

SEQUIM PLANNING COMMISSION
Special Meeting
Transit Center
190 West Cedar Street
Sequim, WA 98382
Tuesday, April 9, 2013
6:00 P.M. Regular Meeting

I. CALL TO ORDER, PLEDGE OF ALLEGIANCE & ROLL CALL:

Planning Commission present: Peterson, Protze, Sanford, Sterhan, Thompson and Wendt. Connelly was excused.

Staff present: DCD Director Chris Hugo; Deputy City Clerk Bobbie Usselman; Public Works Director Paul Haines; City Engineer David Garlington; Guest: Kendra Dreiland of Fehr Peers.

II. APPROVAL OF MINUTES: March 12, 2013

MOTION to approve minutes of March 12, 2013 by Protze; second by Peterson. **Unanimously approved.**

III. ITEMS FROM THE PUBLIC NOT ALREADY ON THE AGENDA

IV. NEW BUSINESS:

A. Update of Transportation Master Plan

Public meeting opened at 6:10 p.m.

Hugo gave a summary of how the Transportation Master Plan fits into the Comprehensive Plan Update and spoke about the place of hierarchy of community.

Paul Haines gave a brief overview of the different master plans required in the Public Works Department and gave a history of past plans. The Transportation Advisory Committee included Dick Petit, Liisa Fagerlund, Paul Gruver, Chuck Preble and Larry Kilmer who helped keep the plans on task. The Plan was prepared in accordance with the Washington State Growth Management Act. The Plan is an important element of the Comp Plan and will support Comp Plan policies relating to the Transportation Element, along with a strategic plan for infrastructure and financial needs as well as insuring concurrent improvements to support the Comp Plan. Over the next 20 years we need about \$35M in improvements including \$19.4M in growth related deficiencies.

Kendra Dreiland of Fehr Peers presented a summary on the Transportation Master Plan. The key elements of the plan include rethinking transportation; accommodating and focusing growth; encouraging a vibrant and healthy community; and living within the City's means.

Using the layered network approach they developed an inclusive transportation system; planned for all modes of travel along a system of streets implemented through street typologies; and each street type focuses on different types of users, thus identifying different infrastructure needs. She reviewed different types of streets throughout the City, such as boulevards, urban avenues, school connection, active alleyways, rural transition and local streets.

Within the layered network she explained the truck routes and destinations, bicycle networks, pedestrian and mobility cart priority networks and level of service standards. She described the different level of service (LOS) standards for vehicles, pedestrians, bicycles and mobility scooters. For vehicles, LOS D is set for most of the City.

The downtown area has different needs with different treatments. They recommend infrastructure recognizing a variety of users in downtown including additional vehicular delay permitted to make streets safer, more inviting for pedestrians and on-street parking; and reduced impact fees in the core area.

The Transportation Master Plan is a functional plan supporting land use vision including the location and intensity of planned developments; understanding how regional growth influences travel patterns and identifying key transportation infrastructure needed to support anticipated growth. Supporting the City's land use vision they reflected on vested residential plats and future major developments, along with growth in the County including Carlsborg and Sunland.

Key future projects would include Highway 101 connections on Sequim Avenue and Whitefeather Way with signalizations. They will need to talk with WADOT on these projects.

Another project is the east-west connectivity of the City. They will consider a signal at Fir and Sequim Avenue and Prairie and Sequim Avenue. Both will relieve Washington of traffic. Additionally they reviewed safety/vehicular safety. Another project includes street upgrades of Fir to 5th Avenue, Seventh Avenue south of US 101; Brownfield Avenue realignment, and Brackett Road realignment.

Pedestrian and bicycle projects include the ODT completion through town, West Sequim Bay Road bike facilities, and ADA upgrades to existing sidewalks in core neighborhoods.

Project prioritization criteria was narrowed down to address capacity constraints; network completeness; safety; active living; order of magnitude cost; project readiness and economic development potential.

She showed a summary of funding the plan on the Six Year Projects including bicycle projects, pedestrian projects, intersection improvements, roadway enhancements and new roadways in the approximate amount of \$15,390M.

Funding the plan will require close coordination among City departments. The funding sources will be from the Transportation Benefit District, utilities, general fund/REET, grants, and impact fees.

Haines provided a summary of the priorities of the City, such as health, wellness and recreational fitness purposes. He spoke generally about the need for an additional crossing over Hwy. 101 between Simdars and Sequim Avenue.

Liisa Fagerlund is a member of Transportation Advisory Board and reports to the Parks Board and Peninsula Trails Coalition. She appreciates the emphasis on including bicycle and pedestrian travel as a key part of the plan. She is happy to see the ODT is part of the plan. The projects are important and long overdue including ODT directional markings. The bicycle and pedestrian trails other than the ODT are important. She urges the Planning Commission to support the Transportation Master Plan; it shows Sequim in good light.

Richard Petit, 922 E. Oak Street, is a member of Transportation Advisory Board and suggested Hendrickson for the ODT. From a planning perspective the plan is well done and a good guide for the City. Minor design proposal developments at this stage would be helpful. It is important to sell the master plan to the citizens as they will want to know what their money is being spent on. There isn't enough scope detail in the plan to educate the citizens and it should be considered for the future. The final draft of the TMP is said to meet the needs of Sequim through 2032. This doesn't address the critical needs and ignores for many years what the needs are. He feels the most critical need is the redesign and construction of the bottleneck intersection of Sequim and Washington. There is a way to fix it but it isn't cheap. Recognizing it takes years to put the expensive plan together - it will take longer than estimated to do projects. There is a movement to greater bicycle use. There is a need for education and a licensing program. Pedestrians also need to be educated about how to use transportation facilities if everyone knows what the liabilities and costs are. All intersections should be reviewed to see if you can see well. We will need more parking lots downtown. If we are going to use roundabouts they should be larger so it is easier for others to enter. He suggests using flag systems at crosswalks so people can be seen. The pedestrian wait time for crossing at Sequim and Washington is too long.

Hugo asked Petit what was broken in the Sequim/Washington intersection. He said having to wait for each direction to turn takes too long. It can be fixed but you need more space. This intersection is the front door to the City. He feels there is a cost benefit ratio to fix this intersection.

Paul Gruber, 418 E. Fir, is a member of Transportation Advisory Board. He provided handouts for personal mobility including completing the ODT along East Fir and encouraging electric scooter use in Sequim, and curb to curb express taxi service in Sequim. The second packet responds to the draft plan of the TMP.

Ingrid Perk-Heydon, 861 E. Oak Street, seconds what was said by Dick Petit. She commented on Brown Road and pedestrians on it. It is dangerous. To educate pedestrians you could send bulletins or give presentations at the Senior Center. Brown Road needs to be widened and have better signs. She spoke of alternate routes she takes to get around town to avoid Sequim/Washington intersection. She suggested a reduced speed limit sign on the exit ramps to Sequim Avenue because the speed is 25 mph when they turn off the ramp. Bicyclists at night need a bright light and the riders need bright clothing in the dark.

Public meeting closed at 7:20 p.m.

Sterhan asked about aligning Happy Valley Road with Whitefeather Way. Haines said it has been discussed including Palo Alto in that alignment, too. The scope is beyond what the City could implement. The signal at Whitefeather is an improvement but to insure we don't have a concurrency problem. Garlington said in 1999 DOT considered realigning Happy Valley with Simdars and Palo Alto to Whitefeather. It has been visioned. Sterhan feels it should be footnoted in the Plan.

Haines said Brown Road is outside of the UGA but the County can be notified of the problems.

Sterhan asked about completing the ramp at Simdars. Haines said it is acknowledged that it is needed but is a highway improvement and not one the City can contribute enough to make it happen.

Sterhan asked if transportation is improved by raising speed limits on certain roads such as Brownfield. Haines said another layer of the plan is localized traffic action plan and we'll have to look at it from a traffic engineering standpoint. Engineering techniques are less costly than enforcement.

Haines said we have a project this year to make Sequim/Washington intersection for efficient.

Protze commented that the signalization at Whitefeather by DOT seems like a bad idea to slow the traffic. He suggests making it a right-turn only and those needing to go east could exit Simdars and enter eastbound again.

Peterson said we all recognize the reconfiguration of Sequim/Washington is necessary but not necessarily logical. He said the east-west connectivity will take the pressure off of Sequim/Washington. He is concerned about Prairie and Sequim Avenue. He is impressed with the study on mobility provided by Mr. Gruver and recommends staff review it.

Peterson asked about the change in Battelle's plans. Haines said it has changed the priorities. Hugo said we need to be prepared to service the area on the east side.

Peterson feels there should be a way to have connectivity from east to west on the south side of Washington on Prairie. He feels strongly this should be done before there is development that gets in the way. Haines suggests that be made part of the recommendation to Council.

Thompson feels the LOS is good. It is positive that you looked at the character of Washington Street with key points for the members of the community. She asked for clarification on the expansion of the alternate routes of the ODT. Dreiland said the ODT is a gem to the Peninsula. She reviewed the ODT map with different options through town. Haines said now there is vacant land but as it is developed we will have to consider separate paths for pedestrians and bicyclists. We want to preserve rights-of-way, corridors and obtain grant money.

Thompson asked about future sidewalks and where they will be installed. Haines said the scope of what we had the consultant do was limited to the need for the Comp Plan Update and GMA. If

something here needs more information, we should list it.

Sanford said the public's acceptance of any plan will be improved with increasing the ability to use what we have now. She said there are many people that do not know of the alternative routes through town. She suggests articles in the paper about those routes.

MOTION to recommend to City Council approval and implementation of the 2012 Transportation Master Plan with adjustments: 1) incorporating as many of the mobility and electric scooter-type suggestions into the plan as reasonable; 2) creating a definite east/west proposal for connectivity south of Washington Street preferably on Prairie, and incorporating a signal either at Washington and Brown or Washington and Blake that would allow that connection to be made efficiently by Peterson; second by Thompson. **Unanimously approved.**

Recess at 8:10 p.m.

Resume at 8:15 p.m.

V. OLD BUSINESS:

A. New code section for Accessory Uses and Structures

Public meeting opened at 8:15 p.m.

Hugo said this is a continuation of a Public Meeting from February 19, 2013. He gave a brief overview of the points in the proposed ordinance.

Public meeting closed at 8:23 p.m.

Sterhan feels the verbiage is confusing on lots less than an acre. Hugo will change the distinction.

Peterson feels paragraph C doesn't make sense. There was general discussion about it. Hugo will discuss this with the city attorney and may use Peterson's suggestion of possibly specifying an rv in the language.

Sanford doesn't feel this is the way to legislate this as it is the outside of the structure that is egregious. If it is the height we should designate it, not designate what they can put in it.

Sterhan is concerned about rvs and/or commercial vehicles, like a Kenworth. Hugo said we could say if it is an attached structure over 600 sf they can't exceed something like 15' high. Peterson feels it needs to be the height of the vehicle.

MOTION to direct staff to prepare a draft ordinance that incorporates the staff's proposed regulations together with the comments we've made tonight on a single-family residential accessory structures in R zones, adding new subsections to SMC 18.59.020 and amending 18.44.020C and 18.44.030, and to set a public meeting on May 21, 2013 by Peterson; second by Sterhan. **Unanimously approved.**

VI. ITEMS FROM COMMISSIONERS/COMMITTEE REPORTS

VII. DIRECTOR'S REPORT

Hugo reminded Planning Commission of the volunteer dinner on April 24.

VIII. GOOD OF THE ORDER

IX. ADJOURNMENT

MOTION to adjourn by Peterson; second by Thompson. **Unanimous.**

Meeting adjourned at 8:50 p.m.

Respectfully submitted,

Bobbie Usselman, MMC
Deputy City Clerk



Jon Wendt
Chair