

**Planning Commission  
September 19, 2005**

Chairperson Schneider called the regularly scheduled meeting to order at 7:03 PM.

The following members were present: Lisa Cramer, Sandy Ramsey, Cindy Maas and Ken Smith. Also in attendance was City Administrator David Schmidt. Cristi Boyle-Barrett was absent and James Montgomery was late.

**Cramer moved to approve the minutes of the August 29, 2005 commission meeting. Ramsey seconded the motion and the motion carried.**

**Public Hearing, Transportation Element:**

The Public Hearing was opened at 7:05 PM.

Administrator Schmidt stated he has some comments on the plan. On the Highway in the past it has been the developer's job to do frontage improvements. He has also in the past worked with DOT that required the developer to put in turn lanes on the highway and then the developer would get credits from their impact fees as a result of the improvements. Department of Transportation would like to have communication with the City prior to development. He has not had any luck getting a hold of someone, however when he does, this plan may change a little to add language that will add this requirement within the plan. Schneider stated when he was first on the Planning Commission there was a Highway 410 plan that was adopted by the City, would that plan be adopted with these new developments. Administrator Schmidt stated at this point no it would not because there is a landscaped median and there is no way we could piece meal a landscaped median. It is his understanding that the goal at this point is to get a center turn lane all the way through town. Schneider asked if this would preclude the plan that was adopted being put into effect in the future when the highway is widened. Administrator Schmidt stated no. Cramer asked how this would change the language in the element. Administrator Schmidt stated it won't change, there will just be another section added.

There was no one in the audience to speak on the Transportation Element.

Smith stated the only thing he has to say that he has mentioned several times is on page T-18; he wants to make sure the figures have been adjusted on that page. Secretary Boyle stated on the latest version, the figures have changed. Administrator Schmidt that is an important factor because that determines what average daily trips will be. This needs to be looked at again to determine if this will change the impact fees for the entire city. Administrator Schmidt stated we will need to talk to Ron Cameron from Gray and Osborne to see if this is going to change things.

The public hearing was closed at 7:17 PM.

Administrator Schmidt would like to know if the Planning Commission would like to see this again if this changes drastically. Discussion ensued. It was the Planning commission's consensus to not view this again, it can be handled administratively.

**Ramsey moved to recommend approval of the Transportation Element of the Comprehensive Plan to the City Council. Smith seconded the motion and the motion carried.**

#### **Public Hearing, Critical Areas Ordinance:**

The public hearing was opened at 7:22 PM.

Wayne McBroom, 1875 Ryan Road, he is here representing Mark McNally. At the last meeting on August 15<sup>th</sup> Mr. McNally made a presentation and handed out a packet to the Planning commission and he would like to make sure that information is a part of the record for this public hearing and in addition, Mr. McNally has given Mr. McBroom another letter to read to the Planning commission. Mr. McBroom then read this letter into the record and gave a copy to Secretary Boyle to get copies to all the Planning Commission members. Mr. McNally's concern is again with the reference to the maps listed on page 7, that they have not been deleted from this document because the City does not have them available for citizens to view. If they are not made available to the public, he feels they should not be in this document. On page 25 "notice of title", it is still left up to the owner of the property to place that on record as directed by the city. If directed by the City, he feel's the city should enter that on titles and into public record as ultimately the city is going to make that determination from other studies, if property is critical area or not. Mr. McBroom stated he doesn't want to put words in Mr. McNally's mouth but he thinks his concern is if a property owner wants to sell his property and wetlands are found on the property, whoever bought it could come back to the prior owner because they were never told. What Mr. McNally is saying is rather than put that burden on the property owner, since the City is the one that is going to the make the determination as to the critical areas, they should be the ones to put it in the applicable records. Administrator Schmidt stated he can address these issues. Regarding the mapping, the Buckley Critical Areas map has been removed. The other list of maps is that what is recommended by the Department of Ecology. City of Buckley did not create these maps, they are simply adopted by reference and that doesn't mean we have to have a copy on hand for these maps to be valid. Nothing is delineated as critical areas by these maps. The only thing that can designate the area as a critical area is a report and analysis done by a professional, not the city. The city does not designate anything as critical areas. We don't have that authority. We do require some to do reports from professionals. The city and the land owner can challenge those reports. Some professionals are stricter than others. He feels these maps need to be left in here to be used for reference only. Mr. McBroom stated what Mr. McNally is concerned with is that the ordinance references these maps that are documents being considered to formulate this ordinance; however the City doesn't even have them. Administrator Schmidt stated what this ordinance does is create a set of regulations that establishes the process for establishing and designating critical areas. Discussion ensued. Schneider

stated so what it comes down to is we are not adopting these maps as our wetland maps, we are listing them as maps that staff have to reference so other people will know what maps staff is referencing. Maas stated by having them in there is instructs the City to look as these and make their judgment based on these maps that some are 25 years old. Administrator Schmidt stated it is not just wetlands; we have steep slopes, seismic landslide hazard areas, habitat (bald eagle, elk, salmon), etc. We have to look at all areas, not just wetlands. Mr. McBroom stated on the notice of title issue, Mr. McNally's concern is a property owner not knowing there are wetlands or critical areas and then the subsequent owner does something and finds out there was and he then comes back and sues the previous owner. Administrator Schmidt stated the disclosure law is known conditions. He feels there is a mis-understanding in the interpretation of the provision. Administrator Schmidt stated for land development purposes on which a development proposal is submitted such as short plat, long plat, subdivision, boundary line adjustment or any other action that requires a land use permit. The only time the wetland delineation is triggered is if someone is doing a development proposal. The City doesn't have or has never had the authority to determine what a wetland is or not. The only person that has that authority is the professional that does the wetland study. Discussion ensued. Smith stated one of his concerns is the individuals taking a chance buying property if the prior owner doesn't know whether or not there is a wetland. Maas stated that is buyer beware.

The public hearing was closed at 7:55 PM.

Administrator Schmidt there is one other thing he would like to discuss and that is changing the stream definition a little more. He feels it would be more clear if it read on line 3 "Streams do not include irrigation ditches, wasteways, drains, drainage ways (such as Spiketon ditch from the City Reservoir to the south City limits), outfalls, operational spillways, channels, storm water runoff facilities or other wholly artificial watercourses, except those that directly result from the modification to a natural watercourse. The way the other definition was written, to say Spiketon ditch is not a stream, does not really explain why it is not a stream. There have been several entities that may argue that. By putting it in here as a drainage way makes it clearer. The Planning Commission was in agreement with this.

**Cramer moved to recommend approval of the Critical Areas Regulations to the City Council. Ramsey seconded the motion and the motion carried with Maas abstaining.**

**Preliminary Laundry List of goals for Subdivision regulations:**

The Planning Commission members that had their lists gave them verbally to the commission. They are as follows:

**Cramer:**

Affordable Housing – flexible lot sizes, mixed housing types, setback designs  
Adequate Public Facilities and Services – enough facilities to support the people living here.

Adequate Transportation – buses, bike paths, walking paths

Protect the Quality of environment – make sure not to harm the water, air, habitats for animals and birds, etc.

Open Space and Recreation – a variety of recreational opportunities like the parks and trails.

Connectivity – including pedestrian walk ways, bike trails, transportation near the homes to parks, shops, jobs.

Pedestrian Friendly – sidewalks, parks, narrow streets (not quite sure of the definition)

Protect View Corridors – maintain rural atmosphere, the quality of life, environment, mixed housing types.

Livable Wage Job Opportunities – home based businesses compatible with residential neighborhoods

Encourage Compact Grid Street Patterns – connectivity, ease of transportation.

Administrator Schmidt stated in the transportation element, there is nothing on the capital improvement schedule and this has to be added when it goes to Council.

**Maas:**

Define Streets – every time someone says narrow streets, she shutters.

Administrator Schmidt stated you have adopted minimum street standards in the transportation element. Maas stated Staley told us we are doing the guidelines right now and that we can choose the street widths within the subdivision regulations.

Administrator Schmidt stated then the Planning Commission should not send the transportation element forward to the City Council because that adopts the street widths.

Discussion ensued. Administrator Schmidt stated the narrowest street width in the transportation element is 34 feet wide. It was decided by the Planning Commission to go ahead and forward the transportation element on as is.

Lighting within the developments.

Houses staggered on each side of the streets.

Vary the house plans and colors especially.

Fencing – same type within developments and have rules in place for fences on corner lots.

Garages – not allowing three car garages.

Define curbs – no rolled curbs and no round-a-bouts.

Trees and Landscaping – get the builders to put in not only the front yards but also the back yards.

Clustering/Area Parks – would like to see the developments have their own parks rather than put money into a park fund.

**Smith:**

Nothing

**Ramsey:**

She agrees with most of Cramer and Maas's comments.

Driveways – staggered.  
View Corridor through Main Street.  
Preserve the Park – more recreational activities.

**Montgomery:**

Preserve View Corridors.  
No Quadrant/Cookie Cutter Homes  
De-emphasize the Automobile  
Connectivity  
Connected Open Space - with trails to allow for wildlife corridors.  
Responsible Building Techniques – home efficiency to help with the rising energy costs  
and emphasize the use of green building materials.  
Flexible Houses and Lot Sizes  
Smaller Houses

**Schneider:**

Connectivity – doesn't want to see huge developments with only one entrance in and out  
of the developments.  
Pedestrian and Bicycle Friendly  
Street Orientation – strongly encourage  
Fences – need good regulations.  
Flexible Lot Sizes – maximize the value of the property for the owner.  
Maximize Public Park Space  
Keep Regulations User Friendly

Maas stated she would like Staley to put together a list of streets with the widths of them.  
Administrator Schmidt wanted to remind the Planning Commission to look at their goals  
in making these decisions.

The next meeting will be on October 3, 2005 at 7:00 PM.

With nothing further the meeting was adjourned at 8:50 PM.

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Wolfe Schneider, Chairperson