

COMMENT #81

Allison Satter

From: seymourflop@comcast.net
Sent: Thursday, March 03, 2016 1:19 PM
To: Allison Satter
Subject: Auto dealership

To whom it may concern. My name is Steve Guiberson I purchased the property on wheaton way from the school district in 2006 The location is between the florist near albertsons and cooper tires. There is no address because it is raw land. At the time I purchased this land it was zoned for a auto dealership. After waiting aprox 1 year to start my project it was rezoned and I was told I could no longer put my dealership at this location This news was devastating to me for the simple reason I met with the city prior to closing on the purchase and was never imformed that there was a plan to rezone this corridor had i known that I would have submitted my plans to build prior to the changes. Anyway I would ask the planning commision to consider allowing a car dealership at this location keeping in mind there is currently a tire store and a auto dealership right next to my property. It appears to me that there is mainly one area that the city wants auto dealerships and most all the property in that area is taken up by one huge dealership. This doesnt allow for anyone else to do business in the city of bremeron due to the fact they have most all the land in that area. Please consider rezoning DCC to allow me to not only employe aprox 20+ employees but also generate a substantial amount of revenue to the city of bremeron.

Thank You Steve Guiberson

COMMENT #82

Allison Satter

From: Jim McDonald <mazama90@msn.com>
Sent: Thursday, March 10, 2016 11:50 AM
To: Allison Satter
Subject: RE: Upcoming Workshop notice - March 15th.

Allison, I can't attend the meeting on Tuesday. Please provide my comments to The Planning Commission:

20.70.050 Prohibits Drive-Thru in these zones except Wheaton Way. Consider adding flexibility based on conditional use permitting and design standards that minimize vehicle pedestrian interface. While I fully support the conception of pedestrian friendly zones, there were areas that could support a drive-thru and there are times when they are needed. For example, a driver with small children or an elderly or handicap person may not be able to walk but still live in the neighborhood. Why make them drive someplace else? Since our weather is not always conducive to walking, a drive-thru makes the neighborhood more convenient for most.

20.70.070 Design Standards. I fully support the change that allows first floor residential use until commercial demand exists for this space.

R, Jim McDonald
Bremerton

COMMENT #83

From: seymourflop@comcast.net [<mailto:seymourflop@comcast.net>]

Sent: Thursday, April 14, 2016 1:12 PM

To: City Council <City.Council@ci.bremerton.wa.us>

Cc: Allison Satter <Allison.Satter@ci.bremerton.wa.us>

Subject: I want to do business in Bremerton

To the city council, My name is Steve Guiberson I own the property on wheaton way between the florist and cooper tire. I am asking you to consider allow zoning for me to put a auto dealership on this lot. I own a company named Curbside Motors in Tacoma and currently I am building a new location in Lakewood. The building I am building is the same i would put on the property in Bremerton. This building also has 7 bays for full service. I would be employing approx 20 employees at this location In addition to that my retail business will be bringing a substantial amount of tax revenue to the city. If the council feels a used dealership is not appropriate for DCC please consider I would be putting a first class state of the art with great landscaping great lighting and great design this would only add value to this area. Also this location on wheaton way has no residential next to it so there is no noise concerns that a auto dealership can create. I will forward you a letter from the city of lakewood as well as the broker who has listed the property for sale for the last ten years. Thank you for the consideration Steve Guiberson (253-208-5853 if you have any questions)



Don Anderson
Mayor

April 13, 2016

Jason Whalen
Deputy Mayor

Curbside Motors, Inc.
Mr. Steve Guiberson
6802 South Tacoma Way
Tacoma, WA 98409

Mary Moss
Councilmember

Regarding: Development of 9915 – 10005 South Tacoma Way for Automotive Sales

To Whom It May Concern:

Michael D. Brandstetter
Councilmember

This letter is in regards to the development of Curbside Motors, Inc., a pre-owned automotive dealership, located at 9915 - 10005 South Tacoma Way in Lakewood, WA and the potential impact the project is anticipated to have upon the City of Lakewood.

John Simpson
Councilmember

The project, Curbside Motors, will bring an 11+ year old, high-performing, car dealership to the City of Lakewood. The project, totaling approximately \$3 million dollars, will consist of a 5,500 square foot two-story office building, a 4,500 square foot attached garage, a 5,000 square foot detached garage that will house a six-bay service center and auto detailing facility, and paved surfaces providing up to 135 parking spaces for inventory. Additional improvements will consist of street frontage improvements, lighting, and significant landscaping upgrades. Importantly for the City will be the removal and replacement of two formerly blighted motel properties with a successful established automotive dealership that should help continue the revitalization of the South Tacoma Way commercial corridor.

Marie Barth
Councilmember

Paul Bocchi
Councilmember

John J. Caulfield
City Manager

Early on in the project, Mr. Guiberson reached out to the City's Economic Development Department concerning the prospective development and the impacts the development could have in the community. Staff met with Mr. Guiberson about potential funding packages involving the Small Business Administration (SBA) and Section 108 funding options available through the City. Through a collaborative effort, the project was able to secure SBA loans in excess of \$2 million dollars and \$700,000 in Section 108 assistance through the City of Lakewood and the U.S. Department of Housing and Urban Development. As a condition of the City's Section 108 assistance, Curbside Motors is set to generate a total of 20 new full time jobs in its first three years of operation.

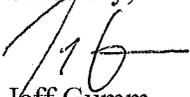
In addition to the job creation and redevelopment of formerly blighted properties, the development, when completed is expected to generate annual sales tax revenue between \$90,000 and \$100,000, based on expected annual sales in excess of \$10 million dollars.

In all, Lakewood anticipates the Curbside Motors project will have a positive impact on the community through community revitalization activities, job creation opportunities, and sales tax generation. With his 30+ years' experience in the car industry and more than 25 years' experience as a dealership owner, Mr. Guiberson brings great experience, a strong history of customer service, and a great local reputation for providing a quality product.

The City of Lakewood is pleased to welcome Curbside Motors to the City of Lakewood.

For information regarding this project, you may contact me at (253) 983-7773.

Sincerely,

A handwritten signature in black ink, appearing to read "JG", with a horizontal line extending to the right.

Jeff Gumm
Program Manager



Allison Satter

From: Jim McDonald <mazama90@msn.com>
Sent: Friday, April 15, 2016 8:53 AM
To: Allison Satter
Subject: Public Hearing Comments on Proposed BMC changes

I support the adopting the proposed changes to the BMC in support of the Comprehensive Plan update.

Specifically:

20.44.120 which allows for some use of Drive-thru facilities :

People with disabilities and those that for various reasons cannot easily walk into an establishment; parents with small children in their vehicles; and people who do not wish to leave their vehicle due to inclement weather can all benefit from drive-thru facilities. This Section allows for reasonable accommodation for those in need. The Design Standards are appropriate and will minimize conflicts between vehicles and pedestrians.

20.70.060 which provides an exception for requiring a mixed use building on a public road and 20.70.070 which revises design standards for building entrances

The current regulations require certain buildings to have at least half of their ground floor to be "pedestrian oriented". The effect of this requirement forces the developer to add commercial space when there is already excess capacity (i.e., vacant spaces and buildings). The cost of this space must be paid for by the remaining building occupants. The proposed changes allows for flexibility by allowing the ground floor to be fully utilized as residential units and converted to commercial space (i.e., pedestrian oriented) when the demand exists and it is financially viable.

Respectfully

Jim McDonald
1311 Marlow Ave, B6
Bremerton, WA 98310

Allison Satter

From: Bill Broughton <bill@bbroughtonlaw.com>
Sent: Wednesday, March 16, 2016 12:52 PM
To: Allison Satter
Subject: RE: Letter to Commissioners re: parking

Can you include this data in your file?

America's young people are decreasing the amount they drive and increasing their use of transportation alternatives.

- According to the National Household Travel Survey, from 2001 to 2009, the annual number of vehicle-miles traveled by young people (16 to 34-year-olds) decreased from 10,300 miles to 7,900 miles per capita—a drop of 23 percent.
- In 2009, 16 to 34-year-olds as a whole took 24 percent more bike trips than they took in 2001, despite the age group actually shrinking in size by 2 percent.
- In 2009, 16 to 34-year-olds walked to destinations 16 percent more frequently than did 16 to 34-year-olds living in 2001.
- From 2001 to 2009, the number of passenger-miles traveled by 16 to 34-year-olds on public transit increased by 40 percent.
- According to Federal Highway Administration, from 2000 to 2010, the share of 14 to 34-year-olds without a driver's license increased from 21 percent to 26 percent. Young people's transportation priorities and preferences differ from those of older generations.
- Many young people choose to replace driving with alternative transportation. According to a recent survey by KRC Research and Zipcar, 45 percent of young people (18-34 years old) polled said they have consciously made an effort to replace driving with transportation alternatives—this is compared with approximately 32 percent of all older populations.

- Many of America's youth prefer to live places where they can easily walk, bike, and take public transportation. According to a recent study by the National Association for Realtors, young people are the generation most likely to prefer to live in an area characterized by nearby shopping, restaurants, schools, and public transportation as opposed to sprawl.
- Some young people purposely reduce their driving in an effort to curb their environmental impact. In the KRC Zipcar survey, 16 percent of 18 to 34-year-olds polled said they strongly agreed with the statement, "I want to protect the environment, so I drive less." This is compared to approximately 9 percent of older generations. The trend toward reduced driving among young people is likely to persist as a result of technological changes and increased legal and financial barriers.

William H. Broughton Broughton Law Group, Inc., P.S. 9057 Washington Ave. N.W. Silverdale, WA 98383
Phone - (360) 692-4888
Fax - (360) 692-4987
bill@bbroughtonlaw.com

Allison Satter

From: Andrea Spencer
Sent: Thursday, April 28, 2016 3:01 PM
To: City Council
Cc: Allison Satter
Subject: FW: Parking in Downtown Bremerton

FYI, and for inclusion in the public comment records.

From: Wes Larson [mailto:wes@soundwestgroup.com]
Sent: Thursday, April 28, 2016 3:00 PM
To: Greg Wheeler
Cc: Andrea Spencer
Subject: Parking in Downtown Bremerton

Dear Bremerton City Council Members

This is a letter in support of reducing the parking requirement for downtown Bremerton multifamily housing.

As a multifamily housing developer in both Bremerton and Seattle we always attempt to create as much parking as possible for our development projects. We always look to answer the "parking question" first, as this is the biggest challenge we face in deciding whether to do a project.

The reality is that parking comprises from 25% to 1/3 of project cost, and in order to build parking, the developer must expect to be able to recapture that cost through rents, or the project will not get built. The rule of thumb is that in order to recover the construction cost including structured parking, rents need to be in excess of \$2 psf per month.

In downtown Seattle there is no requirement for the developer to build parking in new multifamily projects. In urban areas, where there are public transportation options like buses, ferries, and light rail, the need for cars and parking is decreasing, and the demand for affordable housing is increasing.

By allowing the developer to take the market risk, and not build parking, the result may be more projects with affordable rents.

Best Regards,

Arthur "Wes" Larson, Esq.

Sound West Group

423 Pacific Ave, Ste 402

Bremerton, WA 98337

Cell: 360.434.7777

Office: 360.813.3813

'Developing Community with Vision and Integrity'

www.soundwestgroup.com

To schedule an appointment with Wes, please contact Sharon Adams at sharon@soundweswtgroup.com. Thank you!



 Go Green. Please do not print this email unless it is necessary.

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Allison Satter

From: Alison Osullivan <aosullivan@suquamish.nsn.us>
Sent: Thursday, April 21, 2016 3:12 PM
To: Allison Satter
Subject: Priority Habitat and Species

<http://wdfw.wa.gov/publications/00165/wdfw00165.pdf>

This includes recommendations for Washingtons Sensitive species and Candidate species as well as the Threatened and Endangered. These include wildlife species native to the state of Washington that are vulnerable or declining and are likely to become endangered or threatened without cooperative management and/or removal of threats.

As discussed species or habitats of local importance are those species or habitats identified by local (city or county) governments as important and warranting additional thoughts and/or protections during the development/permitting review process. These could include nesting, feeding, or roosting areas. Migration corridors to help prevent wildlife/human conflicts etc. Species could include bear (Bremerton Watershed is an important area for bear), etc.

Allison O'Sullivan
Biologist, Suquamish Tribe Fisheries Department



18490 Suquamish Way (street)
P.O. Box 498 (mailing)
Suquamish, WA 98392
phone: (360) 394-8447
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From: Andrea Spencer
Sent: Friday, April 29, 2016 10:00 AM
To: Allison Satter; City Council
Subject: FW: Sunnyslope Property

Council members –

Here's comments from the property owner in "PSIC-B" regarding the Comp Plan change and answer the question that was raised at last Wednesday's study session.

Andrea

From: Doug Skrobut [mailto:dskrobut@gmail.com]
Sent: Friday, April 29, 2016 9:54 AM
To: Andrea Spencer <Andrea.Spencer@ci.bremerton.wa.us>
Subject: Sunnyslope Property

Andrea;

The property owned by McCormick Land Company proposed for a rezone from industrial to residential is located in the Sunnyslope community, which is an area of existing single family residences. The property is accessed via Sunnylope Road, and is separated from the airport \ industrial park by a large wetland system. The property is over a mile away from the runway at the Bremerton Airport, and is outside of the area that the Port has requested to obtain airport navigation easements.

I am happy to answer any questions City staff or council may have.

Sincerely,


Doug Skrobut
Cell 206-419-0867



Chuck & Patty Bair
1303 Lakehurst Dr. NW
Bremerton, WA. 98312
360-340-1711
charlybchuck@gmail.com

RECEIVED
MAY 04 2016

Allison Satter
Senior Planner
City of Bremerton
345 6th Street ,Suite 600
Bremerton, WA 98337
Allison.satter@ci.bremerton.wa.us

City of Bremerton, DCD

May 2, 2016

Dear Allison,

We built Kitsap Lake Storage in 2006 under the current zoning designation of Industrial Park (IP), knowing that what we built was approved and conformed to this zone. I don't want to lose or have this zone designation change. Once a project is considered conforming it should forever remain conforming. At first read Industrial Park (IP) going to General Commercial (GC) sounds like an expansion of opportunity, however formerly approved uses in Industrial Park (IP) are now arbitrarily limited or forbidden in the new designation General Commercial (GC).

For some time, I have been trying to purchase additional property zoned IP (conforming) with the purpose of expanding our facility, Demand is high for additional self-storage and very high for convenient, affordable and secure RV storage. So limiting or forbidding, non-conforming or conditional use could seriously compromise our expansion ability.

Please re-consider some of your planned reduction in uses for this General Commercial (GC) zone. Please expand the use by including all formerly approved uses in Industrial Park (IP).

Please contact me for additional comments or testimony.

Sincerely,

Chuck Bair

Allison Satter

From: noreply@civicplus.com
Sent: Sunday, May 08, 2016 1:25 PM
To: Allison Satter; WebMaster
Subject: Online Form Submittal: Bremerton2035 Comments & Feedback

Bremerton2035 Comments & Feedback

This is a public forum and any comments made here will be included in the public record. If you wish to remain anonymous, please specifically request so. Thank you for your input.

Name	Deborah
Contact	Planning
Zip Code	98312
Comments	<p>I am having trouble with my neighbors blocking my 20' easement. They have posted no trespassing signs on trees that for years we have been asking to have them remove because they have grown into the road. This has caused a fire in the power lines that trapped us on our property this Winter and left us without power for four days during freezing weather (we have to rely upon electric for heat). And we couldn't be evaluated by emergency vehicles because the fires trapped us! This has caused a dangerous situation. This is the O'Donahue. He has taken our twenty feet down to less than ten. And now emergency vehicles are complaining. We need help. With all the RE-zoning for commercial and the LLC planning to build on the land near us, why are we having to go through hell? We are a founding family. We have been on this land since before Washington was a State. The house on the eighth aces is historic! It was the first Sears Catalogue home barged into the State.</p>

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