JOINT CITY/COUNTY PLANNING COMMISSION WORKSHOP
MEETING MINUTES FOR APRIL 16, 2014

CALL TO ORDER: 1:37 PM

ROLL CALL

Jefferson County Planning Commissioners

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P=Present, X=Vacant, AE=Absent Excused, AU=Absent Unexcused

City of Port Townsend Planning Commissioners

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<th>Mick-Hager</th>
<th>Frick</th>
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Jefferson County DCD Staff Present:
- Carl Smith, DCD Director
- Stacie Hoskins, Planning Manager
- Zoe Ann Lamp, Associate Planner
- Elizabeth Williams, Plan Clerk

Invited Guests:
- Judy Surber, City of Port Townsend Planning Manager
- Cindy Jayne, Climate Action Committee member
- Brian Goldstein, Climate Action Committee member, Former Resource Conservation Manager to City & County/PT & Chimacum School Districts
- Samantha Thomas, Leads the L2020 transportation group, Project Manager for Walkable Livable Communities Institute

TRANSPORTATION ELEMENT

Stacie Hoskins: 1:40 pm
Discussed a possible future study of the Quimper area, a need for a travel demand assessment, and a review of the 6-year transportation improvement plan and the Active Transportation plan (former Non-Motorized Transportation & Recreational Trails Plan)

Judy Surber: 1:43 pm
Suggested considering the cost of long-term maintenance of the Pleasant Harbor Master Planned Resort roadways, while updating the Comprehensive Plan.

CLIMATE CHANGE

Zoe Ann Lamp: 1:45 pm
The Comprehensive Plan does not currently address climate change. The City of Port Townsend and Jefferson County adopted the joint Climate Action Plan in 2007 which intends to reduce greenhouse gas emissions as much as 80% of 1990 levels by 2050. Jefferson County
Judy Surber: 1:53 pm

The Climate Action Committee meets quarterly and is open to the public.
WA state funding was awarded to the North Olympic Peninsula Resource, Conservation, and Development, which covers both Clallam and Jefferson County and can be used for incorporating climate change adaptation into the Comprehensive Plan.

Cindy Jayne: 2:03 pm

Presented MS PowerPoint slideshow and discussed current science regarding expected climate changes, including expected air temperature increases, ocean acidification, and changes in sea levels. The impacts included potential negative impacts on marine species, infrastructure, and forestry.
The grant status was discussed and the slideshow suggested opportunities to include infrastructure planning and restoration projects.

Mr. Tom Giske joined the workshop at 2:13 pm

Brian Goldstein: 2:13 pm

Presented MS PowerPoint slideshow which included energy conservation measures for the housing, commercial, and government sectors and considerations for different Comprehensive Plan updates.
K. Coker suggested possible induction lighting for street light replacement.
An unnamed citizen questioned why local government had not considered wind energy as a possible energy alternative.
B. Goldstein stated that an energy assessment would be necessary and that there were too many regulations as far as height and safety were concerned.
K. Coker also suggested Honeywell rooftop wind turbines. B. Goldstein again reiterated that there were too many safety issues.
J. Surber explained that the area did not receive enough wind necessary to produce energy and that expenses were high in order to install the turbine to the required height.
D. Frick stated that the Puget Sound Energy rebate payout for the ductless heat system that he had installed in his home were worth the costs.
T. Giske asked how to begin the task of updating the County’s Comprehensive Plan.
C. Smith responded that community acceptance and the lack of County resources needs to be considered when updating the Comprehensive Plan.
S. Hoskins voiced that climate change impacts at both a local and international level need to be assessed.
L. Smith agreed that retrofitting would the best “bang for your buck”
B. Goldstein informed that Seattle requires registering utility costs for all buildings at 5,000 s.f. or larger.
M. Sircely suggested not to disregard solar energy, as depending on the size of the project, can have a payoff in a matter of a few years. It is also an excellent incentive for low income families.
An unnamed citizen stated that fossil fuel vs. electric heating are the largest hurdles to conquer.
Samantha Thomas: 2:46 pm
Presented a PowerPoint presentation on “Transportation and Comprehensive Plans”, which provided various examples of other walkable communities.
T. Giske advised considering how Portland used their Saturday Market as a focal point.
M. Sircely also mentioned that Jefferson County did not provide transportation to many of the rural areas and that he would prefer to commute his few necessary trips a month to Seattle by bus.
S. Thomas stated that Kauai, Hawaii had received funds from FEMA. These grants primarily fund climate change adaptation methods. It is an avenue to consider pursuing in the way of funding.

OBSE R V ER COM MENTS

Bonnie McDaniel, Quilcene
Submitted a letter regarding her concerns of Pleasant Harbor Master Planned Resort, including future increased traffic and need for emergency services due to motor vehicle accidents.

Todd Wexman, Port Townsend
Voiced his disapproval of Pleasant Harbor Resort.

Samantha Thomas, L2020 transportation group
Encouraged County to work with WA Department of Transportation and other state agencies.

Rick Jahnice, Port Townsend
Encouraged the City and County to collaborate with outside agencies, such as Jefferson County PUD, as they have started meetings to implement their plans regarding energy conservation.
R. Yonke also suggested working jointly with Jefferson Healthcare and Jefferson Transit in regards to alternative transportation, as many citizens need access to schools and healthcare via transit and we need to encourage service to more areas.

Jim Todd, Port Townsend
Consider implementing stiff pedestrian safety regulations regarding bicycles in sidewalks when updating the Comprehensive Plan.

Frank Hoffman, Port Townsend
Impressed with the presentations. He expressed the importance of engaging with elected officials rather than overwhelming with angry controversy.

Patricia Farmer, JC Planning Commission
Stated that she echoed the comments of Mr. Hoffman in working together towards policies.

Lorna Smith, JC Planning Commission
Stated that she has worked in the planning field for most of her careers. Expressed disappointment that we have not yet moved forward with any of the ideas shared at meetings. She stated the ideas were in no way new or innovative.

Kevin Coker, JC Planning Commission
Would like an updated schedule for next year regarding future joint and outreach meetings

Tom Giske, JC Planning Commission
Appreciated the example of Richmond, CA’s Comprehensive Plan provided by Samantha in the PowerPoint presentation, which is separated into four basic elements in order to make the Plan more feasible.
C. Smith reiterated the lack of resources and staff in order to update the Comprehensive Plan.

T. Giske suggested forming a small group to do the work, rather than County staff.

K. Coker replied that DCD can bring forth any issues or request time and Planning Commission members can recommend County Commissioners to designate time for DCD staff to complete such work.

T. Giske stated that he would prefer we spend time on what we consider important rather than on WA mandated policies and codes.

Would prefer being creative in order to find solutions that would still meet state requirements.

Suggested forming small citizen groups

Next Joint Workshop: 1:30 pm on 05/07/2014 at Port Townsend City Hall Council Chambers.
Agenda: Education and Economic Development, Sustainability of local food.

WORKSHOP ADJOURNED: 4:02 PM

Approval of Minutes

These meeting minutes were approved this 21st day of May, 2014.

Kevin Coker, Chair

Carl Smith, DCD Director
To Jefferson County Transportation Planning  
Re: Pleasant Harbor Resort  
Joint Workshop, April 16, 2014

The materials sent in advance, and being presented at this meeting, recognize the need for transportation study and planning for new development.

The Ordinance approving the Pleasant Harbor EIS also mandates such planning; the EIS for the resort presents a general concept but the ordinance further requires a development agreement and zoning code must be developed as a subsequent phase. The County is thus charged with the very important task of ensuring that all impacts of the development are known and addressed in the development agreement. This, of course, includes traffic and transportation.

There are major concerns as to traffic/transportation, including:

- The data used by the developer’s consultant, Michael Read, in the EIS was out of date when the EIS was approved in 2008 (data going back to 2000) and is greatly more out of date now.

- That vehicle emissions are one of the largest sources of pollution in the Hood Canal. Environmental damage from the increased traffic needs to be fully investigated and taken into account in any development agreement.

- Accurate planning is needed for a massive increase in traffic (at least 4,100 extra trips per day during the summer) and costs of it should be assessed to the developer rather than the taxpayer.

- Accurate planning must include a realistic look at how many people will be traveling to the resort and the routes they are expected to travel. Without requiring accurate information from the developer and and appropriate requirements being made by the county in the development agreement, the county will be neglecting its duties.

- The minimization of the number of car trips by the developer’s assumption that a certain percentage of guests will take a resort provided shuttle from Sea Tac and back seems very unlikely as most visitors to the Olympic Peninsula will want a car to travel to other areas on the Olympic Peninsula.

- The developer's assumption that visitors to the resort would travel to and from over the Hood Canal Bridge is both unlikely and resulted in a total lack of data
on impact coming and going via Olympia. (Traveling to the resort would be easier from Sea Tac via Olympia (no downtown Seattle and ferry, etc) and many would likely travel that route).

- There is a deadly curve south of the Black Point entrance with sight distance problems from both the north and south.

- Highway 101 along Hood Canal already has increased traffic in the summer, fatalities and collisions are already a serious problem. The increase in traffic congestion due to the resort will only make it worse.

- The traffic study in the EIS is greatly flawed as it was limited to looking at just collisions at intersections on Highway 101. Most collisions and fatalities on that highway do not happen at intersections. An increased stream of traffic will also impact local residents in turning onto and off of 101 from driveways and county roads, increasing their collision/fatality risk.

- Accurate traffic data as to both passenger vehicles and for commerce is needed. Logging trucks, chip trucks, and delivery trucks travel 101, there was no mention of such commercial traffic in the developer's transportation study. It would be expected that increased traffic alone would impact the stream of traffic; collisions/fatalities already result in many hours of delay for traffic.

- Accurate and up to date traffic information from the developer needs to be required from the developer that includes collisions and fatalities at all points, not just intersections, and also the cost of emergency services and collision and fatality investigations. The developer should bear the cost of the increased services rather than the taxpayer.

- Accurate and up to date traffic data should be required from the developer and a plan for mitigation of the traffic problems we have identified.

Respectfully submitted,

Barbara Moore Lewis for The Brinnon Group

Bonnie McDaniel, Quilcene