

TRANSCRIPT

City of Medical Lake Planning Commission December 21, 2005

The Planning Commission, December 21, 2005, 5:00 p.m. comes to order.

Pledge of Allegiance recited.

Attendees: Joyce Callaway, Planning Commission Chairperson
Wayne Fugere, Planning Commissioner
Bob Albright, Planning Commissioner
Lois Feken, Planning Commissioner

Curt Kelling, City Administrator
Bill Grimes, Planning Consultant

Minutes read, Commissioner Albright moved to approve, Commissioner Feken seconded, all aye. The minutes were approved as written.

Curt Kelling: I don't think anyone is on the list for interested citizens. There is only one scheduled item, which is a public hearing for Fox Ridge South Subdivision application.

Public Hearing Commences:

Planning Commission Chairperson Joyce Callaway opens the Public Hearing for the Fox Ridge South at 5:05 p.m.

Bill Grimes: Planning Consultant: Fox Ridge, you are probably familiar with the site is at the NE corner of New Graham Road and State Hwy. 902. A & K Developments is proposing to subdivide approximately 11 acres into 38 lots on that piece of property. We have had a chance review the application at the staff level and, of course, comments from various agencies and those agency comments are in the file. They suggested some conditions to the approval which have been incorporated as conditions to the approval of this map. They influence the analysis of the recommendation from staff to approve or recommend the approval of the preliminary plat subject to some conditions that are attached hereto. I can go into this briefly, and then look to more detail, if you would like me to. I presume you have the copy of the staff report? It is nine pages long. OK excellent.

Joyce Callaway: I'm concerned that in the agency comments, that there is not comments from the Police Department or the Medical Lake School District that they do not feel it is necessary and they must be accepting it like it is? And no problems? Is that why they are not commenting on it?

Bill Grimes: I cannot speak to their motivation, but generally if someone does not object, you don't get a comment. But I'm not sure if it's. . . .

Bob Albright: You don't solicit comments?

Wayne Fugere: I with him and am kind of concerned, if you put 38 houses up there, it's an impact on the school system.

Lois Feken: That would be another way for the school district to get another school.

Wayne Fugere: Or, one built down the road.

Curt Kelling: I can tell you and this being confirmed from the City's side and the Police Department, when there are no comments, and it may be similar to the school, but I can't speak for them. I think that particular piece of ground, people have anticipated that was going to have an application and had looked at the broader scope of everything over there. I know from Tony's position, with that many houses there, along with everything else, really didn't change that much of an impact. We also were able to get the Police Department back up to full staffing level. They have been in the past, about in October of this year, with funding that has been returned to us from the State. So, it is back at an increased staff level than they've been in the past, or really, since 2000, as we bounce back and forth between six and seven. I can't speak for the school but certainly for the Police Chief, I think he anticipated that it was going there and he's pretty happy that we've already made other changes to the staff over there.

Bill Grimes: We saw a few issues coming up as important. One is access and the layout of roads in the subdivision. Another one, concerns the treatment of the area designated for storm water detention of the southern end of the plat. Those two are the primary issues. Another one that is related to both, actually, is what's going on with the Hwy. 902 corridor planning, and how that might impact this project. As far as access is concerned, this project is proposing one road from Graham to access the 38 lots, as well as having that street which is Fox Ridge Road, continue on up to the north to link-up with the subdivision that's is felt to be immediately adjacent to this project. So, we have limited access onto Graham Road, at this point, which makes sense given Graham Road's popularity as a street and also it's proximity to Hwy. 902. The objective is to get turning movements as far way from that intersection as possible, to limit conflict here for traffic coming in and out off of Hwy. 902.

Lois Feken: Could this open the old Graham Road? Or, you would get to it by the new Graham Road?

Curt Kelling: This is the new Graham Road. There is still an additional triangle piece of land, and within the other piece of property, there are houses on it on the west side of Graham Road. This is on the east side of new Graham Road.

Bob Albright: The plugs that you get from Stanley on Graham Road now, and you're going to have 30 homes is a consideration going forward with moving the road north out of that district going over to Brooks Road. Those two intersections really get busy during the day.

Bill Grimes: We did have conversations with Washington Department of Transportation (hereinafter "DOT"). You were concerned about loading up that intersection at Hwy. 902, when trying to find a way to schedule or identify the improvements as this project develops further, so that we can time road

improvements to match the demand of the road system. The DOT is looking for revised traffic studies as we start moving up to the north.

Lois Feken: Especially now, there is that new construction and that's going to increase traffic on that corner—townhouses.

Bob Albright: The traffic right there at certain portions of the day is terrible and is going to get worse with the homes at Graham Road. It seems to me, like another exit point on that, that wasn't coming to Hwy. 902, but would go out to Brooks Road would sure be advantageous.

Curt Kelling: I don't know if I'd heard any argument from anyone here. The opportunity there of us getting through updated comments of the plans. I know that area out there is not currently in the City limits. I think we have a limited ability as a City to convince the County to build a county road out there. So really, until such time, as we get through that process and are able to expand with the City out there, I don't think it will happen. But, that is certainly something that we are working on and is a conversation that is constantly there. I live on the same corner too. I lived there when the cul-de-sac was still there, so I can pretty much tell you from the exception from the difference it has been, and it is different, although I love living in Medical Lake, as I used to live on the corner of Green Street and Baldwin across from the Clock Tower SEC. But it is certainly different than it has been in the past. The deer along the road create some wonderful driving out into there. Of certainly long term, it is one priority of things that we are working on more solidly and concentrate on the pedestrian route that will become Stanley, back over to Lefevre. That is something Doug and I have already talked about and are really trying to get into that one to really go all the way to the City limits so there is an ability for pedestrians to walk along the road all the way towards. . . .

Bob Albright: On the other side of the bridge there?

Curt Kelling: No.

Bob Albright: I thought the northern boarder was just about where that road is?

Curt Kelling: We have not modified the City limits or the UGA at this point at all.

Joyce Callaway: Yeah.

Bill Grimes: And, that's something for the County to approve, They will consider that after we make our recommendation at the end of December of this year or 2006—something like that.

Lois Feken: When was building to start out there? This coming spring?

Curt Kelling: This spring.

Joyce Callaway: Because of the flooding and the storm water, and the drainage right above that, I see in here you say there is not a risk of flooding, is that because they are down below the hill that there is going to be a problem?

Bill Grimes: We're asking for the applicant to give us a storm water plan for the master report so we can verify that. But the way it seems to be designed now, it accommodates that. They have storm drain plans proposed here to capture the street run off and they also have a detention base to make sure the water that leaves the site is no different than where it's supposed to go. So they are really doing what they can to mitigate that.

Joyce Callaway: Of course, it's been o.k. because it's been frozen, but I wonder how with all this melting, how that's going to be in the next couple of days.

Lois Feken: Is this where the old telephone office used to be.

Joyce Callaway: No.

Curt Kelling: The section right along Hwy. 902, just east of Graham Road.

Wayne Fugere: Where it slopes down on the right-hand side.

Wayne Fugere: There is an open field there. There is an open field on the left also. There is one on the left that you can . . . and I think, I think, somewhere along the line, we approved that for apartment buildings, on the left-hand side.

Curt Kelling: Currently zoned commercial.

Wayne Fugere: That's zoned commercial?

Joyce Callaway: We don't know. No, no, no, Denny's is over here. This is Old Graham Road, here. This is where the new doctor's clinic is, right here.

Curt Kelling: No, it's back of Stanley.

Joyce Callaway: This is where the Baptist church is.

Lois Feken: I'm thinking of Stanley.

Joyce Callaway: This is where the Baptist church is.

Lois Feken: I'm thinking of Stanley, I'm on the wrong road. Stanley, that's where the new clinic is and Golden Estates. Below the park.

Curt Kelling: On the other side of the road.

Joyce Callaway: Yes, yes, on the other side of the road.

Lois Feken: Oh, o.k.

Wayne Fugere: Remember its Fox Ridge South.

Wayne Fugere: Yeah, yeah, on the other side of Graham Road.

Lois Feken: Yeah, yeah, I was on the wrong road, excuse me.

Wayne Fugere: The other one is Fox Hollow.

Lois Feken: My concern is traffic flow. I think we are building a lot of the houses up there, but we want to have. . . We don't have that access to get out—only one direction. Both roads are mapped to the south.

Wayne Fugere: It is my concern too. And then you are going to have them coming down Tara Lee and hit Stanley and comes over that way, out of that area, rather than trying to fight traffic on Hwy. 902. And, like you say, the corner there and Stanley and new businesses and stuff going in there is going to be a bottle neck.

Lois Feken: Yeah, I mean, I go there every day and it just. . . I don't want to go there. When I go to town I go through Airway Heights, just because I don't want to go through that area, because people don't stop at the road.

Joyce Callaway: At Lefevre and Hwy. 902. Right?

Lois Feken: They don't stop there and they don't stop at Stanley. They come down and you stop because you're afraid they're not going to stop and they hit their brakes, right at the very last minute.

Joyce Callaway: Twice this week, coming from Spokane, making a turn on Lefevre, the car that is waiting across the road there by the grocery store turned out in front of me. They think it's a 4-way stop—and end up twice.

Lois Feken: People that have the right-of-way are stopping all of a sudden, and you are sitting there waiting, and they are stopped.

Curt Kelling: We're working on that one too, but it's kind of a separate project.

Lois Feken: I know, but one thing leads to another. Right at that area, it's getting very congested.

Curt Kelling: It does, and that's part of the reason why we said we are working on the pedestrian route and have another grant into the school to change that east side of the road all the way to the school back there. It will be an ongoing project. All of your concerns are totally valid; it's just a matter of how we pull it off, and how we pay for it. That is the main road going all the way out. If you look at it in the bigger scheme of things, we know pretty much, approximately, where it can go to stay on the north side of the tracks and cause the least amount of impact to the wet lands. There is kind of an hour glass shape, so to speak out there. We also have much sure that we don't disturb the cemetery. We started a preliminary look at that. There is a bigger piece of that is getting the UGA changed. Otherwise, it just becomes part of the . . . regardless of what we would want to do as the citizens of Medical Lake we

would want to convince County Commissioners to fund and build the road for the City to get out to Brooks Road.

Lois Feken: What I would like to see is, I have no objections to more houses going up, but I'd like to see if we could not o.k. it, so we get another way out of out there. I don't know if I'm saying that's wrong but that could be a condition or. . . .

Joyce Callaway: And, actually, those houses are the easiest to get access to Hwy. 902 in that area. You know, they are the closest.

Bob Albright: I think you are getting into a legal area that you don't want to get into.

Curt Kelling: More so, the bigger impact that you have right now is not this particular block of lots or land, but the overall amount of housing that are back in Fox Hollow. That's where that traffic is going to and coming from.

Bob Albright: I think it's an issue we are going to have to face in the near future, as long as they are being built.

Curt Kelling: It certainly has been quite a conversation downstairs.

Bill Grimes: It's also another motivating factor, behind the Hwy. 902 study.

Curt Kelling: What we did do when we talked about, when we had the same conversation, when we met with the representative of the DOT, and basically, anything that we do that goes beyond this particular plat, we are going to do another whole traffic study and take a look at base line data when we put in the new Stanley. . . . that the City also has. Basically, what the ratio of traffic on the two roads—it kind of depends on where we're going. Most of the people that go to Spokane go out on the east road. Most of the people who are doing something here in town are going back towards Fairchild and out on the other one. It would be really interesting to see, if we do it again, whether those ratios are maintained or whether they change because an awful lot of the housing, in fact, to the north of Fox Hollow west, a lot of those folks are coming around all the way through town. That's another real reason to help with that housing back up there and try to route and everybody circling all the way back over here.

Lois Feken: Basically, if they do get involved for the school over there, you're going to have a lot more traffic because they're going to use some of the fields over there for other schools.

Curt Kelling: We've got other issues besides just that. We talked about options for parking and bike lanes and opening up one-way traffic on both sides of the road. There are some other things we can do with that. At least open it up so there is enough room for things to get through and be a little easier to see without having so much stuff parked on both sides of the road, and they don't slow down. Going slow is not a problem. We had the radar trailer sitting right behind my backyard this summer when we were doing some monitoring of traffic at some places for the council meeting. A 22 year old kid ran into the trailer and pushed it up onto the sidewalk. Got to figure out how to pay to fix that one at the moment, but we gave it a shot at slowing him down. When it was lying on its side, people drove by really slow by looking at it.

Joyce Callaway: Yeah, right.

Lois Feken: What happened?

Curt Kelling: That will be coming back out, we had done something for him in a patrol mode. We've had some conversations at the council level and citizens too, back over there, so we've done some extra patrols. But, if you don't just keep doing it all the time, the radar trailer took one for the team.

Bob Albright: Yeah, but my concern was, and you seem to be addressing that those 32 foot roads, if you get a car parked on both side—as far as winter maintenance of those road—is virtually going to be impossible.

Curt Kelling: Yeah, you're about right to see the first version of the City snow plow ordinance.

Joyce Callaway: When you said 2006, and I didn't know if you meant January 2006 or winter season 2006.

Curt Kelling: Oh, the snow plowing thing?

Joyce Callaway: Yeah, off the street.

Curt Kelling: The strategy of the document now, and giving people with information that they should move their cars, but not enforcing it until next winter.

Joyce Callaway: Oh, o.k.

Bob Albright: That makes sense.

Lois Feken: Yeah, we try hard.

Curt Kelling: You know, to educate, this doesn't do us good to go out and ticket everybody that we had . . . That's the warning, that's it's coming first ,and then we're going to get it adopted and, you know, they will go on the first, and basically, place some notices on the cars, but we won't actually enforce this.

Joyce Callaway: Thank you.

Bob Albright: That was one of my concerns.

Bill Grimes: O.k. let me finish going through this.

Joyce Callaway: Oh, sorry.

Lois Feken: We thought you were done.

Bill Grimes: No, not yet.

Joyce Callaway: Sorry.

Bill Grimes: On page four, there's an omission, under esthetics, the second paragraph begins with condition number. There's no number, it should be condition number 21. So, when we take a look at those conditions, we can see that the response to the issue of landscaping and fencing.

Joyce Callaway: So, there will be fencing along Hwy. 902 then, like there is along Graham Road?

Bill Grimes: I presume so. I have not seen a detailed map, but I presume there will be fences along the rear of those lots. Since that is, pardon me?

Wayne Fugere: Is that going to be along the back side of it?

Bill Grimes: Those lots with the back side facing Hwy. 902, is the area. You know, we are proposing that our urban growth area, will extend some distance to the east. We don't know yet how far, but there will be some development at some future point, east of this project—all in good time. So, I was less concerned about the fence on that eastern property line and more concerned about the fence on the southern property line and have it continue to permanent exposure to Hwy. 902.

Lois Feken: These are single family homes?

Bill Grimes: Yes, and that leads to the next point of compliance with the comprehensive plan to this proposed subdivision with single family lots is consistent with comprehensive plan designation for single family. It's also in conformance with the zoning requirements for lots exceeding minimal lot size requirements and dimensional requirements so it's good with the zoning.

Joyce Callaway: I think they are bigger too, aren't they?

Bill Grimes: They are larger than what the minimal lot size would be.

Joyce Callaway: Right, right.

Bill Grimes: So, it's consistent with our regulatory—it's something that . . . for zoning. We have the staff report findings divided into two sections. The procedural findings and then discretionary findings. The procedural findings talk about when things were done—when you will see the application—when it is complete and the notices of determination, when it was advertised in the newspaper and so on. Then you have a public hearing. The discretionary findings really are the meat of your recommendation, and those, I think, it's one through seven, or one through six, are drawn from our municipal code. Then we're talking about, there is finding that the this subdivision is in compliance with the comprehensive plan; any other requirements that the fiscal characteristics have been considered and the project designed to the proposed plat is in compliance with all of our zoning standards; dedication to easements have been provided for, that public use measures would be served, and that the streets, roads, water, sewer services are adequate for the City of Medical Lake for the proposed project. Then, in the staff report, I've been able to make those findings in the affirmative, and if you would like to recommend approval

of this project after your discussions, what I would suggest you do is reference those findings in your motion. But, then also pay attention to the conditions of approval. You have how many conditions here? Twenty-one conditions of approval are on this project. But, for the most part, they're very consistent with the types of conditions for approval that apply to other subdivisions in the immediate area with regard to drainage, traffic plans, storm water drainage of plans, and so on. So, you can see that we have a lot of consistency there. Where this diverges from the other projects, is looking at additional detail for that detention area on the south end of the plat, so we know what the landscaping is going to be there. Now, I had a conversation with Curt who had a conversation with Doug. If you take a look at condition number 14, it reads, "The subdivided shall set aside an approved land on the southern edge of this project for landscape entry statement and storm water detention basin." We're thinking that the entry statement may not be located on this property and may be actually located to the west side of Graham Road, not on the east side. You can actually see it on the other side of the street.

Joyce Callaway: Yeah, makes more sense.

Bill Grimes: Makes more sense. Also the type of usage that is likely to be proposed on that side of the street would be more consistent with an entry statement of landscape treatment. So, what I am suggesting you do with condition number 14 is actually to delete entry statement and the third line of that condition. So, you would subdivide and set aside an approved land on the southern edge of this project for landscape storm water retention basin. That's still consistent with the other plan and conditions that we have.

Bob Albright: So you would delete number 14?

Bill Grimes: Not delete it, just delete the three words that say, "entry statement and. . . ." Other than that, that's virtually about it. We do recommend approval with these conditions and welcome any questions.

Joyce Callaway: Does it say anything about the fencing along Graham Road?

Bill Grimes: It does. On condition number 21.

Joyce Callaway: Oh, o.k. O.k., yeah. Yeah, because I was just reading where it says curbs and plants.

Bob Albright: Were they going to put in a park area on this subdivision, or are they just going to utilize the park area that is already that's available on the other side of the road?

Bill Grimes: Yeah. We'll be looking at using the park area on the other side of the road.

Bob Albright: I noticed there is one lot up at the corner that's like 20,000 square feet. The corner section of the northwest section. That's a good size lot.

Bill Grimes: It is.

Bob Albright: Is that for the mansion overlooking the valley?

Giggles from the audience.

Curt Kelling: I think it's just more of the odd shape of that one.

Bob Albright: O.k. So list it as a dumb question.

Curt Kelling: There's some other pretty large ones in there too, I do notice that.

Wayne Fugere: Some are 11,000 square feet. That bottom piece.

Curt Kelling: With a southern exposure, someone could take and put a garden in their backyard.

Joyce Callaway: Yeah.

Bob Albright: Are the homes on the property under this, are they also going to have a reduced water pressure

Curt Kelling: At the top end? No, no. They're far too far away from the bank. The problem with the hill towards the bank, they have a pretty good gravity flow.

Bob Albright: On the Fox Hill, they've had some problems with the upper slope.

Curt Kelling: Some people think so. It's actually 50 pounds plus.

Bob Albright: Well that's not what they indicated when they came to the meeting.

Curt Kelling: Yeah, I know. I think most of those have resolved with some technical issues inside the house and some sprinkler set ups, and Mr. Ross and the building inspector have been clarified.

Joyce Callaway: You mean you can't run the sprinkler system, the washing machine, the dishwasher, and four showers at the same time up there?

Curt Kelling: Yeah. Maybe not and be completely happy.

Bob Albright: But the issues have been pretty well resolved?

Curt Kelling: I believe so. This certainly is far enough down the hill that maybe by the time we get down to the very bottom of the hill, we'd be working on just the opposite of that.

Bob Albright: I know that the other, South Lake Terrace, we've got about 92 p.s.i. static.

Joyce Callaway: Is there any audience—does anybody in the audience want to comment? At 5:32 p.m., the public hearing is closed on Fox Hollow South.

Joyce Callaway: So, if we recommend that we adopt the proposal for Fox Hollow South, Fox Ridge, I'm sorry, Fox Ridge South, with the staff findings and the conditions recommended, plus a new, minus the three words in the recommendations on number 14 entry statement.

Curt Kelling: Are you asking for a motion?

Joyce Callaway: Yeah.

Bob Albright: It's already noted in the minutes that we got some concerns about the traffic flow, but that's not part of this subdivision. I think, I read through this last night and I'm satisfied with the way it's stated and the controls put on it through the developer.

Wayne Fugere: Oh, I'm sorry; I'm more concerned about the traffic problems it is creating. That's my problem. You've got to live in the area to see how they go through there. It's my concern—there are all those little kids, an awful lot of little kids.

Curt Kelling: One thing that happens with this particular subdivision going in there is also it's the last piece of blank land we have which also gives you a little bit more justification for us to go out to the County in it's standing with the UGA and look in it as one of the things that you've really done, you've filled in the last little gap which is left there in the City limits that was open, that will be one of the things we will be looking at and justify why. The transportation, we certainly have had a lot of conversation and will continue to work with the City Council.

Lois Feken: That was my concern was the traffic.

Wayne Fugere: It's going to get worse because the only way out is to come down Tara Lee and hit Stanley if they're going that way and if they're going 902 they'll go the other way. That's the only two outlets you've got. Because they won't come out off of Graham Road off of Hwy. 902 and turn right because of the traffic. It's impossible to get out sometimes, especially in the early morning or late evening.

Curt Kelling: We have the rest of the day in shift change.

Joyce Callaway: Yes.

Curt Kelling: There's no doubt we have that that occurs in town.

Bob Albright: I think we all agree on that. The homes are not a problem—it's ingress and egress. As far as the homes, I don't have any problem with.

Wayne Fugere: So then we made a motion that we recommend approval.

Joyce Callaway: I make a motion that we accept the proposal for Fox Ridge South Subdivision with reference to the staff findings and the conditions, minus number 14 in the recommendations entry statement and with the concerns that the planning commission has about traffic.

Lois Feken: Can we do that about the traffic?

Bill Grimes: You may want to this make out as a separate motion.

Joyce Callaway: O.k. So, deleting the recommendation from the council about traffic. What are your wishes?

Wayne Fugere: I second the motion. Will you approve?

Joyce Callaway: Those in favor of the proposal for Fox Ridge South with referencing the staff findings and the conditions, minus the three words in number 14, we approve the proposal. Those in favor?

All: "Aye".

Joyce Callaway: The motion has been made and seconded that we approve the proposal for Fox Ridge South.

Bill Grimes: We'll take that to council, when do you think Curt?

Curt Kelling: Possibly the 17th.

Chairperson Callaway asked for further comment, there was none, the Public Hearing closed at 5:32 PM.

Discussion continues:

Bob Albright: Is there a possibility you can take to the council our concerns about the ingress and egress.

Curt Kelling: Absolutely, and I would do that anyway. Not a problem, if you guys would like to make a motion, we could actually come back because it's something we've been talking about for the last couple of years.

Lois Feken: I think it's time we get very serious about it.

Curt Kelling: I don't disagree, it's one thing to want it. and the challenge is figuring out how to build it.

Joyce Callaway: I think we would feel better, though, if we do say something.

Curt Kelling: I don't have any problem with it—it's actually a wonderful thing, ultimately, to have another piece of documentation on receipt in action before we, basically, you know, have the same opportunity about the sidewalks and talking about the pedestrians. We ultimately wrote a grant and wound up getting \$100,000.00 to build some kind of pedestrian crossing, pathway—sidewalk. The more, or whether the council, you folks and citizen's involvement that you get that you can put into that grant application of concerns are the reasons that we are trying to do what we do, and the more clout it give—ultimately to our abilities to go out and seek the funds to do that. So that's never a bad thing.

Lois Feken: Well, I make the motion, so tell me what I need to say for that motion.

Curt Kelling: You basically make a motion that you want to make a motion for the planning commission, and would like staff to pass on to City Council the concerns with the traffic and ultimately come back and share with you folks ideas in our planning and what we are going to do to build roads.

Lois Feken: Can I say what you said?

Curt Kelling: You can say, "So moved."

Lois Feken: So moved.

Joyce Callaway: Those in favor?

Bob Albright: I think its best we make our concerns known.

Joyce Callaway: Yeah.

Curt Kelling: It's not going to go away.

Wayne Fugere: It's not going to go away; it's only going to get worse.

Curt Kelling: I'll introduce Mark here is going to be your new planning commission member taking Leo's place at the end of the year. Both Wayne and Mark were confirmed at the City Council meeting last night. Were you at the meeting where the citizens came from Fox Hollow and talked about—might have been just before you came on the council—at lease twice during the summer last year, we had visitors and council members that lived up in a pretty on-going discussion. Doug and I felt we dodged the bullet a little bit by the school not getting their levy passed or the new bond passed the first time around.

Lois Feken: They're going again.

Curt Kelling: Yeah, I know. To work on it, because you know, we have had a lot of discussion about it, and I think between then and now, we met with the folks from DOT, Jeff and City staff. We'll be working with studies out there again, and the good part here is, because all this that we have—all that information is from when we did it—I think in 2000 or 2001, now, when we did it all the first time. So, even regardless of what people's impression of this we'll be able to tell you, really, what the difference is, he is also concerned, ultimately, with turns. Particularly left hand turns. Even the ones crossing the traffic lanes and some other issues with overall width of the road and length and scope of within the City limits of whether the ramp, one of the most things, beyond just them getting in and out there, is the other thing we have to talk about, you have the two right-hand turn lanes that were put in, which is one of the things that was approved a couple of phases back early in the Fox Ridge and Fox Hollow Subdivisions. So, there has been that change that was made out there to the road. The center turn lane takes more room.

Bob Albright: That's correct.

Curt Kelling: Ultimately, we have talked to the DOT. They've actually been out here and I can't tell you how many times now. In fact, I know most of them now on a first name basis between walking around at this corner up at the grocery store, and up and down, nearly the whole thing out there. Doug and I have had, now twice, with folks up there on the railroad tracks, which is its own little separate entity in the middle of that thing.

Lois Feken: Are they doing something there?

Curt Kelling: Changes daily.

Joyce Callaway: What?

Curt Kelling: On whether it's going to stay or ultimately. . . um. . . go way—they don't know. The state has had an option to buy that rail line all the way through to Coulee City and they purchased the line from Pullman to Cheney. And, they chose to not exercise their option on the rest of the line, yet.

Bob Albright: That's interesting.

Curt Kelling: If you look at the DOT website, and go look, they do have the, at least in concept down there, pretty much coming across the entire north side, or west side of Craig Road where all the houses are at, all the way back across Hwy. 902, connecting up where the railroad tracks turn around the corner but the State also didn't buy that portion of track that goes to there. Doug and I have met once this Fall with the coach of the CTED . . and he just went—it changes all the time. So, that one, I guess, if we ever know for sure what they are going to do, I'll tell you.

Lois Feken: When are they going to start the sidewalk from the school to Denny's?

Curt Kelling: Good question.

Lois Feken: Not until Spring?

Curt Kelling: Yeah, well certainly not until Spring. We haven't started designing it yet. We just got the grant approved, and I sent in the last paperwork toward the master portion of the grant about a week ago. So, we'll get, basically, approval from State to proceed, which means that we can actually pay the engineers and start looking at it. My guess is, since I know Mr. Ross, and I've been here long enough that, you know, we'll be out there right about the time it's really getting cold next year trying to finish it.

Joyce Callaway: To finish it?

Curt Kelling: Yeah.

Lois Feken: So, you'll get started on it next Spring?

Curt Kelling: I certainly hope so, but I know how things go with us and it tends to drip towards the end of the summer and then they're trying to get it done. But, we'll start working on the engineering, probably right after the first of the year. We did, also, the schedule the engineer's contract for another year last night. So, that isn't going to slow us down there and the State will sign-off and give us a proceed notice. Otherwise, if we have to do any work before that, they won't pay for it.

Lois Feken: The other thing, you said we all the land? So, is the land between Denny's and the new medical building, is that wetlands?

Curt Kelling: Oh, no.

Lois Feken: So can houses go in there?

Curt Kelling: It's mixed zone use there, which can be additional commercial buildings or apartments. There's been some conversation . . .

Lois Feken: But not anymore houses?

Curt Kelling: No.

Lois Feken: O.k.

Curt Kelling: And, I'm not sure what they are going to do. I've heard they are going to bring in a brand new site plan and they have some ideas of different things. I actually haven't seen it on paper and the proposal on that property.

Lois Feken: Have we got any bids or activity on the old Denny's?

Curt Kelling: No, other than the current Mayor has been discussing some things back and forth with the owner of that building to do something in there, but I don't know other than that.

Joyce Callaway: So, no new businesses showing up?

Curt Kelling: Not that I'm aware of.

Joyce Callaway: To get back to our motion.

Lois Feken: I thought we did.

Bob Albright: I don't think we voted on it.

Joyce Callaway: It was never seconded.

Joyce Callaway: Is Cherry going to figure out what the motion was? Lois has made a motion to study with the staff the problem with the congestion coming and going into Fox Hollow area on to Hwy. 902.

Curt Kelling: I think they're really more concerned with the route back to the north.

Joyce Callaway: Well, an alternative route north.

Bob Albright: I'll second that.

Joyce Callaway: The motion has been made and seconded that we ask staff to study the problem with traffic congestion coming and going into the Fox Hollow Subdivision, area from Hwy. 902, and also another route onto Hwy. 902 and north area.

Bob Albright: Out to Brooks Road?

Joyce Callaway: Out to Brooks Road. Yes.

Bob Albright: That's the north.

Joyce Callaway: North? Yes.

Bob Albright: I second it.

Joyce Callaway: All those in favor?

All: Aye

Joyce Callaway: The motion has been made and approved.

Bill Grimes: Now just a note, you will be taking a look at the Hwy. 902 corridor plan early next year, so you'll have an opportunity to look at strategies too. So, it's in the works.

Curt Kelling: We can also revisit the Comprehensive Plan and use. . . Bill and I have had some discussion, actually, of writing the entire north area sub plan we had one before it didn't extend that far.

Lois Feken: Stanley, because they are . . . to that stop. That would help to control it a little. Is that a possibility, or not a possibility?

Bob Albright: No. You'd have to cross the railroad tracks, is an unfortunate part of that.

Curt Kelling: Also, there's all that wetland. I not sure if there's a spot that you could, if you wanted to. Doug and I have checked it out everything along the railroad tracks, and the tracks themselves, is too difficult to work around because of the water.

Lois Feken: it was just a thought.

Curt Kelling: It's a good one. Certainly, we're looking at everything that we've got going on. I think that from the Council's perspective, I can just tell you, it's a pedestrian issue that they've been the most

concerned with, is what we're actively working on. You got the couple and their two kids and four dogs down the road.

Lois Feken: And they don't move either.

Curt Kelling: There's not quite enough shoulder for that there.

Bob Albright: Hell, of a journey with traffic flow from that area that's basically people that are involved in the flight out of Fairchild and their journey—the north end. The north exit and entrance would certainly relieve the congestion at Hwy. 902, significantly.

Joyce Callaway: Yeah, it would cut a lot of the problem, you know, coming to the corner, right here and everything too, yeah.

Lois Feken: Then only the people coming will be from Spokane out there.

Wayne Fugere: Yeah, will be out there at 11 o'clock just watching traffic going toward Spokane on Hwy. 902. At 11 o'clock at night you can't turn in from the Conoco Station and go left—forget it, you can't get through.

Bob Albright: I don't have anymore questions, do you?

Wayne Fugere: I have no more questions.

Curt Kelling: O.k. Do you want to try and set your next meeting? Or, do you want us to contact you and then look at the 2006 calendar. Yeah, this would be the part where I start to show my age. That's what I need eye glasses for. Dang, I don't like that. The 18th would be the normal. January 18th would be the third Wednesday, of January.

Lois Feken: January 18 at 5:00 p.m.

Joyce Callaway: Is the sign out in front of City Hall? Is that changed to the correct time we have meetings?

Curt Kelling: Great question. I'll go walk out there and look.

Bob Albright: It's right in the Cheney Free Press, it should be right here.

Joyce Callaway: Is it right in the Cheney Free Press?

Bob Albright: The Cheney Free Press is correct. Thank you.

Cara Lorello, Cheney Free Press Reporter: You're welcome.

Curt Kelling: That's all I have.

Lois Feken: I make a motion that we adjourn.

Wayne Fugere: I second it.

Joyce Callaway: The motion has been made and seconded and we adjourn at 5:50 p.m. All those in favor?

All: "Aye".

Joyce Callaway: The motion is carried.

Teri L. Wolvington
P.O. Box 932
Liberty Lake, WA 99019
Ph: 509/570-2041

January 8, 2006

Medical Lake Planning Commission
Medical Lake, WA

Re: Planning Commission Meeting, December 21, 2005

Dear Planning Commission:

It has been a pleasure transcribing the minutes of your December 21, 2005, Planning Commission meeting. Should you require the services of transcribing your minutes in the future, I would be happy to accommodate your needs.

My services are as follows:

Transcription, proof reading, and copy	9 hrs.
TOTAL:	<u>9 hrs.</u>

Thank you for your business.

Sincerely,
Teri L. Wolvington
Paralegal & Legal Assistant