
9:00 A.M.

Meeting Called to Order – Introductions.

9:05 A.M.

- A Motion was made by William Matchett and seconded by Tom Nevins that the Planning Commission approves the Minutes of March 26, 2002. Vote: Aye: 8; Nay: 0. Motion carried.

9:10 A.M.

➤ Work Plan Discussion

Laura Ditmer requested the work plan discussion be addressed before the study session.

Richard McConaughy said they would first review the meeting with the County Commissioners.

Tom Nevins commented that he would like to see the Planning Commission get more involved in realigning the Zoning Code and the Smart Growth Goals over the next 6 months.

Mike Gustavson felt that the current Zoning Code does not line up with the current goals that the County has.

William Matchett said he did not understand the idea of 2 codes, and felt the concept should be pursued.
Laura Ditmer said that the old code does not contain Smart Growth Goals and noted that the new code would allow time to ease into the new Goals. (9:10 a.m. Lary Coppola arrived at hearing.)

Laura Ditmer said that Maryland has implemented this idea of 2 parallel codes and that she would try to get that information to the Members.

Richard McConaughy said he would like to have the Planning Commission involved earlier in upcoming issues. The Members discussed the Interim Rural Forestry Committee, of which John Ahl and Deb Flynn were appointed; the Sedgwick/Sidney Committee, to which Mike Gustavson was appointed; the Silverdale Committee, to which Tom Nevins and Mark Flynn were appointed as ‘ex officio’ members. He said he would make official appointments for these meetings.

John Ahl felt it would be best if members on these committees serve as facilitators instead of exercising the vote.

Deb Flynn said she did not agree with the Memorandum from staff dated March 26, 2002 regarding the Additional Kingston DEIS Alternative, because it goes against what the Planning Commission discussed at its January 29, 2002 Planning Commission meeting. She said since the January 29, 2002 Minutes have already been approved, she plans on supplementing them to clarify what the Planning Commission said. She read from the memorandum and noted that the attached map showed the area to the north as a new alternative and thought the Planning Commission had made it clear that they did not want to go to the north because the Citizens Steering Committee had unanimously excluded that area. She said that they wanted the staff to comment on it in the DEIS, but now they have another alternative and knows there are Members of the Citizens Steering Committee who are not happy with that. She said when the memorandum is read, it suggests that the Planning Commission had directed Staff to prepare the additional alternative and she did not want the record to show that.

Richard McConaughy suggested action be taken on this at the next meeting of the Planning Commission so that Deborah Flynn could present something in writing and also asked the Members to review their work plan document and noted that it needed to be updated.

Laura Ditmer said they had already discussed some of the issues. She reported that Phase II was going forward with ULID #6 and they were working on the recommendations by the Board of County Commissioners to
develop a scope and budget for review. She said Smart Growth and Affordable Housing would be talked about over the next few months.
Lary Coppola suggested they bring in someone from the Homebuilders Association.

Mark Flynn noted that legal and market definitions need to be clarified as builders and lenders use different terms.

John Ahl asked if the Smart Growth Goals had been officially incorporated into the Comprehensive Plan?

Laura Ditmer said they have not been adopted by the KRCC and that she would provide a copy of the Smart Growth Goals to the Members.

Richard McConaughy said they would now move to Interim Rural Forestry.

Laura Ditmer said they broke down Interim Rural Forestry further to include Rural Design Standards and noted that they would be looking at rural policy. She said that Rural Design Policies would not come out immediately. She said that the Zoning Code Ordinance was next on the Work Plan and that she was not sure it would be changed. She reported staff would review the Code when they knew more about how they were going to be looking at the process. She said the Comprehensive Plan Goals and the Buildable Lands Draft Study will come out in July; Infrastructure, Telecommunications, and Economic Development will be discussed within the next month or two.

Lary Coppola reported that he has invited Dona Keating and Charles Keating from the “Last Mile Solutions” to speak to the Board and noted that they have been working with the Economic Development Council on the telecommunication infrastructure problem.

Laura Ditmer noted that the Comprehensive Plan probably should be updated in regard to telecommunication infrastructure and wondered if there was any direction that could be helpful to be included in the discussions?

Lary Coppola said he would be happy to look into it.

Laura Ditmer reported that they are looking to bring these current projects to the Planning Commission: The South Kitsap Industrial Area, by end of June; Kingston, at the end of June or the beginning of July; and Silverdale and The Visioning, this summer. She noted that they would start the Subarea Planning Process by bringing in Planning Commission Members who would like to be involved. She said she would like to work out a general time line to talk about Affordable Housing/Economic Development and get it on the agenda so they can have an idea of issues that will be forthcoming.
Richard McConaughy thanked Laura Ditmer for her excellent work.

(Darryl Piercy arrived at the Meeting at 9:40 a.m.)

9:45 A.M.

- Study Session to consider updates on the South Kitsap Industrial Area (SKIA) Subarea Plan with County Staff.

Laura Ditmer submitted a copy of the updated SKIA Subarea Plan to the Members, which included an Executive Summary. The Members took 5 minutes to review the documents.

Lary Coppola asked how much of the land is privately owned?

Darryl Piercy disclosed that the Port of Bremerton publicly owns approximately 50% of the total site and 50% is available for sale. He referred to the SKIA Comprehensive Plan Map and pointed out that the purple areas, that are part of the study area for SKIA, are all privately owned. He noted that the area with a dark red or violet line around the border is the Study Area and pointed out the location of Highway 3.

Tom Nevins asked what the term “market factor” meant?

Darryl Piercy said at any given time there might be a certain number of acres available for industrial development. He gave an example of having 100 properties available and needing 100 properties. He said they would never all be on the market at the same time and noted the market factor figures in an additional amount of land that is necessary to accommodate that market factor. He said that under GMA, they have allowed the use of the market factor to compensate for this.

Richard McConaughy asked if the market factor for industrial is higher than residential?

Darryl Piercy said it is different and he believes the market factor for industrial land is higher because, historically, they have not had all the industrial lands served by urban utilities that were necessary for immediate development.

Lary Coppola asked if the 50% figure of impervious surface was based on the total amount of acreage in the SKIA, or on the amount of land to be built upon?
Darryl Piercy said staff looked at 3 things: 1) the history in terms of having enough land available for our industrial lands designation; 2) what land was currently
available on the market at the time of the developers comprehensive plan as
well as an actual market factor; 3) what are other counties using that appear
to be acceptable to the State in terms of that market factor. He said the
market factor can be adjusted should the need arise and added that Buildable
Lands data should help determine an accurate market factor. He added that
they could do overlays of real estate data by tax account number to acquire
this information.

Lary Coppola asked if he was the only one who didn’t get this? He felt that
his question had not been answered. He said he was looking at the 6-year
water project and asked if the projected costs allowed for inflation?

Darryl Piercy said the costs are anticipated to be in current dollars whenever
the project takes place.

Mike Gustavson asked about funding strategies?

Darryl Piercy said there are a number of strategies that will be addressed in
the Plan, and all of them will deal with property owners finding mechanisms
to pay for the infrastructure extensions that would be necessary. He said
there is a public/private partnership that will take place between the Port
District, the City of Port Orchard, and the property owners, as an example,
for an extension of the sewer main with the same being true with the City of
Bremerton for the extension of the water main. He said typically, there is
initially some level of public investment that is recouped through connection
fees, etc. to help pay for those costs. He noted that one of the most common
funding mechanisms that would be utilized would be some form of a local
improvement district, ULID for example, that could set forth a funding period
that would be done over time rather than all up front. He said that is where
the public/private partnership would come into play, where the public has the
ability to issue bonds based on anticipated performance of the private sector
down the road.

Lary Coppola noted that in looking at the Capital Facilities Area, he did not
see any cost related to telecommunication infrastructure.

Darryl Piercy assured him that it has not been left out and funding is
generally considered to be readily available.

Mike Gustavson said he did not see Smart Growth Concepts used in the SKIA
Subarea Plan.
Darryl Piercy said that was correct because it is viewed as an industrial area, so it would not have that use as a component. He noted that something to keep in mind was that this area is near two significant Urban Growth Areas; one is the South Kitsap ULID #6, located East of here and the Urban Growth Area that is located in
Mason County, just across the county line. He said the fairly high urban
development is nearby, but because of the nature of the kinds of industrial
facilities that would be located in this area; it may not lend itself to an
urban/industrial mix. He thought another thing to keep in mind was that this
is an employment center located next to an airport and when you look at the
potential 20-year activity at the airport, it has the potential to service aircraft
that may not be compatible with residential mixes. He said one of the issues
they looked at very closely were requirements under the State Department of
Transportation for aviation uses in the areas that can be allowed within an
operating area of an airport. He said they would frown upon the introduction
of some fairly high-density residential uses, and particularly public uses.

Darryl Piercy gave some background information about SKIA. He said this area of
the County has been looked at for a long time and industrial uses date back to the
earliest of the efforts for Comprehensive Planning in Kitsap County, recognizing the
Port of Bremerton as one of the key industrial areas in Kitsap County. The problem
that the Port has encountered over the years in terms of marketing their property
has not been the issue of infrastructure; it has been more an issue of whether or not
someone could purchase the land from the Port versus leasing the land. He said the
Port’s property came from the Federal Government; initially it was an airfield used
by the military; it was then deeded to Kitsap County, who in turn deeded it to the
Port of Bremerton. He noted that it came with some restrictions and one of those
was that it would always be available for reserve use by the military and, therefore,
could not be sold. He said that deed restriction still applied in terms of the Port
property and this is why it has been difficult to market. He said there is some
private ownership in the area that is zoned industrial, but it is a fairly small area
compared to the overall industrially zoned properties. He noted that in order to
make that private ownership viable it needed urban services and infrastructure,
which for the size of those parcels under private ownership, it becomes almost
impossible to deliver those services from a cost stand point. He said the dilemma is
that they have this large area of industrial zoning, and while the Port has enjoyed
some success in promoting, marketing and using that industrial zoning, it appears as
though one of those limitations is this restriction. He said as they have gone
through the Comprehensive Plan over the last 12 years, there have been a variety of
different elements included within this industrial zone that would expand the
existing industrial area and bring in a considerable area of private ownership into the
mix in numbers that are large enough to justify and encourage the economic
investment for the infrastructure. He said they had a short window of opportunity
to come into compliance with the State Department GMA after the second plan was
found to be invalid in 1998. He added as a result, they felt there were a number of
areas that needed additional analysis in order to understand the implications of
infrastructure costs and long-term capital costs, but noted that they really did not
have the time to fully work out the details and analysis; this is one of those areas.
He said one of the Joint Planning Areas was with the City of Poulsbo, and the City of Port Orchard was another where that process was deferred to another time. He said this industrial area was also identified as a Study Area, and needed specific information to move forward, so they felt it was appropriate to develop it through a Subarea Planning Process. He said they have been working on this with the property owners since 1998 and are nearly ready to bring a Draft Subarea Plan to the Planning Commission. He noted that they had a couple of false starts; they had a fully developed document prepared, but questioned if it made it to level of the Planning Commission, although he knew it made it to the Board of County Commissioners. He said there were elements that the Board did not like and that were not fully addressed. He said last year, staff, the City of Bremerton, and the property owners started working over the former plan. He said that staff primarily worked on how Kitsap County would deliver urban services and infrastructure in a cost efficient process that would actually encourage and promote the development within SKIA. He said they looked at the potential jobs that could be created, what would be the cost-benefit ratio of the jobs per cost of running sewer lines, and analyzing the overall benefit to the community. He said as they looked into this, a couple of things began to happen: the first was that they got hit with the ESA listing which affected all 3 watersheds associated with SKIA, noting they have individual elements that create some serious challenges to the process; Lider Creek has a closed basin, the Union River has 2 species of salmon, and Gorst Creek was the other stream that was affected by the drainage from the water shed. He said the Planning Commission would receive a Draft with one chapter identified as the Environmental Chapter that includes issues associated with the ESA. He said one of the things they were concerned about was that there were substantial constraints on the property in regard to drainage basins and wetland issues. Another issue they were concerned with was having a habitat that was intact or in other words, maintaining corridors throughout this area that created connections and cohesiveness between the rural areas surrounding these properties. He noted that in doing their analysis, staff found there would be land available at impervious surface ratios that are consistent with the goals under the Environmental Study, and that they will actually still meet the goal of having adequate land capacity to accommodate around 9,000 primary wage jobs within the boundaries of the SKIA area, including the new area staff has added. He said the Port’s existing sewer system, which is an on-site waste water facility that has a very large drain field and a pretreatment process prior to the drain field, goes through a series of ponds before it is discharged into the drain field system. He noted that it is a regional system that was funded by the Environmental Protection Agency a number of years ago, and that it is still very functional, running at about 40% capacity today and is expected to take us out another six years for full capacity. He added that there are some triggers that are identified within the Plan that show when certain levels of capacity are hit within the existing Port Facility, and at this time the process for extension of the sewer lines of the City of Port Orchard would be undertaken. He said the Port and the City would become the leading entities
putting that effort together as they have signed a Memorandum of Agreement that physically turns over the operation and control of the existing Port system to the City of Port Orchard upon the adoption of the SKIA Plan. He added that there continues to be a cooperative effort between the City and the Port as the 2 public agencies are involved in developing the sewer extension that will eventually serve the SKIA site. He noted that the plan does not call for any on-site individual septic systems.

William Matchett asked if the sewer line would connect to the one at McCormick Woods or would it be entirely new?

Darryl Piercy said no, it would be an extension of the line that serves ULID #6. He added in terms of water, there is currently a good water supply that is being provided to the Port from the City of Bremerton. He also noted that they did a fairly extensive study of traffic impacts and made specific recommendations for improvements and the cost associated with those improvements. He added that most of the traffic intersections that were analyzed are in pretty good shape today. He said the long term costs are really what will affect SKIA the most over 15 – 20 years versus the 6-year Capital Improvement Program. He said in terms of the approach of this Subarea Plan versus ULID #6, the later utilized and integrated EIS processes so that there were alternatives. He said they have been going through the analysis with the idea that the Environmental Review could make a determination on this project 1 of 2 ways: The first was whether an EIS was necessary; secondly, whether it could be a part of the original adoption of the Comprehensive Plan. He noted one thing staff will recommend is a land swap within the SKIA Plan that removes about 200-acres to the south and then adds back about 180-acres to the north. He said the reasons are that land to the south is bisected by the Bonneville Power Administration high-tension lines and a right-of-way that splits the property and isolates these 200-acres that are included in the Study Area. He said the 200-acres potentially would be a future park for South Kitsap. He referred to the map and pointed out the other area to the north, which follows the topography as a natural breaking point. He reported that this was an overview and that more detailed work will be brought to the Planning Commission in the near future.

John Ahl expressed his appreciation for the excellent work staff had done and asked if they were partnering with the EDC in this Planning Process?

Darryl Piercy said the EDC has been a facilitator at all the work-group sessions and has given a considerable amount of input.
William Matchett said he would like to hear from the landowners and questioned if the land swaps made sense to them?
Ron Reid introduced himself for the record and said they are willing to leave the land swap in or out because they did not want to upset anything and that he felt it is very important to get this process completed. He said he appreciated the County and EDC because they have stepped up the pace with 1 meeting a week or sometimes 2, to push the process along.

Laura Overton-Johannes introduced herself for the record and said she sees SKIA as a way to provide jobs for Kitsap County. She said that there has been a lot of hard work put into this effort and hopes the Planning Commission approves the SKIA Subarea Plan so that she will finally be able to market her property.

Tim Arnold introduced himself for the record and noted that he was from the Economic Development Council. He said he did not realize when he got involved as an observer that the process would end up taking 4 years and added that he was impressed with the cooperation and communication he experienced. He said it has been one of the best working relationships that he has seen in a long time and is anxious to finalize the project. He mentioned that the Planning Commission might be interested in hearing about the Master Plan Ordinance.

Darryl Piercy said that one element of SKIA is that it will have a master plan overlay with an element of that being a combination of fitting into the zone itself which was derived out of the Environmental Analysis that was done. He said that future development within SKIA would be required to come forward as depicted in the future master plan, which will be done by sub-basins within SKIA. He noted that if a property falls within a particular sub-basin, the planning with that site will be in conjunction and coordination with other properties located within the sub-basin. He said the property owners and the County would work together and he believed they would find that the development is far more considerate of one another and far more integrated in terms of the development and delivery of services.

Mike Gustavson thought they should consider adding a water runway parallel to the existing runway and added that it could double as part of a water retention basin. He said this would add revenue to the restaurant and fuel sales, and noted there is no airport to stop at from Portland to the San Juans in a floatplane.

John Kittelson introduced himself for the record and said he owned and operated Puget Sound Sea Planes. He felt Bremerton would be a good area to have some sort of apartment hangers.
Darryl Piercy said they would need to make sure they put together a zoning ordinance that would allow seaplane access, keeping in mind that the Port of Bremerton owns and operates the Airport and develops their own Airport Master Plan. He said they would want to make sure from a Subarea Planning standpoint.
that they do not preclude those kinds of options. He said if they look at the
land use elements of SKIA they will see it put in the terms of what is
prohibited versus what is allowed. He said there is a whole host of issues they
cannot think of, that would be appropriate to an industrial development, and
they also know that there are certain things within the Employment Center
that would not be appropriate. He said that is what they want to focus on
and identify, in order to leave as many options available, so they can use a
creative approach within the zoning category.

There being no further discussion, the meeting adjourned at 10:50 a.m.

MINUTES approved this __________ day of __________, 2002.

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Richard McConaughy, Chair

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Jeannie Carstensen, Secretary