



**CITY OF BAINBRIDGE ISLAND
REGULAR PLANNING COMMISSION MEETING
THURSDAY, DECEMBER 10, 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 – October 22, 2015 Planning Commission Meeting
PUBLIC COMMENT - Accept public comment on off agenda items
PUBLIC COMMENT ON COMPREHENSIVE PLAN UPDATE
2016 COMPREHENSIVE PLAN UPDATE

Housing Element: Debrief from December 3 Housing Element Workshop

Transportation Element:

- *Review Introduction, Transportation Issues & Vision Sections (pp-1-10)*
- *Review Goals and Policies 1-4 (pp-19-23):*

TR 1 Multimodal *TR 3 Ferry Service*

TR 2 Non-motorized System *TR 4 Bus*

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 6:02 PM. Other Commissioners in attendance were Michael Lewars, Maradel Gale, Jon Quitslund, William Chester, Michael Killion and newly appointed Lisa Macchio who was formally welcomed by the Commission. 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. There were not any conflict disclosures.

REVIEW AND APPROVAL OF MINUTES – October 22, 2015 Planning Commission Meeting

Commissioner Quitslund corrected a technical error on page 6 changing R-4 zoning to R-0.4 zoning.

Motion: I move we approve as amended.

Killion/Lewars: Approved unanimously 6-0

PUBLIC COMMENT - Accept public comment on off agenda items

None.

PUBLIC COMMENT ON COMPREHENSIVE PLAN UPDATE

Scott Lawrence, Citizen – In 2003, he participated in the planning process around the development of the Neighborhood Service Centers (NSC). He suggested that they were ready to move on in the process to take the next step in planning for the NSCs at Island Center and Rolling Bay and in particular, he would like to see the City planning for the future bringing water and sewer service into those two areas. He felt that was a critical component to making those areas work as they were intended to work. In the next few decades, he felt everyone knew that Bainbridge Island would continue to have new houses built and he thought according to what they had been doing in the planning process, the purpose of the NSCs was to help maintain or create a housing stock which, when the Island becomes fully built out in a few decades (which he felt would happen when zoning laws permitted), they would be able to promote building smaller, energy efficient homes. He believed there was a lot of information about clustering and using dedicated green space as well as multi-use would be important for the Island 30 years from now especially. It would reduce the traffic into Winslow and would distribute the growth pattern a little better. He felt it would be a healthy thing for Bainbridge. He wanted the City to continue to move forward and hoped the Commission, when they made their report City Council, would leave the door open to continuing that planning process to get the NSCs started up.

Commissioner Gale asked if Mr. Lawrence had any ideas on how to get lesser impact homes on the Island. He felt the NSCs were one of the ways to do that. Mr. Lawrence also replied it was not economically possible to build small, relatively affordable homes unless the very expensive cost of land per square foot is taken into account. He knew a lot of research that promoted high density designated area development and that research showed the majority of people prefer clustered open space types of development as opposed to one house on a big piece of land. He advocated what was suggested in the plan that at least in those three designated areas of the Island: higher density to create clustered housing. He felt it was possible to do that a little more with the County presenting the Meadowmeer development as an example. He felt there was a lot of “big house” approach built into the current zoning. He felt they needed to require denser areas of housing and multi-use to meet the goals of the NSCs.

Commissioner Lewars agreed with Mr. Lawrence and felt that part of the vision for NSCs was combined housing and retail which tended to make it more affordable. He stated the mechanism for that seemed to be the Special Area Planning Process.

2016 COMPREHENSIVE PLAN UPDATE

Housing Element: Debrief from December 3 Housing Element Workshop

Planner Sutton gave an overview of the Housing Element Workshop and the tools that have and have not been successful and the tools that have not been used. She also stated she was going to let the Commissioners set the discussion of the workshop based upon the public comment table. Conversation began with the number of times “affordable” was used. Commissioner Lewars stated it was in 6 out of 8 of the Housing Element Goals. The question of how to achieve affordability was bandied about with Commissioner Chester offering up the cost of land being a key factor. He thought the cost of land was a good argument for developing the NSCs to provide more affordable housing on less costly land. There was also discussion about whether the City should be in the

business of housing or if it should partner with private and non-profit groups who already do a good job with finding/funding affordable housing.

City Consultant Joe Tovar cautioned the Planning Commission to include implementation and not just ideals in the Housing Element or they would feel the frustration of having a good plan and no way to achieve it.

Public Comment on Housing Element

Ed Kushner, Citizen – Spoke about the term “live-a-board” saying it had been used for a variety of different things. He clarified that the 10% and 25% are people who live in marinas on their boats stating that was different than those who were outward, out of the marina where people just dropped anchor and lived aboard for years. He stated that live aboard community had shrunk dramatically and now had a pasture to anchor in that was the only place for them to go. Boats were allowed to stay anchored for 30 days and then move if another area like Poulsbo or Kingston would take them. The 10% had to do with the number of berths in a marina that could be occupied by live-a-board residents. It didn’t mean the marina owners had to take 10% in, they could say zero live-a-boards in their facility. Mr. Kushner researched whether any marinas were exceeding the 10% and only one marina was not in compliance with that. The City could have requested an exemption from the Department of Natural Resources to allow up to 25% live-a-boards in a marina, however since the local marinas were not already exceeding the 10%, nobody saw that as an issue and the exemption was not asked for. He personally saw it as a big issue and would have personally like to have the option available for live-a-boards but realized that could not be done without an amendment.

Ron Peltier, Citizen – Mr. Peltier really liked the conversation about creating a vision of what the City wants to achieve and what Bainbridge Island would look like in 25 years. He liked the exercise of thinking about what the vision for Bainbridge Island is in 25 years and then working backwards. He would like to see even going so far as 50 to 100 years in the future. He wanted the Commission to think about what the result of what the City did now was going to look like or what they wanted Bainbridge Island after they were gone. He felt that was a lot of what visioning was: thinking about an ideal and not just responding to a demand from outside to grow. He wanted them to look at what an ideal community would like and then work backwards. He wanted to revisit that as the Comp Plan process moves forward.

Transportation Element

Planner Sutton confirmed everyone understood the way the Transportation Element had been edited giving guidance on where each type of edit came from (i.e., blue text, underline, strikethrough, etc.) She also stated the Drafting Committee had increased the depth or bulk of the vision for the Transportation Element. Mr. Tovar reminded the Commissioners that the Island-Wide Transportation Plan (IWTP) was a functional plan and the Transportation Element was policy. It was also stated that the Non-Motorized Transportation Plan had been absorbed into the IWTP. Engineering Manager Chris Hammer gave an update on currently planned improvements to roadways/intersections before discussion began. Each Commissioner went through the notes they had regarding questions or changes they wanted to see in the Introduction of the Transportation Element. Goals TR-1 through TR-4 were discussed with dialogue about coordinating trail development with the neighborhoods and property owners potentially affected by them.

PUBLIC COMMENT ON COMPREHENSIVE PLAN UPDATE

Charles Schmid, Citizen – Felt the Vision for the Transportation Element needed to be worded differently without action items. He wanted the Vision to read: “An island with scenic roads and trails which safely connect neighborhoods.” He thought you could really get the Vision out of the Goals if you looked at it. He thought the Vision statement should look like a vision statement and have something about scenic roads AND trails.

Ron Peltier, Citizen – Understood that open ditches functioned to help clean and slow down storm water. The vegetation tended to slow down the water even though there were corrugated culverts as well. He thought they might get into that more with the Utilities Element but felt it would be appropriate for the Transportation and Environmental Elements to have something about storm water in relation to the transportation system citing contaminants from roadways as a major contributor to degradation of the Puget Sound. He stated there was very little mitigation for quality and quantity of the Island’s roads right now. He understood that Highway 305 only had quality mitigation in the swales located by the Baptist church. He also felt that given the concerns expressed by citizens, there should be stronger language about a vision for Highway 305 that not only considers the needs of those who travel across the Island but also prioritizes what would be best for the Island community as they think about their influence on the future of Highway 305 a lot of which pertained to how the highway divides the Island. Mr. Peltier felt this was part of the visioning of what the highway corridor might look like for pedestrians as well as automobiles. Some language reflecting the sensibilities of Bainbridge Islanders regarding Highway 305 would be really useful.

Chair Pearl asked if Mr. Peltier was asking to add it to the original vision statement or the goal. Mr. Peltier felt it would be very useful to add it to the vision statement because of the reference to regional planning. The way Bainbridge Island was represented should be consistent with the Comprehensive Plan so he thought having language in the Comp Plan that provided something for Council members to back them up. He did not want to dis-allow the fact that the Island is a commuting corridor but wanted acknowledgement that the Island is more than that. Commissioner Lewars did not feel he would receive any disagreement with that and he felt Highway 305 was the number one issue in the whole Transportation Plan. The Commissioners agreed and asked Commissioners Gale and Quitslund to draft language including that in the Vision Statement.

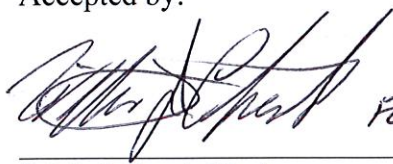
NEW/OLD BUSINESS

None.

ADJOURN

The meeting was adjourned at 8:26 PM.

Accepted by:



J. Mack Pearl, Chair

FOR MACK PEARL



Jane Rasely, Administrative Specialist

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