



CITY OF POULSBO

Planning Commission Public Meeting

October 8, 2019

Commissioners Present: Gary McVey, Gordon Hanson, Ray Stevens, Jim Coleman, Ray Taylor

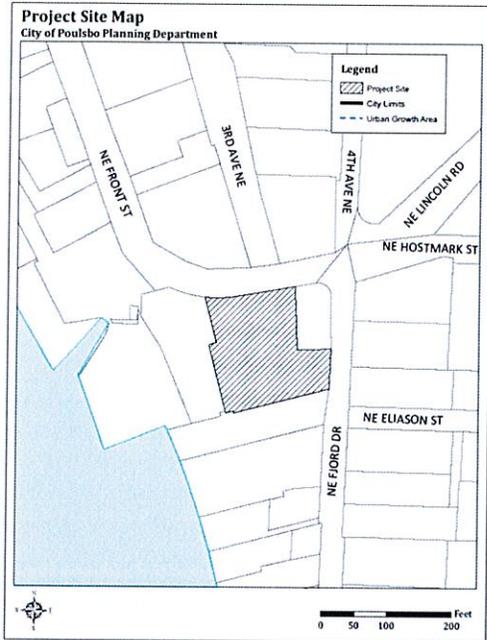
Staff Present: Marla Powers, Karla Boughton, Anthony Burgess (Engineering Dept), Michael Bateman, Helen Wytko

1. Call to order
2. Pledge of Allegiance
3. Approval of minutes for 7/23/19: COLEMAN/TAYLOR, Hanson Abstain
4. Modifications to the Agenda: None
5. Public Meeting: Vanaheimr Associate Planner Marla Powers
6. Comments from citizens regarding items not on the agenda: None.
7. RS: We are starting the meeting for the **Public Hearing for Vanaheimr Site Plan**.

MP: My name is Marla Powers; I am an Associate Planner in the Planning Department for the City of Poulsbo. The Vanaheimr mixed use building is an application for a site plan review. The reason it comes before you is that a portion of the project is within the shoreline restriction, requiring a Shoreline Substantial Development Permit (SSDP) Review, which comes to you and then the hearing examiner. These projects are consolidated as a type 3 permit.

Overview of presentation: Vanaheimr Permit discussion, Site plan review criteria and all of the requirements, the SSDP, SEPA mitigation, procedures for a review, and the findings from staff and conditions for approval, and the Planning Commission findings. Vanaheimr property is city-owned and is known as the old police station. That applicant is Mike Brown, with Sound West Holdings, LLC. The agent is Mike Yanik. (Both are in the audience and available for questions today.)

The proposal is redevelopment of the site for a 3-story mixed-use building with underbuilding parking on the main level. There will be about 1700 ft² of commercial space and other spaces for hotel lobby, mechanical storage area. 25 units total; 5 of them are studio, 20 are 1 and 2 bedroom units, and 2 are hospitality units. 38 parking stalls will be provided, proposed as part of this application. This is tied to a building permit that was submitted and determined complete in June 29, 2018. The project is vested to the zoning ordinance that was passed in 2013 (Section XII of Staff Report, page 34, exhibit K), *not* under the current zoning ordinance that was just modified.



Project location: corner of Front Street and Hostmark intersection of 4th and 3rd avenues, and Fjord. There's a 5-way intersection adjacent to it (map reference, slide 5).

Zoning: The Comprehensive Plan is Commercial and Zoning is C-1 Downtown.

Current use: The subject site is .51 acre; a vacant office building and public parking on currently on the site.

Consolidated permits; the Site Plan Review is usually a type 2 permit with the Planning Director as the review authority. SSDP is a type 3, with the Hearing Examiner as the review authority. This will all go to the Hearing Examiner next week. Site Plan Review criteria: we will be looking at C-1 zoning district including purpose, use, development

standards, design standards, mixed-use structure, and off-street parking that they're proposing.

General development standards for the lot area, front yard, side yard, rear yard setback are all 0' unless the site is adjacent to residential zone. In this case it is adjacent to a residential zone, along south side and the east side. Because it's adjacent to the R-zone, a 10' setback is required and provided. Maximum building height is 35' and max zone coverage is 100'. They could develop to the maximum extent by reaching to existing property lines. As a reminder, because this property is vested to the prior zoning ordinance, they have the right with underbuilding parking to develop at a 45' maximum height.

Referring to sketch: This is the building height from all the viewpoints. Describing layout: standing on Front Street/Hostmark, looking at the front of the building (facing the access and driveway access and main steps), the public access runs down the west side of the building. From all average finished grade to the rooftop (not including mechanical enclosures) is 33.5' height max proposed. Residential zone (south side) will see maximum of 33.5' and 27.5' on the upper side closer to Fjord. The east building elevation is the site you will see the most that comes towards Fjord; that's a 22.5' height. There's a retail building that has been developed on the existing site and it will block much of what you would see. If you were on a boat (looking at the building from Liberty Bay on the water), the height you would see is 33.5'.

Design review component that we have been carefully reviewing to make sure that it is consistent with our view of downtown. One criterium is that the placement of the building needs to be as close to the property line as possible for ready access to the commercial site (as shops are on Front Street). They have provided immaculate details that match existing designs seen throughout downtown. Design plans include window muntins, transom window above the main entrance to the retail commercial space, glass along the pedestrian side is transparent (there is a 60% transparent glass requirement). They provide canopies in the corner over the retail section to cover seating in the plaza area. They have

raised panels that frame the windows in the retail space, which is one of the key ingredients in our design standards. Masonry is added along the front. From the west (water) they have added wooden knee braces for Norwegian style and wooden Norwegian railings on the side that faces downtown. They've provided glass railings for the portions of the building that face the water, to take advantage of the view. In the section from Fjord Avenue, that has a lot of the pedestrian foot traffic, they have added a Juliet balcony with railing details and additional windows. You can see a key component in this design is the frieze architectural element that frames the roof and wall. You can see this all around the facades of the building. They have also included Norwegian style wooden fencing for the screening for the recycling and as fencing along Hostmark and as fencing along the south portion so that the theme of the building and screening is all continuous. Because not all of the building is along the front property line and is set back, it meets the criteria for a pedestrian courtyard. In that regard it meets the standard for the building not being at the property line. Being pushed back, it creates that pedestrian feel. There will be new sidewalks along Hostmark and partly along Fjord because there are two different approaches that need to be moved; the underbuilding parking approach is going to be moved. They have also provided a provision for adding hanging baskets along streets so they can be consistent with the rest of downtown Poulsbo with flowers and baskets and lighting will match the new lighting existing in Anderson Parkway.

Some of the architectural elements that I discussed (you can see) on the bottom here is the Norwegian screening and railing detail that they've provided. The hanging baskets are an example of what we'd probably see on the site. Along the courtyard, they're providing a water feature, and along pedestrian walkways and along Front Street, they are providing a wooden bench and cleat benches in theme with the Nordic heritage that Poulsbo has.

There is a requirement for buildings to be stepped back if they exceed an average height of 30'. Along Hostmark they are meeting stepped back requirement; the building is stepped back at least 8'. On the plan view of the west side (facing the water), they have surface parking and they are providing a screening hedge with a 3' tall concrete wall to shield headlights from being shone into public access and the waterways. There's a 30' wide distance from where the pedestrians will access site for public water enjoyment. From where the building is viewed, the building is set back 30'. That meets the criteria for the step back of the building.

This is a more detailed discussion of the courtyard itself. From Hostmark/Front Street, you can see normal and some wide steps that are longer (landing steps) for seating. Two long, wide landings lead to outdoor seating and a canopy over the top. Also provided along the walkway are cleat benches and compass rose detail to draw pedestrian to water. The water feature is identified to be located between the sidewalk and the steps. There will be some new planting, and the new masonry (referring to drawing). This will be a key route to sit on for parades and civic activities in Poulsbo. It will be a nice civic area for people to be out in sunshine, enjoy the water, people watch.

Part of the discussion for pedestrian connection – this was submitted as part of the Visual Impact Analysis by the applicant. The yellow shows the current pedestrian paths. The Fjord path and downtown traffic are heavy. The applicant is proposing connectivity in the future pedestrian network if

adjacent property owners are willing, from Hostmark down along the west side of the building. This could add a whole new route for people to walk.

Off Street Parking: 38 parking stalls are being provided, based on the number of bedrooms and number of units. Total residential: 22 for the 1 and 2 bedroom units. It breaks down to 6 for the 2-bedroom units, 22 for the 1-bedroom and studio units, and 2 for the hospitality units. The commercial, based on 1,748 ft², is 6 parking stalls. A total of 36 is required. The applicants are providing additional covered bicycle parking stall; instead of 5, they are providing 10. Because parking is underbuilding there are columns that need to be in certain places. These columns create an issue with meeting width requirements along columns. The applicant requested an administrative variance of 10%, to reduce total width of some of the lots adjacent to columns. (Referring to snapshot of off-street parking proposal): Typically if a compact stall is adjacent to a column, they would need to add another 12". The requirement would be a 9' wide compact stall; they are proposing 8'7" as a result of an agreed-upon variance for these parking stalls.

They are meeting the intent of the parking stall width with a little assistance from the administrative variance.

Site Plan Review Design Criteria Development Standards in the Zoning Ordinance. Now we will shift gears to SSDP. (Referring to a map): This map shows the site of the Vanaheimr Project. The full shoreline jurisdiction is 200'. There's a 100' setback. There's a 100' buffer plus a 25' buffer. By looking at this map, you can see just a little bit of the corner of the project is within the 125' buffer setback. Most of the project just needs to meet compliance with the shoreline portion of the project that is outside the 125' buffer setback. Here is a different view; it shows the 200' shoreline jurisdiction and the 125' buffer setback. Not a lot of the parcel is in the shoreline jurisdiction, so our focus is on meeting the shoreline criteria. The lot coverage is 80% in this 75' remainder of the shoreline buffer, and you can tell that the corner is the building that is in the shoreline itself. It meets the criteria for being 80% lot coverage. The height is 35' and as mention in meeting the zoning standards, the height maximum is proposed at 33.5'. The criteria is also consistent with the shoreline jurisdiction and that is met. The shoreline code requires residential use be allowed only as part of a mixed-use development. They are proposing the bottom area to be the retail commercial component of the project. The remainder will be residential. The use meets shoreline criteria. Density for this area of the project is a total of 14 Dwelling Units per acre. Site broken down inside the shoreline jurisdiction would leave 3 units that you can put in that area; the proposal meets that criteria. Since the underbuilding is all parking, there are 2 layers of the second and third floor for residential. This corner is a 2-bedroom unit on the 2nd floor and another on the 3rd floor. It cuts through one of the hospitality units. *No more than 3 units* is provided as the shoreline portion of the project. The remainder part of the density outside of the shoreline jurisdiction falls to commercial C-1 zoning, which does not have a maximum density – it simply speaks to the parking and the height requirement as capturing the max density possible. The parking is outside of the 125' buffer. Parking provided in the outer 75' of the 200' shoreline jurisdiction. Projects in the shoreline jurisdiction that have another parcel or right of way between it and the bay, they have to require 25% of the new square footage to be permanently occupied and maintained as water enjoyment. That can be located within the building or outdoors; the way they set it up is left to the applicant to decide. The

applicant is proposing to make the big pedestrian courtyard and water access way with a compass rose to be left for the public for water enjoyment. This project meets that code criteria. We have gone through all of the shoreline criteria as we are discussing the proposals, and the project meets all of the Shoreline Master Program development criteria and standards and design standards, as conditioned of approval in the SEPA. Full compliance of the City of Poulsbo vision has been achieved in this project. We reviewed SEPA carefully for this project. The Mitigated Determination of Non-significance was issued on August 23, 2019. The comment period closed on September 6, and no comments were received. There's a SEPA cover memo from both the Planning and Economic Development Department and the Engineering Department that were included as part of your packet that talk about all of the SEPA checklist items and the relevant items that were applicable to this project.

There were 7 mitigation items that included earth surface, water, lighting, schools (plus more).

The earth mitigation will be presented at a later time; it's part of our Geological Hazard Critical Area Ordinance. Our Critical Area Ordinance Map shows that there's a section of the project that's within the Geologic Hazardous areas. They have a report that indicates that there's no instability; that they can develop without issues for this proposal. The site is already developed. We will docket that map correction for later and we will correct the Critical Area Ordinance Map to remove that section from the map for accuracy. There are areas that were unsuitable soil-wise, for the foundations. Some of the site could be over-excavated as a result, to remove the soils that aren't good for the developments. They will have to be in conformance with the recommendations of the EnviroSound Consulting Geotechnical Engineers. As part of our SEPA mitigation, we'll ensure that they are following all of the best management practices in all areas the technical studies reveal.

This project was submitted in July 2017. We've had a lot of discussion on it and I drew up the table to show you some of what we've been doing, and to show you that our procedures for review are still in compliance with our law of 120 days. We anticipate (hopefully) the decision being issued in late October of this year. Staff's findings and conclusions are that this proposal is consistent with the City of Poulsbo's Comprehensive Plan and Zoning Ordinance and the Shoreline Master Program, and we respectfully recommend approval of the Vanaheimr Site Plan and Shoreline Substantial Development Permit; Planning File P-05.18.02. The Hearing Examiner Public Hearing is next week on October 15, at 10 a.m. That decision will be forwarded to Department of Ecology to be filed with them. I did receive 1 public comment that was e-mailed to me. I would like to enter that into the record. That will also be forwarded to the Hearing Examiner as an addendum to his packet. It was from one of the neighbors. He was, incidentally, left out of the impact view analysis, and he had some ideas for the elevator maintenance shaft using hydraulics instead of the standard, so that the equipment wouldn't go over the top of the building, to protect his view.

RS: Just to clarify the seven items you were talking about, from page 37. Four of those are in Earth. Then you have 1 in Surface, 1 in Lighting, and 1 in schools. They're all here.

JC: Question on parking: what is going to be the overall height (clearance) inside the parking garage for vehicles? I did not see provisions for disabled parking, which have their own set of requirements. Where might those be located? Where is the elevator going to be?

KB: We will have a look at the drawing sets that might have it. The first floor has to be built to commercial standard of 12'. After public comment, applicant can come up to clarify the answer. The disabled parking will be near the entrance under the building.

MP: Indication of where the elevator might be sheet A.5 right next to the ADA-accessible van parking stall.

JC: How is the garage easement going to work between city, builder, landowners? Who controls it?

MP: Right now because the city owns the site, the city is working on the easement to allow the adjacent property owner the use of the garage, even though it's on another owner's property. The new owner is very willing to work with their neighbor to get continued use of the garage. The easement will allow them ingress and egress access, maintenance, and whatever they need in that site – they are going to give them a 10' setback because they don't need it. The easement is to ensure there is no trespass.

RT: I was concerned about the *No Loading* area. Where do people park when they move in and out? Do they park on Fjord or Hostmark?

MP: The plan does not provide a full loading space, but it does trigger a loading requirement- not a full loading space. The commercial space is so little (1,700ft²). The location is provided in staff report: off of Fjord, behind dumpster enclosure. Meeting intent of loading and unloading for residential – the commercial is not expected to require large trucks more than monthly to meet the needs of commercial uses.

GM: That location was not clear to me- the solid waste dumpster and recycling area.

AB: I'm here from the Engineering department with MB. The dumpster enclosure as we have found has become very common with commercial development is very difficult to place. The proposal for where it is now is on the west side of the building, adjacent to the pedestrian walkway from the stairwell connecting to Fjord. The enclosure does meet our standard and has been reviewed by PWD to be the best orientation possible at the site.

JC: Are these residential units going to be owned or rentals?

KB: Rentals with onsite property management.

RT: Is this building going to meet the requirements we passed at our last meeting for flexible space for commercial on the first floor for residential?

MP: They are under the previous zoning ordinance, so the flexible space wasn't considered at that point in time. Once the project is developed, they could use that flexibility that's provided in the code now.

RT: In reading this brings up the question about school and park mitigation fees. How will we know when those should be triggered for the commercial space that will then be used for residential?

MP: The Building Department reviews all improvements and the Planning Department gets involved when they change the use of a structure located in the City of Poulsbo. We will know when they are changing from commercial to residential use

RT: Then do we refund the fee?

MP: No we do not refund the fee.

MP: I pulled up a sheet available on our webpage. The dumpster area is going to be curb cut with triangular access point to get to garbage. When not used for garbage pickup, it will be used for loading purposes.

GM: Related to Ray's point, during our previous discussion, in terms of shoreline requirements, my understanding was that those require some commercial mixed use on first floor. Can they use flexible use and meet shoreline requirement?

MP: We would have to look at that residential use for the priority to shoreline. The mixed use is a key component: it could be any use. Residential use would make it all one use and would have to keep that in mind. Residential is the DOE's preference.

JC: This handout: has this project impacted view corridors impacted in past? I know we have been through this many times in the past and here we have the first issue of a view impact.

MP: The view is always brought up. The SMP has view corridor component for projects that are 2 acres or larger in size. This project is .57 acres and does not meet that requirement.

JC: So we could block of their entire view with that project? Have these folks been advised of the conditions? Have you responded to the letter (email) you presented here tonight?

KB: Yes, they have been advised. I have had many discussions with them.

MP: Let him know that it's part of the file and that you've received it as part of public comment for this process.

MP: I would also like to note to that views were discussed as part of the SEPA threshold determination. There are 2 memos within your SEPA packet that address views as well.

RT: Just wondering if the applicant (developer) has received this document on elevators and mechanical.

MP: It will be forwarded to them tonight.

GH: Refresh my memory on hospitality – define hospitality units?

MP: Room that is a rented hotel room.

GH: Do you have any signs that define *Public Access Space*? Typically some areas see these signs, but sometimes they disappear. Will there be signs posted to help the public out to know where they can actually go?

MP: We have not got into the details of the signage for public access or for public access easement, those will be covered in the future.

GM: I want to comment that it is a good proposal. I appreciate the applicant holding the height to 33.5'. There are a lot of positives about the project; I don't have any major issues with it.

RS: Open up public comment.

Cindy Baker: I own the house directly across the street (and have for 15 years). I have written letters, presentations, handouts everything I could do to get comments in about views. I will write another letter and include comments so that you will see a whole package. I have not talked to Marla but I have talked to Karla. I think it would be a really good idea if the 7 affected homeowners could meet with the developer. The architect has not ever contacted me. What we are really asking is two fold: to understand exactly how high is the building going from the ground up. If we use some sort of reference point (perhaps the corner building), we would know exactly how high the building is going to be. I did talk to Karla about this; we are hoping to have developer do that. I still think it is a good idea to meet with him. I looked at the drawings and I still don't understand that exact height. The other part needing addressed is the concurrency of the intersection. We'd like an explanation of what the intersection is right now and what it is to become. Talking to Karla gave me a better understanding; what she told me might better inform your decision. Lastly, I was looking at the number of units listed in the presentation versus what the developer submitted, and I think the numbers are off by 1 or 2. That may need to be looked at. I appreciate what the staff and developer have done. The developer has tried to get it to look like Little Norway. I just got back from being in Norway for a month and I especially appreciate this after being there.

Michael Brown. I'm with the developer, Sound West Group. I noted the conversation about the elevator. For a building this size, the elevator would be hydraulic and would need the mechanical space on top; that's 4 feet of "overtravel" above the car. Some can be housed in the roof structure, but part would need to project above the roof – we will hold that to a minimum. I've made note and will talk to the architect about it.

RS: Thank you, anyone else?

JC: Why don't we deal with parking on the 5 corners that came up during discussion right now. Will we see more traffic flow than what is there now?

AB: That is a great question. The two Traffic Impact Analyses (TIAs) submitted by Gregory Heath and associates identify the current Level of Service (LOS), which is the quality of the intersection at this time, and forecasts what it will be after the project is completed. The ultimate forecast is an LOS of C (it's

currently at B), and our city minimum standard is E. It is still in more than minimum operational quality for that intersection. In terms of increase of traffic there will be an increase, but it will not degrade the intersection to anywhere near minimum.

RT: Will that increase in traffic increase pedestrian hazards on the 5 foot walkway where the entry is to the parking garage?

AB: The building will have multiple entrance and exit points so the pedestrians can determine how to walk around the driveway. It will be a commercial driveway, so pedestrians will need to exercise caution. I don't expect the pedestrian traffic going through will be any different than the rest of downtown Pousbo on Front Street including walking to the entrances across Anderson Parkway.

MOTION: COLEMAN/HANSON All in favor; passes and goes to hearings examiner.

RS: We will move on to our next item: Edward Rose Master Plan Removal (ERMPR).

MP: This is a unique proposal in that we have an approved Rose Master Plan that is in effect right now and the property owner proposes to release the master plan. Three components coming forward to you in which your recommendation will be forwarded to the City Council: 1-The master plan amendment is to release the approved master plan. 2-The Pousbo zoning map amendment is to remove the master plan overlay that identifies it as a master plan on our zoning map. 3-The developer agreement associated with the master plan needs to be extinguished. Those three components are coming forward to you as a type 3 permit, with review authority as the City Council.

Timeline slide: November 17, 2010, City Council approved the overlay. We have been working with the applicant for the last couple years. We have had several meetings and have identified changes that need to be made to move forward. Since having several pre-application meetings, they have decided that to be more flexible and efficient with their time, they will meet current city development and zoning ordinance standards in order to move forward.

There are four parcels that are included in the master plan overlay. Additional parcels are being added for the site development in the future. Proposed revisions: remove Road A connection from Vetter Road to Bond Road, as it caused environmental issues – wetland filling, mitigation, and vegetation issues created by hard pan slope-cutting. They had proposed removal of the mixed - use neighborhood retail component. They had a lot of revisions to stormwater management plan, such as not incorporating infiltration as they had proposed. As mentioned, there are new property acquisitions that will change ingress and egress access to the site.

REVIEW CRITERIA: Four criteria. Here the applicant proposes to release the master plan and develop under site plan review under current zoning and development standards. By staying under site plan review, their approval authority will be PED director and will stay at Planning Department level. The number of changes the applicant wishes to make that require amendment: stormwater, no commercial or mixed-use development, access to and removal of the public road for connection to Bond Road, and more changes that may cause a master plan amendment. More changes may be needed that are not

known at this time; this is an efficiency move on developer's part. The zoning map amendment is proposed with the master plan release, to remove the master plan overlay that's on the zoning map only – it's not on the confidence of plan land use map. It's consistent with the confidence of plan (no changes to plan, just changing a layer that's on the zoning map). The proposal will not be detrimental to public health, safety or welfare. The amendment is warranted, as the proposed changes are not consistent with the approved master plan. The property can feasibly be developed under the current zoning standards. If nothing is done and the developer doesn't move forward, the master plan will expire on its own, June 28, 2021. Staff respectively recommends approval of the Rose Master Plan Release. Motion from PPC recommend City of Poulsbo City Council to approve Rose Master Plan Release, change in the zoning, and City Council to extinguish the developer agreement.

RS: Any comments from citizens?

Julie Brantly King: My property backs this project. What does this mean? Is it not moving forward? Are they revising it?

MP: They are applying to not build the way that they had asked to build.

Julie Brantly King: What's the timeframe now?

MP: There is no timeline. Removing the master plan overlay means there's no expiration date. If we change the zoning ordinance between now and when they apply, they will be subject to those changes. In the meantime, there's nothing that would impede their application if it were submitted tomorrow, or even 5 years from now.

Julie Brantly King: Thank you – I just wanted plain English. Thank you.

Colleen Benjamin: I'm right next to Julie on the property. If they remove this plan, they have offered us opportunities to see will we have in plan. Will we again get the opportunity to review that, as the public, before it moves forward?

MP: In planning land, if they submit an application you will get notice, as an adjacent property owner, that an application is submitted. There's a two week public comment period, and there is also a SEPA environmental review comment period that you will be notified for as well. As far as City procedure, that will be when you know an application is in place, and your time to comment. I don't know if the owner is going to offer a time prior to their submittal for you to look at and review, or if they will include other times in between. Those are not required.

Colleen Benjamin: Thank you.

RS: When is a neighborhood meeting required?

MP: There was a neighborhood meeting requirement for this application, for a master plan amendment (to remove the master plan), but as I mentioned, this is going to be a site plan review, which is a type 2

permit. The review authority is the Planning Director. There's no requirement for a public meeting, only the minimum notice of application and the SEPA notices are required.

RS: If they were doing a subdivision or something like that?

MP: If they were doing a different application type that required a neighborhood meeting, we would require that. As a Type 2 multi-family development project, they might do a boundary line adjustment to aggregate the lots. They might have to go through a ROW vacation process to move Veder Road into better alignment with SR305. It would go to City Council at that point, but I don't think it would require a resulting public meeting.

RS: If they meet the zoning requirements, they can come in, get a permit and proceed?

MP: Yes. It would be similar to the Vanaheimr Project. It could take a long time to get to that point. We could work with them to refine – it wouldn't result in a public meeting.

RS: On some level it is disappointing. It was a big master plan and we were giving them concessions. Those concessions at this point will be removed. I didn't understand comment that you made about the overlay on land use map.

MP: the CPLUM does not have zoning map overlay which has hashing marks. The part for ER lifted.

RS: What is the area zoned at if there's no Master Plan?

MP: RM and C3..

RS: Is that related to lot shapes?

MP: Part of conditions of approval with the master plan was that they realign the parcels to match where the zoning and land use was requested to be put into place. Parcel lines do not represent zoning demarcations on the map right now. Little commercial pocket and a corner that's to be developed as a senior care facility. That component of the master plan is still moving forward with the overall site development of the master plan; it's the commercial component that they wanted to remove. With removal of master plan they had total 540 residential units now they can go to 460 units to protect critical areas better, protect streams, and provide critical areas buffer. Access will make more sense. There are a lot more pieces that need to be figured out before they can move forward. It won't be a public project. They are losing that they had locked in low impact fees over a decade ago; those will be lost. Fees will be significantly higher for traffic and parks.

RS: The reality is that they could sell. Could have sold it as master plan as well.

KB: It is our understanding that they plan on moving forward with an intact fully thoughtful application. It will be smaller in scale. Unit count has gone down significantly.

RS: On some level I don't have a problem with it because we have good codes. Thing I like about master plan is cohesiveness. We have requirements that they will have to meet.

JC: This threw me for a loop. Why after all these years? Couldn't they have just walked in and withdrew the master plan? Is this a legal requirement?

KB: Master Plans what you gain in predictability you lose in flexibility. No they could not abandon it. In addition to having a master plan, they also entered into a developer agreement with city council which is binding legal contract, a lot of the work had not been done. Clear the slate.

GM: So the commercial is out, the res is scaled back, they are still planning to proceed with senior housing. If developers rep is here.

Bernie Kenworthy: I have been on this project since on 2010. My client is not proposing senior component at this time. That will be whole separate process. As far as residential it was originally 18 building and now 13 buildings. 3 story from 36-48 units per building and that will be what comes into the planning department and has yet to be submitted. Also in process of taking traffic counts this week TIA being updated. Working with hydrologist ensuring compliance with Ecology wetland standards. The next proposal will include all these updated studies to site. No retail component and connection to bond road has completely been removed.

Negotiated items that included dogfish restoration for 250k and active use 2acre park and offsite pedestrian improvement and that is no longer an improvement with code. However, traffic 260k and now over 1.5 million and also 350k and those will be 550k park impact. They had negotiated site plan review fees that were different from fee schedule and building permits will be more substantial. I know your concern was cohesiveness and there has been a lot of effort trying to replicate idea to make it feel like a cohesive neighborhood.

HANSON/McVEY: All in favor.

Comments from citizens - None

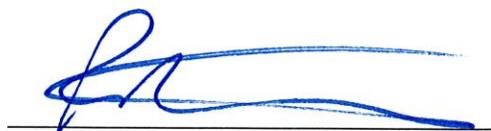
Comments from Commissioner

RT: I would like to see bike lanes changed from white to green a lot of people don't observe bike lanes, and I would like to see painted green like some of neighboring cities have done.

JC: When I was over at the former police department medical center, I saw that there is a vehicle that is abandoned.

RS: Okay.

Meeting adjourned 8:23p.m.



Ray Stevens, Planning Commission Chairman