

**CITY OF FIFE
PLANNING COMMISSION
MINUTES OF MEETING**

Fife City Hall

June 4, 2012

1. CALL TO ORDER

The Planning Commission meeting was called to order at 7:04 pm by Chair Brown.

2. ROLL CALL

Present: Chair Brown, Commissioners Fagundes, Lemoncelli, Edwards and Braden (arrived 7:08)

Absent: Commissioners Bond and Thornhill

Staff: Director David Osaki, Senior Administrative Assistant Katie Bolam and City Manager Dave Zabell

Presenters: Michael Lapham, Joe Giacobazzi and Paul Fuesel of KPG

Public: Two members of the public signed in; others present, including Councilmember Glenn Hull

3. APPROVAL OF MINUTES

a. May 7, 2012

Motion (Lemoncelli/Fagundes) to accept the minutes of May 7, 2012. **Passed 4/0.** (Commissioner Braden had not yet arrived.)

4. CITIZEN COMMENT PERIOD

None.

5. NEW BUSINESS

a. Transportation Plan / City Center Visioning – Consultant Presentation

Director Osaki introduced the City Center Visioning project and the consultants from KPG. He emphasized the role that the Planning Commission will play in this project.

Paul Fuesel and Joe Giacobazzi with KPG together presented the preliminary background work that's been completed, the vision of the project, and fielded questions from the Commission.

Over the past year, KPG looked at current and potential land use in Fife, considered the City Council's goals (pedestrian oriented and connectivity) and the City's mission statement, and looked at transportation improvement now in the planning stages. This last item includes the TATS (Tideflats Area Transportation Study), I-5 interchange access to Fife and the Port, and potential economic development. Regarding the TATS, they found that the proposed traffic items were focused on supporting the port, and didn't support residential areas, the city center, or the City Council goals and mission statement. KPG then considered what might be available for a Fife City Center, and recognized that it would need to center around the 54th Avenue and 20th Street / 54th Avenue and Pacific Highway East (PHE) vicinity.

In looking for how to work that area into a city-oriented center, KPG considered all aspects of transportation – the port traffic, potential public transit station(s), private automobile, and pedestrian. They further considered the current transportation stakeholders – WSDOT, the Port of Tacoma and the Puyallup Tribe – and went to them with a preliminary concept, to make certain there were no fatal flaws to prevent a vision of a Fife City Center becoming a reality.

KPG presented the TATS report plans for the 54th/I-5 interchange, which included two choices (known as the Diverging Diamond Interchange and the Single Point Urban Interchange). They also showed a 3rd idea, called the City Center Interchange, which would direct Port and other through traffic away from the 54th/20th and 54th/Pacific Highway East (PHE) vicinities, leaving the area available for City Center development.

Discussion:

Commissioner Braden asked for clarification that, in the City Center Interchange concept, 54th Ave would have no direct I-5 access. That was confirmed, and it was further noted that 62nd, 54th and Frank Albert Road would become city streets connecting to both sides of I-5.

Commissioner Fagundes asked about the 20th Street Community Mixed Use (CMU) zone. KPG acknowledged the CMU zone and said that the public process will include planning for other areas in Fife, such as the CMU zone. Director Osaki explained that it all starts with the public process, receiving input and planning ahead.

City Manager Dave Zabell expressed his appreciation to the Commission for their time and willingness to take on a role of front of the City, especially through what will be a difficult process. Change will come – NOT changing is not an option – and lots of money will be spent on this corridor one way or another; Fife needs to take control of those changes. All Commissioners concurred with this statement.

Commissioner Edwards commented on Fife's recent history of trying to "find something," and used the City of Bremerton as an example of the political energy needed to push an idea through when obstacles look too big, when it gets tough. The vision needs to be big enough to overcome changes in commissions and councils. He likes this idea, and thinks the time has come for it.

KPG pointed out that, with the City Center concept, Council goals are addressed, Port concerns are addressed, and with the Planning Commission's support, the next step is to present it to the public.

Chair Brown said he likes this idea, and thinks the public will, too. He asked KPG what the policy steps are to make it happen: adopt it into the Comprehensive Plan first, so Fife can access funding and so that any development that approaches will fit the vision.

Commissioner Braden expressed his desire to see the 54th Ave corridor extended to the residential areas on the south side of the railroad tracks, that connectivity demands it. Also, he suggested something like a mini-Pike Place or weekend Farmer's Market, to pull from Fife's history and create a unique character to draw people.

KPG said they will take the Commissioner's ideas and those from the Open House and come back at next Planning Commission meeting with ideas for phasing the vision and ways to move toward end goals.

Commissioner Lemoncelli asked about pedestrians. KPG answered that, in the case of the City Center Interchange, 54th Ave would stay 4 lanes, but the ramps would be gone, so pedestrians would have a safe bridge to cross. The bridge could be built to pedestrian scale, with décor to indicate a downtown area.

Commissioner Braden asked what would exist to get people out of their cars. KPG answered that the heart of the downtown would be a one-quarter mile radius from the center, a standard in urban planning.

Commissioner Lemoncelli said she sees a lot of positives; what are the drawbacks? KPG said the biggest hurdle is to make policy that can be easily implemented, to avoid a "business as usual" environment.

Commissioner Fagundes said he was a bit shocked at first due to shifting the center away from 20th St and the CMU zone, but now sees that this makes sense. He asked about the future of the 20th St CMU area. KPG said that the 20th St corridor is one area to consider in the planning process. Comment will be solicited over the course of the public outreach on that and other areas.

Discussion related to truck traffic ensued, including the ideas of creating an economic advantage for nighttime transport and implementing time restrictions.

Commissioner Braden said he thinks the City Center Interchange concept is a great one, and one that is long overdue.

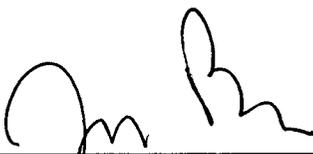
6. DIRECTOR'S REPORT

Director Osaki referred to the question about 20th St and the CMU zone that came up during the City Center discussion, saying to "hold that thought" for the time being, and that more discussion will take place regarding that at the next meeting when Seth Harry is here.

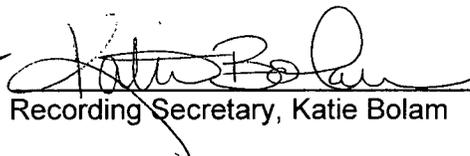
Also at the next meeting, there will be discussion on the 2012 Comprehensive Plan docket.

Scheduled for Council's Study Session on June 5 is the Shoreline Master Program update, and discussion regarding the Sign Code.

7. ADJOURNMENT – Chair Brown adjourned the meeting at 8:22 pm.


Chair, Jeff Brown

10-1-2012
Date


Recording Secretary, Katie Bolam

10/2/12
Date