1. Call to Order

Chair Bower, followed by introductions of Planning Commission members, called the meeting to order at 7:00 p.m.

a. Attendance

Members Present: Bob Bower, Tom Cole, Liz Lyman, Brian Fagernes, Janet Reiner, Peggy Paradise, and Mark Lovrien

Members Absent: Barbara Frost and Thomas Smith

Staff Present: Jennifer Hayes, Fred Knostman, John Sonnen, and Sandy Norton

b. Approval of Agenda

The agenda was approved as submitted.


Chair Bower stated that the public hearing is only on the following amendments:

- QJ-1, Redesignate and rezone .31 acres from SR 4/1 to NC;
- QJ-2, Redesignate and rezone 3 acres in the Lacey UGA from HD to MHDC;
- CO-2, Amend Comprehensive Plan to update state transportation facility information in compliance with HB 1487;
- OLY-4, Amend Olympia Joint Plan to update state transportation facility information in compliance with HB 1487;
- YELM-1, Amend Yelm Joint Plan for compliance with transportation requirements of HB 1487, planned improvements to the Yelm/Roy Prairie Railroad line, and text changes related to the Y2/Y3 corridor alignment adopted in 2000; and
- PO-1, Amendments to the Comprehensive Plan related to the Port of Olympia airport runway safety project.

Chair Bower also stated that on April 4, 2001 another public hearing would be held on the second set of proposed amendments, to the Olympia Joint Plan (OLY-1, OLY-2, and OLY-3).

Chair Bower opened the public hearing at 7:03 p.m.
QJ-1. Redesignate and rezone .31 acres in Thurston County from Suburban Residential to Neighborhood Commercial

No Public Comment

QJ-2. Redesignate and rezone 3 acres in the Lacey UGA from High Density Residential to Mixed Use High Density Corridor

No Public Comment

AMMENDMENT INITIATED BY THE BOARD OF COUNTY COMMISSIONERS

CO-2. Amend Comprehensive Plan to update state transportation facility information in compliance with HB 1487

No Public Comment.

CITY INITIATED JOINT PLAN AMENDMENTS

OLY-4. Proposed amendments to the Transportation Chapter in compliance with HB 1487 identifying state transportation facilities in the area, expected traffic on state highways in Olympia/growth area, and establishing levels of service for state highways.

No Public Comment.

YELM–1. Proposed amendments to the Transportation Chapter identifying state transportation facilities in the area, expected traffic on state highways, and other data required by HB 1487; reflecting the Y2/Y3 road alignment adopted in 2000; and planned improvements to the Yelm/Roy Prairie Railroad line.

No Public Comment.

PORT OF OLYMPIA

PO-1. Airport Runway Safety Project. Adjust the road network south of the Olympia Regional Airport to accommodate the Port’s anticipated shift of Runway 17/35 to the south.

1. Michael Grenko, 1509 Sweetwater Loop SW, Tumwater, WA 98512
   Mr. Grenko submitted a comment letter with attached comments he previously submitted to the Port. Mr. Grenko read his comment letter aloud, which contained concerns about whether the project was indeed required by the FAA, increased air traffic as a result of the amendment, cost-effectiveness of the proposal, mitigation of building in flood areas, increased noise, and impacts on stormwater drainage. Copies of the letter were distributed to
2. **Doug Sandau, Manager of Olympia Airport and employee of the Port of Olympia.**

Mr. Sandau stated this was the third time the Port has been before the Planning Commission in discussing the project of the runway shift. Mr. Sandau stated that they are extending the runway by adding 81 feet to the existing runway. Mr. Sandau stated the Port is, however, maintaining status quo by keeping what pavement they have now and moving it south. Mr. Sandau stated that there are six other airports in the State of Washington having to comply with the same issue with safety standards (Bellingham, Pain Field, Boeing Field, Yakima, Port of Olympia, and Hillsboro Oregon). Mr. Sandau stated that this is a standard that they knew was coming and the FAA is very strident in seeing the Port accommodate this issue. Mr. Sandau stated that not lengthening the runway would severely impact the airport by eliminating corporate activity as well as potential regional airline service. Mr. Sandau stated that cost for the airport is estimated to be roughly $10 million. Mr. Sandau stated that it is important to note, as far as cost go, most of the money, which is 90 percent from the FAA, funding is not from the citizens of Thurston County, but a user fee which is accrued over the entire country through landing fees, fuel tax fees, and other numerous fees applied to aviation. Mr. Sandau stated that a majority of the money spent is from a user fee and not from the taxpayers. Mr. Sandau stated that 10 percent is paid for by local funding (approx. $1 million). Mr. Sandau stated that this would be a more accurate calculation when you go to assess what the impact of the community is.

Mr. Sandau stated the biggest changes the Port sees as far as shifting the runway are impacts to the roads to the south, and that groundwater impacts are being looked at closely. Mr. Sandau stated Case Road will remain as is with modifications to the northern portion (approximately ¼ mile). The Port has indicated in their environmental review that these modifications can all be mitigated for a net gain of zero impervious surfaces in the high groundwater area. Mr. Sandau stated that this is the only water impact area they have been able to find working with the City of Tumwater and Thurston County. Mr. Sandau also stated that they have gone over the calculations and studied the water flows and water tables to determine where the Deschutes runoff is vs. Salmon Creek. Mr. Sandau stated that 80 percent of the construction project will be inside the Deschutes rather than Salmon Creek Basin. Mr. Sandau stated that the changes made on the northern side will not have any effect on the Salmon Creek area according to Port studies. Mr. Sandau stated that if everything goes as projected this would be a three-year project starting as early as next year or the year after. Mr. Sandau stated there are still issues to decide as far as ingress/egress on Tilley when that is relocated. As far as emergency access for the Scheller Park area, the Port has worked very closely with District 6 to ensure a 24 hour, 7 day access road and so there will not be any real loss of service to the neighborhood because of that realignment.

3. **Andrea Fontenot, Port of Olympia, 915 Washington Street NE, Olympia, WA 98501**

Ms. Fontenot stated that for the portions of Case Road that are in the flooded areas the Port plans to take up other sections of the old Case Road so that there would be no net increase in impervious surfaces in the flooded areas. Ms. Fontenot stated that the Port will comply with the Critical Areas Ordinance at the project level. Mr. Fontenot stated that they have talked
with Fred Knostman and they understand what those requirements are.

Ms. Fontenot also stated that the airport has different classes of aircraft and the classes are established by the speed that the airplane comes into the airport and weight. Ms. Fontenot stated that the airplane class speed and weight is not changing so the current speed and class of aircraft that use the airport now is going to be the same with this project. Ms. Fontenot also stated that there is no proposed upgrading of the facility to serve a different class of aircraft either a faster approach speed or a heavier weight and the Port is sticking with the current class of aircraft. Ms. Fontenot concluded with stating that the Port is having a public workshop on this project on March 29, 2001 at the GA Building, downtown Olympia.

Chair Bower asked Ms. Fontenot whether the present weight and class allows jet aircraft, which would include commuter aircraft, to come in and if the Port chose not to do the extension would the Port be able to continue servicing that type of aircraft? Ms. Fontenot directed the question to Doug Sandau. Mr. Sandau stated that the Port is keeping the airport the same and building according to FAA rules to accommodate the aircraft that the runway is designed for now. Mr. Sandau stated that in order for the Port to build a bigger airport to accommodate bigger aircraft it would rely on the FAA to fund it and determine feasibility. Mr. Sandau also stated that there are a lot of other issues they would have to go through before they could even begin to make a airport ready for larger aircraft then what is currently flying in there now. Mr. Sandau stated that the Port cannot bring in bigger aircraft as currently designed, and there is nothing in the planning stage to go in that direction.

Chair Bower asked if the airport runway was not extended will it lose the jet aircraft that the airport currently accepts? Mr. Sandau stated yes—if the Port does not shift the runway and does not keep what they currently have, they will lose that capacity because the airport is now at the minimum length allowable for corporate aircraft.

Chair Bower closed the public hearing at 7:21 p.m.

3. Planning Commission Worksession

Commission had no questions on the QJ-1, QJ-2, CO-2, OLY-4, and YELM-1 amendments therefore agreeing to pass the amendments as proposed.

The Commission did have questions/concerns on the following amendment:

PO-1

Commissioner Lyman expressed concern regarding the Case Road flooding and asked if Mark Cook from Water and Waste Management could attend the next meeting to address the flooding issue directly to the Commission. Chair Bower asked Dale Rancour if he and Mark Cook would be able to attend the next meeting. Dale Rancour agreed but stated that his comments are more relative to traffic, transportation, and road realignment accesses and Mark Cook would be able to address the
Fred Knostman addressed the Commissions’ concerns regarding flooding by stating there is no flooding on the airport other than high groundwater area near Case Road. Case Road currently goes through a designated high groundwater area and the proposal would be to relocate that portion of the road to the west. Mr. Knostman stated that it would still be within the high groundwater designated area, but that the Port would remove the existing roadway that is in the high groundwater designated area so there would be no net increase in impact. Mr. Knostman also stated they would have to design the road to meet our new high groundwater standards which means the road would have to be elevated above the flood elevation and probably have to put in more culverts than what is currently there. Mr. Knostman stated that there are provisions in the Critical Areas Ordinance for County, State, and Federal projects in high groundwater areas if the proposal is consistent with the Comprehensive Plan. Mr. Knostman stated that we are amending the Comprehensive Plan now to take care of the realignment and the roadway then would be constructed to the new high groundwater standards. Mr. Knostman agreed with Chair Bower that this project is not going to make the situation any worse than it currently is and that this project may actually improve stormwater flow in the area. Mr. Knostman stated that the realignment of Tilley Road is not within the high groundwater designated area. Mr. Knostman also stated that as time goes on the Port would be changing the existing roadbeds.

Commission had no further questions/concerns regarding this amendment and agreed to pass the amendment as proposed.

**Commissioner Cole moved, seconded by Commissioner Fagernes to recommend approval to the Board of County Commissioners on the amendments heard:**

- **QJ-1, Redesignate and rezone .31 acres from SR 4/1 to NC;**
- **QJ-2, Redesignate and rezone 3 acres in the Lacey UGA from HD to MHDC;**
- **CO-2, Amend Comprehensive Plan to update state transportation facility information in compliance with HB 1487;**
- **OLY-4, Amend Olympia Joint Plan to update state transportation facility information in compliance with HB 1487;**
- **YELM-1, Amend Yelm Joint Plan for compliance with transportation requirements of HB 1487, planned improvements to the Yelm/Roy Prairie Railroad line, and text changes related to the Y2/Y3 corridor alignment adopted in 2000; and**
- **PO-1, Amendments to the Comprehensive Plan related to the Port of Olympia airport runway safety project.**

**Motion carried unanimously.**

4. **Planning Commission and Staff Updates**

Ms. Hayes stated that the Board acted on Monday, March 19, 2001 to adopt the set of 2000
Development Regulation Amendments that were heard back in November 2000, except the Wireless Communications Facilities Amendment proposal. Ms. Hayes stated that a lot of people turned out for the public hearing with questions about wireless communication facilities in general and the amendments that were being proposed, and the Board decided to hold off on taking action for this particular amendment. Ms. Hayes stated that the Commission would be kept informed as things progress.

Ms. Hayes introduced Mark Lovrien as the newly appointed Commissioner for District 1. Mr. Lovrien gave a brief background on himself. Mr. Lovrien stated he is presently the Chair for the Thurston County Parks Board and has been in construction and development for over 25 years. Mr. Lovrien stated he has lived in Thurston County for 39 years and looks forward to being on the Planning Commission.

Commissioner Lyman provided an update on the Green Cove Creek Basin project. Commissioner Lyman stated she met with Andy Haub from the City of Olympia and John Sonnen to review the technical basis for the Green Cove proposal. Mr. Sonnen added that an environmental consultant for Olympia was also present at the meeting. Commissioner Lyman stated that prior to the meeting she had reviewed some of published literature which serves as a foundation for the City’s proposals, including the connection between the percent of impervious surface in a basin and the level of degradation. Commissioner Lyman stated that the City’s concerns appear to be well founded and she understands its approach to the low impact development. She reported that she is waiting for additional information and clarification from Andy Haub to some questions she has.

Commissioner Lyman stated she wanted to know what percentage of Green Cove has been developed or vested versus what remains to be developed, how much land is zoned commercial, and the expected level of impervious cover at full build out under the low impact development standards. Commissioner Lyman stated that all but about a half acre of the land zoned commercial is developed or vested. The remaining land is primarily zoned for residential. She reported that the City estimates that the basin would contain about 29 percent impervious cover at full build out based on current development standards. According to the published studies, significant degradation of the creek would occur at that level of impervious surface coverage. If new developments are constructed based on current development standards, Andy Haub estimates that the amount of impervious cover in the individual subdivisions would be approximately 36 percent or greater. The City is trying to reduce the percentage of impervious cover in new subdivisions by about 50 percent through the proposed zoning and low impact development standards. Commissioner Lyman stated she still has a concern regarding tree coverage and noted that Mr. Haub said that the City is trying to set aside wooded areas in large tracts and along streets and not on individual lots.

Commissioner Reiner expressed a concern regarding the accumulation of pollutants into one area and asked what effect it would have. Mr. Sonnen briefly explained the proposed design of the stormwater system including the swales and rock galleries. Commissioner Lovrien noted the swale would provide cleansing effect. Mr. Sonnen added that stormwater wetponds also help clean the stormwater settling out heavy metals and sediment. He added that compost filters had been used on some developments draining to the Grass Lake wetlands to provide additional cleansing.
Commissioner Bower asked Commissioner Lyman to prepare a written report to the planning commission summarizing her findings and information obtained from Olympia.

5. **Approval of Minutes: March 7, 2001**

Commissioner Lyman requested that the third paragraph on page three to read as follows: “Commissioner Lyman, referring to Benchmark 4, expressed a concern regarding the continued growth in the rural County despite the shifting of density and population growth into the Cities and Urban Growth Areas.”

Commissioner Lyman requested that the second paragraph on page five be changed to the following: “Commissioner Lyman stated that she attended the Salmon Creek Basin Stakeholder Committee meeting held subsequent to the runway briefing. At the meeting, she was informed by Mark Cook that data collection for the hydrological study has been completed. Therefore, shifting the runway will not have any impact on the integrity of the hydrological study.”

Commissioner Lyman requested that the third paragraph on page six be changed to the following: “Commissioner Lyman expressed concern about PAR 4.7 regarding Olympia’s proposal to request legislative authority to collect impact fees. This would diminish the ability of County residents in the Urban Growth Area to have their concerns addressed since the Olympia City Council does not represent those residents. The amended language for PAR 4.7 (in the addendum) stills seems to give Olympia authority as long as they work with Thurston County.”

**Commissioner Cole moved, seconded by Commissioner Paradise to approve the minutes for March 7, 2001 as amended. Motion carried.**

7. **Calendar (Tentative)**

The next Planning Commission meeting/public hearing is scheduled for April 4, 2001.

Commissioner Cole will not be attending the April 4, 2001 meeting/public hearing.

8. **Adjourn**

The meeting adjourned at 8:15 p.m.

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Bob Bower, Chair
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<td>01/24/01</td>
<td>What percentage of SEPA projects were in the UGA last year?</td>
<td>Bower</td>
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