



**CITY OF BAINBRIDGE ISLAND  
SPECIAL PLANNING COMMISSION MEETING  
AND PUBLIC HEARING  
THURSDAY, JANUARY 21, 2016  
6:00 p.m.-9:30 p.m.  
CITY COUNCIL CHAMBER  
280 MADISON AVE N  
BAINBRIDGE ISLAND, WASHINGTON**

CALL TO ORDER - Call to Order, Agenda Review, Conflict Disclosure  
PUBLIC COMMENT - Accept public comment on off agenda items  
ORDINANCE 2016-01 TREE AND LANDSCAPING – Public Hearing  
LIMITED SHORELINE MASTER PROGRAM AMENDMENT – Introduction & Presentation  
PUBLIC COMMENT ON COMPREHENSIVE PLAN UPDATE  
2016 COMPREHENSIVE PLAN UPDATE

- *Revised Update Schedule*
- *New Climate Change Guiding Principle Proposal*
- *Transportation Element*

PUBLIC COMMENT ON COMPREHENSIVE PLAN UPDATE  
NEW/OLD BUSINESS  
ADJOURN

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

Chair Pearl called the special meeting to order at 6:02 PM. Commissioners in attendance were Maradel Gale, Jon Quitslund, William Chester, Michael Killion and Lisa Macchio. Michael Lewars was absent. City Staff in attendance were Interim Planning Director Joe Tovar, Senior Planners Jennifer Sutton and Christy Carr and Administrative Specialist Jane Rasely who monitored recording and prepared minutes. The agenda was reviewed. There were not any conflicts reported.

**PUBLIC COMMENT - Accept public comment on off agenda items**

None.

**ORDINANCE 2016-01 TREE AND LANDSCAPING – Public Hearing**

The public hearing began at 6:03 PM with a very brief introduction by Planner Sutton. Commissioner Gale asked if the proposed changes would eliminate situations like the “horror” that had occurred just west of Grow Avenue on Wyatt Way. Ms. Sutton stated the particular subdivision ordinance that would prevent that had not yet been reviewed by the Tree Ad Hoc Committee. Questions about previous City ordinances (or the lack thereof) regarding trees were discussed. Ms. Sutton stated the City has always had a tree ordinance, but that changes were made after a King County court case requiring developers to save trees. Interim Director Tovar reported

that City Council was tasking the Tree Ad Hoc Committee with looking at this subject specifically and wanted them to report back within the next couple of months.

### **Public Comment**

**Charles Schmid, Citizen** – Stated he was at the Council meeting Tuesday night and the new Council Members spoke eloquently about trees and the necessity for them. He thanked the Ad Hoc Tree Committee and acknowledged all the work they had done on the Ordinance which was complex and important to preserving or attempting to preserve the Island's special, natural appearance. He felt the Ordinance was especially important as there were major subdivisions currently going through the permitting process. He mentioned screening as a function that is always spoken about but he realized today another function that ought to be talked about more was runoff because the trees help hold up water. He said they were trying to setup a zoning ordinance that reflected the Comp Plan but it is never stated that's why they were doing this. Mr. Schmid complimented the Committee for coming up with a new way to calculate trees and shrubs by area instead of staying with the lineal number as previously used. He reminded the Commission about the importance of trees along the sidewalks were and that sometimes they were overlooked. Mr. Schmid spoke about the frustration of writing these ordinances and then seeing them disregarded. He asked the Tree Ad Hoc Committee to set aside some time to look at the violations and why they were done to try and solve the issues. (See attached document from Mr. Schmid for his submitted comments).

**Olaf Ribeiro, Citizen** – Wanted to congratulate the Committee for what they had done because he knew it had been a tough Fall with the discussions that had occurred and there had been times when he did not expect the Ordinance to get this far. Mr. Ribeiro would have liked a better definition of "significant trees." He named other jurisdictions like Lake Stevens, Olympia, etc., whom he felt defined "significant trees" better stating they take into account whether the tree was in a critical buffer area, the quality of the tree and a whole list of other criteria. He felt this would give applicants a guideline besides just saying a tree is significant and they would get further along with more specific criteria. He asked about the penalties for cutting down a tree citing three different places in the Ordinances where the fines appeared to be different. Mr. Ribeiro wanted to know which fine would be imposed. He stated he would like to see three times the value of the tree used. Commissioner Gale stated it would be the greater of the fines. He asked about the calculations for the number of trees required in a buffer using the example of 5,000 square feet. He felt requiring 250 square feet per tree was too much space. Commissioner Pearl noted that. Mr. Ribeiro stated he was a proponent of roadside buffers in residential zones and did not want to see chain link fences along rural collector roads instead of a vegetative buffer. He asked why the tree unit table topped out at 30" plus diameter trees. He felt they should go up to at least 48" diameter trees. He also did not know the scientific basis for using tree units and felt the Tree Ad Hoc Committee might want to look into that.

**Kathy Wolf, Citizen** – Wanted to offer up some ideas with the news that there would be ongoing discussion and review of these considerations. What struck her when quickly skimming the document was a lot of attention to buffers and screening. She felt that was a landscape architect outlook on the subject as opposed to her more ecological outlook. What the Ordinance implies is that the trees are an amenity that keep the public from avoiding seeing the wrong things and trees were much more than that ecologically. She mentioned the conversation that would happen involving the role of trees and climate response and she wanted to point out quite extensive

literature was available on the role of trees in storm water management, air quality, energy use reduction (with strategic growth and placement of trees in relationship to buildings) and that the outlook could be expanded to be more of an eco-system services perspective than simply the mechanics of land uses with a buffer strip between them. Canopy cover was a goal in response in many communities including Seattle, Olympia and Bellevue. She stated many communities in the State now had canopy cover goals. She stated that if there were strips around the edges of properties, canopy cover goals would not be achieved. The continuity of canopy would generate the benefits such as storm water management which was very relevant today. She asked that they proceed looking at other models in the State that do address a more ecological performance perspective as well as the kind of design and visual amenity perspective. Ms. Wolf also asked the Commissioners to consider forest structure giving the example of many cities having canopy goals because of storm water management because of the research that suggested that all the leaf area a tree has, particularly conifers in this climate, aid in absorption through the soil but as interception of water acting as a remarkable sponge where the water was not absorbed, but readmitted into the atmosphere. In a general sense, she felt it would be affective and that the structure below that canopy also performed that function citing the smaller trees and shrubs for example. Ms. Wolf related that she recently saw three parcels that had been developed where they very carefully protected the trees, but stripped out everything below them including the soil. In stripping out the soil and vegetation and planting grass, a ground surface with a runoff coefficient almost equal to pavement was introduced. She stated water swished across a lawn almost as quickly as pavement. She wanted the Commission to think of trees as eco-system service providers with an economic benefit to the community so they would look at vegetation as a whole instead of a scattering of trees they were cataloging by size and numbers. Ms. Wolf hoped there would be opportunity to bring these sorts of services into the code and mentioned there were jurisdictions all around the Puget Sound Basin that are addressing how to encourage people to plant trees, conserve trees and retain trees on private property. She did not want to see that let go over time for a more ecological perspective instead of a landscape architecture and site design perspective.

**Don Willott, Citizen and Non-motorized Advisory Committee** – Had not seen anything addressing the habitat value of snags but when people thought of trees he felt they were thinking also of wildlife. He stated that Paul Bannick, a well-known wildlife photographer who knew his habitats very well, pointed out that the large woodpeckers excavate holes and smaller woodpeckers trim them up a little bit and use them and all kinds of other birds use those holes, but without the snags, the holes would not be there. Mr. Bannick recommended that as many snags should be retained as tall as you can in balance with height safety so he encouraged attention to the habitat value of snags. Mr. Willott mentioned the Sound to Olympics Trail and that its concept was not a ribbon of asphalt but a greenbelt. He stated that State Route 305 (SR 305) was designated a scenic highway by the Washington State Department of Transportation (WSDOT) and he believed that most Islander's felt strongly about maintaining the character of the Island including the view shed as well as the habitat and all the values that Ms. Wolf and the others had spoken about. His particular request was that the Planning Commission and the Ad Hoc Tree Committee pay special attention to SR 305 and work at creating or maintaining vegetative buffer outside of the right of way because they have an attractive trail and to maintain the view shed that so many value will require they have that. He felt that would make the use of the trail more attractive. Mr. Willott also hoped they would pay special attention to saving the buffer outside of the right of way which, while wider than most state highway corridors, was still like trying to put ten pounds of something into a five pound bag if a regional trail and transit were to be housed there. Those uses required thoughtful planning of the space.

Commissioner Macchio expressed concern that the things Ms. Wolf brought up were not reflected in the current proposal. She also questioned the tree unit methodology saying she did not understand it. She also wanted to know the scientific basis behind it stating if there was not a rationale, they should not be using it. Commissioners Pearl and Quitslund agreed using tree units was a compromise with Commissioner Quitslund continuing on to say there were bigger issues that needed to be tackled and they did not want to get hung up on smaller issues instead. Chair Pearl reiterated that it was better than what the City previously had.

The Planning Commission determined the Public Hearing should be kept open into their meeting on February 11, 2016. Director Tovar informed the public present that this would be their notice that the public hearing would continue and if they wanted to make further comment, there would be an opportunity at the February 11, 2016 meeting.

### **LIMITED SHORELINE MASTER PROGRAM AMENDMENT – Introduction & Presentation**

Senior City Planner Christy Carr gave what she called the 30,000 foot view of the proposed amendments to the Shoreline Master Program (SMP). The limited amendment will correct some grammatical and cross-reference errors as well as consolidate similar sections such as vegetation management and shoreline buffers.

### **PUBLIC COMMENT ON COMPREHENSIVE PLAN UPDATE**

None.

### **2016 COMPREHENSIVE PLAN UPDATE**

Director Tovar gave an update on the schedule. He spoke about pushing the date for recommendation to City Council out to the end of 2016 from June 2016. He then went into detail about the timeline stating they may be asked to go to three meetings a month in order to cover all the material needing review.

Director Tovar presented the edits received by EcoAdapt for Guiding Principle 8 saying a lot of the language/concepts used were adopted by the State as ideology without regulations stating how local jurisdictions should achieve them. Chair Pearl asked for consensus from the other Commissioners regarding adding the 8<sup>th</sup> principle. All the Commissioners agreed it should be added, but that it should be added as Guiding Principle 7 and the current 7<sup>th</sup> Guiding Principle should become Guiding Principle 8. Commissioner Gale asked for input on what they liked, didn't like, what should be included, etc., so the Drafting Committee would have a place to start.

### **Public Comment**

**Stacey Justus-Nordgren, EcoAdapt** – Presented EcoAdapt's suggested revisions for Guiding Principle 8 stating they felt the language should be a clear statement of principle of what the City was going to consider in their policy that they would then make in each Element. (See attached revisions.)

Discussion continued on the Transportation Element with each Commissioner weighing in on changes they felt were needed. Exploration of stronger statements using words like leadership and champion happened as opposed to relying on support and encourage.

## **PUBLIC COMMENT ON COMPREHENSIVE PLAN UPDATE**

**Ron Peltier, City Council Member** – Wanted to speak about the Overriding Principles stating four of them were about stewardship, sustainability and preserving the special character of the Island. He mentioned revised Principle 3: “Foster diversity, meet human needs of the residents, our most precious resource,” stating it created somewhat of a mandate about creating a variety of housing choices to meet the needs of present and future generations in all economic segments and promote the plans, projects and proposals to create a significant amount of affordable housing. He felt there was a conflict between wanting to create tree canopy, protecting water resources maintaining and enhancing ecological function and creating a range of housing when they had limited resources to do that. Mr. Peltier hoped the Planning Commission could think about this and reconcile these conflicts by tweaking the wording to the Overriding Principle.

**Ross Hathaway, Citizen** – Stated Squeaky Wheels advocated for efficient, safe and pleasant bicycling and walking for citizens of all ages and abilities on Bainbridge. Mr. Hathaway went on to say the citizens of Bainbridge consistently and strongly demanded improvements for walking and bicycling was widely recognized that there are significant deficiencies along the roadways for these modes. He felt they needed to make more progress in that area and it was very important that the Comprehensive Plan’s sub-elements contained strong goals and tools that would support the successful pragmatic implementation measures that would make those improvements reality. He wanted the Commission to think about stating the words “efficient, safe and pleasant” were important and deserved equal weight of somebody driving a car. He encouraged them to adopt a bicycle and pedestrian level of service standard stating they were nationally recognized standards that could potentially be modified to fit Bainbridge Island specifically if needed.

**Don Willott, Non-Motorized Transportation Committee** – Picked up on what Mr. Hathaway said about levels of service for both bicyclists and pedestrians hoping to include level of service measures for transit. He also encouraged the Commission to think in terms of separated grade crossings stating highway conversations tended to focus on right and left turn lanes and queue jump lanes for buses to get ahead of the traffic but adding the lanes makes it more hostile for pedestrians, especially slower pedestrians and since Bainbridge was a very gray community that was important. There were places along the highway corridor where they could go over the top because it was built on cut and fill. That would break up the mile long “super” block between Winslow Way and High School Road. He felt there were other places along the highway that could take advantage of that as well and since there was real budget money coming in from WSDOT, there were real decisions to make and the City needed to show leadership in what they advocate.

## **NEW/OLD BUSINESS**

None.

**ADJOURN**

**Meeting was adjourned at 8:56 PM.**

Accepted by:

  
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J. Mack Pearl, Chair

  
\_\_\_\_\_  
Jane Rasely, Administrative Specialist

**CITY OF BAINBRIDGE ISLAND  
PLANNING COMMISSION – SPECIAL MEETING  
January 21, 2016**



**PLEASE PRINT**

Name	Address	Phone/ E-Mail	Join ListServ Yes/No	Would like to speak	Subject
Stan Wegman	4206 Bluebell	Swegman@Sounddr	?		Trees
Pam Churchill	4180 Bluff Lane	corgiluna@comcast.net	✓	No	Tree Ord.
LINDA CARPENTER	4582 POINT WHITE	LJCHMC@msn.com	✓		Tree Ord.
Stacy Nordgren	8736 Rosario			Yes	Guiding Prin. #8
Day Willett	359 Eden Lane NW	dwillett@mar.com	✓		
NOEL & Richard Saunders	4513 Blakey Heights Drive NE	NoelSaunders@MSN.COM	✓	NO	C. Plan
KATHY WOLF	11224 PARKHILL PL	KWOLF.INFO@GMAIL.COM	✓	YES	Tree ORD.
ROB'T CONOLEY	10781 Sunrise Dr	<del>Bob Conoley@pacific</del> pacific@net	✓	no	all trees
Jennie Sheldon	10257 Ronald Ct NE	jwoodsheldon@gmail.com	✓	—	Charbon + transport element
Ross Hedlaway	4426 Blakey Dr NE	rosshedlaway@gmail.com	✓	YES	Non-motorized Trans





**SCHEDULE OF PLANNING COMMISSION AGENDAS**

**4 7 16 DRAFT**

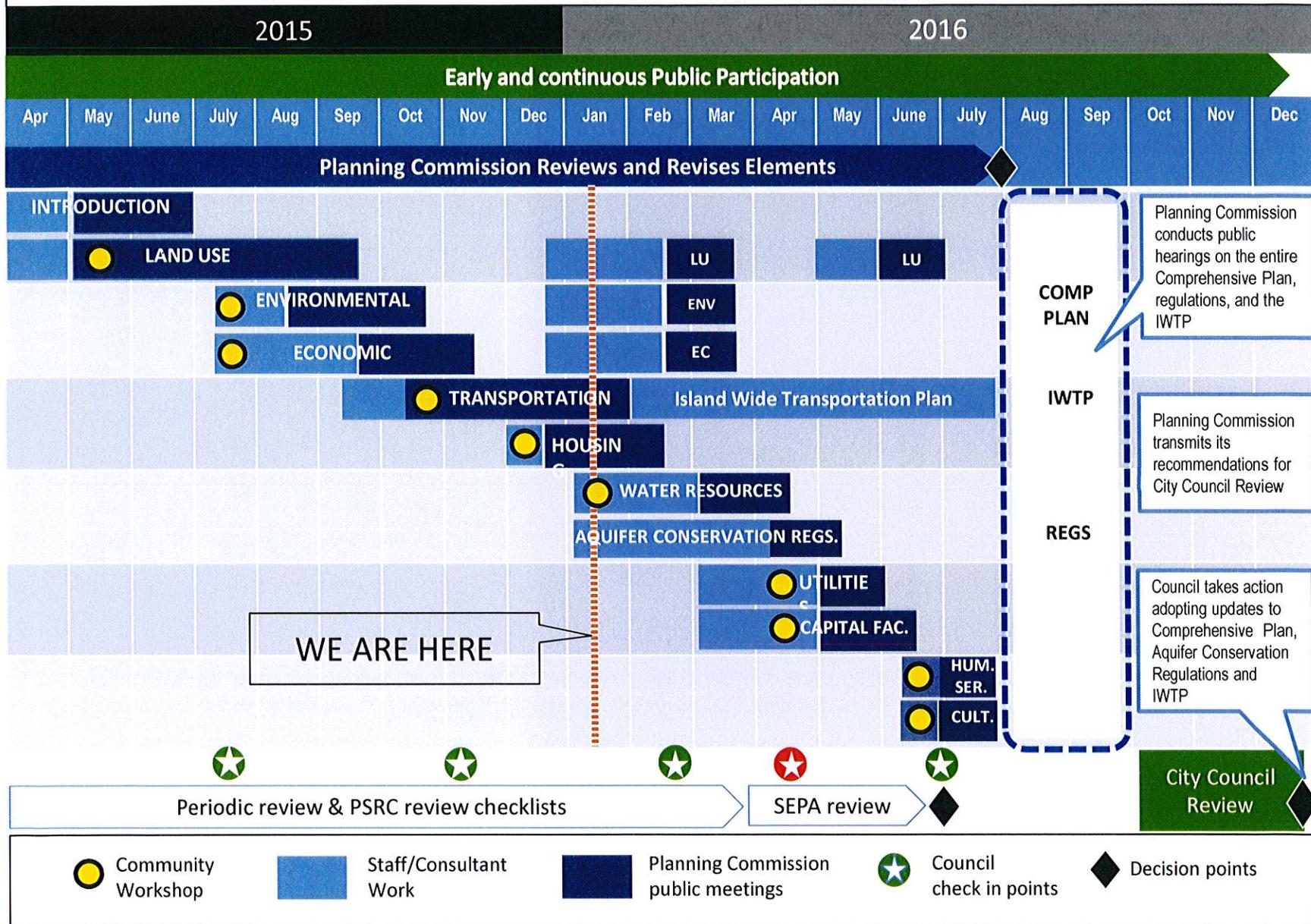
**OTHER PLANNING COMMISSION PROJECTS**

**COMPREHENSIVE PLAN UPDATE PROJECT**

Project Lead	WYATT SPR (JM)	Helm OS Ap (JS)	Critical Areas, Aquifer Conservation Regs., and LID Regs. (JT/CC)	Aqua-culture Ltd. SMP (CC)	General Ltd. SMP (CC)	Historic Preservation Ord. (HB)	WATER RESOURCES	HOUSING	CONSISTENCY CHECK/REVISIONS	UTILITIES	CAPITAL FACILITIES	6 YEAR C.I.P.	HUMAN SERVICES	CULTURAL	COMPLETE PLAN
April 7					SS		SS								
April 14				PH	SS		SS	SS							
April 28					PH	SS		SS							
<b>MAY 3</b>	<b>City Council Review of Plan Elements</b>														
May 12	PM	PH				PH		SS							
May 19			SS						SS						
May 26									SS						
June 9									SS	●					
June 16										SS	●				
June 23										SS	SS				
<b>JULY 5</b>	<b>City Council Review of Plan Elements</b>														
July 14											SS		●	●	
July 28												B	SS	SS	
Aug 11															PH
Aug 25															PH

SS Study Session    PH Public Hearing    ● Public Workshop    PM Public Meeting    B Briefing

# Navigate Bainbridge Project Schedule – Revised January 5, 2016



Attachment A

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To: Planning Commission

From: Charles Schmid

Date: 21 January 2016

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First of all I would like to thank the “ Ad-Hoc Tree Committee” and acknowledge all the work they have done on this ordinance -- which is both complex and important to preserving (or attempting to preserve) the Island’s special natural appearance. This ordinance is especially important as we see some major subdivisions in process as we speak.

I just have a few minor comments and questions – mostly minor.

PAGE 1

There are a lot of “WHEREAS’s” which duly describe the process. Why not add one- WHEREAS the Bainbridge Island Comprehensive Plan stresses the importance of tree and landscaping retention, maintenance and planting;

Isn’t this what we are doing – making the Zoning ordinance correspond and carry out the Comprehensive Plan? This is of course described in more detail in Section 1 of the Code..

PAGE 2

1c and d cover screening between different residential uses, parking areas, and other zones but neglects mentioning screening from roads. Perhaps mentioning Highway 305 is designated a Scenic Highway by the state with an RCW link is important here.

PAGE 4

I believe the X in the table 18.15.010 signifies required. This should be indicated somewhere (or did I miss it?)

PAGE 5

Bottom column deletes Roadside Buffer requirements. Was this intended since there are residential zones across the street from NSC zones. Maybe this just needs to be clarified.

PAGE 6

[2] Could you check/discuss the meaning that “Roadside buffer requirements for MUTC zones adjacent to Highway 305 only.”

PAGE 8

2c. second line change “tree” to “trees required”

PAGE 13

I am not sure what the “Note: this applies to R-8 & R-14” in Table 18.15.010-3 applies to given that the rest of the row is stricken.

Can the “Minimum Perimeter Width” only be used with Buffer Averaging? I have always assumed this, but never that sure is correct.

PAGE 13 (continued)

Is a “Nonindustrial use defined? See use of term towards bottom of Table.

Please review the Minimum Perimeter widths for the bottom three sections for residential zones. They are 15, 15, and 15 respectively. I feel they should be increased to both columns to be equal for Perimeter Widths as you have recommended above.

PAGE 14

I was wondering if you thought that: Note [1] in table 18.15.010-3 could be reworded to “Properties with less than 1 acre being subdivided are not subject to perimeter buffer requirements” to avoid someone interpreting that this applies to subdividing into 1 acre parcels.

Please continue the discussion to eliminate “Cluster” development. This approach doesn’t result in Cluster development, is not often used, and recent examples show poor results of screening.

3a. and 3 b. Why were the denser “filtered screen” replaced with the less dense “edge planting standard landscape perimeters?”

3c something is wrong with this sentence structure.

PAGES 15-17

The calculation for the number of trees and shrubs in the perimeter buffer seems to be improved and I look forward to seeing how it works.

PAGE 17

5e Planting shrubs and trees on earth berms should not be optional.

6. Has the BI Metro Parks and Recreation District seen the draft?

PAGE 19

Item 2 of Table 18.15.010-4

I think Scenic Highway should be capitalized.

Item 7 Is there any quantitative requirement for how many trees and vegetation is required to be placed “elsewhere on the property?” I understand the rationale for this change but of the opinion it is still too open to interpretation, and will remove perimeter buffers on most subdivisions – no matter where they are located.

PAGE 20 b. Roadside Buffers in Residential Short Subdivisions.

i Does this only apply to the zoning of the applicant and not take into account the neighboring zoning? For example if a subdivision in a R-14 zone have to take into account an adjacent R-5 Zone? This question might well display my ignorance on how this applies. This has the same criteria “unless it is determined that a landscape buffer is necessary to maintain the character of the neighborhood or to reflect neighboring development patterns.” Perhaps a tour to a couple of subdivisions by the ad-hoc committee would be helpful.

PAGE 21

d. Have there been “designated scenic roads?” This should not be confused with Scenic Highway 305 which has a 50 foot buffer (see page 18).

I have not commented on Tree Units since I still have to figure them out. I hope others – who understand their application – review this section.

Finally please include the requirements for trees in sidewalks for MUTC zones. This is in the guidelines section for Winslow which I believe is law – and has been overlooked by applicants and planners. Either include it into the ordinance or make a reference prominent in this ordinance.

CHARLES SCHEID

Eco Adapt recommended **additional text** and ~~text to strike~~

**Guiding Principle #8** - ~~Adopt and implement a strategy to~~ **Reduce greenhouse gas emissions (mitigation)** and **ameliorate** ~~adapt to and mitigate~~ the effects of climate change **(adaptation)** and **in order** to ~~maintain~~ **foster** the Island's environmental, economic and **social** ~~community~~ **resiliency** **resilience** in the face of shifting ~~environmental~~ conditions, such as sea level rise, and more extreme weather events, **and human responses to climate change.**

Eco Adapt recommended **additional text** and ~~text to strike~~

**Guiding Policy 8.1** ~~Participate with state, regional and local partners in the development of a regional climate action plan aimed at reducing~~ **Create goals and** policies that **commit and** lead to local reduction of greenhouse gases by 25 percent of 1990 levels by 2020, 45 percent of 1990 levels by 2035 and 80 percent of 1990 levels by 2050. **This guiding policy has implications across elements and should used as a regulatory framework. As such these policies will be translated into City action and regulation.**

**[For example, this policy would promote increased energy efficiency standards, decreased fossil fuel consumption, increased renewable energy, appropriate land use planning, etc.]**

Eco Adapt recommended **additional text** and ~~text to strike~~

**Guiding Policy 8.2** Advocate for comprehensive federal, state and regional science-based limits and a market-based price on carbon pollution and other greenhouse gas emissions

Eco Adapt recommended **additional text** and ~~text to strike~~

**Guiding Policy 8.3** Engage and lead community outreach efforts in partnership with other local governments, businesses and citizens to educate the community about climate change efforts, **thereby building capacity to support mitigation and adaptation action** ~~promote collaborative actions.~~

Eco Adapt recommended **additional text** and ~~text to strike~~

**Guiding Policy 8.4** ~~Develop and implement a Climate Action Plan that recognizes the value of carbon storage in the Island's forests, enhances mobility choices with a smaller carbon footprint, minimizes impacts on the Island's hydrological systems and encourages new development that is durable, low-impact and energy-efficient.~~

Eco Adapt recommended **additional text** and ~~text to strike~~

**Guiding Policy 8.4** Create goals and policies that increase community resilience to climate change by evaluating the implications of climate change in all element areas and developing actions that incorporate those realities in order to achieve robust long-term outcomes for Bainbridge Island. These policies shall result in city regulation for application in all areas of city oversight, by requiring the evaluation of the implications of climate change in all city decisions. [For example, this policy would promote required consideration of sea level rise in coastal infrastructure permitting, changing precipitation patterns in development of water resource plans, etc.]