

# City of Poulsbo PLANNING COMMISSION

Tuesday, October 11, 2016

## DRAFT MINUTES

### Members Present

Gordon Hanson (GH), Shane Skelley (SS), Ray Stevens (RS), Kate Nunes (KN), Bob Nordnes (BN)

### Staff

Andrzej Kasiniak (AK), Michael Bateman (MB), Karla Boughton (KB), Helen Wytko (HW)

1. Call to Order
2. Flag Salute
3. Modifications to Agenda – NONE
4. Comments from Citizens – regarding items not on the agenda – NONE
5. RS: Comprehensive Plan  
PG 167

GH: Attract “appropriate” businesses. I think we should get rid of appropriate. It implies that the city can pick and choose winners and losers, so delete the word appropriate.

RS: Next page last bold paragraph, “of” should be “or”

KB: Okay and note that graphic is blurry.

RS: 169

KN: What was meant by economic implantation midway through bulleted list, (technology was crossed out)?

KB: The policies under economic technology were stricken and new ones were added. Seemed more of how we are going to measure economic development. My attempt at finding a new title that was reflective of policies under that section. Such as page 184, goal 4, encourages supportive environment, accommodate a mix of jobs, tools of investment. How to further economic dev in City. There is a Better word for it?

KN: maybe if we add Development.

KB: Ok

RS: Next page, I had on pg 170 in 2<sup>nd</sup> to last paragraph there is an acronym PSRC, is that the one we were looking for earlier?

KB: No this is a different thing, the Puget Sound Regional Council, a different quasi-governmental agency.

RS: Anything on page 171 - (nothing); page 172? I had this table that is crossed out and I am wondering if we should keep break out.

KB: They didn't break it out this way, it's not broken down into Industrial or Commercial, otherwise I would have.

RS: Okay,

KB: Table that is crossed out is from previous buildable lands report from 2007 where they did do it industrial and commercial. Know they wouldn't have broken it down by census categories, but will check again.

RS: Page 173 I had a question "based on the capacity analysis and so on", I'm wondering, it represents a small land capacity deficit. Does this mean we need to rezone? Is this something we should be considering?

KB: Kind of, the last comp plan showed we had a little bit of a deficit. This shows a small deficit of .97 so 145 jobs. One of your site specific applications is proposing rezoning 5.5 acres to from RL to OCI which might close the gap a little bit.

RS: But this is saying we should be watching this?

KB: Yes, but it was so close that we didn't feel like we needed to make map amendments. But if we get more jobs allocation we definitely need to look at areas where we should be rezoning out of Residential and to Commercial, Business Park or OCI.

RS: 175, 176, 177, bottom of 178 policy ED1.6 is that redundant? Job creation and job growth?

KB: Business development is the creation of new businesses as well as new jobs. In survey we found that a lot of small businesses and we want to see new businesses even if they are small as well as established businesses expanding.

RS: Lets change "job creation" to "business creation"

KB: Yes, that is what I was thinking

RS: 179-181

GH: 181, I have a question right in middle of page “planning and infrastructure”. How does PSE and Natural Gas fit in b/c they are not a city utility?

KB: In my mind infrastructure encompasses public infrastructure and quasi private infrastructure, like gas and electric. so in my mind that word captures it. Electrical, Natural gas, Telephone, cable, it all falls under infrastructure.

GH: The reason ask is the city just did Hostmark road and utility improvement. Got the first layer of asphalt done, the gas company came in and punching gas lines under the sidewalk. in the process.

KB: I think the gas company didn’t realize and decided after we started that they wanted to be part of it.

AK: They came to us and wanted to extra connections and was a big battle between them and us. They said they couldn’t fit our schedule. Finally they make it happen, lots of excuses. We really tried to work with them.

GH: What is happening now?

AK: There are two connections, Starbucks connected a couple months ago, what is happening today right now is Brown Bear Carwash is connecting to storm water. We told couldn’t do during day time b/c traffic to heavy and we don’t want you blocking lane. Difficult to coordinate all these pieces. Don’t want people cutting into pavement for 10 years. Some companies are proactive like PSE who looks at our CIP, but some are not.

RS: Pg 181-182 I have under ED 3.4, 3.5, and 3.7 aren’t all of these policies essentially the same?

KB: 3.7 is a little bit different because it is relating to our LOS and tying it to our Capital Facilities Plan. 3.4 and 3.5 and pretty close and actually I can see 3.7 is. Would you like me to consolidate those three into one policy?

RS: I think that would be clearer.

RS: 183-185, nitpicky underline page “Marking” instead of “Marketing”

KB: Thank you

RS: 186-187. Now we are in capital facilities.

KB: Just a couple comments on it, I met with EDC last Wednesday, they wanted to add more policies about vibrant nighttime economy and to have a policy around pg. 186 on 5.4 to tweak about Port of Poulsbo. Nothing substantialish but playing around a little bit more with the chapters. I have another meeting with them next week to discuss further.

KN: What they thinking of in relation with Port?

KB We want to tweak 5.4 to talk about what the Port contributes to the city, but need to talk to them more about what they meant by that.

RS: Will we see these?

KB: Potentially if I have enough time.

RS: Page 207 any preamble to this section

KB: We have Andrzej, Director of Engineering and Michael Bateman, Senior Engineering Tech. This chapter does show a number of amendments, because we updated four out of six functional plans were updated this year. LOS standards were not changed, tweaked LOS for transportation a little bit. Updating functional plans, taking off projects we finished in the last six years and added new ones. Biggest change is adding some projects that were not necessarily on our list, but were discussed in our last sewer comprehensive plan, not necessarily on our list for downstream capacity. We have to worry about and are on the hook to pay for through our agreement with Kitsap County to get flow to the regional treatment center in Brownsville. So we can be proactively planning and funding (setting aside money) to pay for that. AK has been working really hard with Finance department and Kitsap County.

AK: Meeting with county about CIP Friday

KB: Most significant change. Parks projects essentially the same, same with transportation with addition to Noll Rd, some projects have been consolidated, storm water new projects based on our need to incorporate the NPDES permit requirements. Looking at regional storm water as an option. Some things we would like to do as well as some we must do. Updated schools, library and fire.

AK: The first one general facility is our future PW facility. That is about a 7 million investment funded through bonds. Working on design build approach, working with Mark Julian so we don't spend so much on architect. We loved his buildings next to us on Viking Ave, and he is doing it for much less so we don't have to send out. Streets the biggest project is Noll Rd which is absolutely crucial. Our Hearing Examiner is closely watching intersection at Noll Road and 305, telling us it is failing. Trying a new connection of Noll, called Johnson Way Parkway. Which will connect along Johnson Way and 305 with a round-a-bout. Biggest project in history of Poulsbo about \$26M. Round-a-bout is approx. \$5M. Money will come from grant and traffic impact fees. We are 30% finish design with design., we are buying right of way, in 2018 will start construction. Other projects, we have \$150,000 street maintenance program working closely to Sealaska, analyzing condition of our streets. Doing maps to see condition of each street. Have discussion with City Council about funding.

Liberty Bay Waterfront Trail, we finished design and now we will go apply for grants. Meeting with tribe, they have some concern about what they want. You know what happen with Bremerton where they spent millions of dollars and at the end the tribe said no. Next is 3<sup>rd</sup> Ave

improvements between Hostmark and Moe. Last one is Finn Hill improvements. Michael applied for grants this year, asking for \$800,000. Anything you would like to ask about streets? Have a 305-steering group includes elected officials SR 305 solution. Looked at many times but this is a little bit more real, connect WA, State Transportation Package, \$36.8 million for 305 improvements. We don't know what the improvements are but the money is secured.

BN: We talked about it last Tuesday in regards to that wonderful HOV lane on 305. If I remember right, we had to keep signs up for so long to satisfy grant requirements.

AK: It is in jurisdiction of WSDOT and not as easy as it sounds. Evaluate HOV whatever interest disappear, ask WSDOT what happens. I can't go but maybe police can ask if this makes sense and if we can change to general purpose lanes. Even though the general lane is crowded, HOV works too. Make difficult during rush hour that not used. Uphill battle with transit that will be a big deal.

BN: I have 25 mixer trucks and 2 dumps that run that road all day. And I hear all the issues when you are in the left hand lane and holding up traffic. I field all the calls from the pissed off people who can't understand that the trucks are in the fast lane.

AK: We can ask if truck can be added in HOV lane. Argument the create much more head waste, capacity of road is impacted by this. I can ask about trucks being added.

BN: It would be nice because people get mad.

AK: I can do that but difficult to switch to general purpose.

GH: Please do, all of us agree that the HOV lane is a failure. There are very few who use it.

AK: What it was a couple years ago they were looking at utilization of public lane. Whatever reason it stopped. Never continued study.

BN: Another thing I give you kudos about is the blinking yellow light. It moves traffic unbelievably.

AK: Two of those one at Safeway and one at Lindvig. They are quite expensive to retrofit, so when we are installing, we trying to do blinking.

BN: You said at one time state doesn't recognize the blinking light.

AK: No, they don't. It takes them a lot of time to adjust to anything. They were old systems when they were installed.

AK: A little bit about sewer, Sewer CIP, Improvements to KC system. We pay 100% of improvements between Noll Rd to Keyport and 7 to 8% to Brownsville HWY, 24% to treatment plant where we pay 15.8% of all costs, whether they are operational or capital. This is bases on the reserve capacity, so we a certain reserve capacity that is .95 MGD and all of our capital costs

are split based on our reserve capacity. have in KC treatment all capital costs are split in reserve capacity. 22 million dollars of 30 million are improvements from connection fees go to KC. Came to realization that we cannot put head into sand - we have to take a look at when our siphons will not have enough capacity. Some peak flows exceed capacities. That is why you see when there is saturated conditions and heavy rain we have small overflows from time to time. Projects immediate help and mitigation. Another project which you will see half a million dollars to take look at system downstream of city limits and ask what is right solution and if it is permissible. Thinking pump station not a siphon which is not scalable. To big can't clean itself, force main much more scalable because you can increase pressures. Seems to us more obvious answer. We will be talking to tribe. Pump station was killed as project 15 years ago. Not talking about laying pipe in bay, drill 30ft below bottom of bay. Much more acceptable to everyone than a few years ago. Expensive - 9 million. So many unknowns, technology is changing dramatically especially with gas and oil that it becomes less expensive. We have solution.

BN: Do I hear you right, that the technology is out there to use vaults so you are going to be taking sewer peak flow and storing it, so the pumps can catch up.

AK: Yes, when pipe gets capacity go to detention. Our biggest flows are from the pumps. If I can store even one or two of cycles my peak will drop dramatically. In our case, we have to deal with is the surcharge of the pumps. The capacity of pump eventually it will be too much, fill out entire interceptor and overflow it.

BN: Another question. We Poulsbo people pay our fair share towards the regional sewer system, does the tribe?

AK: No, they have their own facility operated by KC on tribal land. Ours is much bigger and so is Brownsville. Tribe sewer doesn't go there.

BN: So, the Tribe pumps casino to downtown Suquamish. We are looking at better location to see if better place. Looking at Kingston, but way too far. Don't want to build huge long lines. Looking for different solution, maybe small treatment plant to subsidize our plant.

KB: The reason why Andrzej talks about is our capacity is our population allocation is perfect. The day we get a new population allocation is the day we have a problem. AK wanted to get ahead of the game. One thing - as you know - we can't say no to GMA. A city's inability to fund or provide sewer capacity has been rejected by growth hearing board, so we do need to plan and figure out how to provide urban services for growth. It's not necessarily big ticket item today but we'll talking about it in the next comp plan in the next 8 years.

AK: When you think about our point of view what the growth means to us, KPUD has a plant of water that they will be happy to serve us. More resources in Seabeck to use or possibly lose. Traffic not a big deal, it's a CC decision whatever they fill comfortable with. The big issues is sewer and it is very expensive and when you build a facility, do you do 50 or 20 years? I say 50

but that is imposition on rate payers, it's a huge impact, for many reasons. Pump station is better solution because more scalable than siphons.

BN: Interesting thank you.

AK: Water utility we are not expanding our service area. Whatever is new we give to KPUD no need to expand. We have enough. Two issues we have is water quality. We are building manganese treatment facilities. We get red water which is not unhealthy but doesn't look good to customers and is a huge maintenance issue. Our investment about 1.2 mil. CIP other treatment facility for west side wells. It will take years don't expect anything simple. Once we have the treatment facility, we will focus on cleaning tanks, pipes, with stain. It will be several years but are working on it to provide better water quality in the future. Filter system. Not simple it is a complicated operation which is quite extensive. We are pumping around 3,000 over \$1M investment.

Last one is storm water. What we did this year is TMDL study. It is about bacteria we are releasing to the bay. Study to see if our investment big Anderson Pkwy, etc. makes a difference? We do. Big improvement of water quality. Very ambitious program which we see for storm water, environment, flooding. Ideas to implement regional facilities. Mayor interested in 7<sup>th</sup> Ave. Piece has not died because of age, and hoping to get grant otherwise can't do it. Dogfish creek go through PW facility. We have a couple ideas to create artificial wetlands and get rid of detention pond by Library.

BN: What building required detention pond by the Library?

AK: It was a road between 7<sup>th</sup> Ave and 305. Part of this project.

BN: It would be a nice one to get rid of.

AK: We have applied for a grant for \$250M from the Department of Ecology to do the design and permitting for this project. So hopefully we receive money.

BN: There's a nice full time flock of ducks in there.

AK: You can imagine what that does to Liberty Bay. We would like to do something different. The total of the Comprehensive Plan for six years is \$40M which is ambitious for a city of our size.

BN: How much will rates go up?

AK: Funny you mention, we have our rates set up with CIP adjustment and I had questions from City Council, when we set the rates we don't make money. CIP helps but as you know, about everything goes on different scales. Every couple of years we have to do catch up because enterprise funds increase much faster than the CPI. Looking today at storm water facility and we are under on operations. Something a lot of people don't realize is that if we hire someone in

finance or clerks, it has direct affect on overhead charge. Not just general fund. We are not making mistakes, which is why we make increases, it is catching up. Look at sewer comp plan and we are not increasing rates now, but increase in 2018 2% on top of CIP and in 2021. We are looking at these rates every ten years. Suggesting to the CC every two or three years because every ten years is not enough for adjustments. Much easier to do small increases.

BN: Keep growing, spread the wealth out.

AK: Growth of people is about 2%, we cannot do with growth, need to increase rates from time to time.

RS: Okay, should we jump into the document now?

KB: AK gave good context to what we are seeing in this document.

RS: 207, 208, 209, 210, 211, 212, 213, 214, 215, 216

KN: Page 216 shows sidewalk Lincoln Road from Hostmark to 305, I think we have sidewalks on both sides of the street along 305 between Lincoln and Hostmark.

MB: It's Lower Lincoln.

RS: It is down by the five way?

AK: I think we can scratch it.

KN: Double check, the other one is Little Valley to UGA, didn't the county make it a one way so do we still need to have sidewalk?

AK: The reason why we kept this open is idea of Puget Sound to Olympic trail. Good opportunity for non motorized improvements.

KN: So maybe it's a shared use path instead of sidewalk.

AK: Exactly.

MB: At some point we desire to have pedestrian connection from the Central Market area to Bond Rd and to be able to get people out of town toward Big Valley and the Edward Rose development and it would be nice if they could walk to Central Market. A decent safe pedestrian route is high on our list.

KN: I was more questioning idea of sidewalks because car traffic decreased so much through there.

MB: This portion is basically to from Forest Rock to UGA is basically to Bernt Rd, then in county not UGA.

AK: MB has a dream of a pedestrian catapult from Bond to Bernt.

KN: Last item, signal channelization Viking Way and Stendahl Court. Is that to the Stendahl ridge?

MB: it is, but if and when warranted. Realizing that sometime in the future, not near, could need a light.

AK: It's not on our 6-year plan but look at in 20-year plan.

MB: It's a placeholder for future potential.

RS: 217 – 228. I had one on the transportation benefit district. Are we already collecting on car tabs?

AK: No, this is discussed as one of options. It may be a financing source for maintenance.

RS: At this time we don't but there is discussion that we may.

AK: yes, what is happening is that there is more discussion from Olympia that if you are not using all of the options given to you, then you are not eligible for grants. Olympia says that first you have to use the tools we gave you, then if you demonstrate you have: used them, you can be eligible for additional grants.

RS: 229

SS: 230 on the West Side Well treatment, 3<sup>rd</sup> paragraph down. The city plans "in" installing should be "to" installing. Further down Big Valley Well No. 3 has 500 "GMP" should be "GPM".

RS: 231

SS: 232 "GMP" should be "GPM"

RS: 233, 234, 235, 236

SS: 237 treatment capacity there isn't a "K" Central Kitsap Waste Water Treatment Plan. Next line down "City" should be and "Cities". Those inserts that we put in to keep storm water out. Talks about public right away what about private?

AK: They are required for both; we use the same standards.

KB: How do you want that first built, and just delete public ROW

AK: yes.

RS: 238 t

SS: at the top, why doesn't city mandate rather than just encourage

AK: Referring to retrofits

SS: I know if Mike Lund sees someone hooked into it, he'll request them to unhook.

MB: Want to encourage people to find them on their own and disconnect them without us having to look for them. But we can't catch everyone on our own.

SS: most of time people don't know how they are hooked in anyways.

RS: 239, 240, 241 "Purchase and demo of Lemolo house" Is this in UGA?

AK: No it is not in UGA. The reason why we are interested is that it was originally bought by Kitsap County for pump station. Since we are looking again for option don't want to lose opportunity.

RS: SO the City can own properties outside of the UGA without being an issue?

AK: Absolutely

KB: We can and it is part of our facilities, we can't annex off of it so it's not a way to backdoor annexing Lemolo off of it, which is often a concern.

BN: Isn't there a benefit for annexing property in the county for zoning requirements?

KB: Most of property we own outside of the City in UGA is for our facilities.

AK: And we are under KC jurisdiction so their zoning applies to us not vice versa. We cannot create our own zoning within their jurisdiction.

BN: So if that property is purchased down there, there will be no problem putting the facility on there.

AK: We'll just need the permit.

BN: I see a can of worms because they have fought us hard about the UGA. They said don't even come down to Lemolo.

RS: I was worried about a little island of UGA but we just act as a property owner.

RS: 242

SS: 242, the 3<sup>rd</sup> paragraph says WSDOT is considering widening 305 through Poulsbo. Didn't we already do that?

AK: I believe that is regarding the last piece where the improvements end right now and the future round-about will be. It's from Hostmark to the City Limits.

KB: Should I put that in there do you think?

AK: I think that the round about is the questionable piece.

KB: we will leave it then.

SS: 243 Regarding the Liberty Bay pump station improvements. Where is that at?

AK: On Viking Ave, next to the old county road, we have a small pump station. About 100 gallons per minute. We are designing the pump station to increase it to 300 gallons per minute. Retrofit with generator. Have serious infiltration into the well. We are pumping groundwater close to liberty Bay. So the water is affected by tide. Three things: Infiltration, generator and make sure that it has the capacity for the entire basin.

SS: And that is not complete yet?

AK: We didn't study construction, we are done with design, Diane's goal is to advertise this year and construct next year. We are doing two pump stations currently.

KB: We will change to 2017.

RS: 244-253, 263 the table that is there, that's a very large jump.

KB: Yes, it is. AK did you want to speak to revenue source projections? I will state that this is the first time in many years that the Engineering department has approached the City Council and received preliminary approval to issue general obligation bonds for traffic improvement and this would specifically be 4.1M that would go to the Noll Rd project with hope that additional grant funding could decrease as we are able to secure them. This would also incorporate the Liberty Bay waterfront trail project for \$3M or so. The total number for the full package is \$54M and includes ones like the trail that we hope to get funded through grants; hopefully about 29 million in grants.

AK: Not unreasonable but is optimistic.

RS: Related to Poulsbo's biggest project.

KB: Looking at the list, there are not many new projects on there. Looking at Noll Road TDM, transit, and trail projects. The new projects all add up.

KN: One question on page 260, is there anything being thought about by Coffee Oasis? Any project in the works or possibilities, it's such a strange and scary intersection.

AK: Right now, we are excluding from LOS requirement, because very few solutions we can see. Can't do signal, no roundabout, don't see other solution we can do for safety.

MB: We have had many discussion including pedestrian island. Options are very limited. Gets a lot of discussion, we don't have any good solutions yet but we are not done thinking.

RS: It's a very long crosswalk

MB: A pedestrian refuge would be good but it is problematic with snow plowing, etc.

AK: We can look at this intersection again when look at the dogfish creek restoration. If you take a look, our new property with a single family house, with the PW facility, the retention pond by the library. If we look at this as one big project.

KN: Between that and 305 people are flying through there. Coffee Oasis has been great because we are seeing more people crossing in that location. It seems to have increased the awareness to see more people crossing.

AK: We are looking for long term solution, right now you have seen floods.

RS: There are areas in Seattle that have a crosswalk light that flashes.

AK: Montana highway has flashing lights also. These technologies are much, much more affordable especially with 305 lighting.

BN: The shortcut off of 305, if we take the HOV lanes off of 305 the problem would be solved.

KN: Should we include that in the list. I think that 8<sup>th</sup> Avenue should be on the list, even if we don't know what we would do with it.

AK: Only issue is that if it goes to CIP, it comes part of traffic impact fees then we have to estimate the cost and what it is which becomes difficult. Maybe the City of Poulsbo can look for the solution.

KB: in Table CFP-8 transportation demand management. We put things in there don't have a normal conventional solution to it. Every quirky intersection in town is in table. Takes creativity and creative solution, won't be perfect. Dollar amount applied to TDM projects. Built in there.

RS 264, 265

KN 265 on first full paragraph we include boat ramp as part of parks facilities. Where do we have boat ramp in park.

KB we have one boat ramp by the marine science center

MB was city until 90s but now a Port of Poulsbo property.

KB: trying to think why we put it in, kayak ramp by oyster plant park? Will look into that.

RS: wasn't there talk the last time we did this about adding a park with a ramp on the other side of the bay.

KB: Yes, but this paragraph is not what we are referring to. No this is just referring to what we already have. Four parcels by county rd we want regional storm water facility and shoreline park, last piece of unaltered shoreline property within the city limits.

MB: Could be hand launch at high tide, but not a boat launch.

AK create water park and features similar to Manchester but better looking. Creates window into bay to visually connect liberty bay and Viking Ave. Preservation of the shoreline. Treatment facility.

KB: those four parcels if you flip to land use map on pg 63, it is four parcels yellow right on the shoreline just south of Liberty Bay condos. Number of years ago we had a rezone request to move to higher density, but stayed RL all these years. Number one acquisition project for parks commission. Great opportunity for two departments to come together to seek funding as a park need and a regional storm water. ML think a good idea to put water features.

RS: 266, 267, 268, 269, 271. 272 - so doesn't the Rose Master Plan have public park portions in it? The rose master plan? Is that included?

KB: No, we really tried to draw a line at 'this is what we own'. At the time that the Rose Master Plan Park is close to be dedicated to the City, we will capture that as an annual amendment.

RS: That's fairly large. It's a passive park in there, right?

MB: It's a conservation easement but not a park. Wetland buffer is larger than the stream buffer.

AK: They can buy offsite land for a park or give us money for mitigation.

MB: Have to develop too. Corner wetland at 305 and bond is not an option

KB: They have a couple of options and have not indicated what they would like to do. That would be all.

MB: not an option not enough grade change to do underground.

KN: you mention the wetland can't count as park but on page 271 we talk about how the 305-wetland mitigation will count as open space.

KB: We have assurance with and an agreement with WSDOT that will be conveyed to City ownership. We won't own on Edward Rose; we just have to protect it.

AK: Chat with WSDOT and they have to be in conservation district forever but might have passive trails. Mitigation for 305. But nothing active.

KB: That is why we included in here as future inventory. Snapshot of what our actual needs are over the 20-year planning period. Agreement between City and WSDOT where most wetlands are private. This is a large enough parcel that city did agree to retain ownership. They are doing wetland monitoring. Once complete in another couple of years they will convey to city.

KN: Hamilton field having trouble imagining lights in that location going over at all.

KB: I know if you can see it hasn't changed.

KN: Are there lights there now?

KB: They play on Saturdays so probably not,

AK: There is a lot of illegal parking,

KN: There is no access from Poulsbo Place side.

KB: And they won't. I suggested we take it off the list. Until peewees find another place to move to. When Parks has money laying around, then they could acquire it for a soccer facility

KN: Or dog park, that way you might get access from the Poulsbo place residents.

RS: 274, 275, 276, 277, 278, 279, 280

KN: On 280 have we gotten out of the business of vacation house checks?

KB: will check in with them, if they are still doing them I should be able to get the number for 2015.

RS: 281, 282, 283, 284, 285, 286, 287. 288 I had question, the current equipment requires a rescue boat, is that the same as police boat?

KB: no have their own

RS: 289, 290, 291, 292, 293, 294

KN: 294 does spectrum still exist.

KB: They gave me numbers so I can double check on that

RS: 295, 296, 297, 298, 299

KB: We did it.

RS: We are done

6. Comments from citizens – none

7. Commission comments

KB: Next week we will do section 3 and the one site specific application. In the back of the binder, there is one site specific application for two parcels. It's off of Finn Hill by Gravitec, 5.5 acres from RL to OCI. Are we doing Section 3? Are we doing appendix A and C?

RS: We should, not very big.

BN: Where are we doing the PW Facility?

AK: Four and half acres just passed by church. Across from Kitsap Trans facility. We use site right now with transfer station and decant facility for storm water. We do not haul our garbage trucks all the way to Bremerton. Dump garbage in container and BI Disposal hauls the container to Bremerton.

BN: That has to be a big cost saver.

AK: We were driving at least two trucks a day to dump it. So, that's a huge savings.

BN: Good thinking.

RS: So does schedule take all the way to the end?

KB: Let's do section 3, site specific. Appendix A1, Appendix B is functional plans that we went through and Appendix C is just the spreadsheets for section 3; if you want to get into data. And then county wide planning policies are just put in there to demonstrate that we are bound by policies. Should be able to finish it up by next week.

RS: And then we need to review the site specific too?

KB: Yes. We'll invite the property owners and let know you'll be reviewing next week. Sure they will come to hearing in November.

BN: One more question we have, I have always, as you come up lower Lincoln, the City has always maintained space as storage yard. I am hoping that goes away. Getting rid of derelict homes.

AK: If you take a look at our Storm water CIP, Dogfish Creek we have biofiltration plans for that site. No reason to store especially because we are moving more and more to Viking Ave.

KB: Dumpsters aren't there anymore, that is an improvement.

MB: Headed in the right direction.

BN: Looks better than piles of rock.

AK: Look at plans 1/3 of PW site for potential commercial requirements. Can connect to centennial park, nice rec facility in area of town.

RS: Any other comments?

SS: You guys are doing a great job keeping up with all of this!

AK: Thank you, we have a great team, we have a lot PE engineers. We have complicated CIP. Thank you for all the compliments, we will pass them on to our team.

8. Meeting Adjourned 7:58

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Ray Stevens

Chairman, Poulsbo Planning Commission

DRAFT