend a huge amount of money and time studying it but he felt it was pretty important. Mr. Hathaway stated it was typically by adoption of a Bicycle Level of Service (BLOS) and Pedestrian Level of Service (PLOS) standard that were measurable tools that were fairly frequently used (Puget Sound Regional Council had a really good work kit for this along with the application of this for concurrency standards) and developed in Orland, Florida. He said they were relatively straight-forward models the City had used in the past to measure the current level of service for bicycles and pedestrians on the Island. Mr. Hathaway continued by saying other jurisdictions had adopted service standards and this was no longer considered leading edge for the region. He reiterated they did not want to spend a huge amount of time on it but felt it was important for a couple of reasons: 1. it elevated the prioritization of funding for non-motorized modes. When level of service failures were looked at and the prioritization of those failures, where those failures were became clear. 2. It allowed the application of a concurrency tool for non-motorized modes. This would be a firm tool that would basically keep the City from developing more if the level of service standard on a particular facility would be lowered. It forces the City's hand to begin the process of modifying their facilities/roads to meet the level of service standard which isn't always really hard to do. One way of improving level of service would be to lower speeds. When traffic calming was provided, the level of service increased. Everyone knows what that is, but when it is measured it becomes pretty obvious. It also allowed the charging of impact fees for mitigating the impacts and additional auto traffic on non-motorized users/modes. He stated right now the impact fees were calculated on the basis of non-motorized user impact on the auto level of service. This allowed for charging relating to the impact of more cars on the pedestrian and bicycle use of the street which would help pay for improvements to raise the level of service standard back to where it was targeted. He continued by saying it provided a good tool for prioritization and a test of the effectiveness of the proposed action.

Mr. Hathaway also felt it was important to consider concentrating the growth in downtown Winslow where it was walking distance to the ferry, so the existing transportation system was not over-taxed including lowering the level of service for pedestrians and bicyclists on the rest of the Island. He stated the more people in the concentrated area in downtown Winslow, the less problems there will be with transportation in general and the costs become very high when growth is distributed around the Island (including your industrial and commercial growth). He mentioned what he called a very simple request: "sidewalks SHALL be placed at the back edge of the right of way." Do not allow them to be placed adjacent to the curb for many reasons, not just the aesthetics and improvements but primarily so there is distance between the pedestrian and the driven way. That also eliminates the problems of curb cuts and road approaches where wheelchairs get kicked sideways. He stated it was a very simple requirement so that every sidewalk that is built in the future would be safe and efficient as well as more pleasant. Mr. Hathaway encouraged the Commissioners to move rapidly on improvements on Highway 305 for non-motorized safety. He felt Washington State Department of Transportation needed to be called out on providing pocket

lanes while eating up shoulder width to do so referencing a recent accident where a transit bus hit a cyclist at the north end of the Island. In closing, he felt it was important to focus on making non-motorized transportation as safe, efficient and comfortable as driving.

Kent Scott, Citizen – Thanked the Commission for the really great discussion. He heard really great shared values in what he was hearing in the comments made and the intention of what the Commission was doing. He wanted to reinforce a couple of things he believed strongly in. Safety was the number one thing elected officials and appointed committee members should be concerned with on the Island. Safety for all especially within the public domain with the right of way being the most important place where cars, bicyclists and pedestrians congregate. To that end, Mr. Scott agreed with the importance of looking again at the classifications of the roads. He stated he lived on the section of Old Mill between McDonald and Blakely classified as a collector with 20 homes. He felt it did not satisfy vertical or horizontal requirements for the speed that was posted. Speeds were a vital besides classification of the roads. He encouraged them to get that done because safety on the public right of way was vital. He also wanted to speak about Highway 305 stating there was a lot of money potentially available and that 305 was a public domain and safety for all users was critical. It was one thing to have elaborate over or under passes, but there were lots of ways to make it safe to cross and use 305 encouraging them to look at some of the less expensive things like slowing speeds or round-a-bouts to make it accessible as possible east and west especially since traffic counts are not truly significant over time. He wanted them to play up the non-motorized use if the proposed $36 million dollars becomes available. Mr. Scott's last comment was that the streets people were bypassing 305 on were residential streets and it didn't matter what they were classified as. He said it was nuts to think there should be passage provided going north and south besides the highway.

Chris Van Dyke, Citizen – Was concerned that his street (Ihland Way) was proposed to be opened up as a through street. He had been informed that as part of the Comprehensive Plan update process, his street was to be opened as a thruway between Madison Ave and Grow Ave. He stated the original intent and plan for his street was not to be opened but to remain closed off and asked for that provision to be taken out of the IWTP.

Lisa Macchio, Citizen – Mentioned a letter the Commissioners had received from Peter Harris and thought he did a really good job of suggesting some changes to wording promoting language which was about ensuring and requiring. She urged them to read his letter very carefully because strengthening the language about the vision and goals would be really great, in particularly dealing with non-motorized transportation. Ms. Macchio stated she appreciated the Commission heeding the non-motorized suggestions to the IWTP. She found it interesting when Director Cook mentioned the new combined committee of Road Ends and the Harbor Commission and suggested there be a transportation plan that had a vision about trails to the shore since everyone wanted access to the shore. She urged them to consider wrapping that into the IWTP in addition to citing the Park District's trail plan and coming up with a coordinated vision with coordinated priorities. She asked them to think about marrying all these things together into one package if possible. She also thanked the Commissioners for the hours they were spending on the Comp Plan process and especially the Transportation Element.

NEW/OLD BUSINESS
None.

ADJOURN
The meeting was adjourned at 8:24 PM.

Minutes accepted by:

J. Mack Pearl, Chair

Jane Rasely, Administrative Specialist

11-12-15

Industrial/Flex Buildings

General Use	Building Name	SiteAddr	Available Industrial	Total Industrial	Zoning
Yes	7869 NE Day Rd W	7869 NE Day Rd W.		9,177	BI
	AGS Stainless	7873 NE Day Rd W		6,000	BI
	Bainbridge Business Park	7865 NE Day Rd W		12,544	BI
	Bainbridge Disposal	9423 NE Business Park Ln		3,011	BI
Yes	Bainbridge North Storage & Industrial	Day Rd W & Miller Rd NE		68,722	BI
	Browning Research	7900 NE Day Rd W		2,040	BI
Yes	Day Road - Building 4	8040 NE Day Rd W		8,880	BI
Yes	Day Road - Building 5	8040 NE Day Rd W		8,880	BI
Yes	Day Road - Building 6	8040 NE Day Rd W		8,880	BI
Yes	Day Road Business Park	7861 NE Day Rd W		18,354	BI
Yes	Hatletveit Building	9445 NE Business Park Ln		8,280	BI
Yes	I-502 Flex Space	8040 NE Day Rd W		8,880	BI
	Island Center Automotive	8890 Miller Rd NE		7,860	NSC
	Island Music Guild	10598 NE Valley Rd		9,300	NSC
Yes	Miller Road Business Center	12681 - 12685 Miller Rd NE		20,400	BI
Yes	Mills Hardwood	9463 NE Business Park Ln		1,921	BI
	Modern Collision	9270 Miller Rd NE		2,798	NSC
	Modern Collision 2	9270 Miller Rd NE		8,240	NSC
	NET Systems	7910 NE Day Rd W		17,080	BI
	Ocean Spar	7906 NE Day Rd W		8,208	BI
	Olympic Glass	9405 NE Business Park Ln		6,000	BI
	Sage Manufacturing	8500 NE Day Rd E		19,194	BI
Yes	Sound Publishing Park	7689 NE Day Rd W		28,200	BI
Yes	Sportsman Park - # 1	9415 Coppertop Loop NE		6,993	BI
Yes	Sportsman Park - # 2	9415 Coppertop Loop NE		7,100	BI
Yes	Sportsman Park - # 3	9453 Coppertop Loop NE		11,049	BI
Yes	Sportsman Park - # 4	9437 Coppertop Loop NE		11,518	BI
Yes	Sportsman Park - # 5	9453 Coppertop Loop NE		7,138	BI
Yes	Sportsman Park - # 7	9723 Coppertop Loop NE	1211	11,633	BI
Yes	Sportsman Park - # 8	9727 Coppertop Loop NE		11,757	BI
Yes	Sportsman Park - # 9	9727 Coppertop Loop NE		10,329	BI
			1,211	370,366	
			Vacancy Rate	0.33%	

Kelly Muldrow, CCIM
Windermere Commerical
206-949-3420

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PLANNING COMMISSION – REGULAR MEETING
November 12, 2015

PLEASE PRINT

Name	Address	Phone/ E-Mail	Join ListServ Yes/No	Would like to speak	Subject
Ron Peltier	11186 Valley Hist Circle	pgppennelly@earthlink.net			Comp plan

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Name	Address	Phone/ E-Mail	Join ListServ Yes/No	Would like to speak	Subject
Patty Lyman	448 Seed Path NW				
✓ Ross Hathaway	4426 Blakely Ave NE				
✓ Lisa Macchio					
✓ Kent Scott					

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Name	Address	Phone/ E-Mail	Join ListServ Yes/No	Would like to speak	Subject
Kelly Muldrow	741 MOSI LN	2069493420	✓	✓	ZONING FOR COMP
CHRIS VANDYKE	223 Highland Way NW	206-965-0086	✓	✓	Highland Overlay