

SEQUIM PLANNING COMMISSION

Public Meeting

Sequim Civic Center

152 West Cedar Street

Sequim, WA 98382

6:00 P.M.

Tuesday, September 19, 2017

Minutes

CALL TO ORDER, PLEDGE OF ALLEGIANCE & ROLL CALL:

Present: Roger Wiseman, Olaf Protze, Gary Smith, Karen Mahalick, Dave Potter, Ankur Shah

Excused: John Wendt

APPROVAL OF MINUTES: September 5, 2017

ITEMS FROM THE PUBLIC NOT ALREADY ON THE AGENDA

None

NEW BUSINESS

a. Public Hearing & Workshop SUB17-002 Willow Creek Manor Major Preliminary Subdivision

Open public hearing 6:09 pm

Public Hearing presentation for the Willow Creek Subdivision Phases B - E presented by Barry Berezowsky, Community Development Manager. Berezowsky explained the surrounding property and location, the zoning, proposed storm-water, phasing plan, and utilities.

Berezowsky stated the project meets the requirements of the Sequim Municipal Code and the project is not detrimental to the public health, safety and welfare. The project mitigates impacts identified under Chapter 16.04.

Berezowsky stated Phase B, the first phase, is to be completed by June 1, 2018 and will include 36 lots. This phase has an average net density of 3.87 units/acre. Phase C to be completed by December 1, 2021 will include 27 lots. This phase has an average net density of 4.35 units/acre. Phase D to be completed by December 1, 2021 will include 34 lots. This phase will have a net density of 5.38 units/acre. Phase E to be completed by December 1, 2022 or within 5 years from preliminary plat approval and will include 24 lots. This phase will have a net density of 7.19 units/acre. Phase F to be completed within five years from preliminary plat approval will include 7 lots. This phase will have a net density of 5.16 units/acre.

He showed some photos of the area north of existing Broadmoor Avenue, north from W. Sequim Bay Road and south from the family farm house

Berezowsky discussed density regarding Phase B. Phase B has a net density of 3.87 units per acre due to the fact that infrastructure to support Phase B was constructed as part of the 2007 approved Willows Creek Manor Final Plat for Phase A. He described the review process to determine the project is consistent with the City's development regulations and Comprehensive Plan.

- The type of land use – residential and consistent with zoning district
- The level of development – no significant material difference between 3.87 units/acre and 4 units/acre as observed on the ground; therefore, level of development is consistent with City's zoning code
- Infrastructure – infrastructure serving Phase B is already built and available to support proposed residential development
- Character of development – no material difference in the “character of development” due to Phase B having density of 3.87 units/acre versus 4.0 units/acre

Berezowsky inquired why density of Phase B could not achieve 4 units/acre and was provided evidence that density of 3.87 units/acre is the highest density that can be achieved due to pre-existing in ground infrastructure. Therefore, he determined, subject to City Council concurrence, the project, in particular Phase B meets test of consistency, compliance and conformance outline in the Sequim Municipal Code.

Berezowsky stated the subdivision application as submitted meets the zoning, land use, density and development standards of the Sequim Zoning Code. No lots less than 40 in width, no buildings will exceed 25 feet in height, and the lot sizes range from 5,457 square feet to 14,435 square feet. Willow Creek Manor is proposing to have street parking on one side of interior streets and the lots sizes are adequate to provide the required two parking spaces on each building lot via garage and driveway. Lot coverage will be reviewed with each building permit to ensure 40% compliance. No signage has been proposed. Future signage requires a separate from City Building Department. Buffers are not required except for offsite wetlands which have existing buffers in place. The project is required to pay Park Impact fees at time of building permit.

Federal, state and city jurisdictions have regulatory authority over streams, water of the State/wetland and buffers associated with this project. No stream, stream buffer, wetland or wetland buffer of fish & wildlife habitat areas will be negatively impacted by the proposed development; therefore the project has been adequately mitigated.

The average lot size for the project is 9,176 square feet. The proposed minimum is 4,547 to max lot size of 14, 435 square feet and each street lot joins a public street. The project will generate approximately 1,200 trips per day and will connect to West Sequim Bay Road via Broadmoor Street and Rhoderfer Road and new street Carisbrook Avenue which will connect to West Sequim Bay Road as part of Phase B. Traffic Impact fees will be collected at building permit issuance.

The proposed project plans to build and/or bond construction of all required infrastructure, including, but not limited to, streets, storm drainage, sewer and water lines. The project has provided for interior streets, curb and gutter, landscape strip planted with trees and 6 foot sidewalks.

The project is not required to provide any new public facilities, i.e. parks, trails, etc. Park & Traffic Impact fees will be collected at building permit issuance.

The project meets all requirements of City's Environmental and development regulations. An MDNS under SEPA does not propose a development that is detrimental to critical or environmentally sensitive areas. The property is not located in the floodplain and not subject to flooding.

The Willow Creek Manor preliminary plat is consistent with the city's Comprehensive Land Use Plan. It is consistent with the Future Land Use Map (FLUM), and protects the character of the existing single family neighborhoods by providing a range of lots sizes for future detached single family housing. The streets meet the City's street standards providing sidewalks to promote walking as alternative mode of transportation and help enhance neighborhood quality.

Berezowsky identified 3 conditions that are unique to this subdivision. The first condition of this project includes identifying the existing farm and farming conditions immediately adjacent to this subdivision continue. The seller of the proposed created lots must comply with RCW 64.06.022 and place language on the face of the plat, and include in the notice to title and promise to convey to real property between existing property owner and potential future property owners that active farming will continue to happen in the immediate area.

The second condition states that Carisbrook Avenue must be used for construction access and where necessary be improved to accommodate construction vehicles. No construction access will be permitted off of Broadmoor Avenue. All equipment must be staged through Carisbrook Avenue (which acts as an easement through Mr. Cole's Property) to West Sequim Bay Road and not through Broadmoor Avenue so as to not interfere with the existing neighborhood.

The third condition is Carisbrook Avenue and all road infrastructures, i.e. PUD water, CenturyLink/Wave Cable and Highland Irrigation, must be constructed with the development of any future Phase after the construction of Phase B and shall be designed to the City's neighborhood street standard, providing a minimum 50 foot right-of-way.

This third condition is up for potential re-consideration as the City received a technical memorandum September 19, 2017 at 3:00 pm from the applicant's transportation consultant and staff will be asking for a continuation after public comment. Staff will contract with a private transportation engineer to review this memorandum and provide comments before staff returns back to the Planning Commission and City Council.

Berezowsky revisited density for proposed Phase B. Phase B will have 3.87 units/acre a fraction shy of 4 units/acre, and has all underground infrastructures in place. Code does not provide direction that indicates rounding up. Staff reviewed code and came up with a plausible argument as to why staff should recommend to you and you to City Council to approve Phase B with only 3.87 units/acre.

Square footages can be removed from some of the lots near the storm pond and add that square footage to the storm pond, thereby reducing the lots size, reducing the square footage, and increase dwelling unit per acre count in Phase B. Staff will work on this and bring it back recommendations to the Planning Commission.

Berezowsky recommends withholding Planning Commission approval until such time as staff can review the recently submitted traffic memorandum.

Commissioner Shah asked about recent memorandum.

David Garlington Public Work Director stated the developer put together a traffic impact analysis that looked at several intersections near and in the subdivision. The memorandum submitted is in response to a neighbor's request about the traffic volumes on Broadmoor Avenue. Garlington expressed the need for time for consultant to review and for staff to make a decision that the traffic analysis addresses the build out and that Broadmoor would not be geometrically more than be can be handled. Garlington is requesting four weeks.

Commissioner Protze thinks two access points are good and would like to see both accesses developed. He also knows firsthand there are farms in the area and believes anyone who would buy there would know this. Kristina Nelson-Gross indicated this is a requirement of state law that this be provided for on the face of the plat.

Two access points are required. Broadmoor Avenue access fulfills two access point requirement and meets code. However, the Fire Code does require two access points and Carisbrook Avenue will provide emergency access to the site. Carisbrook will be required as each phase is being developed that Carisbrook is to be extended to the next extreme boundary of each phase. Phase E that goes to the boundary of property; however the City cannot require the developer to take the road outside the boundaries of the subdivision to West Sequim Bay Road.

When Phase E occurs, Carisbrook will be taken to the boundary of subdivision, but we cannot ask the developer to development outside of the subdivision. Only when the property to the south is developed will the connection to West Sequim Bay Road be installed and constructed to City standards. There is not a requirement that the road be built to city standards.

Commissioner Mahalick asked about which Fire Code requires this. Building Official Ann Hall stated two accesses are required per Appendix D of the International Fire Code. Mahalick stated that construction trucks will use this unimproved road. Shah also clarified that construction trucks and fire vehicles will utilize the Carisbrook access. The road is in in an unapproved condition.

Public Comment:

April Ness – moved here because of the farm, so cows do not bother her. Keep ambience of farm, does not believe Carisbrook is necessary only for emergency access. The plan to build in Phase B.

Rick Ness – they know Jeff. Not sure it's logical to require developer to build an access across his own property to serve other people. He knows there are cows on Jeff's property and the property across the street. He and his wife love it here.

Robert Griebenow – We are not against but with conditional. He passed picture of Broadmoor Street and support staff items number 3 and 14 of PW recommendations. Feel important for 2 access points for traffic. Carisbrook is a collector road; there are no driveways on that road. There are driveways on Broadmoor Street. It is a matter of safety to them. Vehicles already back out onto Broadmoor Street. It would be safer for cars to go out onto Carisbrook road where there are no driveways, funneling the traffic out West Sequim Bay Road. He is in support of construction access from Carisbrook Road and in support of Carisbrook being complete with phases.

Marla Griebenow chose not to speak but echoed her husband's opinion.

Mada Angell – chose not to speak

Bob Fitton – Lives on Broadmoor. Traffic is a concern. Safety is issue because of proximity to ODT. He has seen people who extend their walking, dog walking and bike ride from Carrie Blake and ODT onto Broadmoor. Sidewalk is only on one side of street. Mailboxes are on that side. I constantly walk in the street to get to my mailbox. 1200 cars coming here seems like a lot to us. I assume eventually the residents there, when they are headed east would not have to go to Rhodefer to get to West Sequim Bay Road. We want commitment that Carisbrook will be built by developer or city. Like keeping construction traffic on Carisbrook.

Cece Finton- chose not to speak

Lori Schmidt – Resident of Broadmoor. Loves peacefulness and sees increase in traffic. We have George and cats lay in middle of street. Even though Broadmoor is split in two sections at the entrance that meets code, when you have that many people being in and out of there, our street is not long enough to support that much traffic. She is for development but there has to be another access going out which would make a huge difference. Traffic safety is an issue.

Jerry Schmidt – chose not to speak

Jeff Cole – Owner Developer. He appreciates the home owner's in phase B off Broadmoor, the letter (amendment) he got from the traffic consultant was in response from their request for the second point of access to come off Carisbrook on West Sequim Bay Road. The memo states up to 1200 projected trips that the entire development would create, that the road as it sits can handle 2000 plus trips, so it is still only half of what it could hold. It meets the criteria. The condition to go all the way from his drive way to West Sequim Bay Road; it is farther from Phase E to West Sequim Bay Road than Phase E to Broadmoor; it would double his cost. He would have to put in streets, sidewalks, fire hydrants that would be destroyed as he plans to continue to farming activities on his property. He bought as historic farm. It is part of family heritage since 1900. He will continue to farm until last feasible moment. In complete agreement about disclosure of farming activities. He likes how HOA is set up. He is trying to add 128 homes in the city of Sequim; it is a desirable location. He is happy to answer questions.

City Attorney Kristine Nelson-Gross stated this time is limited to Planning Commission questions only.

Mr. Cole signed up for public comment.

List against – Davie Bier – wants same amount of time as Mr. Cole. He looks at the City's mission and value statement. He questions the 3.87 units/acre. Broadmoor cannot handle 1200 cars. He lives at end of Broadmoor; traffic is incredible as people drive by looking at properties. Giving Jeff opportunity to come up with this report prior to this meeting is unreasonable. Time should be set aside as there are some disputes. Is this what another reasonable municipality would do? Are there other cities that have streets with 1200 vehicles using them at 1.3 mile long?

Marry Bier – chose not to speak

Bob Richey – He is concerned with split entrances in this development and in other existing developments are the good, bad and ugly. He passed out pictures of Sunrise Meadows, it was a Littlejohn development there is no distance between the actual split entrance and the Y that asks you to go to the right or left. There are a lot of advantages to this. No one in this development shares 100% of the ingress and egress traffic. Sun Meadows on West Sequim Bay Road have 2 split entrances; not sure if built together; no one suffers 100% ingress and egress traffic. Next is Jennie's Meadows has single point of split access. There is future development planned below the upper lots so they will suffer 90% ingress/egress traffic. Willow Creek entrance is split for ¼ mile long to where street becomes one. No lots in Phase C through E will suffer 100% of traffic. Request Planning Commission require Carisbrook Avenue linked to Phase B construction as stated in staff report.

Judy Richey– chose not to speak

Phillip Woods – chose not to speak

Ken Lillagore – attending for information. He expressed concern from a safety standpoint that Carisbrook will be used for construction traffic. West Sequim Bay Road has lots of traffic including pedestrians, bike riders and the road is not that wide. Heavy equipment will create a safety situation. The 20 MPH speed sign posted on West Sequim Bay Road and Rhodefer Road is ignored by 80% of the people most of the time and the construction people will not be compliant. More traffic at West Sequim Bay Road and Rhodefer Road intersection. What is impact on Elk herd?

GayLyn Lillagore – chose not to speak

Bob Cain – Currently a lot of development if going on in Sequim. Willow Creek development, Legacy Ridge and Bell Creek Estates will create 300 new homes will increase a demand of water. Sequim is supplied by aquifers. He and his wife use little water, approximately 900 to 950 cfm per month. 300 new houses with 2 occupants with same demand would increase requirement for water by 2.3 million gallons per month. Aquifers are not an infinite source of water and few current alternatives. Encourage Planning Commission and city to be mindful of this; limitation when reviewing current and future development.

It was announced that a second water booster pump being constructed to increase water demand for city water. If there are two pumps going now instead on one, this will draw the aquifers down at a more constant rate. He could not find an estimate on water reserves either from PUD, the city's Comp Plan or any other documentation. Rapid development will increase demand of water treatment system.

There is a comment in staff report on Willow Creek that the ground water will go back in; however recharging the aquifer is a long slow process. Taking water out will not be replaced in a timely manner.

Areas around town not completely built out. It would be useful if we could do something with these empty lots instead of new developments. Rapid development increases further stress on infrastructure such as roads; not only locally but throughout town. This will lead to more congestion and in doing so will remove the small town feel.

Denise Ciciora - Lives on Blue Glacier Loop. She is also concerned about Elk. Emergency vehicles really need two access points into a subdivision. Olympic Crest only has 1 access off West Sequim Bay Road. If something happens there is no way out.

Gary Defolo – chose not to speak

Debbie Clymer – chose not to speak

There being no more speakers Commissioner Mahalick stated the Planning Commission will place this on 4 week hold and bring back. This will come back to the Planning Commission on October 17, 2017. Further Public comments will be taken

Commissioner Shah asked if this case can be discussed amongst them (the commission). He thanks all that came to speak and he hears their concerns. If we determine this is not met and there are no 2 points of access, what happens? Kristina Nelson-Gross indicated the Planning Commission would deny the application. It appears it would be illegal to ask Mr. Cole to develop the other road (Carisbrook) all the way to West Sequim Bay?

Kristina Nelson-Gross suggested if the Planning Commission would like to discuss this at length that they adjourn and go into Executive Session. She would not recommend that Council look at requiring Mr. Cole to do that. It would be an off-site development.

Commissioner Mahalick entertained a motion to table until October 17, 2017 until we have read the memorandum submitted regarding the traffic report. Commissioner Shah made a motion to table, seconded by Commissioner Smith. **Motion approved.**

Public Meeting has been continued. Additional comments or information may be included in the next meeting.

Barry Berezowsky stated any information submitted or emailed will be included in the next packet.

Adoption of Minutes – a couple of modifications to bring back and will be approved.

UNFINISHED BUSINESS

None.

DIRECTOR'S REPPORT

Barry Berezowsky stated he has set in on interviews to replace the Community Development specialist. He is looking forward to having a full staff and will bring that new staff member to the commission meeting for introductions.

GOOD OF THE ORDER

None.


ADJOURNMENT at 7:12.

MOTION to adjourn by Commissioner Shah seconded by Commissioner Potter. **Carried Unanimously.**

Respectfully submitted,



Ann Hall
Secretary to the Commission



Karen Mahalick
Chair

Next meeting: October 17, 2017, 2017