



**CITY OF BAINBRIDGE ISLAND
REGULAR PLANNING COMMISSION MEETING
THURSDAY, DECEMBER 17, 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 – November 12, 2015 Planning Commission Meetings
PUBLIC COMMENT - Accept public comment on off agenda items
ORDINANCE 2016-01 Tree and Landscaping Regulations – Study Session
PUBLIC COMMENT ON COMPREHENSIVE PLAN UPDATE
2016 COMPREHENSIVE PLAN UPDATE
TRANSPORTATION ELEMENT: REVIEW GOALS AND POLICIES 5-15
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. Planning Commissioners in attendance were Jon Quitslund, Lisa Macchio, Maradel Gale, Michael Lewars, William Chester and Michael Killion. City Staff present were Engineering Manager Chris Hammer, Senior Planner Jennifer Sutton and Administrative Specialist Jane Rasely who monitored recording and prepared minutes. City Consultant Joe Tovar attended. The agenda was reviewed and no conflicts were disclosed.

REVIEW AND APPROVAL OF MINUTES – November 12, 2015 Planning Commission Meetings

Motion: I move we approve the minutes from November 12, 2015.

Killion/Quitslund: Passed unanimously 6-0

PUBLIC COMMENT - Accept public comment on off agenda items

Tom Dreiling, Citizen – Stated he was the chair of the Planning Commission years ago, thanked the Commissioners for their service and understood about the late night meetings. Mr. Dreiling continued saying he was there to address an upcoming Conditional Use Permit (CUP) application for a zip line in an R-5 residential area in Lynwood Center just south of the Manor House facility. It would be surrounded on three sides by residences in an R-5 zone and his goal was to preview to them and request the Commissioners treat the application as a major CUP application and NOT a minor one. He stated there had been some confusion about the notices given out to the community.

There was a brief meeting of 15 or so of the neighbors and many had not received any notice whatsoever. They were fearful this application would be treated as a minor CUP. Mr. Dreiling said he had sent electronic letters to both Planning Director Kathy Cook and Planning Manager Joshua Machen about it and hoped the letter would be circulated to them at some point. He quoted BIMC 2.16.110 saying there were certain criteria for a CUP to be treated as a major CUP and he felt the application fit almost all of those criteria listing the access roads as Pleasant Beach Drive, Dodson and Woodson stating it would certainly exceed 36 round trips per day. He described "3 of the 8 platforms of screamers" as exceeding the 35' limit for an R-5 zone. He felt the project was not harmonious and compatible with the adjacent residential vicinity and could not possibly meet the noise requirements if they operated a fun zip line referencing BIMC 16.16.020. He asked the Commissioners to please allow for public input by making the project a major CUP. He mentioned others from the neighborhood were in attendance and knew of at least one that wanted to speak.

Commissioner Gale asked Planner Sutton if the Planning Commission would be seeing the project Mr. Dreiling spoke about. Planner Sutton stated that minor CUP on their face would not go to the Planning Commission just as minor Site Plan Reviews (SPR) would not. She further explained that the code had a provision that if substantial public comment was received on a minor CUP or SPR, the Director may opt to bring it to the Planning Commission for a Public Meeting. Chair Pearl asked Mr. Dreiling exactly where the site was located. Ms. Sutton stated Director Cook felt the volume of public comment she had already received about the project was going to meet that threshold of sending a minor CUP to the Planning Commission for a public meeting. She stated it was uncertain what the date of that meeting would be but confirmed that anyone who had provided written comment would receive notice of when that meeting would be scheduled. Commissioner Gale asked what the difference between a "minor" and a "major" Conditional Use Permit were. Ms. Sutton stated that in the Code there were different thresholds for what could be processed as a minor CUP or SPR compared to a major CUP or SPR. She felt the parameters were pretty clear, but as she was not very familiar with the project, but project manager, Planning Manager Josh Machen must have thought the project description met the requirements for being processed as a minor CUP. She did state that one of those criteria was that the use was specifically listed as a conditional use in the zone which outdoor recreation was. Chair Pearl felt there should be a little more definition of what an outdoor recreation was. Ms. Sutton stated there was a definition of "outdoor recreation" in BIMC 18.36. Mr. Dreiling recommended Code Provision 2.16.110 (d) saying it set forth the criteria for consideration as to whether a project was a major or minor CUP and going on to say he felt it was within the parameters of subpart (d). Commissioner Lewars asked where the project was in the review period. Ms. Sutton stated based on the notice date, the project is still in the middle of review. Commissioner Killion asked Mr. Dreiling what his most serious concern about the zip line was. Mr. Dreiling responded it was noise. He reiterated he felt this project was not compatible with a residential neighborhood. He felt it would be better suited to a more rural part of the Island listing the Grand Forest or Gazzam Lake. He stated the Manor House held weddings and asked the Commissioners to imagine a screamer going down the zip line during a wedding. He stated he lived in the area and did not look forward to those noises. He went on to say he felt the applicant was not making an accurate representation of what the traffic would be. He went on to say he did not feel the parking would be where the developer stated but that it would be along Pleasant Beach Drive and parking there was already unworkable and maxed out. He felt the project needed to have a public hearing. He told the Commissioners that if it came before them as a minor CUP, one of their options would be to make it a major CUP and have a full public hearing with the Hearing Examiner which would allow for two opportunities for public input. Commissioner Chester asked how big the zip line was and where it went. Mr. Dreiling

stated it went from the top of the property to the bottom with 5 zip lines and 8 elevated stations along the way.

Joe Rochelle, Citizen – Stated he lived next to the estuary in Lynwood Center on Point White Drive in a house built just a few years ago. He hoped when they drove by the Commissioners did not notice it because they tried to really blend in with the area that was there. He said he was a 21 year resident of Bainbridge Island raising both of his kids here. He went on to say that they lived in the apartments above Lynwood Center while building their retirement home and that during that time, Pleasant Beach Village restarted up again. They watched the construction of that being completed and one of the things he really liked was feeling as though it was compatible with the neighborhood. He felt Lynwood Center was a beautiful neighborhood center now and all the locals really enjoyed the sense of community and neighborhood that was there. He continued by saying while he had no particular objections to zip lines, he did not think it was appropriate for this neighborhood setting. He said the grants being applied for emphasize its touristy nature, bringing people outside to come in and have a great time at this particular destination kind of event. He felt like from a traffic, noise, community and neighborhood standpoint, this was not the place to do that. He did not question the applicants' integrity, intentions or experience having never met them, but did not feel Lynwood Center was an appropriate place for a zip line. He was encourage that the Planning Commission seemed to be moving in the direction of this project getting a full blown public hearing because he thought a lot of people in the neighborhood had significant concerns about this development. After looking at the criteria for a major CUP, he felt this application really fit that and not what he saw on the notice as a minor CUP without a public meeting. He hoped the Commission would ask staff to treat this application as a major CUP and give it the full public hearing it deserved.

Ron Byron, Citizen – Stated he lived on Blakely Heights Drive and his property bordered part of the proposed zip line property and had sent some questions to Planning Manager Josh Machen and that Mr. Machen had only answered one (the nearest distance from the property would be 100 feet.) He said he saw a map of the proposed area and it looked like some of the stations went right up against the property. He also mentioned one of the things it was okay to do there was to have tourist activities and that issue had been skirted. He felt since it bordered a residential property, if that tourism was something where buses were coming in with large groups of people, he would really like to have a full hearing and find out what was fact and what was fiction on this project.

ORDINANCE 2016-01 TREE AND LANDSCAPING REGULATIONS – Study Session
Planner Sutton gave an overview of the process the Tree Ad Hoc Committee had been going through since January 2014 to review all City Tree Ordinances. She stated the Committee had poured over the current regulations in depth. Discussion began with single family residences (SFR) and how far ordinances should go in regulating existing SFRs as opposed to just new SFRs. Commissioner Lewars suggested SFRs have their own third category and not be lumped in with subdivisions and larger development. Commissioner Pearl then went on to ask for more specific language to protect the root zone even if the tree is on the edge of the buffer. He also asked for fines at 1 ½ times in addition to replacing illegally removed trees. Ms. Sutton asked everyone to mark their calendars for Tuesday, January 12, 2016 at 6:30 for Part II: Community Conversation on Water.

PUBLIC COMMENT ON COMPREHENSIVE PLAN UPDATE

Ron Peltier, Citizen – Watched a little of the work the Tree Ad Hoc Committee was doing and felt it seemed to be going rather slowly. It occurred to him when he was listening to the conversation and having watched the review of the Environmental Element of the Comprehensive Plan was that there needed to be more strongly stated policies in the Environmental Element. He hoped they could take a serious look at that citing the statements regarding trees were not particularly strong but more recommendations. He was interested in seeing these things as work continued.

Charles Schmid, Citizen – Passed out “Some Suggestions on Transportation Element” (see attached). Mr. Schmid reviewed each suggestion giving his rationale.

2016 COMPREHENSIVE PLAN UPDATE

TRANSPORTATION ELEMENT: REVIEW GOALS AND POLICIES 5-15

The Commissioners agreed the Drafting Committee should look at the suggestions Mr. Schmid made because they felt they all made sense. Planner Sutton then began the dialogue stating the Commission had reviewed TR1 through TR4 at their last meeting and picking up the discussion with TR5. Definitions of “collector” and “arterial” were discussed with Engineering Manager Hammer suggesting the Commission might want to change the definitions of these street types to correspond with protecting residential streets/neighborhoods. The idea of having an additional road type like “horse, bike, walk” was proposed by Commissioner Macchio as a way to encourage drivers to use the main arterials. That idea furthered discussion of means to slow and redirect traffic back to the main arterials. The idea of a vision for State Highway 305 was also reconsidered and how to work with the Washington State Department of Transportation in order to see that the Island’s vision was secured.

PUBLIC COMMENT ON COMPREHENSIVE PLAN UPDATE

Ron Peltier, Citizen – Wanted to speak again about level of service requirements for bicyclists and pedestrians. He stated there was plenty of support for these because people had come and spoken about it but he did not feel it was getting any traction with the Planning Commission or the Drafting Committee. He encouraged the Commissioners to think about it more because he thought level of service requirements for bicyclists and pedestrians could help further some of the other things they were talking about like making the roads friendlier for bikes and pedestrians. He thought it would also help inform some of the development patterns. He referenced TR 6.5 as touching on this quoting, “enforce the City’s concurrency ordinance and monitor the expected transportation impact and propose development on the available capacity of the roadway system before issuing development approval. Ensure there are adequate transportation facilities or that improvements are scheduled and funded within six years.” He said there were similar statements about level of service TR 6.10 going on to say the difference between levels of service for bikes and pedestrians and for cars was that with cars, the focus was mostly on intersections. There needed to be a good definition of level of service for bicyclists and pedestrians which had a lot to do with the roads in between the intersections, the shoulders and how safe it is for them to coexist with cars. He strongly encouraged they not discard the idea of levels of service for bicyclists and pedestrians and asked for a possible tool to limit growth on the interior of the Island feeling that contributed to the traffic on the Island’s roads.

Chair Pearl thought they had been about levels of service for bicyclists and cars and if they could find the right place to put that into the Transportation Element, they would like to do that.

NEW/OLD BUSINESS

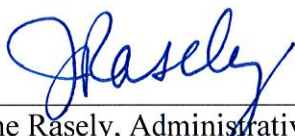
None.

ADJOURN

Meeting was adjourned at 8:27 PM.

Accepted by:


J. Mack Pearl, Chair


Jane Rasely, Administrative Specialist

PLEASE PRINT

[illegible]

PLEASE PRINT

[illegible]

Some Suggestions on Transportation Element
By Charles Schmid, ABC 365 Ericksen Ave. #327



Underline and ~~strikeout~~ are recommendations from COBI
I am recommending bold and a couple of *Questions in italics*

① *****

Page 2 paragraph starting “with How People choose to travel”

Add: **The High School Road shopping area is designed to be automobile-oriented while downtown the Winslow Master Plan for downtown stresses designing for pedestrian and bicycle modes of transportation.**

② *****

2.8 Page 21

Develop a system of trails for non-motorized use that connects Neighborhood Service Centers, the ferry terminal, services, schools, parks, road ends, shoreline trails and greenways of Bainbridge Island, including existing equestrian use trails.

③ *****

TR 6.4 Page 25

Policy TR 6.4 Roadway LOS

Establish Level of Service standards for Bainbridge Island, *excluding SR 305*, that measure the performance of the existing transportation system, quantify the traffic impacts of future development, and prioritize improvements to the transportation system.

Question – doesn't COBI set standards for intersections with SR 305? See TR 7.1 on page 26. If so - somehow modify italicized excluding SR 305.

④ *****

TR 7.8 Master Plan page 26

Develop a vegetation management Master Plan for the state-designated Scenic Highway SR 305 corridor to balance the objectives of maintaining the treed character, providing safe visibility.

⑤ *****

ADD TR 7.9 Waterfront Trail page 26

The Winslow Waterfront Trail should be complete and protected.

6

TR 8.4 Neighborhood Road Ends page 27

Maybe I missed it but I feel road ends are an important part of the neighborhood. Did Road Ends Committee (now combined with Harbor Management) have anything to say on this, or is this covered in the SMP? See Macchio letter in attached minutes. Maybe TR 2.6 good enough

7

Policy TR 11.1 Scenic resource protection page 29

Protect the Island's unique scenic resources along ~~non-urban transportation corridors~~ outside designated centers; require broad greenbelts and trees to screen parking and unwanted views and buffer noises between the roadway and development as identified in the Land Use element.

.....
Question – What exactly are “corridors.. Is this defined? Does it include roads and trails? Recall the vision statement no includes “scenic roads.”

8

Policy TR 11.5 SR 305 scenic character page 29

Retain the scenic character of SR 305 by minimizing the placement of signs, discouraging new access points, and **planting and** maintaining vegetation pursuant to a corridor Master Plan ~~buffers~~. See Policy TR 7.8.

9

Policy 14.5

Pursue joint funding opportunities with the School District, Park **and Recreation District**, Washington State Department of Transportation and other agencies to meet high priority needs.

Is the BI Metro Park and Recreation Plan referenced somewhere. This was the only place I see them specifically mentioned in this entire element.

Thanks for your consideration of these points. Sorry I wasn't able to bring these up earlier.

CHARLES
SCHMID