

City of Colville

PLANNING COMMISSION

August 12, 2009

7:00 P.M. – City Hall

MINUTES

The Colville Planning Commission met for a regular meeting on Wednesday, August 12, 2009, in the Council Room at City Hall. Chairperson Jody Hoffman called the meeting to order at 7:08 P.M. with a quorum present.

MEMBERS PRESENT: Russ Larsen, Pearl Mance, Jody Hoffman, Tracy Ferrell, Dee Hokom, and Alan Bedford. MEMBERS ABSENT: One vacancy exists. STAFF PRESENT: Director of Building & Planning Jim Lapinski, Assistant Planner Melinda Lee, City Engineer Brent Rasmussen, and Recording Secretary Susan Davis. OTHERS PRESENT: Glenn Vannice, Bill Depo, Ray Driggs, Regena Driggs, Edith and Cecil McNinch.

MINUTES OF PREVIOUS MEETING

The minutes of the previous meeting of July 8, 2009 had been distributed to each member prior to the meeting. As requested at the previous meeting, Assistant Planner Melinda Lee advised that the initials VASI stands for Visual Approach Slope Indicator, which provides pilots with vertical guidance when landing. Russ Larsen moved and Alan Bedford seconded the motion to approve the minutes as written. Motion passed. Tracy Ferrell abstained.

PUBLIC WORKSHOP – COMPREHENSIVE PLAN UPDATE

Assistant Planner Melinda Lee explained that this is the third of a series of public workshops to evaluate the Colville Comprehensive Plan for updating during 2010, as required by the Growth Management Act (GMA). The public was encouraged to participate in discussions regarding updates to the Comprehensive Plan Elements during the public workshops and at future public hearings. The following draft document had been distributed to each Commission member prior to the meeting and made available to the public (copy on file).

- Chapter 5 – Transportation Element

Ms. Lee explained that the Transportation Element provides an assessment of the existing transportation conditions and future transportation needs within the Urban Growth Area (UGA) of the City of Colville. It represents the City of Colville transportation policy plan through 2030.

Melinda indicated that some of the data presented on Page 11, Section C, Current Levels of Service, can be reformatted for clarification if desired. The attached draft maps illustrated changes in the city limits and the UGA boundary since the adoption of the Comprehensive Plan in 1997. The UGA boundary, which is under the jurisdiction of Stevens County, was reduced based on modified population growth projections. Ms. Lee advised that City Engineer Brent Rasmussen reviewed the draft “Functional Street Classification System” map and made suggested changes prior to distribution. The changes were reviewed and discussed including proposed street extensions to meet future needs.

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Dee Hokom referred to Page 5, the second to the last paragraph, which related to existing pedestrian and bicycle facilities and the proposed Non-Motorized Transportation System. She supported a proactive approach and suggested that the last sentence be changed to read “As new development occurs, reasonable efforts “should” be made to incorporate the proposed facilities into the project design.” In the discussion which followed Melinda Lee reviewed Goal #1 and Policy #8 and felt they appeared to address Ms. Hokom’s concerns. Director of Building & Planning Jim Lapinski pointed out that if non-motorized trails are determined to be warranted at the time of new development, the Planning Commission could justify recommending them as a condition of approval based on the goals and policies in the Comprehensive Plan.

Alan Bedford requested clarification on the term “walkable” as used in the first paragraph on Page 5. Melinda explained that the term refers to the probability that people would be more likely to walk in a neighborhood if certain criteria can be met. It was felt this could also relate to the ease of walking to meet a variety of needs such as shopping, work, recreation, etc.

Raymond Driggs shared his observations regarding the lack of winter sidewalk maintenance on 3<sup>rd</sup> Avenue in the vicinity of Colville Valley Concrete. He stated that students walking to and from the high school walk in the street due to the impassable sidewalk and felt this is a dangerous situation, which could contribute to accidents. He suggested that efforts be made to find a safer walk route to the high school. City Engineer Brent Rasmussen confirmed that the Washington State Department of Transportation (WSDOT) plows snow on 3<sup>rd</sup> Avenue (Highway 20) and Main Street (Highway 395) but does not maintain sidewalks. It was recognized that sidewalk maintenance is the responsibility of adjacent property owners; however there are no abutting residences or businesses adjacent to the 3<sup>rd</sup> Avenue sidewalk from Pine Street to Silke Road. For comprehensive planning purposes, Jim Lapinski suggested that it could be a goal to identify solutions for problem areas, which could ultimately be addressed by ordinance. Melinda proposed a new Goal #7 to read “Identify problem areas and work towards a resolution” as it relates to walkability.

Tracy Ferrell referred to Page 8, Item 6, Air Transportation, and stated that she was uncomfortable with the following statement in paragraph 3, “The community has expressed the desire and need to accommodate commercial and commuter flights.” She questioned where that information was obtained. Ms. Ferrell stated that that sentiment was not expressed at previous airport stakeholder meetings that she attended, which included pilots and WSDOT Aviation representatives. It was her impression that at the conclusion of those meetings it was felt that the airport was fine the way it is and it was recommended that the current facility be maintained as a recreational airport. Melinda explained the statement is from the current Comprehensive Plan as adopted in 1997. Jim Lapinski commented that he was not aware of any recent citizen surveys on air transportation needs. It was his impression that it is a goal of the state transportation plan. Jim advised it is likely that a public participation process will be held in the future in consideration of the alternate airport site currently being studied.

Cecil McNinch stated that he and the other citizens present live in the area of the proposed alternate airport site. He expressed concern because it is their understanding that property for a new airport will be taken by eminent domain if it becomes necessary. He felt current property owners would be impacted as well as future generations. Mr. McNinch expressed other airport siting concerns including potential impacts to the City’s aquifer and takeoff and landing safety due to apparent up drafts and down drafts in the area. He stated they have circulated a public interest petition and current results indicate 1,038 people

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are greatly opposed to the idea of an airport in that area and six support it. At recent meetings he indicated they have been unable to dissuade the City Council from pursuing the proposed alternate airport site.

Jim Lapinski explained that the Comprehensive Plan is not site specific but rather intended to be generic, identifying goals and policies to guide the city. The Comprehensive Plan is implemented by development regulations. He pointed out the purpose of this workshop is to review the Transportation Element for possible revision. During the review process, all of the basic transportation needs and desires will be considered.

Glenn Vannice referred to a statement in the first paragraph in Item 6, Page 8, that states "The airport has approximately 18,000 operations (landings and takeoffs) per year and is a year-round facility." It was his opinion that this figure is inaccurate as well as other information in the text. Based on his observations, he felt realistically there are about 3,000 operations per year. Mr. Vannice also voiced concern about misinformation that is being related to the public about a new airport such as the perceived need, desirability, cost and maintenance, and benefits to businesses and the community. It was his feeling that the community really doesn't want it. Melinda explained that the annual operations figure was taken from the last report prepared by David Ketchum. It was recognized that further research may be necessary to establish more accurate information prior to adoption.

Bill Depo commented that most of the business owners that he has talked to in Colville, Kettle Falls, and Chewelah don't support an airport here with a 5,000 ft. long runway.

Alan Bedford indicated that it appears there has never been a means of recording landings and takeoffs at the current airport. He pointed out there are reliable methods available including a unit that costs about \$3600 that is put out by the runway which records engine noise. Jim suggested a possible goal could be to try to acquire some type of instrument to accurately record landings and takeoffs as Al suggested.

Mr. Bedford pointed out the current airport is limited by the lack of an instrument landing system, which cannot accommodate commuter flights. He added until some type of suitable landing system is put in; it is not going to be an all weather airport. It was his opinion that it is desirable to have an airport from a business standpoint. He noted that insurance can be difficult to obtain for some airplanes if the runway is too short. He recognized that it is valid for the property owners to want to have control of their land for future development or whatever but pointed out if there is no growth for the next 30 years their land is not going to appreciate very much. He pointed out there are trade-offs.

Dee Hokom felt perhaps the language Tracy Ferrell referenced in paragraph 3, Page 8, could be changed to read something like "The state transportation plan and some of the business community has expressed the desire and need to accommodate commercial and commuter flights, however very significant public comment indicates many in the community seek to retain the current airport without such expansion." Pearl Mance questioned whether the Planning Commission could just strike the sentence completely. It was a consensus of the Commission to remove the sentence completely. Jim suggested possibly inserting a goal to seek the current desires of the community.

Tracy pointed out that pilots have leased land from the City and built hangars and relocating the airport

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could mean a loss to them. Dee suggested that the last sentence in paragraph 2, Item 6, be changed to make it clear that the privately-owned structures are on leased property.

Relative to the City's expressed willingness to enforce eminent domain, if necessary, Jim explained that it was more of a test of commitment necessary to get future FAA funds not only for the proposed new site but for any identified site. Brent Rasmussen advised the federal funds come with strings attached, which may require condemnation of property. He stated there is a lot of negotiation that goes on in the process before reaching the point of condemnation.

Edith McNinch questioned how many signatures need to be submitted to the City Council to show that the community really doesn't want the airport. Jim was uncertain what the determining factor would be.

Discussion followed regarding Item 3, Public Transportation, on Page 7. Jim reported that just recently WSDOT and Greyhound entered into a partnership to provide a public transit system (at least one bus trip per day) from Kettle Falls, Colville, Chewelah, Loon Lake, Deer Park to Spokane. Potential sites are currently being sought for a ticket outlet. Jim stated the goal is to have it in place by next spring. He indicated if a local business or individual is willing to operate a ticket station, there may be some revenue available to them. Dee suggested including a goal and objective in the Comprehensive Plan to help facilitate a public transit system. Staff felt that a statement can be made regarding the availability of the service since it will be in place at the time the Plan is adopted.

Relative to Policy #15, Page 17, Dee asked if sidewalks could be included in a pavement preservation program along with roadway surfaces. The City Engineer explained that a pavement preservation program is designed for the maintenance of new local streets. The idea is as soon as a new street starts to show deterioration, it should be fixed. The program would not apply to existing local streets that are in need of repair. The program would be funded solely by the City. Mr. Rasmussen believed for every \$1 put in, \$3 could be saved. He advised that pavement preservation program dollars couldn't be used to seek grants. He pointed out that over the last few years the functional streets (arterials and collectors) that have been constructed were funded by a combination of City money and grant funds. He advised that the cost of asphalt has increased significantly over the past few years but the quality has been reduced because of the low grade tar used to produce asphalt. Dee asked if there are alternatives to tar that could be used to make road surfacing material. Brent indicated that recycled asphalt is being used in some situations where it is added to new asphalt.

Melinda advised that further discussion on the Transportation Element is scheduled for August 26<sup>th</sup>. She indicated that staff will be attending an RTPO Transportation Summit on that day she would like an opportunity to report on the information presented. Additional information had been distributed to review and discuss ideas a non-motorized transportation plan in the city for connecting sidewalks, paths, and pedestrian and bike trails (copy on file). Melinda stated that the packet includes WSDOT recommendations for creating a bicycle and pedestrian safety plan.

OLD BUSINESS: There was no Old Business to be presented.

NEW BUSINESS: There was no New Business to be presented.

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### REPORTS

Melinda Lee reported that the 2009 Comprehensive Plan Amendment/Capital Facilities Plan update is scheduled to be brought to the Planning Commission on November 11<sup>th</sup>, which is Veteran's Day. Due to the holiday, Melinda suggested rescheduling the meeting to November 4<sup>th</sup> or November 18<sup>th</sup>. It was a consensus to reschedule the November 11<sup>th</sup> meeting to November 4<sup>th</sup>.

In other news, Melinda reported that the Radio Shack is being relocated to the corner of Highway 395 and N. Louis Perras Rd. The 210 sq. ft. Radio Shack sign is also being relocated and has been permitted through the minor variance process. The location of the sign was reviewed and approved by staff. The fuel pumps, tanks, and canopy at the former Shell Station on the N. Highway are being demolished. An inquiry was received regarding the potential development of a mobile home park on a 7-acre parcel at 11<sup>th</sup> Avenue & Buena Vista Drive. The property is currently zoned R-1 (Single Family Residential) and mobile home parks are not permitted in that district. The property owner may seek to rezone the property to R-3 (General Residential), which is adjacent to the subject property. The dog shelter is under construction. Two new restrooms were installed at the City Park. Avista submitted a Notice of Intent to Annex a 10-acre parcel on DeGrief Road. The Border Patrol recently contacted the City for a new address for their site on Buena Vista Drive in order to facilitate deliveries to the site. The project appears to be in the design phase. A groundbreaking ceremony was held earlier today for the senior center at Wynne & Elep Streets.

### ADJOURNMENT

As there was no further business, Alan Bedford moved that the meeting be adjourned. Russ Larsen seconded. There were no objections and the meeting was adjourned at 8:52 P.M.