

Planning Commission Minutes

June 21, 2006 Regular Scheduled Meeting

APPROVED

City Hall Council Chambers

The meeting was called to order at P.M.**Planning Commission Present**Randy McKibbin, **Chair**Grant Sulham, **Vice-Chair (Absent)**

Quinn Dahlstrom

Dennis Poulsen (**Absent**)

David Eck

Katrina Minton-Davis

L. Winona Jacobsen

City Staff Present

Stephen Ladd, Planning Manager

Christy McQuillen, P&CD Assistant/Clerk

Guests:

Dan Grigsby, Public Works Director

Gary Leaf, Comm. Services Director

Bruce Dees, Consultant

Kim Hatfield, Tetra Tech Representative

Park Board Members

Fennel Creek Trail Advisory Committee

A poll determined that a majority of Commission members would be available for the next meeting scheduled for July 19, 2006 to be held at City Hall Council Chambers. The meeting originally scheduled for July 5, 2006 has been cancelled due to the 4th of July Holiday.

I. APPROVAL OF MINUTES:

Minutes requiring review and approval were postponed to July 19, 2006 meeting.

II. PUBLIC COMMENTS/CONCERNS: Audience members in attendance chose to hold their comments for presentation of the Environmental Impact Statement status on the Fennel Creek Trail.**III. OLD/CONTINUING BUSINESS:**

2006 Comprehensive Plan Amendments, Transportation Elements- Mr. Grigsby presented to commission answers to questions raised during the previous Planning Commission meeting held on June 7, 2006.

- Explain why street classifications are changing relative to the existing Transportation Element (wherever they are changing);

Mr. Grigsby explained that Street classifications are determined by a very intricate and comprehensive computer generated transportation model based on projected population growth, business growth, other demographic information, and available road systems. The estimated street loading is then used to determine the streets classification status and necessary road construction projects.

There is no subjective selection of a particular street classification for a particular road. We accept the classifications generated by the Traffic Model. If we did not accept model based recommendations and arbitrarily changed road classifications (contrary to what the model shows us), it would mean rerunning the model and creating a less than optimum solution (both cost and safety) for the projected response to future growth in traffic. Also, it would most likely subject the City to various lawsuits; whereas, use of the transportation modeling methodology has been proven in court as the Best Available Science and thus defensible.

We rerun the transportation model every five years or so when we are updating the transportation plan. This way, we continually "calibrate" the model based on the most current information available.

- *W. Tapps Hwy to the north of Allan York Park- With the continued congestion of traffic surrounding Allan York Park, the boat launch and the proposed development of Park Place Condominiums and traffic volumes to increase along this route, commissioners recommended reclassifying this route from Minor Arterial to a Collector.*

Figure 6 has been modified to reflect this change in Classification (Figure 6 attached)

- *182nd Avenue E-. Commissioner Dahlstrom cannot believe and opposes that this route would be upgraded to a Collector from a Local Street. Public Works should re-evaluate this route and provide reasoning behind this change.*
- *84th Street E and the 184th proposed connection to 182nd Avenue E heading north- These routes should be upgraded from Local Roads to Collectors. In addition, 182nd Avenue E to the north which connects at the Lake Bonney couplet should be reconfigured. It's proposed that the Collector be reconfigured to where the Collector classification ends at the couplet and veers left onto Meyers Road (by way of 77th Street E).*

Provide alternatives to a right-turn-only at the south end of 182nd (intersection with Old S-B Hiway);

Due to traffic safety concerns visible now and projected to increase steadily for left-in and left-out turns at 182nd Ave, the only alternative is a right-in/right-out access to 182nd Ave from Old Sumner Buckley Hwy and SR-410. The best solution to the problems created by this decision is to extend 184th Avenue from Old Sumner Buckley Hwy to 182nd Avenue at or before the removal of the left-in/left-out capability from 182nd Avenue. We will soon have the 30% design available for this intersection and can finalize the channelization that will occur.

Where Figure 6 shows a collector proceeding north on 182nd, instead of having it connect with Meyers by way of 74th St., have it connect by way of 77th St.

That is a good catch. It should have shown the 182nd collector street being connected to Myers Road at 77th Street instead of 74th Street, which is a one way road

- 198th Avenue E- Commissioner Jacobsen voiced her opposition with the connection going through 198th Avenue E. to Rhodes Lake Road. Even if the road was to increase to 5 lanes, there is growing concern of major corridor problem at SR410 E, South Prairie Road and 200th Ave E. Once again it's suggested that traffic be re-routed from the south (Cascadia Development) east onto 120th Street E and eliminate this connection of 198th Avenue E. off the Street Classification map.

There are no other alternatives to connecting 198th Ave to 199th Ave and 200th Avenue Court that the City has any control over.

The City recently agreed to support this connection being built by Pierce County and Cascadia when we accepted Cascadia funding for the improvements to South Prairie Road intersection at SR410.

The City is involved in the planning efforts for the Roads Lake Road corridor. That project is estimated to be built in 2013, at the earliest.

If the traffic does not use the 198th Ave corridor, it will all flow through the existing 192nd Ave/104th Street Corridor. The traffic is coming whether we like it or not.

We are progressing with a design to construct an additional North South route in the 192nd Ave corridor. The more corridors there are, the more options drivers have to choose from. Creating this "grid" system is one of the basic tools used to relieve traffic congestion and ultimately to maximize traffic safety.

My recommendation to prohibit truck traffic south of 100th Street on 200th Ave Court East (and subsequently on the 192nd corridor, when it is built) will help minimize the impact of this traffic increase by forcing trucks going south over to 214th Ave and then West on 120th Street instead of running through the south side residential areas/school zones of Bonney Lake.

After a lengthy discussion Mr. Ladd explained that staff, the Public Works Department and the City would like to move forward with the adoption of the proposed Transportation Element. Several projects are coming into the City that could contribute impact dollars. Plus, there are grants and loans in which the Public Works Department would like to pursue.

Additionally, Mr. Ladd pointed out that if commissioners are opposed or concerned to something particular in the Transportation Element, those concerns can be conveyed by the Commissioners themselves directly to City Council members.

MOTION WAS MADE BY COMMISSIONER MILTON-DAVIS, SECONDED BY COMMISSIONER ECK RECOMMENDING THAT CITY COUNCIL ADOPT THE PROPOSED

TRANSPORTATION ELEMENT WITH CURRENT CHANGES. MOTION WAS SPLIT AS FOLLOWS:

OPPOSED

Commissioner Jacobsen
Commissioner Dahlstrom

IN FAVOR

Chair McKibbin
Commissioner Milton Davis
Commission Eck

IV. PUBLIC HEARING- None

V. NEW BUSINESS-

Status on the Fennel Creek Trail- Ms. Kim Hatfield, Tetra Tech Representative, presented to members of the Planning Commission, Park Board and the Fennel Creek Trail Advisory Committee the status of the study and work being done for the Environmental Impact Statement for the Fennel Creek Trail.

Some of the key highlights of the presentation included:

- Tetra Tech was the original firm hired to study and prepares the Environmental Impact Statement for the Fennel Creek Corridor EIS Study back in 1998.
- Impact Analysis Study Objectives
- 4 key areas along the Fennel Creek plus Allan York Park are being studied.
- Baseline Studies of Fennel Creek 1999 and 2006
- Summary of Ecological Functions
- Proposed Trail Corridor Impact Analysis
- And the next steps in the process

The PowerPoint slides are attached for reference.

Mr. Ladd pointed out that once the Environmental Impact Statement is complete the city would make it available for public viewing.

As a group, the Planning Commission, Park Board members and Fennel Creek Trail Advisory Committee members were pleased to see that phase II of the Fennel Creek Plan is moving forward on schedule. There were minor questions surrounding acquisition of lands for the trail. Mr. Leaf said that certain targeted properties have not been assessed at this time and that the City is looking at alternatives. If anything, the City will look at lands where property owners are in favor of the trail.

VI. FOR THE GOOD OF THE ORDER:

Correspondence- Ms. McQuillen noted for the record the following correspondence received in the Planning Commission email address:

Email dated June 16, 2006 to Planning Commission and Winona Jacobsen from Dan Grigsby, Public Works Director, in response to the 2006 Comprehensive Plan Update Utilities Element, in answer to her questions on groundwater contamination from surface sources, specifically, Grainger Springs (email attached).

Email dated June 16, 2006 to Planning Commission from Dan Grigsby and John Woodcock (Public Works Department) in response to the 198th Design Status and Signal at 109th Street E.

2 Emails dated June 12, 2006 to Planning Commission from Jon Pascal in response to the Comprehensive Plan Amendments Water, Sewer and Transportation Elements.

Staff Concerns- None

Commissioner Concerns –

MOTION WAS MADE BY COMMISSIONER DAHLSTROM, SECONDED BY COMMISSIONER JACOBSEN TO APPROVE EXCUSED ABSENCES FOR COMMISSIONER POULSEN AND VICE-CHAIR SULHAM FROM THE MEETING. APPROVAL WAS UNANIMOUS.

Commissioners Jacobsen voiced her concerns for the proposed Renwood Multi Family project, such issues as wetlands, steep slopes and traffic. It's understood that this project conforms to the Downtown plan.

VI. ADJOURNMENT:

MOTION WAS MADE BY COMMISSIONER DAHLSTROM, SECONDED BY COMMISSIONER JACOBSEN TO ADJOURN. APPROVAL WAS UNANIMOUS.

The meeting ended at 7:15P.M.

Christy McQuillen, Planning Commission Clerk
Approved on July 19, 2006