



PLANNING COMMISSION

Tuesday, March 20, 2018
Poulsbo City Hall Council Chambers
MINUTES

Commissioner Present: Ray Stevens, Jim Coleman, Gordon Hanson, Kate Nunes, Gary McVey, Jerry Block

Staff Present: Karla Boughton, Nikole Coleman, Helen Wytko

1. Call to Order
2. Flag Salute
3. Approval of Minutes - None
4. Modifications to the agenda
GH: Automatic adjournment change to 9pm.
5. Comments from citizens regarding items not on the agenda – none
6. Public Meeting 2018 Commercial Code Update

RS: Open the public meeting.

KB: Introduction.

Tonight's Agenda

1. Self-Serve Mini-Storage
2. Height
3. Lot Coverage



The review is also provided as handout in the back of the room. Info is on website and on agenda. Tonight is our 2nd Planning Commission workshop, next week we will continue with the code review of any topics from tonight that are not discussed satisfactorily. April 10th tackle the other 4 commercial districts in the City. You are here at the very beginning, great time.

Planning Commission Review Schedule

Date	Topics
March 13, 2018	Overview and begin discussion on Commercial Use Table
March 20, 2018	Continued discussion on Commercial Use Table (including self-serve mini-storage use in C-3 zoning district); begin discussion on lot coverage and building height.
March 27, 2018	Continued discussion from previous meeting; C-1 district design standards/shopfront overlay.
April 10, 2018	Standards for the C-2, C-3 and C-4 districts; mixed-use structures and mixed-use site.
April 17, 2018	Continued discussion from previous meeting; discussion on any 'parked' elements and/or responses to questions/requests for additional information.
April 24, 2018	Wrap up and review of proposed modifications.
May 8, 2018	Public Hearing at 7 p.m.

Introduction

August 2, 2017: At the Finance/Administration Council Committee, Mayor Erickson expressed concern on a number of new self-storage facilities proposed to be located within the C-3 SR 305 Commercial Corridor zoning district. This concern was reported at that same night's City Council meeting, where the consensus of the Council shared this concern. The City Council directed an initiation of an amendment to the zoning ordinance prohibiting self-storage use in the C-3 zoning district.

August 9, 2017: Options for amendment the zoning ordinance was presented to the Public Works Committee. The Committee reviewed the three options and directed staff to prepare an interim development regulation ordinance for the full City Council's consideration.

August 16, 2017: City Council considered the interim development regulation prohibiting self-storage uses within the C-3 zoning district, and after deliberation, the Council decided to take a time-out on the numerous permits the City has received for this use within the C-3 zoning district and adopted Ordinance 2017-15. The public hearing on this action was held on September 20, 2017, where the City Council took no further action, thereby keeping the prohibition in place.

The interim prohibition adopted by the City Council in Ordinance 2017-15 is established for six months, unless further extended. The City Council extended the prohibition on February 7, 2018 for an additional six months, in order for the amendment to be considered as part of the larger commercial code update.

Begin tonight with the self-serve mini storage use in the C-3 zoning district. The City's planning department received a number of permits that would have substantially increased self storage along SR 305.

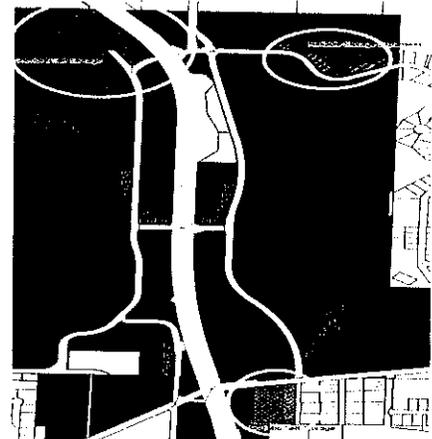
The City Council expressed concern over where the mini storage should be located within the city limits of Poulsbo.

City Council Discussions

Recent Pressure for Self-Storage Facilities in the C-3 Zoning District

The Planning and Economic Development Department received 3 applications for self-storage facilities in the C-3 zoning district in 2017, as well as several informal inquiries.

1. Poulsbo Self-Storage (Lincoln and 10th)
2. Reliable Self-Storage Expansion (Forest Rock Lane)
3. Sherlock Self-Storage (7th and SR 305)



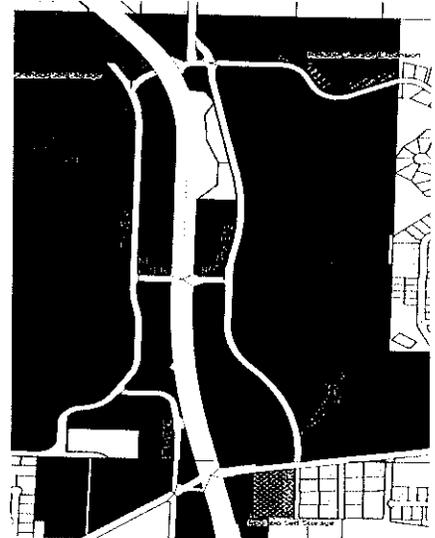
City Council Discussions

Self-Storage Use within the SR 305 Corridor

Comprehensive Plan: "The SR-305 corridor includes the commercial uses located on 7th and 10th Avenue, which parallel SR 305 on the east and west. This corridor provides most of the City's service, retail and professional uses oriented to local residents. The variety of uses in this corridor include grocery stores, pharmacies, restaurants, banks, doctor offices, professional offices, personal services and retail opportunities."

Zoning Ordinance: "1) Encourage businesses that offer frequently needed consumer goods and services for the local population; 2) Support a wide range of activities to enhance the SR-305 corridor as the business and financial, health services, and professional office hub of the community; 3) Ensure that projects are designed using consistent and compatible architectural design."

August 16, 2017: City Council discussed that the self-serve mini storage facilities appear to be a 'gap' between what was intended in the comprehensive plan and the purpose statement of the zoning district, and the actual Commercial Use Table.

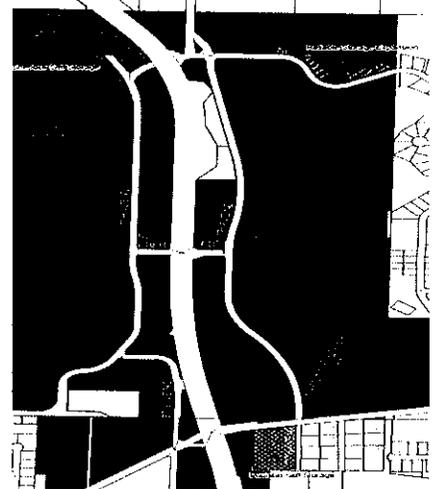


City Council Discussions

Economics of Self-Storage in C-3 Zoning District

The City Council expressed concern about the economic development implications of removing 12 acres off the City's available commercial land inventory, for over 400,000 square feet of passive commercial use and slight employment gains.

The primary location of the top four employment sectors in the city is along or very near the SR 305 Corridor. Councilmembers expressed their concern on the economic development and employment impacts to the City if the SR 305 Commercial Corridor was developed with a significant concentration of self-storage facilities.



Draft Commercial Code Update

Based upon the apparent City Council continued support at the February 7, 2018 public hearing to continue the prohibition, the Draft Commercial Code Update includes the prohibition to self-serve mini storage facilities in the C-3 zoning district.

USE	C-1 Downtown/ Front Street	Shopfront Overlay	C-2 Viking Avenue	C-3 SR 305 Corridor	C-4 College MarketPlace
Other					
Electric charging stations	P	P	P	P	P
Adult entertainment businesses	X	X	X	X	X
Commercial parking lots and parking garages (stand-alone; not associated with commercial structure)	AC	AC	P	P	P
Self-serve mini-storage 1	X	X	P	P-X ²	P

Draft Commercial Code Update

At the February 7, 2018 public hearing, public testimony was offered to the City Council from the owner of existing Reliable Storage, located on Forest Rock Lane, requesting that pre-existing mini storage facilities continue to be allowed and expand within their existing property boundaries.

USE	C-1 Downtown/ Front Street	Shopfront Overlay	C-2 Viking Avenue	C-3 SR 305 Corridor	C-4 College MarketPlace
Other					
Electric charging stations	P	P	P	P	P
Adult entertainment businesses	X	X	X	X	X
Commercial parking lots and parking garages (stand-alone; not associated with commercial structure)	AC	AC	P	P	P
Self-serve mini-storage 1	X	X	P	P-X ²	P

When combined, 12 acres of self storage was proposed. Primary employment district, mini storages are passive commercial use and could be detrimental. Draft commercial update table. Has the 5 instead of just an X in the interim code. It is denoting what happens when you prohibit use. X makes it non-conforming and that there is no expansion. Reliable storage is asking for the self mini storage to be able to be continued without being non-conforming on the existing lot. He is asking to expand on the existing lot, the smallest one and we have proposed taking that into consideration and have provided provisions to allow them to continue. Footnote 5 says that existing self-serve mini storage shall be permitted to expand within the boundaries of their property. Confirm with city attorney that it is an acceptable request.

This was a quick summary of how we got to prohibition of self storage in mini storage district.

RS: Anyone have any questions?

GH: KB provided a good summary, had only seen bits in pieces in paper. Allow in C2 and C4 and liability to expand current boundaries self storage.

KB: To summarize Code is proposing to keep the prohibition in place. Would allow self storage in the C2 and C4 and LI.

Draft Commercial Code Update

Footnote 5:

"Existing self-service mini-storage shall be permitted per Section 18.80.080.I(13).

Section 18.80.080.1 (13) includes the following provision:

"Existing self-serve mini storage facilities that exist as of the date of adoption of this ordinance are permitted to expand within the boundaries of the property as of the date of adoption of this ordinance. The expansion shall be consistent with and meet all applicable standards of the zoning district as well as this section at the time of expansion."

RS: No more questions so continue.

KB: Left off on Page 7 table 18.80.040 building height and lot coverage and changes we are proposing. Have presentation to set context of what we are proposing.

Table 18.80.040

Standard	C-1 Downtown	Shopfront Overlay	C-2 Viking Avenue ¹	C-3 SR 305 Corridor	C-4 College MarketPlace
Minimum Lot Area	None. Lot area shall be of size and shape appropriate to accommodate intended uses, parking and landscaping requirements.				
Maximum Lot Area	None	None	None	None	None
Minimum Front Yard Setback	None	None	10'	15'	15'
Minimum Side Yard Setback	None	None	5'	5'	5'
Minimum Rear Yard Setback	None	None	10'	10'	10'
Minimum Side or Rear Yard Adjacent to R Zone	40' 15'	15'	15'	15'	15'
Maximum Avg. Building Height ¹	35'	35'	35'	35'	35'
Maximum Building Lot Coverage	100% 85%	100%	50%	50%	50%

¹ Alternative development standards for the C-2 zoning district may be allowed through the provisions in Section 18.80.070.
² See Section 18.150.050 for building height measurement; Section 18.310.010 for building height exceptions.

NC: Dealing with table 18.80.040 talking about height and lot coverage. We are proposing changes. Added shopfront overlay and we provided you with a map in your packet and as an exhibit in the back. Overlay showing properties on Front Street to be at a 35' limit. Only change to remove the ability to go to 45' in C1 with underbuilding parking to go to 35' total.

Standard	C-1 Downtown	Shopfront Overlay	C-2 Viking Avenue ¹	C-3 SR 305 Corridor	C-4 College MarketPlace
Maximum Avg. Building Height ²	35'	35'	35'	35'	35'

¹ Alternative development standards for the C-2 zoning district may be allowed through the provisions in Section 18.80.070.
² See Section 18.150.050 for building height measurement; Section 18.310.010 for building height exceptions.

Chapter 18.310.010.B:

Underbuilding Parking. When a structure is proposed to include underbuilding parking in the RM, RH, ~~all C districts C-2, C-3, C-4,~~ OCI, BP and LI zoning districts, the building height limit may be increased by ten feet. The building height calculation shall remain the same as set forth in Chapter 18.150. The increased height shall be reviewed for bulk, scale and compatibility to surrounding structures, and may not be allowed if impacts cannot be adequately mitigated. The gross square footage of the building area allowed by the increased height shall be equal or less than the gross square footage of the underbuilding parking.

GM: When was it adopted?

KB: 1999 was adopted, 45' was adopted around the same time. City Hall is the only structure that has taken and not the total 45', except the Atrium which is about 50', the rest of the building is 35' to 38'. There is a lot of development pressure to utilize that 45'.

JC: I have a couple questions on chart. Why we are restricting height on C2, C3, and C4? Why are we restricting it when we have to go up anyway? Why not open up to 45'?

KB: Great for you guys to talk about it. 30' from the 50s to 1999 where it went to 35'. We have 35' in all our zoning districts including residential. If you do mixed use on Viking Ave can go to 55'.

JC: We want to encourage development, not sure want to restrict to 35'.

KB: College Market Place has master plan overlay and their developer agreements restricts it to 35'. What we were proposing that we wanted to emphasize is that we wanted to take away the ability to 45' and I think you will see why during the presentation.

JC: Bottom of this maximum building lot coverage. Why did we change C1 downtown?

NC: We will walk you through that in just a minute.

GM: Why isn't the 55' called out?

KB: Footnote number 1. Not appropriate for every project it's for mixed use development.

JC: C4 Market Place 50% when we might be able to go 60%-70%.

KB: We will go through and what lot coverage is and why we have a standard for it. 50% typical in our C Zones.

NC: We have a number of examples from all the zoning. Just a reminder yellow is entire C1 downtown zoning district, and pink crosshatch is shopfront overlay which we are proposing additional zonings. Measuring height comes up a lot. Building height per definition is the vertical distance measured from the average elevation of the finished grade at an exterior building wall or building segment to the highest point of the building wall or building segment.

Measuring Height - Steps

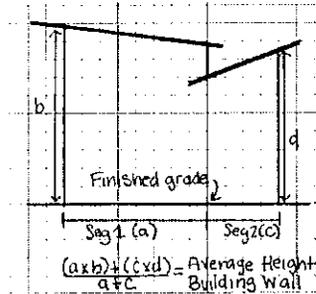
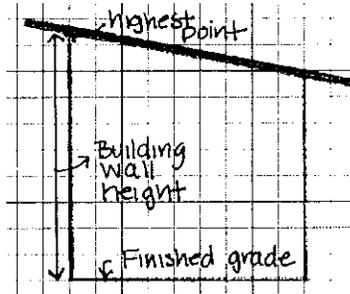
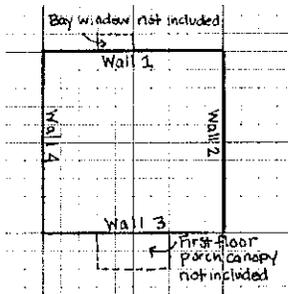
- Step 1: Determine the number of outside building walls
- Step 2: Calculate the height of each primary building wall.
- Step 3: Calculate average height of building.

For example:

- Wall 1 = 44 feet
- Wall 2 = 28 feet (average after calculating segments)
- Wall 3 = 35 feet
- Wall 4 = 32 feet

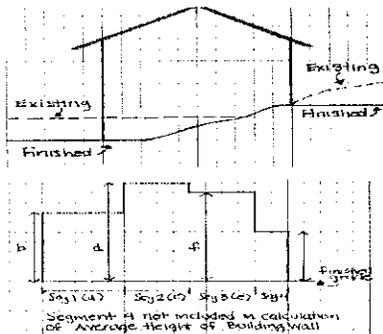
$$44' + 28' + 35' + 32' = 139/4 = 34.75 \text{ feet}$$

34.75 < 35' maximum allowed height - OK!



JB: What is the finished grade when you look at 3rd avenue with a 15' or 20' drop, is the finished grade sidewalk level?

KB: To build something that fronts 3rd Street, we would measure east side from the sidewalk to the top, then measure 15' below to the top and the other two sides and the average of all those would have to be 35' as we are proposing it now. They could do underbuilding parking and with today's code go to 45'. Front from top and the back parking area west side would be higher than 35' but all combined it has to equal 35'. All combined would be an average of 35'. The grade change is so dramatic.



Measuring Height

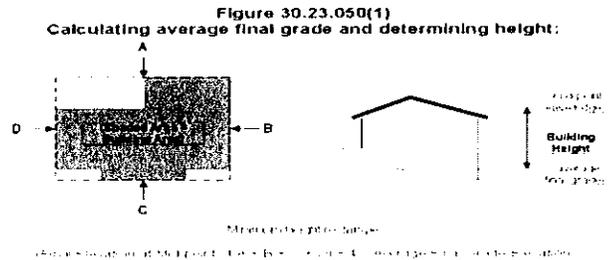
Building Height is the vertical distance measured from the average elevation of the finished grade at an exterior building wall or *building segment* to the highest point of the building wall or building segment. The overall building height shall be calculated as the average of all building sides.

A *building segment* is when a break in the roof line, change in number of stories, or break in finished grade occurs of at least four feet. "Roof line" means the uppermost line of the roof of a building or, in the case of an extended or mansard facade, the uppermost height of said facade.

See full handout [here](#).

Measuring Height

Snohomish Average final grade to the highest point of the coping of a flat roof, or the deck line of a mansard roof, or to the average height of the highest gable of a pitch or hip roof.



KN: So it is a simple average, not based on 2 weighted average ability is an important piece.

NC: When we are measuring height this is to simplify it can get much more complicated. The first step is to determine the number of outside walls. Calculate height of primarily building wall. Then do the average height.

KB: At its base form, this is the methodology we use.

JC: I want to fall back to lot coverage. What is the lot coverage at Home Depot and Walmart?

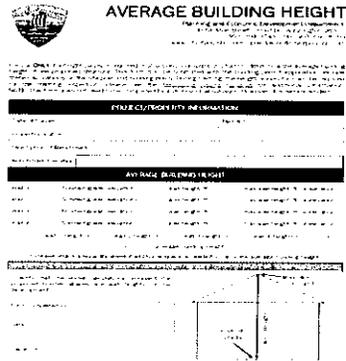
KB: 50% or less just the building footprint, not impervious surface coverage. Standard for commercial zone, the footprint cannot be more than 50% of the lot.

RS: At this point we measure from finished grade. Is there concern about someone artificially changing the grade to skew the numbers?

KB: Has been a concern. Have started an administrative inspection process where we require projects to have a special inspection to make sure building height is according to plan. Previous to 1999 we had the standard which was pre-existing average grade, and that is hard to determine. We do now require building height survey during frame building inspections for buildings that we need to make sure we get right on their grade and their height.

Height Survey

If the height of the a building is within one (1) foot of the maximum building height, surveys are required from a professional land surveyor.



AVERAGE BUILDING HEIGHT
Planning and Community Development Department
City of Everett, Washington

PROJECT/PROJECT INFORMATION

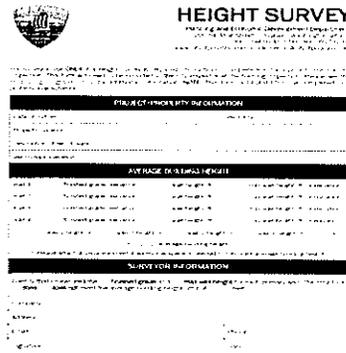
PROJECT NAME: _____
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PROJECT TYPE: _____

AVERAGE BUILDING HEIGHT

DATE	MEASUREMENT POINT	MEASUREMENT HEIGHT	MEASUREMENT METHOD

MEASUREMENT POINTS: _____
MEASUREMENT METHOD: _____

DATE: _____



HEIGHT SURVEY
Planning and Community Development Department
City of Everett, Washington

PROJECT/PROJECT INFORMATION

PROJECT NAME: _____
PROJECT ADDRESS: _____
PROJECT TYPE: _____

AVERAGE BUILDING HEIGHT

DATE	MEASUREMENT POINT	MEASUREMENT HEIGHT	MEASUREMENT METHOD

MEASUREMENT POINTS: _____
MEASUREMENT METHOD: _____

DATE: _____

RS: I know it has been a concern in the past and something other jurisdictions have struggled with.

KB: Truthfully at the end of day height is measured from grade to height. .

RS: Not simple as grade dirt against the building.

KB: Certainly structures that are 35' or higher have now built in an inspection to make sure that is not happening on site.

NC: Looking at other jurisdictions, wanted to include that as different ways entities building height. Measure highest point of sidewalk adjacent to highest point on roofline. Everett and Kirkland examples. Bellevue does a lot of points around the building. Ultimately in end it is a complicated calculation.

RS: Back in 90s midpoint pitch which is really complicated to do that.

KB: In the 90s we were arguing what the midpoint was so we decided to go to the peak of the roof.

NC: Way to give you an idea there is a lot of different options in how to measure height.

RS: I believe we changed it to 35' so we could go to the highest point and that we didn't have to mess around.

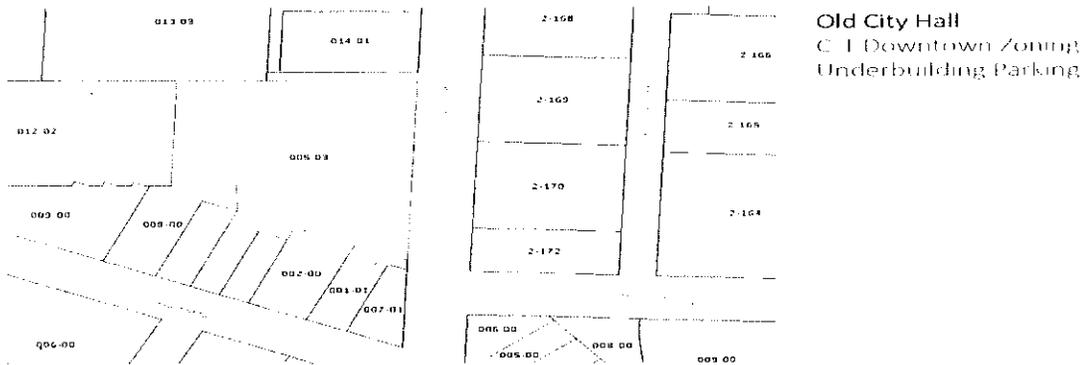
NC: What Karla mentioned before is if the height of the building is within 1 foot of the max building height we require official survey at time of building permit.

RS: Residential as well?

NC: Yes, and common to other jurisdictions as well. Doesn't add time just a little bit more money.

KB: Found it most useful in residential zones. This assures they are meeting the requirements.

NC: Examples of proposed buildings we have. Most people are familiar with the locations. Old City Hall Hall C1 proposed with under building parking. Large site 100% lot coverage. Site Plan approved in 2015 they have since come in for a second site plan.



Old City Hall
C1 Downtown Zoning
Underbuilding Parking



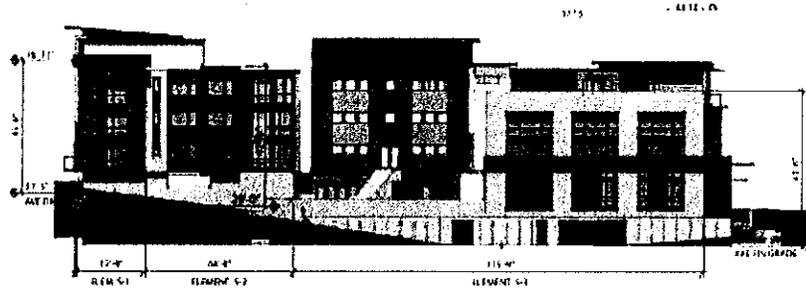
2015 Proposal
No approved building permit



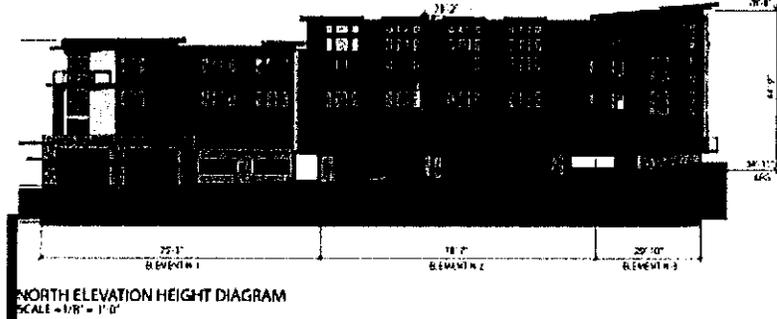
KB: 4 stories 50'.

RS: Clarify this picture starting at 30'.

NC: This is the newest proposal of old city hall. This is not an approved project but based on their calculations they are under the average building height.

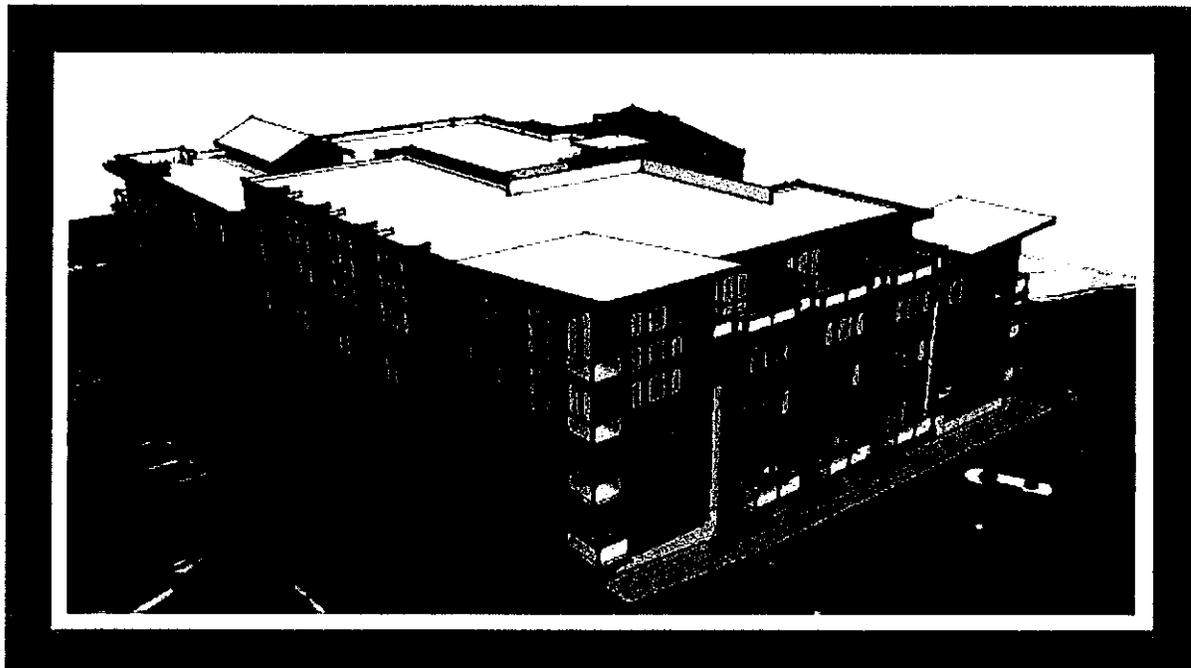


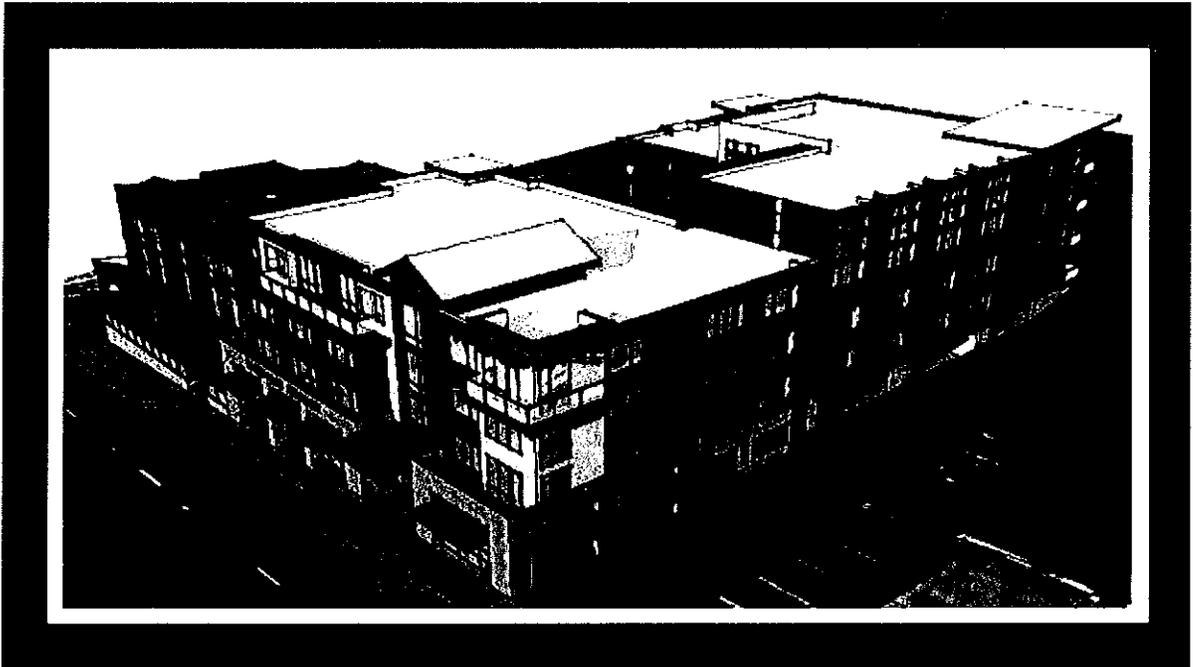
SOUTH ELEVATION HEIGHT DIAGRAM



NORTH ELEVATION HEIGHT DIAGRAM
SCALE = 1/8" = 1' 0"

2017 Proposal
Currently Under Review.





KB: This tells you what building height plus lot coverage looks like. 100% is appropriate for your shopfront because that's how it's been developed. We are suggesting that it is not appropriate for the entire C1 zoning district. We have proposed two changes to minimize bulk and mass. Maybe Viking Ave or 305 that is a conversation for the commission to have whether this type of increased lot coverage and increased height is appropriate. Comp Plan policies about maintaining downtown character and downtown scale. The reason the Commercial Code is before the planning commission is that I am not confident that the commercial code is consistent with the comp plan. Need feedback.

GM: Limit footprint for parking? 85% versus 100% is to provide for additional parking?

KB: Also to not allow for 100% coverage.

GM: Take away additional 10' for underground parking would we permit a three story apartment building if there is now underground parking?

KB: Need to provide surface parking. That is a reality to what we are proposing.

RS: Or the market pushes them to do underground parking anyway. 2 stories on top and underground parking below.

KB: Correct we have applicant who is looking at doing something similar to that today.

RS: Good discussion for us to have. We have downtown area that we like. Do we really want to see this stuffed in? Reason we did 100% downtown is we didn't want 10' spaces in between buildings meaningless.

KB: We do address where we do want to have 100% lot coverage.

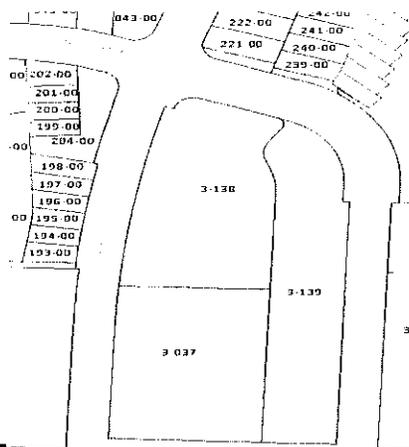
RS: That fixes that. 85% does reduce scale more comfortable space.

NC: Still have to meet parking requirements and cannot currently meet parking requirements which is why it is not moving forward.

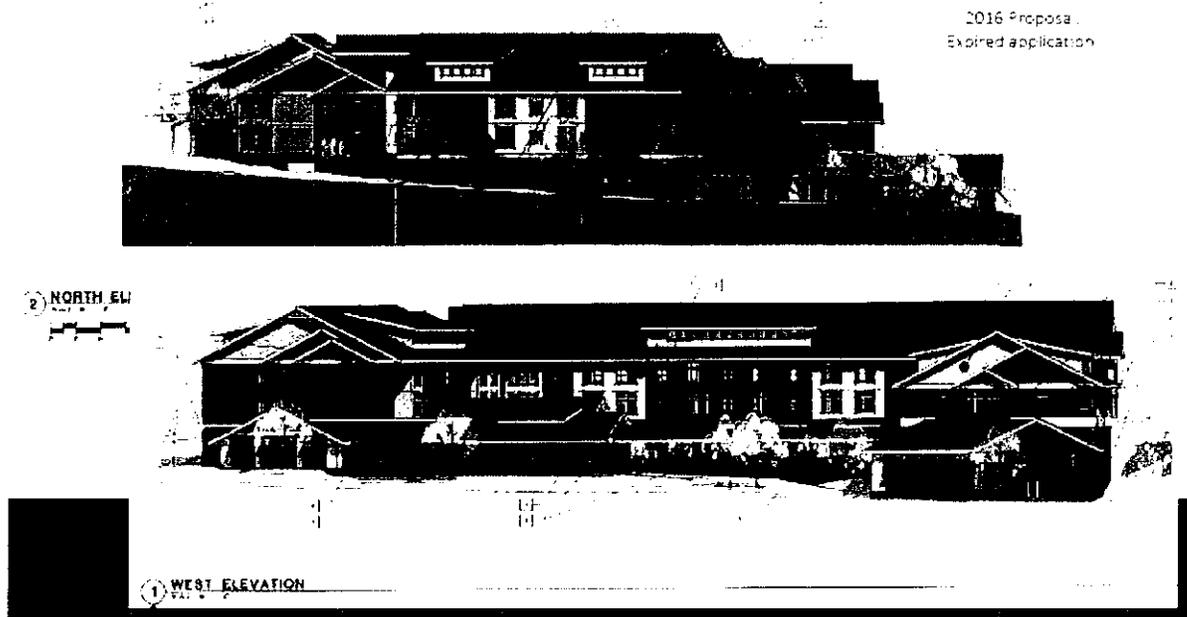
RS: Do we give any credit for people being near transit?

KB: Not at this point in time.

NC: Poulsbo Place Division 8.



Poulsbo Place Phase II
C-1 Downtown Zoning
Underbuilding Parking



KB: Not an active application.

NC: Just an example. Proposed as assisted living. West elevation back building is 52' scale and mass.

KN: Are these multiple separate buildings that we were considering?

KB: U shaped building.

GM: Lot coverage 100%?

KB: 80%

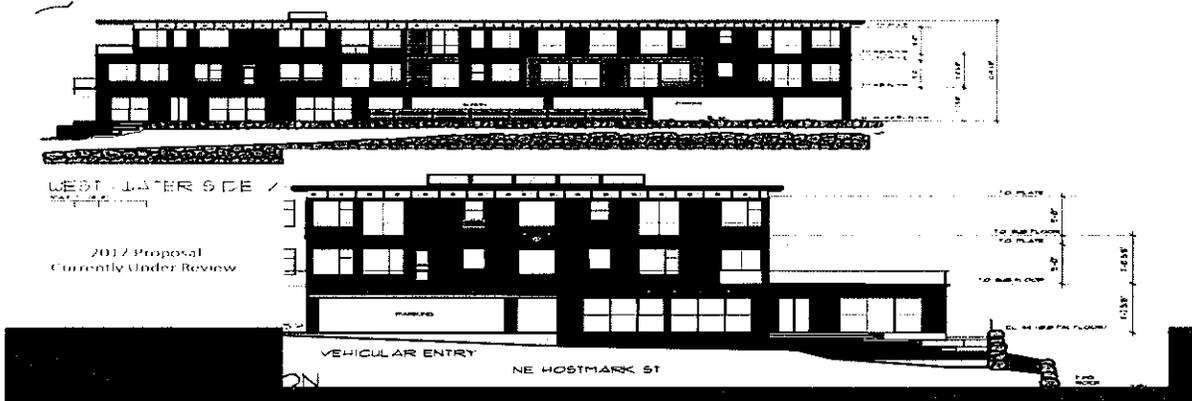
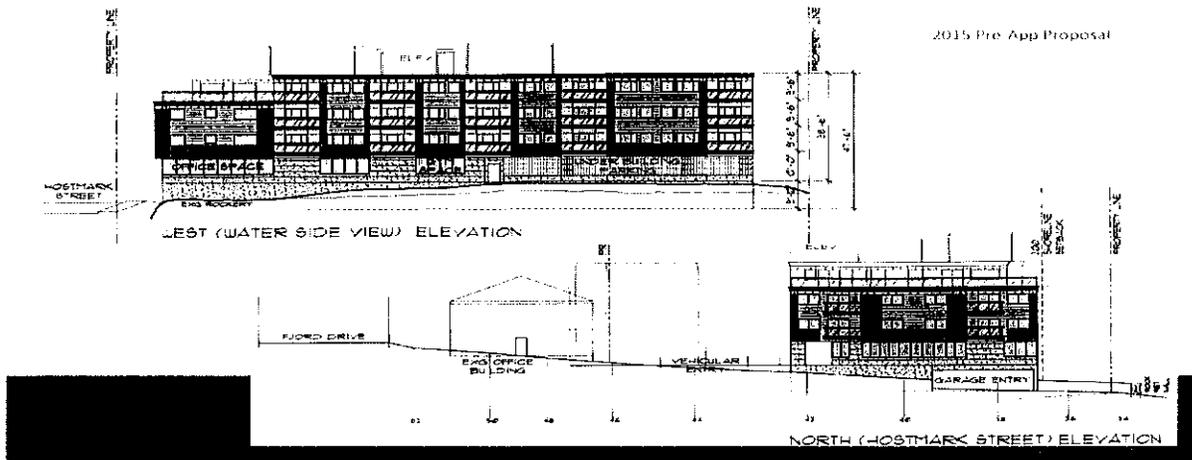
GM: Why was the project withdrawn?

KB: That proposal would need to be approved by city council, and the neighbors mobilized which and the applicants decided to withdraw their application to reconsider. Master plan overlay at Poulsbo Place requires them to stay at 35' were going to ask for amendment to go to 45', allowed in the C1 zoning district, City Council would be review authority for that.

JB: Mixed use C1 but Residential zone, why is commercial being allowed in residential?

KB: Those were specially approved by City Council as live work units. One structure, special housing type that was approved under the Poulsbo Place Master Plan.

NC: Next project is Vanaheimr, old police station. This proposal has been in the works for a while. When the first proposal came in, 2016, it was showing 48' in height with elevator shafts above the roofline. Staff has worked with the applicant at length. Have proposed changes to how tall those can go we currently do not have a limit. Project is within shoreline so it limited the height to 35'. Which they are maintaining.



KB: Couple notes on that. They do have ability today to go to 45' developer has worked with City Staff and went back and rethought the entire project, including underbuilding parking the height and density went down more than half. Considered mixed use.

NC: Comparison of other jurisdictions. Right in the middle for historic downtowns. We chose ones that we get compared to frequently.

Comparisons Downtown Height

Bainbridge Island	
Central Core	35' (45' if parking underbuilding)
Madison Ave	25' (35' if parking underbuilding)
Erickson Ave	25' (35' if parking underbuilding)
Gateway	35' (45' if parking underbuilding)
Gig Harbor	27'
Edmonds	25'-30'
Langley	30' (35' feet with a pitched roof)
Coupeville	28'
La Conner	30'
Port Orchard	27' - 39'
Steilacoom	26'
Sequim	25'-45'
Anacortes	25'-35'

KB: Port Orchard is entertaining pilot project up to 50' for a mixed use structure, for on project at this time.

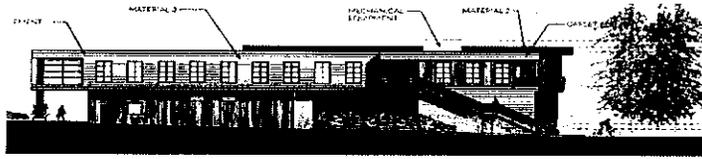
RS: One thing this doesn't tell us is how it is calculated.

KB: Langley is the one that addresses the difference between a flat roof and a peaked roof.

NC: Next example, Work Eat Drink. It is proposing underbuilding parking with 35' height. Can look very big to people. Close to the road plus design makes it look bigger.

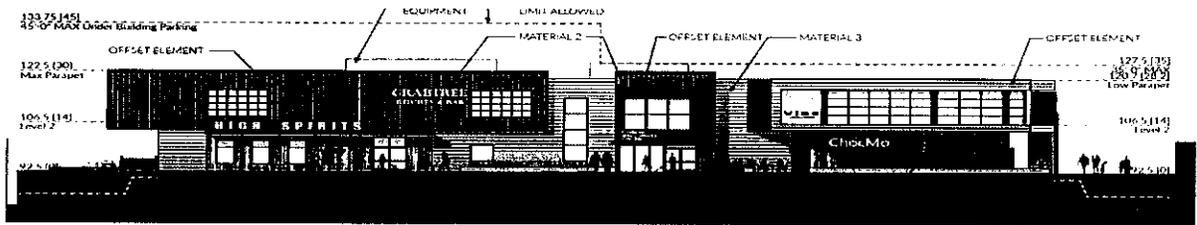


GM: Lot coverage?



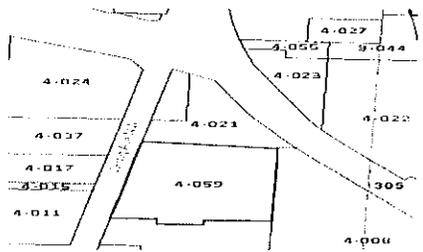
127.5 (10)
 122.5 (8)
 Max Parapet
 Low Parapet
 106.5 (4)
 Level 2
 102.5 (0)
 Max Parapet
 97.5 (0)

Approved Under Construction

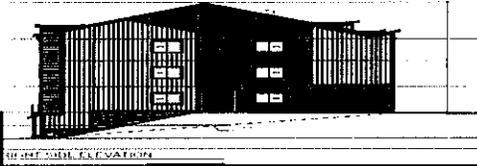


NC: 27% lot coverage because they had critical areas on the site that they had to protect, but could go to 50%. Some surface parking.

NC: Arendal apartments next example, C2 zone. 91 units multiple buildings with underground parking, they have chosen the 45' maximum height. Building on top what you see from the street on Viking.



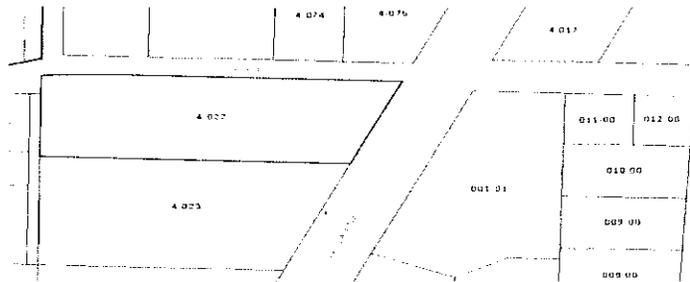
ARENDAI
 Residential High Zoning
 Under building Parking

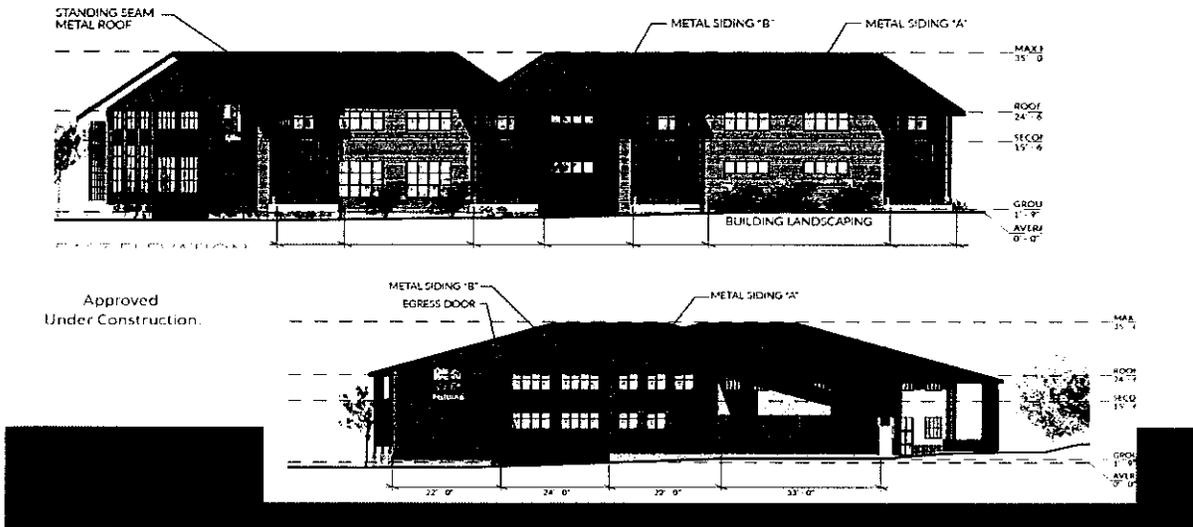


Approved Under Construction.

Fishline building in C2 no underbuilding parking, right up on the street. Proposed at 35'. Proposed surface parking.

FISHLINE
C-2 Viking Way Zoning
No Underbuilding Parking





KB: The framing that you see at the site now is the peak of height.

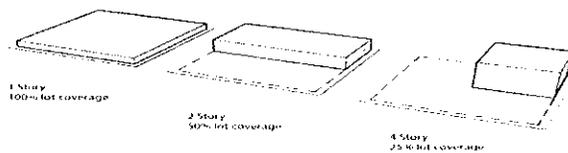
NC: Moving on to lot coverage, we are proposing shotfront overlay 100% to maintain existing building environment. Proposing to lower rest of the C1 to 85% to reduce bulk and scale.

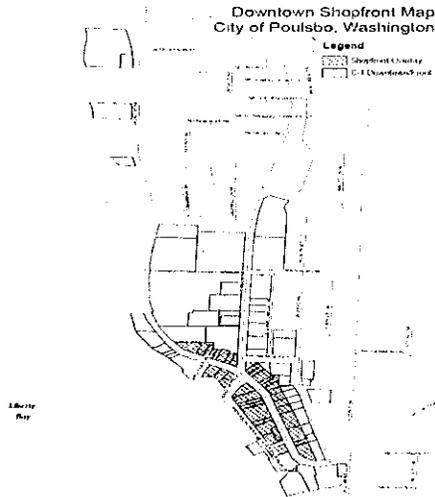
RS: Split on 3rd Ave? Can they maintain the property line and come back from the street to meet 85% lot coverage?

KB: Yes they could. We will be talking about that proposed area for mix use.

NC: Simple lot coverage example. Old City Hall example courtyard but underground parking so counts as lots coverage. About 85%.

Lot Coverage

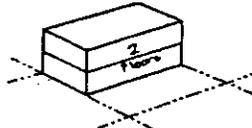




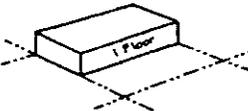
Building Lot Coverage



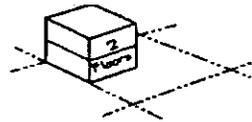
Building Lot Coverage = 100%



Building Lot Coverage = 50%

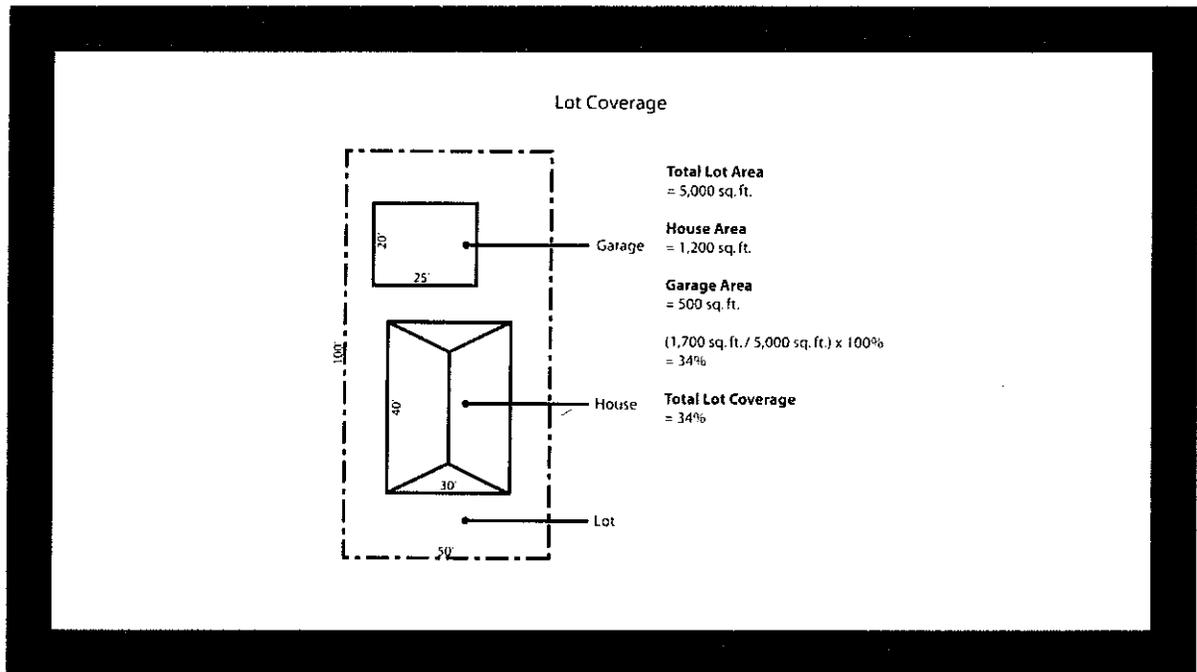


Building Lot Coverage = 50%



Building Lot Coverage = 25%

“Building lot coverage” means that percentage of the total lot area covered by structures, including all projections except eaves, balconies, bay windows, driveways, concrete patios or an uncovered deck thirty-six inches or less above grade.



NC: Staff recommendations.

RS: Anyone have specific questions?

JC: I think 35' is okay for downtown. I don't think it is appropriate for 305 or Viking Avenue. I think the other two areas should go up to 45'.

KB: It is 35' or 45' with under building parking. Viking is 50' with under building parking.

JC: Without underbuilding parking should be 45'.

KN: More than 45' that seems really high.

JC: Still like to see it at 45' without underbuilding parking.

JB: On Front Street it appears to me that the Masonic Lodge is the tallest building facing front street maybe 35' high.

KB: You are right. Tallest structure facing front street all of 35' historic without building height survey. Gives you the flavor of what 35' building looks like on front street.

JB: Maybe just what is facing front street, just the wall that faces front street and put a limit on that. 35' appeared to be too big for front street.

KB: We would agree with that. We addressed it as requiring a step back for our third floor for all of our commercial buildings and made that more robust for the commercial shopfront.

JB: Move up closer.

KB: Idea is when you are at front street all you see as two stories. Then a third floor would be step backed. What we think would be appropriate for shopfront overlay.

NC: Page 15 for shopfront overlay.

KB: That would be an example of what we would require if we were going to keep 35' on shopfront overlay.

RS: Should you have another footnote referring to that section?

NC: Yes good point.

GH: Viking Ave, that footnote 1. I would move it someplace down by building height. Allows for increased height in C2 district mixed use structures. If we do that permitted, I think it would be logical to also add that to C3 and C4.

KB: To have that height incentive for C3. We would do it through our planned mixed-use development provision.

GH: Is the height of 40' magic number? We have talked about both need your advice on that.

KB: I think it comes down to how many floors. 10' per floor.

GH: Four story building basically.

KN: Seems to me that it is getting high along HWY 305. Side of 305 up towards schools we are abutting residential neighborhoods, and we are already allowing 45' with underbuilding parking.

GH: Already up at a higher elevation because hill goes up.

KN: Seems big to me. Few houses along Viking Heights. We haven't seen anyone want to build past 45' we are allowing. Why go further at this point.

RS: Anyone else want to jump in on that as far as areas?

GH: I can see your point for residential, but it is a small portion of that.

KB: This is the challenge for Poulsbo. Residential zoned areas are not far from commercial areas. Densities and height anywhere you turn there are residential abutting commercially zoned property. We haven't talked through height transition - we have kept at 35' for all of our zones for 50 years. If you read through public comments we received on mini storage, the one across from Safeway, has been zoned commercial for 35 years. Not acceptable for those residents. Not inappropriate to have the conversation that won't impact someone's residential neighborhood.

GH: I would just say leave it as is and move that footnote so it is more prominent relative to C2.

NC: Put footnote in both places.

JB: I agree.

RS: Okay is that good for everyone? (yes) so we will stick with what is proposed.

GM: In terms of expanding building heights in other zones, I would be supportive in C2 and C4 but not C3. Building downtown from 100% to 85%.

KB: Want the Commission to know that if you hear public comment after each meeting and want to, we can revisit the issue.

KN: I did have one more comment regarding shopfront overlay, and where it stops. We are stopping where we get to Longship Marine?

RS: Why did we stop there?

KB: That is where we lose the narrow lots. Larger parcels will develop under the C1. When you have larger parcels the building can be bigger.

RS: Seems like where the site view along north face those are small and narrow they are going to be restrained due to the shoreline.

KB: Not sure the jurisdiction goes that far into it.

NC: You could also think of it as it might constrain them in terms of what they can build. May not lend itself to the type of building they are. Types of conversation we had.

KB: Next week we get into design standards for C1 and shopfront. Trying to take a look that apply overlays where it makes sense or apply conditions to it.

RS: That is what I was looking at too. Wouldn't it make sense so if the other end develops it would be a shopfront view.

KB: A lot of these are stand alone buildings with out full lot coverage. We took out marine science center which is now the Sea Discovery Center.

RS: So close to the waterfront essentially with the old police station.

NC: Once you look at the design constraints, development was a concern for us and might cause redevelopment major problems.

KB: This can be a conversation for next week. Open to having that conversation.

RS: What is next?

KB: Public comment from citizens.

7. Comments from Citizens

Rosemary Bennet: Lived here 11 years. I come to love Poulsbo and love the smallness and quaintness of it and appreciate your willingness to look at height. There are wonderful, nice people here, and I have been thoroughly pleased with our neighborhood, the families that are here, the feeling of Poulsbo. In our push for building and height I appreciate your thinking of our neighborhoods on how commercial impacts residential areas. I know that there is a feeling that everything has to be bigger and higher and things that take away from quaintness of Poulsbo. This has been interesting thank you very much.

Lynn Myrvang: I wanted to thank you for allowing us to participate and share with you. Moved here in 1966 and lived in the downtown area for over 36 years. Raised my children and grandchildren on 4th Ave. Love ambiance and feel and living in the downtown area. I am proud of Poulsbo and I feel like Poulsbo is my town as well as many others. I love what Poulsbo stands for, I know that we are known worldwide so I appreciate that. For many years known as Little Norway connects us to Poulsbo's founders and forebears. You will see it in descriptions. That has been a big part of Poulsbo's identity. Iconic pictures, when you look at it across from Liberty Bay. It really looks like little Norway on the Fjord and it's just beautiful. It's important to me that we do not stop development, particularly in downtown Poulsbo. I think that it needs to happen and will happen. Things have drastically changed since 1966. Never used to have carnival at Viking Fest. Drastically changed. Do ask you to consider throughout the changes that we have sound, functional development that aesthetically fits what we want Poulsbo to represent. Do we want it to represent Little Norway? That the development and changes to the code that they fit what Poulsbo stands for and meets the upcoming needs of Poulsbo and does not reinvent it. I think part of this discussion that may help, my husband and I found out that 11 buildings were going to be for sale in downtown Poulsbo in the overlay. I contacted developer, who graciously came over to our home and I had him sit on our deck and wanted to get a feel for what he wanted to

do. He felt that architecturally that Little Norway doesn't fit to him and that he envisions it more of a northwest seaport and let little Norway phase out. I commented that Little Norway is about the roads the signs, people. Also told him it would be like him saying to me and saying he was Danish you do not look Danish. He then shared that his plan was to redo existing buildings on front street that he had purchased. His plan is to first redo some of those and then included 10-15 apartments above those. Then he plans to go to Moe street and make roads that can go down along 3rd Ave. Then his next project is to go to 3rd Ave and that he has spoken to planning department and mayor, and would put underground parking and street level parking, and above level parking to provide 102 parking spaces. Hope was to allow mixed use commercial and residential by providing more parking for the City. He figured putting in 42 two story and provide 2 and 1 and 1.5 parking spaces be giving to the City. He stated that people who live in dwelling units like this are not the kind of people who drive vehicles. My concern is do we have the parking spaces for those vehicles and do we have the transportation and ability to move people. I believe draft is going to change from 2 parking spaces to 1.5. another thing with building these underground parking spaces he has already gained approval to build on land that he does not own. If he can't he will work around it. See potential issues digging underground parking. Concerned about wall along 3rd Ave. Concerned about integrity of homes on 4th and 5th whole area up in there. With underground parking in the past allowed 10' of height. It is 35' because of averaging but that isn't really 35'. That is a concern as City Hall is 65'. He still could go 45' high. So I applaud the planning department for even considering taking that out. It isn't just about residents or overlay. I am not going to be here forever and I want it to be able to grow. Want height code to be more realistic. Its 65' and 28' here and people get completely blocked from anything that they have. Coming back to what people see when they look at Poulsbo, what will they see. Old PD department it's got at its highest peak a 45' height. Dwelling units for rent along 3rd Ave. Building that will be developed on Jensen way. Lot of structures with little downtown. Tendency to look like mini Seattle. We will lose iconic church, is that important? The other thing the 2018 commercial districts ordinance updates, proposed amendments is based on ownership change C1 downtown. Increased interest in mixed use structures and development. My concern is that the developer is getting the Planning Department to redo the code. I think the one thing that may be different that may not, we have one historic street that goes through town and we have large church sitting on the hillside. Martha and Mary and the church. It doesn't compare to other towns in terms of how the residential fits in.

Tom Curran: Resident here in Poulsbo. I have worked here as an oral surgeon since 2000. In 2010 bought on 4th with a view from water, we have good view we really like when you are on a boat there is businesses and residential. We are little red house by the church. We really wanted to fit in. We tried hard. Wanted to preserve view from bay and view across the street. Found out the water side of foundation was 3 1/4 inches sloped. Had to get foundation shored up. I am

concerned when we talked about major development downslope from us. Things shift and foundation shifts. View from water and how much development is going to affect people who live on a slope and how it affects people and their homes.

Nick Jewitt: Lived in the area for almost 40 years. Talking about managing growth. Leaving GMA out of it. About the developer were he to develop it as a single piece and it would be by Anderson Parkway be taken up by a construction project for a year or two. I like trying to keep a vision about what is happening to the town, which has begun a cruise ship lastly I want to my own interest see the Old police station conform to same standards as rest of the downtown. I think it is in the best interest of community and residents is more important than growth. Health of community if you disrupt for a year or two is really significant and this would disrupt the health. Poulsbo has struggled for years for downtown to be viable.

Brian Smith: Poulsbo resident on 4th Ave. Appreciate this laborious process and you looking out for us. We want you to know we are not anti-development and just want it done the right way and concerned about what is done primarily on 3rd Ave. For us there are two views in this City, one looking up and one looking down and it's just as magnificent. We ask you to use caution for the betterment of the entire City. Related to the height documents how can you craft a document to have 35' or higher and the fire department does not have a ladder truck, and is there a procurement process and make Bainbridge come across the bridge. I live in a house from 1929 if third goes what the pictures are going to go, individual and broken roof lines. Flat roofs create basically a solar eclipse.

Mike Myrvang: I have a concern on this height business. Walked around town about a year ago with a tape and an acme level. Came over here and was completely blown away. I don't understand the dimensions of this building. What can we do to give the public an idea of what we are building. I was just looking at one of the zoning ordinance at C2 happen to read a mitigation, building height mitigation. They talked about different heights it said there the planning director may elect to do building survey for heights that are anticipated to have significant impact for surrounding neighborhoods. If it is required it was interesting and inexpensive process to set up stakes before anything was done. Stake out buildings with balloons to let the people know what it is going to look like. Inexpensive. Averaging can lop-side things. You can design a building to average out okay to that may be high in areas. Might not be good for the City or the look. We are about our appearance. Important. Heights are very difficult. Easy way would be to balloon corners so everyone can go look. Strange but that is my take on the height issue.

RS: Points well taken, we are concerned as well as you guys.

8. Commissioner comments – None

9. Adjourn 8:12



Ray Stevens, Planning Commission Chair

