



MASON COUNTY

PLANNING ADVISORY COMMISSION

MASON COUNTY COMMUNITY SERVICES

615 W. ALDER STREET, SHELTON, WA 98584

Meetings held at: Commissioners' Chambers

411 N. 5th Street Shelton, WA 98584

SPECIAL MEETING (via Zoom)

June 7, 2021

MINUTES

1. CALL TO ORDER AND ROLL CALL

At 6:03 p.m. Brian Smith, Planning Advisory Commission Chair, called the meeting to order. The following commissioners were in attendance:

Isaiah Johnston

Mac McLean

Brian Smith

Timothy Opiela (arrived 6:07pm)

Excused: Joseph Myers

Staff: Kell Rowen – Planning Manager

Mariah Frazier – Clerical

2. REGULAR BUSINESS

A. APPROVAL OF MEETING MINUTES

None

B. CHANGES TO THE AGENDA

None

C. CONFLICT OF INTEREST

Commissioner McLean mentioned he was on the board for the Salmon Center, which sits outside the UGA.

D. NEXT REGULAR MEETING(S)

June 21, 2021

E. COMMITTEE/STAFF UPDATES

None

F. OTHER BUSINESS

None

3. PUBLIC COMMENT ON NON-AGENDA ITEMS – 6:06 p.m.

None

4. PUBLIC HEARING – 6:06 p.m.

Belfair Planned Action EIS – Kell opened stating this is a continuation of the May 17th meeting and was intended for the PAC to deliberate and make their recommendation to the BOCC.

However, as the comment period had been extended to close an hour before the meeting and

This is a short summary of the action that took place during the meeting. The audio recording of the meeting can be found on the Planning Advisory Commission page of the Mason County website.

talking with the consultants at BERK and Commissioner Smith, Kell recommended to begin formulating their recommendation by focusing on a preferred alternative and the code updates associated, instead of making any final recommendation. She then passed it off to Kevin Gifford from BERK Consulting to give a brief update, before discussing staff recommendation and received public comment to date.

Kevin quickly reviewed the scoping process and public meetings to date, then went over the main points from public comments received to date.

PUBLIC COMMENTS

- Protection of aquifer, streams, wetlands, and wildlife.
- Transportation impacts and improvements.
- Parks and trails.
- Cultural resource information correction and consultation procedures.
- Land uses/densities in particular locations (e.g. Riverhill Road, public lands, other).
- Wastewater utility expansion and protection of water quality.
- Water rights and availability.

Public Hearing 5/17	Comments through 6/7
<ul style="list-style-type: none"> • Ken Van Buskirk • Constance Ibsen • Ted Jackson • Chris Wilder, MTA 	<ul style="list-style-type: none"> • Squaxin Island Tribe • City of Bremerton • Hood Canal Coordinating Council • Constance Ibsen • Brian Petersen • Judy Scott • Ken Van Buskirk (2) • Stephanie Neil • Mason Transit Authority (MTA) • Skokomish Tribe • Courtney Flora (on behalf of David Overton)

Kevin then mentioned that as part of the SEPA process, in the final EIS, there will be a section where all comments will be documented, showing how each comment was addressed and acknowledged.

Moving into Staff Recommendation, Kell went over her recommendation of Alternative 3 with application to the full UGA, stating she feels the County should focus its growth within the UGAs. Kell mentioned that moving forward, the Comp Plan and code changes associated will come after approval of the EIS to be consistent with the preferred alternative.

STAFF RECOMMENDATIONS

COMPONENT	OPTIONS/CHANGES
<p>Subarea Plan, Associated Comprehensive Plan Amendments, and Zoning Map Changes</p> <p><i>Preferred Alternative:</i></p> <ul style="list-style-type: none"> • Consistent with Alternative 3. 	<p>Recommend Alternative 3.</p> <p>Options:</p> <ul style="list-style-type: none"> • Single Family Residential (R-4) east of Riverhill like Alternative 2 • Extent of MU at Romance Hill and Freight Corridor like Alternative 2
<p>Code Changes</p> <p><i>Preferred Alternative:</i></p> <ul style="list-style-type: none"> • Consistent with Alternative 3 with changes. 	<p>Blend proposed Master Planned Mixed Use code with the County's existing master plan process at MCC 17.70.</p> <p>Apply Public Facility Zoning MCC 17.07.710. Selected edits would be included.</p>
<p>Planned Action</p> <p><i>Preferred Alternative:</i></p> <ul style="list-style-type: none"> • Apply to Full UGA. • Adjust mitigation per changes. 	<p>Apply the Planned Action to the full UGA to ensure that all development is subject to mitigation measures including transportation improvements and utilities phasing.</p> <p>Include Alternative 3 transportation mitigation with the alternative cost share (Attachment Exhibit 12), but with consultation provision for Bremerton.</p>

Commissioner Smith then opened discussion, beginning with Commissioner McLean who stated he supports Alternative 3, including the entire UGA, and that the full mitigation, particularly transportation mitigation, should apply to the new proposed development in the area. Commissioner McLean continued, explaining based on his experience reviewing EIS's throughout his career, that his support comes with the caveat of looking into the traffic impacts just north and south of the UGA that will be affected. He stated EIS's tend to only look at changes and impacts occurring with the designated planning area, without looking into the impacts those changes have outside.

He also stated he had concerns regarding funding for necessary improvements for stormwater, wastewater, schools, parks, and recreation trails that have been moved forward since 2004, but little has been done. He stated it is important to ensure that this proposed accepted growth is accompanied by concrete action for these correlated issues. Commissioner McLean who also then mentioned the necessity of ensuring enforcement and staffing to handle the increase in development.

Commissioner Smith agreed with all the points made Commissioner McLean and expressed concern about the effect of the cost share with Bremerton being a factor in moving forward with the suggested transportation mitigation. Commissioner Opiela expressed his agreement with previous comments and talked about the personal effect development growth in the area has already impacted his day-to-day commute north of the UGA since moving here two years ago and his concerns for future impacts. Commissioner McLean expanded with his personal experience south of the UGA and into Allyn.

Commissioner Smith then asked about how a per trip fee would be activated how the fees were calculated. Stefanie from Transpo Group, the transportation consultant for the EIS, explained that only the PM Peak Hour trips are calculated into the fee, not daily trips, and that 1 house would generate on average 1 PM Peak Hour trip. Lisa Grueter of BERK Consulting then discussed the implementation and collection of the per trip fee by going over *Exhibit B-3. Transportation Mitigation Detail* in the Draft Planned Action Ordinance. Lisa also reminded the commissioners that the per trip fees collected are not the only source of funding for the improvement projects, and that the per trip fee is based on estimated new growth.

Stefanie and Lisa went over the Preferred Alternative Transportation Cost Share and discussed which projects may be removed from the cost share in mitigation fee. Loretta Swanson then

Projects that may be removed from the cost share in mitigation fee:

- SR 3/SR 3 Freight Corridor/SW Lake Flora Rd: Potentially could exclude since need agreement with Bremerton.
- SR 3 Freight Corridor/SR 302/School Driveway/Bellwood Lane: Part of the Freight Corridor
- SR 3/Ridgepoint Boulevard: The proposed single lane compact roundabout improvement may not fit. WSDOT has indicated it does not want a signal. Draft EIS identifies an alternative to accept a lower level of service.

discussed other means of funding for transportation projects for Public Works, and how they plan for projects.

Commissioner Smith asked about previous comments made by Christ Wilder of MTA, that expressed concern about proposed mitigation of roundabouts would not work well with current bus routes. Stefanie explained that roundabouts tend to be the preferred method of mitigation for WSDOT, but that when it comes time to implement these improvements a deeper transportation analysis will be done to ensure the project accommodates all the needed requirements.

EIS FINDINGS & RECOMMENDED MITIGATION

Transportation

- Transportation improvements are based on current planning to date.
- Prior to implementing improvements intersection operations and design studies will be conducted to confirm the specific improvements.
- Roundabout cost are typically higher than traffic signals so planning costs based on roundabouts allow for flexibility.
- Roundabouts are designed to accommodate buses and trucks and intersection specific studies will further consider the surrounding contexts and the modes being served.
- Studies conducted on roundabouts including by FHWA and WSDOT show they are safer than other intersections types for pedestrians and bikers due to less conflicts, slower speeds and shorter crossings.

Commissioner Smith then asked procedurally where this public hearing is at in regards to public comment. Kell stated public comment was closed, but the hearing is open until they close it and made a recommendation. Kell stated it would be up to the commission if they wanted to see if any of the public had any questions or clarifications they would like to make, to which Commissioner Smith said he would be open to.

Before opening public testimony, Kell asked to address some of the observations made so far. She advised everyone to consider the undeveloped land just across the border into Kitsap County. She stated the development is coming to the area no matter what, and with it, impact and mitigation fees to benefit the community. Commissioners Smith, McLean, and Opiela made points of Belfair being more residential and Kitsap industrial, but nevertheless, the two are connected and impacted by each other. While agreeing, Kell stated she felt Alternative 3 provides more opportunities for commercial development than residential compared to the other alternatives and offers the chance for Mason County be competitive with Kitsap County.

Lisa then responded to a few comments before moving on to the public testimony. She first addressed Commissioner McLean's earlier concerns regarding parks and trails, then briefly went over the list of changes that would need to be made to the Comprehensive Plan. Lisa then passed it over to Loretta who mentioned Mason County is a member of the Peninsula Regional

Transportation Planning Organization which allows Mason County to work and coordinate with Kitsap County and Bremerton on transportation projects, as had been mentioned earlier.

Wrapping up, Commissioner Smith asked if any written comment had been received from WSDOT. Kell stated that no, they have not provided comment, but that there have been multiple conversations with them throughout the process. Lisa also stated that WSDOT was involved in the very beginning during the stakeholders' interviews.

Public Comment Opened – 7:17 p.m.

David Overton- Mr. Overton pointed out the significance of Belfair along the Hwy3 corridor as a regional hub and provided his support of Alternative 3 as the preferred alternative.

Ken VanBuskirk- Mr. VanBuskirk stated he was glad to hear that the PAC wasn't planning on making a recommendation tonight and asked what the next steps moving forward are.

Kell discussed with Lisa getting documentation together and a clean draft updated for a preferred alternative for the next regular meeting on the 21st. Commissioners Smith and McLean had mentioned their preference for Alternative 3 with some changes, while Commissioners Opiela and Johnston stated they would like to review the documents again.

Public Comment Closed – 7:30 p.m.

5. ADJOURN

With no other comments, Commissioner Smith called the meeting adjourned at 7:32 p.m.