

**Community
Development**



**501 Delta Ave
Marysville, WA 98270**

**Planning Commission
Meeting Minutes**

April 9, 2024

ROLL CALL

Chair Leifer called the meeting to order at 6:30 p.m. noting the excused absence of Commissioner Andes.

Present:

Commissioner: Commissioner Kemp, Commissioner Zhu, Chair Leifer, Commissioner Whitaker, Commissioner Michal, Commissioner Jordan

Staff: Community Development Director Haylie Miller, Principal Planner Angela Gemmer, Transportation Services Manager Jesse Birchman

Excused: Commissioner Andes

APPROVAL OF MINUTES

March 26, 2024 Planning Commission Meeting Minutes

Motion to approve the March 26, 2024 Planning Commission Meeting Minutes as presented moved by Commissioner Whitaker seconded by Commissioner Jordan.

AYES: ALL

AUDIENCE PARTICIPATION

None

OLD BUSINESS

Presentation by Transpo on Transportation Improvement Projects for 2024 Comprehensive Plan Update

Transportation Services Manager Jesse Birchman introduced Chris Cuomo and Brent Turley from Transpo. Mr. Turley made the PowerPoint presentation on the updates to the Transportation Element. He reviewed the approach to updating the Plan and changes in requirements: Multimodal Level of Service and Concurrency and WSDOT Facilities and Complete Streets. He highlighted emerging trends such as equity, health, and safety; climate change; Autonomous, Connected, Elect Shared (ACES); and telework, telehealth, e-learning, and e-commerce. Mr. Turley reviewed notable changes since the last plan including a number of transportation projects, new land uses, and other considerations. Community engagement activities have included an online survey, online open houses, Planning Commission meetings, and City Council meetings. He reviewed the overall schedule.

Multimodal Networks:

The Transportation Plan considers the mobility needs of all users: single driver, carpools, commercial/freight vehicles, pedestrians, bicyclists, and transit. He reviewed the draft Pedestrian System Plan intended to create connectivity of sidewalks and trails to serve city walking needs. The primary network is the first priority for filling gaps. The Bicycle System Plan is similar and designed to serve the city biking needs. It also has a primary network which is the first priority for filling gaps. The Vehicle/Truck System Plan is the functional classification system used to designate routes including higher mobility routes (Principal and Minor Arterials) and lower mobility routes (Collector and Local Streets).

Project List Development:

Mr. Turley explained how they come up with the project list. Considerations include areas of high congestion, areas with gaps in sidewalk and trail network; areas with gaps in the bicycle system; ways to improve access to the transit system; developing areas of the city; and feedback from the community. They use a travel demand model that accounts for City and regional land use growth. Multimodal Level of Service (LOS) standards for vehicles, pedestrians, and bicycles are also used to develop projects. Pedestrian and bicycle LOS have to do with facilities being present. The primary network for pedestrians is required to have sidewalks on both sides or a trail. The primary network for bicycles is required to have bike facilities designed to accommodate most user types.

Project Lists:

- North City: Lakewood area improvements; CIC area improvements; upgrades to existing roads to urban standards
- South City: interchange projects; upgrading existing roadway to urban standards; active transportation/new trails
- Programs are also planned for smaller, spot projects related to safety, pedestrian, bicycle, Intelligent Transportation Systems, transit, and Operations/Maintenance.

Next steps are to consolidate feedback and continue the online open house. Implementation Plans and Documentation: financial analyses, finalize documents and maps, and concurrency tracking tools.

Questions/Comments:

Chair Leifer asked if the vehicle LOS D and E as planned for certain areas is considered to meet concurrency. Mr. Turley replied that it is.

Commissioner Zhu asked if the safety of sidewalks and bike lanes is being considered, such as proximity to traffic. Mr. Turley replied that they hope to put in buffers where there is fast-moving traffic for bikes. Mr. Birchman explained that the current engineering design standards include a buffer between the sidewalk and curbs if possible. Existing sidewalks built to different standards will remain until redevelopment or other capital project occurs.

Vice Chair Whitaker asked if the online open house has more information about the projects. Mr. Turley affirmed that it would and that people can make comments specific to those projects. Vice Chair Whitaker noted the City is aiming for some significant development south of the 1st Street bypass; that the bypass route isn't shown on the map for potential improvements. Will development dictate any improvements that need to be made? Mr. Birchman explained that the 1st Street bypass has been constructed to the widened standards already and has excess capacity. A lot of improvements along State Avenue and 529 have a lack of sidewalks. Redevelopment could be required to satisfy those improvements. There are some stormwater infiltration facilities along the south side of the 1st Street bypass including about a 10-foot sidewalk. It is designed to a multimodal trail standard adjacent to the road for much of that segment of road. Any development proposal would go through the normal development review process which may include required frontage improvements.

Commissioner Zhu asked how the 1st Street bypass connects to 104. Mr. Turley explained there is a jog up to 104. Ultimately that connection will have to be more solidified as 104 gets widened.

Commissioner Kemp asked about the funding sources for most of the projects. Mr. Turley replied that some are grants and some are city funds. Mr. Birchman added that City pursues all possible funding sources including grants, state/federal programs, TBD funding, and transportation impact fee programs. They also position the projects to be grant-friendly.

Commissioner Jordan asked about incentives to bring development in given the huge cost of some of the required improvements. Mr. Birchman explained that improvements are creditable toward traffic impact fees which can defer much of the costs. There are other situations where the City enters into a developer agreement for larger scale improvements.

Chair Leifer asked if traffic impact fees have to be spent on certain projects. Mr. Birchman explained how traffic impact fee dollars can be spent. It is intended to provide the City flexibility in constructing necessary improvements. Mr. Turley noted that with recent legislation, trail projects, active multimodal transportation projects, and other offsite projects can also be credited which adds more flexibility. Chris Cuomo explained that when the City gets ready to do the 6-year TIP each year, it can proactively target investments on the transportation system and be prepared so it is never out of concurrency.

Commissioner Michal asked how they determine whether a traffic light or roundabout goes in. Mr. Birchman explained it depends on the specific circumstances including available right-of-way space, location, and cost. Mr. Turley noted that the City re-evaluates what makes the most sense as a project gets closer to design and construction.

Commissioner Zhu asked about the timeline for the transportation projects. Mr. Birchman noted that it is a 20-year timeline so there are a lot of unknowns. It ends up being dependent on development.

Commissioner Jordan asked how much this is based off single-family homes versus the multifamily development that is expected. Mr. Birchman replied that the land use is incorporated into the model. Mr. Turley noted that a requirement of the Comp Plan is that all the elements are in alignment with each other.

The Planning Commission commended the group for their work.

Commissioner Zhu lightheartedly requested real names for the streets instead of numbers in the future. Mr. Birchman discussed considerations to naming streets.

DIRECTOR'S COMMENTS

Director Miller noted that Janis Lamoureux will be retiring soon. They wished her the best in her retirement. CAO Gloria Hirashima will also be retiring, but not until June. Both of them will be missed.

Principal Planner Gemmer explained she was inviting representatives from PSE and PUD to speak to the group in the near future in response to questions the group had. She asked if they had any specific questions they want addressed.

Chair Leifer wanted to know how the transition from fossil fuels to electricity is going to play out and on what timeline.

Commissioner Whitaker said he would be interested in hearing how the new ruling by Governor Inslee would impact them and/or how they are planning on addressing them.

Commissioner Jordan said he wanted to know what they are going to do to upgrade the existing electrical grid to be able to handle the capacity that is coming. He also wanted

to know what PSE will be doing to service and keep the existing infrastructure that they have. Will people who currently use gas be forced to move to all electric?

Chair Leifer noted there are a number of large fleets that made the switch from diesel and gas to natural gas. What will happen to those companies? Will there be some sort of compensation or subsidization?

Commissioner Jordan noted that a lot of local restaurants and other businesses rely on gas to cook with or perform other processes. Is PSE going to still be able to support those people?

Chair Leifer wondered what they can do with hydrogen. Can that go through existing pipe and pump network that is used for natural gas? How would that be distributed?

CITY COUNCIL AGENDA ITEMS and MINUTES

ADJOURNMENT

The meeting was adjourned at 7:29 p.m.

Motion to adjourn the meeting moved by Commissioner Jordan seconded by Commissioner Whitaker.

AYES: **ALL**

NEXT MEETING – April 23, 2024