

City of Colville

TECHNICAL REVIEW COMMITTEE

July 13, 2010

8:30 a.m. – City Hall

MINUTES

Chairman Jim Lapinski called the meeting to order at 8:30 a.m. with a quorum present.

MEMBERS PRESENT: Building Official/Inspector Robert Cleaver, Planning Director Jim Lapinski, Water/Sewer Superintendent Eric Durpos and Advisory Member Doug Kyle. City Engineer Brent Rasmussen arrived at 9:10 a.m. MEMBERS ABSENT: Street Superintendent Terry LeCaire. RECORDING SECRETARY: Susan Davis.

MINUTES OF PREVIOUS MEETING

The minutes of the previous meeting of June 15, 2010 had been distributed to each member prior to the meeting. Bob Cleaver moved and Eric Durpos seconded the motion to approve the minutes as presented. Voice vote showed all in favor.

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

NEW BUSINESS

A. Application for the alteration of Final Long Plat #1-08, Bowman Colville Commercial.

A completed application and maps for the alteration of Final Long Plat #1-08, Bowman Colville Commercial, had been distributed to each member prior to the meeting (copies on file). The proposed alterations to the approved subdivision were outlined as follows:

1) We propose to construct Buena Vista Drive to a width of 28 feet per the attached plan. The road improvement to Buena Vista Drive shall include 28 feet of paving only (no curb or gutter) and the right turn lane at the intersection with Hwy 395 will remain as constructed and will not be modified.

2) We propose to construct sidewalks 5 feet in width on Buena Vista Drive and Highway 395 per the attached map.

3) As shown in attached drawing we propose to mitigate the removal of the existing linear wetland located on the north line of lot 6 to the southeast corner of lot 6, which will then vacate the linear wetland buffer along the north edge of existing lot 6 and add a new buffer on the proposed wetland. We also propose to relocate the northerly lot line of lot 6 as shown on attached map. This will allow a higher functioning wetland as the natural hydrology for the area flows through this location. Access to lot 6 will be off the proposed frontage road eliminating additional accesses onto Buena Vista Drive.

4) As shown on the attached drawing, we propose to revise the private road easement so that it aligns with the existing commercial frontage road to the East (across Buena Vista Drive), allowing it to function in a safer manner. In addition, we propose to revise the private road easement from 30 feet to 42 feet except at the intersection with Buena Vista Drive where we need an easement width of 57 feet. The private frontage road will be constructed

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to 28 feet in width, with curb and gutter on the Highway 395 side of the road. The curb and gutter on development side of the road will be constructed at the time of development.

Jim Lapinski explained that he felt the proposed changes to the long plat were significant enough to require Mr. Bowman to apply for a plat alteration. It was his opinion that it appears the proposed changes could provide for a better long plat in the end. He expressed support for the proposed change to the wetland buffer as proposed in item #3. He stated he agreed with City Engineer Brent Rasmussen that the frontage road should be constructed to 28 feet in width as proposed in item #4 as opposed to tapering to 20 feet as indicated in an earlier June 8, 2010 proposal.

In the discussion which followed Doug Kyle questioned whether there is a requirement for a turnaround for emergency vehicles at the end of the frontage road. Bob Cleaver suggested that the access easement for the sewer lift station at the end of Lot 1 may be adequate for emergency vehicles.

Eric Durpos requested clarification regarding maintenance of the private road. It was pointed out as indicated on the face of the final plat the City will not be responsible for improving or maintaining any of the private road easements.

Eric voiced concerns with the proposed drainage swale. He suggested getting rid of them because of they are difficult to maintain; the potential for mosquito infestation; and growth of cattails. He suggested that the drainage system be tied to the wetland area. Jim responded that all new development will be required to provide for adequate drainage acceptable to the Engineering Department.

Upon the arrival of Brent Rasmussen, Jim requested clarification regarding the drainage. Brent was not aware of any drainage changes. He explained that the frontage road will be constructed with curbs and gutters on the Highway 395 side of the road. Curbs and gutters will be built on the other side of the road as they sell the lots. He felt there probably will be no catch basins on the highway; there will likely be some curb cuts into the swale.

Brent pointed out that the applicant has proposed that there be no approach onto Highway 395. Access will be provided by the private road off of Buena Vista directly across from the intersection with Ponderosa Road. He noted that he met with WSDOT representatives yesterday and advised them of the proposed access change and requested that they take a close look at Buena Vista Drive as they determine what their requirements are going to be. He indicated to them that he and Jim agree that the frontage road should be built 28 feet wide all the way. Brent stated that WSDOT has obtained enough highway right-of-way for a 5-lane section with a sidewalk consistent with what has been done down past Kentucky Fried Chicken.

Doug Kyle expressed some concern about the intersection of Highway 395 and Buena Vista Road and the potential for WSDOT to decide that there needs to be a signal light there at some point in the future. It was Brent's feeling that WSDOT requirements would likely be based on the worst case situation. Jim noted there may be some correspondence on file where WSDOT has said they are going to do it by development and suggested maybe they need to change that in their final comments.

Brent noted that Highway 395 adjacent to the Bowman property is not in the city limits. He stated WSDOT would prefer that the City annex the highway. He briefly summarized a conversation with

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WSDOT about the frontage road system that is occurring along the highway. He recognized that future discussions are needed to determine the best way to handle approaches onto the state highway.

Bob Cleaver asked where the City's utilities are located. Brent confirmed they are in a 20 ft. utility easement. Bob pointed out there is a 20 ft. utility easement running along the property line that fronts on the state highway. Behind that they have a 30 ft. wide private road easement. They are proposing to vacate the 30 ft. private road easement and replace it with a 42 ft. private road easement. Based on the attached plan, Bob pointed out it appears that asphalt, curb/gutter, swale, or sidewalk could be located on top of the utilities. Following review, Brent agreed that the numbers do not appear to add up. He stated that the 20 ft. utility easement needs to remain free and clear. He also stated that a turnaround will be needed where they show the road dead-ending.

At this time, a phone call was made to John Saywers, Whipple Consulting Engineers. Staff explained, as illustrated on the plan, it appears that there is insufficient width for all of the improvements without impacting the utility easement. Brent stated that the City does not want the private road over the utilities citing a concern about future maintenance costs. He pointed out if the City had to dig up the private road to fix our utilities, we would have to fix the road. Mr. Saywers responded that he understood the City's request and would work on a proposal.

Doug Kyle questioned what is intended for gas, phone, and power. He suggested, from a practical standpoint, putting utilities on the development side of the roadway is the reasonable solution. Since it is undeveloped property you don't know where the tap-ins for wet and dry utilities will be or what size. Mr. Saywers was uncertain where those utilities would be located.

Mr. Saywers indicated they would be using the wetland for detention and treatment. He advised that they haven't designed the storm drainage yet. Bob Cleaver pointed out that they will need to design it to make sure that the flow rate leaving the site is not increased as a result of development. At some point elevations and drainage plans will need to be submitted for the City to review.

In conclusion, staff deferred further review pending a response from John Saywers, Whipple Consulting Engineers, regarding the City's request.

Bob Cleaver reported some fill being put on that property. He stated the City will require soils reports on every building that is built because of the water that is out there.

PUBLIC COMMENT PERIOD: There were no public comments.

REPORTS: None.

ADJOURNMENT

As there was no further business, Eric Durpos moved and Bob Cleaver seconded the motion to adjourn. There were no objections. The meeting adjourned at approximately 10:00 a.m.