

KITTITAS COUNTY DEPARTMENT OF PUBLIC WORKS

STUDY SESSION MINUTES

February 25, 2008

THOSE PRESENT:

Mark McClain, Alan Crankovich, David Bowen, Brandon Drexler, Kelly Carlson, Doug D'Hondt, Christina Wollman

GUESTS PRESENT:

Herb Miller

MILLER SHORT PLAT:

Commissioner Crankovich stated that Mr. Miller had contacted him with concern over the Conditional Approval requirements from Public Works for his short plat. Mr. Miller read a prepared statement (attached) to the Commissioners and staff. Director Drexler updated the BOCC on the history of this plat and the requirements. He stated that the road would not need to be certified until a building permit was applied for. Mr. Miller stated that there was some confusion and that he thought he had to have the road certified before the short plat would be approved. Director Drexler stated that the certification would need to take place prior to the building permit, not a final approval of the plat.

Board Direction:

No Board direction.

CHARLTON ROAD BRIDGE:

Doug D'Hondt updated the Commissioners on the Fish & Wildlife review of the Charlton Road bridge project. He stated that Fish & Wildlife had stated that if the affected property owners will not agree with the land changes then they would consider the County's design proposal. Doug would like the blessing of the BOCC to appeal the Fish & Wildlife's decision to deny if that is their decision. Commissioner Crankovich stated that county staff should meet with Jeff Tayer, who is the head supervisor of all the Doug has dealt with and see if they can gain any headway. He stated that if there is no resolution from this meeting then an appeal may be necessary.

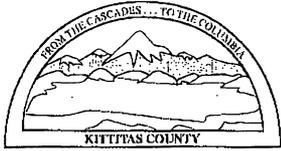
Board Direction:

Commissioner Crankovich directed staff to meet with Jeff Tayer, Fish & Wildlife, to see if a resolution can be found for the project design.

Meeting adjourned at 2:00 pm



Brandon Drexler
Public Works Director



KITTITAS COUNTY PUBLIC WORKS DEPT.
LOCATION: CDS CONFERENCE ROOM
2/25/2008 STUDY SESSION @ 1:30

** Miller Short Plat - (BOCC – Alan Request) - Mr. Miller to be Present	
<i>*Charlton Bridge Update</i>	

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Thank you for the opportunity to speak today.

Last Summer I started a process that appeared to be straight forward, and not too complicated.

A simple Ag 20 one time split.

It has turned out to be a costly drawn out affair.

Now Surveying, K.R.D. and Public Health all go smoothly.

The hang up is with Public Works.

What I have observed with Public Works is that at least 3 assumptions seem to be held.

- ① If you are dividing land, you must be a developer.
- ② Divided land is to be sold and big profits are guaranteed.
- ③ By imposing costly County Road Const. Regulations on existing PRIVATE roads fire trucks will be able to reach a dwelling on fire.

All 3 of these assumptions are in error.

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First, Some County residents such as myself simple want to get their affairs in order.

I have 2 children, and eventually I would like to have 2-10 acre pieces of land.

Second. None of my property is for sale. No big profits are coming, this procedure is all expense.

Third, after citizens have met your criteria at much expense there is no guarantee that the driveways accessing the private road will accommodate a fire vehicle.

I know of at least 2 driveways that are over 800 ft long, very narrow and not graded enough for large vehicles. Not to mention in winter with displaced snow piles even your hammer heads are jammed with snow.

In Spring these long narrow driveways are very muddy & soft. Again not suitable for large vehicles. and no turn arounds at the end.

~~While~~ I do Support a Standard for Constructing a ~~new~~ road to access homes on land that was previously a hay field

However New Construction Should be viewed Separately from Existing private roads that have already been inspected and passed by the County when they were built, there is no good reason to imposed huge financial burdens on the citizen of this County that are not building new roads.

Back County drive was built and Signed off on By this County when Howard Road # 1 was subdivided 14 years ago.

re-certification by expensive Engineers is redundant and unfair.

I am instructed by the Public Works Director that there are simply too many projects ongoing for County Employee's to go into the field and inspect each one.

Possibly that approach could save time Cranking out unnecessary paperwork that does not achieve the goal in much more Time Consuming.

In Closing, It is my opinion that residents that simply want to do a one time split should be viewed differently than a developer who want to construct new road to access multiple dwellings.

These applications should be looked at and even visits made to the land in question to decide who is and who is not a developer.

The word PRIVATE in PRIVATE ROAD seems to have lost it meaning for public works. at some point personal responsibility must enter into our thinking. Currently ~~the~~ personal responsibility starts at our own driveways.

If you came to my house you would find a driveway that meets or exceeds your Road Standards. you would also find very large numbers, marking the address in several locations because I have accepted the personal responsibility of making sure I can be found and service by emergency response vehicles. However you should not impose personal responsibility.

Thank you