MINUTES
KITSAP COUNTY PLANNING COMMISSION
May 2, 2000


9:00 A.M.

Meeting Called to Order – Introductions.

9:05 A.M.


Nobi Kawasaki noted for the record that the Planning Commission would begin review of the Bethel Road Corridor before voting on the Minutes, since he was expecting Val Torrens and Deborah Flynn and they had not arrived at this time. He said they would vote on the Minutes after the Bethel Road presentation was completed.

9:10 A.M.

➢ Study Session regarding the Bethel Road Corridor and proposed development regulations.

Darryl Piercy said that this study session was to update the Planning Commission on the progress and the process on the Bethel Road Corridor. He reported that there has been a tremendous amount of public participation in the preparation of this Plan and it is just about ready to go forward for a public hearing. He then introduced Susan Graham and Jean Carr of SCA Engineering to the members.

Susan Graham of SCA Engineering recounted that she was before them about a month ago for a presentation with Monty Mahan of the Public Works Department. She said that there is a draft document ready to go before the County for review. To date, she continued, there have been about 20 meetings, with 20 to 80
people attending each meeting. She said that on May 18th, at the Port Orchard Fire Station, there would be another open house to introduce the Draft Bethel Road Corridor Plan. She suggested that the Planning Commission members attend this open house, noting that they will show a computer generated image of what the Corridor would look like when it is completed at that open house and again at the public hearing before the Planning Commission.

(Val Torrens and Deborah Flynn are now in attendance.)

Jean Carr, Urban Planner for SCA Engineering, said she included the Interim Land-Use Standards and the input from the public meetings in this draft Plan. She felt that this Plan would fill in some gaps in the zoning along the Corridor and complete the vision of Bethel Road. She passed out a packet to the members, explaining that this was the first chapter of the corridor development plan, which included the land use standards, engineered zones concept and pieces of the Plan that described the infrastructure. She said that once the Corridor Plan was approved, it would make the whole corridor work together.

Nobi Kawasaki noted a Memorandum dated April 24, 2000 which was passed out to the Planning Commission, and asked if this was an update to the materials received to date?

Susan Graham said that there are now graphics in the latest draft to show how the design could be implemented; the text has not changed.

Jean Carr said that when the packet was sent out originally, they did not have time to insert the graphics into the Plan.

Nobi Kawasaki asked if the Planning Commission members would be able to review the whole Plan?

Susan Graham said that they could review the whole Plan, but staff was only asking the Planning Commission to make a decision on the Land-Use Section of the Plan.

The Planning Commission members asked that the whole plan be sent to them.

Jean Carr said that in the Bethel Land Use Standards, these policies would apply to new construction, redevelopment, remodeling or improvements, noting that the policies would only apply to the remodeled portion of a building; the entire structure would not need to be renovated. She said there was a section that laid out specifics for Engineered Zones, which are: “future roadway networks that were blocks of land bounded by existing or future roadways”. She said that these blocks shared identified access points and possibly stormwater control areas. At a minimum, she continued, the Plan would promote development plans, which accommodated interconnections between buildings and parking lots within each Engineered Zone. She said that there were standard requirements for site design, setbacks, coordinated site planning, parking, pedestrian circulation, landscaping, signs, environmental protection and building
design. She said the builder was encouraged to keep to a Pacific Northwest theme and must incorporate at least three of eleven choices listed in the Plan for the building’s exterior. She said with the design standards, the biggest change would be a requirement that some of the buildings be set next to Bethel Road, to make allowances for pedestrians with the parking area in the rear of the building. She said that all buildings would not be required to be next to the street, so there is some flexibility in the design.

Richard McConaughy asked if she could provide some examples of this process?

Jean Carr said that this process was not an overnight thing, it will take time to fully develop the Bethel Corridor, but there is a better potential to increase pedestrian traffic if there is something for the pedestrians to do. She said in Olympia, the city is requiring this development approach on the west side near the Capital Mall. She gave a specific example of a project on the corner of Cooper Point Road and Black Lake Blvd., where there is a large complex under construction to include Office Depot and Walgreens. She said there are other improvement projects in that area as well. She recounted that Bethel Road will not develop all at once; construction and development will take a while. She said that there would be a real physical difference in the Corridor over the next 20 years.

Linda Rowe said she was very familiar with the Bethel Corridor and questioned where these people would be walking from? She felt there were very few homes near the Corridor.

Jean Carr said that there are some residential neighborhoods behind Bethel Road and with the new design of the Corridor; a person could leave his or her parked car and shop on the streets without taking the car from business to business. She reported that Bethel will always be a busy road, but they are trying to create the best of both worlds.

Susan Graham said that they have been told from people in the adjacent neighborhoods that they like to have places to walk, adding that there will be numerous bus routes that will be available along this road. She said that once the median is down the middle of the road, there will be plantings in the center and a 7-foot planted area with trees along the road between the pedestrian walkways and the traffic, which will make people feel safer and be esthetically calmer. She said that this has worked well in other communities.
Darryl Piercy said that there is some higher density residential housing that is near the commercial development.

Linda Rowe said that this Corridor Plan could be planning for multi-family, but she felt that it would not work with the neighborhoods that are already established.

Darryl Piercy said that established neighborhoods such as the homes along Salmonberry Road will be right for re-development in the near future, which would give a perfect opportunity to create a new community with some pedestrian use.

Jean Carr said that one of the exercises that staff went through to design this Plan was to identify a small site and develop it. She handed out to the Planning Commission a conceptual site plan showing how this could occur. She said that this site was a half-acre parcel along Bethel with future commercial collector corridors as well. She felt this parcel would be sufficient in size to be developed as a sandwich shop, a veterinary clinic, etc. She said they came up with an adequate amount of parking for a 2,500 square foot building and showed how this parking lot could connect to other adjacent parking lots.

Val Torrens asked if the temporary access was only for a short period of time?

Jean Carr agreed, adding that it would be discontinued once the commercial collector lanes were in place.

Val Torrens understood that the Port Orchard residents near Wal-Mart were unaware of the second access road in the plan; they believed that the only access was going to be at the stoplight.

The members then discussed who would have the ownership of the future commercial collector.

Jean Carr said on the conceptual plan there were no stormwater ponds, adding that the site would be served by a regional stormwater detention system; otherwise this parcel could not be developed. She said that these stormwater systems are now underground, in some cases, even though this could be costly.

Susan Graham said that it would cost the developer about half the cost to hook up to the regional stormwater system as opposed to building their own system.

Jean Carr said that with setbacks, there would be minimum and maximum setback requirements established. She said that the reason that was so that all the buildings are not created at the same distance from the street, which could be monotonous.
Val Torrens suggested that the staff label the pictures of the buildings, so that someone could go to a particular area where they are located to view them.

Jean Carr noted a plan for an anchor tenant and smaller buildings with pedestrian walkways where people can safely walk to and from their vehicles. She said that the location of the walkways needed to make sense and not be located where a person would have to go long distances from the public parking areas to get into the store and still be safe, so that there are designated walk areas as well as designated driving areas. With regard to parking, she continued, the parking lots will be interconnecting and incorporate landscaping and design to avoid the massive sea of blacktop. She said that this would create clearer driving paths and the trees would be helpful to keep the temperatures down in the parked cars.

Richard McConaughy asked, from the developers' perspective, what percentage of the parking would be lost with this development pattern, using walkways and extensive trees in the parking areas?

Jean Carr said that the sidewalks would be half the width of a parking spot, so they may lose 15 to 18 parking spaces in 100. She said, in her experience, most developers who do big projects understand that there will be necessary landscaping and pedestrian friendly areas and they will make them fit into their project.

Darryl Piercy said that there has been an overall reduction of parking stalls in the latest developments, adding it is extremely expensive to pave these areas and provide stormwater runoff; it is less expensive to plant trees and vegetation which is to the advantage of the developer.

John Ahl said that with the parking lot interconnectivity, there could be parking at the businesses next door.

Jean Carr said that these days the idea of building more parking spaces is dwindling and the construction costs will be higher with the additional salmon issues to deal with.

Darryl Piercy said that there could be a pervious parking lot constructed for use during the holiday season.

Linda Rowe noted the ratio of one tree for 6 stalls, and questioned if there was a business that has that ratio in the County?

Jean Carr said that ratio is about average; some new regulations require 1 tree to 10 spaces.
Darryl Piercy said that the new Harrison Hospital’s parking lot would be about 1 tree to 7 spaces when their parking lot is completed. He explained that the cost of this would be cheaper for the developer because there is less stormwater runoff to deal with.

Jean Carr said there are standards for defining walkways to highlight pedestrian walking areas and make them more visual using paving stones or other options as well as raising the sidewalks, making a wide speed hump, or planting shrubs and trees to mark the walks. She said there are also some standards for bicycle parking and so forth; since there will be bicycle lanes along the Bethel Road so there should be places for them to park.

Darryl Piercy said that the County has a list of “parking lot trees” for that purpose.

Susan Graham said that there would be a list of specific types of trees to be planted along the Bethel Road Corridor.

Darryl Piercy said that the County encourages the use of native vegetation and there is a specific list of those as well.

Jean Carr said the Landscaping Section of the Plan has some specifics for buffering between the residential and commercial zones to make them visually more attractive. She said that there are some incentives for preserving the natural vegetation that could be incorporated into the buffers or the landscaped areas. She said that mature vegetation would give a more permanent feel to a commercial site.

Darryl Piercy said these requirements were designed to be more flexible for the development, and not be so rigid that they end up with trees that were not of good quality, which would affect the whole design.

Jean Carr said there are standards in place for the signs to make an esthetically pleasing site as a whole. She said there were some suggestions for building design to reflect the northwest heritage, without shoehorning people to do this.

John Ahl asked in design standards, who will review these applications to see if they are appropriate?

Darryl Piercy said that the project planners would review the applications to make some consistency in the review process.

John Ahl and Jean Carr discussed examples of buildings designed to scale. She said that there is also a variance procedure for this process.
Val Torrens and Darryl Piercy then discussed the difference between painting the buildings various trim colors and using the exterior building walls for advertising/signage.

Val Torrens asked if there were some property owners along the Bethel Corridor who would be on the design review committee?

Darryl Piercy said that issue was recommended to the developers by staff on several occasions, but the response was that they preferred to have an expedited review of the application process and preferred some more rigid design standards set that could be reviewed fairly rapidly by the County staff.

Deborah Flynn asked about using muted earth tones for painting of the buildings and questioned why that color was specified?

Susan Graham said that the muted earth tones were typically considered colors used in a northwest-type design.

Deborah Flynn felt that this color was very depressing when used in an area where it tended to be so dark and rainy during the winter months.

Jean Carr noted a building in Bellevue and said that they had used this color along with some bright colors, adding this was another example of where some flexibility was used and that it was stated in the Plan as “should” instead of “shall”.

John Ahl said that the density along the Bethel Corridor seemed very suburban instead of commercial and asked about the height restrictions that would be allowed there?

Darryl Piercy said that 35 feet high would be okay without fire department approval and 60 feet with fire department approval, but what the County would be reviewing, would be the landscaping; making sure the design would fit with the surrounding environment and natural vegetation.

John Ahl asked if parking structures would be allowed?

Jean Carr said that parking structures are very expensive, about $15,000 per space, so it is much easier to buy another acre of land for parking in this area than to build a structure to park in.

Nobi Kawasaki asked if this Corridor would be zoned Highway Tourist and Commercial zoning?
Darryl Piercy said that the current zoning is Highway Tourist along the Corridor, which would remain.

Laura King asked about the overhead power lines and why the cost of placing the power lines underground would be too expensive?

Susan Graham said that some of the lines will be underground but there are high voltage lines in this area as well, and placing those underground will cost about 5 million dollars.

Val Torrens outlined the cost of putting the lines underground as opposed to keeping the lines above ground.

Susan Graham said that when the Plan was finalized, there would be a No-Cut Policy for the infrastructure, so that those who supply the infrastructure cannot constantly cut up the roads to run the water, sewer lines and so forth. She explained that the purpose of this Plan is to be very comprehensive over the next 20 years. She noted they would continue to research this issue of getting the power lines placed underground.

Nobi Kawasaki said in the draft Plan that they received earlier, the Introduction stated there were sections on transportation and environmental issues and asked how those would work into the Plan?

Darryl Piercy said that the Planning Commission will need to make a recommendation to amend the County’s Zoning Ordinance, as this Plan would be a component to that Ordinance. He said that the Corridor Plan is consistent with the other environmental regulations. He said that the only Ordinance that would change was the Zoning Ordinance. He said keep in mind that this started out as a Transportation Plan, but it evolved into a road design with land-use regulations; which is a new approach for this County. He felt that this has been a very successful project.

Rick Kimball said that there would be environmental issues with the impacts to the road widening project as well as the stormwater.

John Ahl said that the Planning Commission felt good about the public process with this effort but questioned if there was a contentious part of this project?

Darryl Piercy said the staff listened to the community on these issues but the entire community was not totally in favor of all aspects of this Plan. He said there was flexibility added to this Plan and yet it was in keeping with the County’s Comprehensive Plan. He said there were also incentives for expedited
review of regional stormwater facilities, which presently takes the longest time to review.

Susan Graham said that they are still working with the committee to get everyone on board
with this Plan. She said they are meeting with their subcommittee before the Plan goes out in
final draft.

Linda Rowe said in the advisory committee the comment came from the owners of the smaller
lots who were concerned with losing property for road right-of-ways if the road will be widened to
100 feet.

Susan Graham agreed, but explained that the small landowner may not be able to develop now
because of the stormwater concerns. She said that they would be buying about 30 feet of right-
of-way on each side of the road.

Nobi Kawasaki asked if there would be a benefit for a business to have parking in back and
using adjoining parking as well?

Susan Graham said yes, Wal-Mart was a group of about 10 parcels that used this design for
parking.

Darryl Piercy said that there is enough development for the parking so with the right design the
building could be placed within 2 feet of the sidewalks to allow for creativity.

Nobi Kawasaki asked how the County intended to use the access points?

Darryl Piercy said that the access points would be pre-identified before the project is built.

Darryl Piercy and Nobi Kawasaki then discussed the engineered zones and the incentives for
project development.

Jean Carr said that, under the County’s land use plan, if each parcel were to develop
individually, there would be individual accesses as well; with this corridor plan, there would be
less access/egress areas onto Bethel Road.

Val Torrens questioned the requirement for lighting in the parking lot, noting the lighting at
George’s Corner in Kingston. She said there was so much light in a primarily rural area, which
was very offensive.

Darryl Piercy said that at George’s Corner, one of the requirements was that all of the lighting
be recessed and other specific steps to minimize the impact to the surrounding neighborhood.

Nobi Kawasaki said that there were a lot a “shoulds” in the proposed corridor plan and not a
lot of requirements, except for working in an engineered zone.
Jean Carr said that the concept was to meet a balance between no requirements and very strict zoning, but there will be some who will use the least restrictive capabilities for their building design, which was the price the community will pay for allowing flexibility.

Nobi Kawasaki asked if the committee has made their final recommendation?

Susan Graham said yes, generally they have made their recommendation.

(Laura King left the meeting at 11:00 a.m.)

ADOPTION OF MINUTES:

(Val Torrens is out of the room at this time.)

A Motion was made by Richard McConaughy and seconded by John Ahl that the Planning Commission approves the Minutes of March 7, 2000. Vote: Aye: 5; Nay: 0; Abstain: 1; (Flynn not present at hearing.) Motion carried.

A Motion was made by Linda Rowe and seconded by John Ahl that the Planning Commission approves the Minutes of March 14, 2000. Vote: Aye: 5; Nay: 0; Abstain: 1 (Shepherd not present at hearing.) Motion carried.

(Val Torrens is back in attendance.)

A Motion was made by Richard McConaughy and seconded by Linda Rowe that the Planning Commission approves the Minutes of February 29, 2000. Vote: Aye: 6; Nay: 0; Abstain: 1 (Shepherd not present at hearing.) Motion carried.

WORK PLAN DISCUSSION:

Jason Rice reported that he attended the Poulsbo Public Works Sub-committee meeting on April 26, 2000. He said that Commissioner Endresen and Bruce Freeland attended as well. He further reported that following the discussion with Glenn Gross, who is the Planning Director in Poulsbo, it was decided to postpone
the public hearings on the Poulsbo Subarea Urban Growth Area to allow time for the City of Poulsbo to consult with their attorney. He explained that there will be an interlocal agreement prepared and Mr. Gross will work with the City Council to determine how the Council would like to proceed with the public hearing process.

John Ahl and Val Torrens discussed their impressions of the Poulsbo Public Works Sub-committee meeting with the other members and staff.

Following discussion with the members, it was decided to hold a meeting on May 23, 2000 for several Open Space applications together with an update on transportation concurrency with Public Works’ staff member Scott Murphy.

No further discussion being heard, the meeting adjourned at 11:20 a.m.

Items Discussed at Meeting:

Exhibit No. Description

A. Planning Commission Agenda, May 2, 2000;
B. Land-Use Chapter of the draft Bethel Corridor Development Plan, dated April 2000;
C. Model site plan for potential project on the Bethel Corridor, undated;
D. Draft Kitsap County Open Space Plan, dated May 1, 2000.

MINUTES approved this ___________ day of _______________, 2000.

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NOBI KAWASAKI, CHAIR

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KAREN HALBECK, SECRETARY