DISCUSSION: BERNIE ROAD, CAMANO ISLAND

During late 1977, petitions were received from property owners requesting that Bernie Road on Camano Island be widened. In response to those petitions, Roy Allen, Assistant County Engineer, reported that he sent a letter to the property owners indicating that if they deeded Island County 30' of cleared right-of-way, the County would consider placing ballast and crushed surface material. On that basis, Mr. Allen proposed he send another letter to the petitioners, along with Quit Claim Deeds, for the right-of-way which has been reserved in real estate contracts for right-of-way purposes, indicating that the County would still require the property owners to clear the right-of-way of the trees. Commissioner Christiansen agreed that the County should accept deeds without any charge to the County, and that the County not clear the right-of-way, and moved that Roy Allen be authorized to send out a letter and Quit Claim Deeds to the property owners involved stating the facts that the County would not clear the right-of-way but would place the ballast. Motion, seconded by Commissioner Anderson, carried unanimously.

HEARING SCHEDULED: VACATION FOR A PORTION OF AN ALLEY IN THE FIRST PLAT OF UTSALADY, CAMANO ISLAND

A petition was received by the County to vacate a portion of an alleyway and State Street in the First Plat of Utsalady on Camano Island, and Mr. Allen reported that subsequent to that receipt, correspondence had been received from four property owners who originally signed the petition that their names now be deleted from that portion of the petition relating to the vacation of State Street. Based on that request, Mr. Allen felt that the Board should schedule a public hearing to discuss the merits of the petition, hearing both pro and con from the public involved. Commissioner Christiansen moved that this matter be expedited, that the property be posted with notice of hearing, and advertized for a hearing to be held on May 15, 1978 at 10:00 a.m. Motion, seconded by Commissioner Anderson, carried unanimously.

BID AWARD CONTRACTS SIGNED

The Board approved a Contract with Del Reisner Texaco of Anacortes for furnishing diesel fuel for Whidbey Island per bid award dated March 9, 1978, and also a Contract with Chevron U.S.A., Inc. for furnishing Island County with Emulsified Asphalt.

OAK HARBOR ROAD SHOP FENCE

The Board directed that Mr. Jolly proceed to prepare specifications and call for bids for repair to the fence surrounding the Oak Harbor Road Shop property, and that efforts be made for beautification since the Shop is within the City Limits of Oak Harbor.

COUNTY ROAD PROJECT NO. 78-12, RESOLUTION NUMBER R-38-78

The Board unanimously approved C.R.P. Number 78-12 in the amount of $3600.00 to construct an access from State Highway 525 in the vicinity of the Bayview Road Shop.

MENTAL HEALTH BOARD MEMBER RESIGNS

Upon receipt of a letter from Melissa Allen, member of the Island County Mental Health Board, notifying the Commissioners that she must resign due to moving from the area, Commissioner Anderson moved that the Board accept her resignation and communicate in a letter the Board's appreciation for her efforts on behalf of the Mental Health Program in Island County. Motion, seconded by Commissioner Christiansen, carried unanimously.

SHORELINE MANAGEMENT SUBSTANTIAL DEVELOPMENT PERMIT #SDP0478, PORT OF LANGLEY

Syd Glover, Island County Planning Director, submitted for the Board's consideration, Shoreline Management Substantial Development Permit Application No. SDP0478 from the Port of Langley, for property located in South Whidbey, lying West of Maxwelton Road, Dave Mackie Park in Island County, Washington. Permit is requested to construct a rock retaining wall for bank protection, concrete cut-off wall for boat ramp protection, new restroom and sewage

disposal system, picnic tables and improved parking facilities, in conjunction with joint cooperation between Island County and the Port of Langley, having received funding from the Interagency Committee. Mr. Glover reported that the Planning Commission held a public hearing on the matter March 14, 1978, and at that time, recommended that the permit be issued being in accord with the Shoreline Management Program for the improvement of public access facilities. The project has a great deal of community support along with Island County Park Board support, and involves some $94,000 in construction costs. Commissioner Christiansen moved that the Board accept the Planning Commission recommendation and adopt Shoreline Development Permit Number SDP0478. Motion, seconded by Commissioner Anderson, carried unanimously.

ZONE CHANGE APPLICATION NUMBER Z0378, AND PRELIMINARY PLAT APPLICATION NUMBER P0178, SEAVIEW, DIVISION #8, GEPNER, TREFERO AND MORGAN

Mr. Glover presented Zone Change Application #Z0378 and Preliminary Plat Application #P0178 for Sea View, Division #8, from Gepner, Trefero and Morgan. The Preliminary Plat consists of 41.8 acres divided into 52 lots, of which 14.1 acres is requested for rezone from Rural to Residential, property located on North Whidbey within the West Beach area, lying East of West Beach Road and South of the Plat of Sea View, Division #7. Mr. Glover reported that the Planning Commission heard the matter on March 14, 1978 and recommended approval of the Zone Change and Preliminary Plat. Conditions of final approval for the Plat, were the requirement from the Health Department for additional soil tests conducted, and approval of the expansion of the Sea View water system prior to final approval, and approval of that system by the Department of Social and Health Services. Commissioner Anderson moved that the Board approve the request for a Zone Change, number of request Z0378, Ordinance Number 85/P, that the Board approve this today of Mr. Gepner, Trefero and Morgan for Sea View, Division #8. Motion, seconded by Commissioner Christiansen, carried unanimously. Howard Gepner, representing the developers, responded that at the Planning Commission meeting, concern had been expressed by the residents of Sea View Division #7 and a change in the original plat was made that the utility easement not run through but a cul de sac be developed. The County Engineer's office, however, felt that due to the need for possible emergency vehicle traffic, that the road should be developed and left open; the developers would still like to see the cul de sac in there. Mr. Glover noted that Tract B was noted on the Final Plat of Sea View, Division #7, for road purposes and was completely supported by the Planning Office as well as the Planning Commission. Dave Warren, property owner, Lot 99, Sea View #7, reported a petition had been presented to the Planning Commission consisting of 10 signatures of property onwers voicing their opinion that the road not connect between Division #7 and #8. Mr. Warren submitted at this time, five additional signatures, now representing 15 out of 16 residents along Pinewood Way in the Plat of Sea View #7. He reported that their #1 complaint is that they had been told Pinewood Way would always remain a dead end street. The property owners strongly oppose making that a connecting road to Sea View, Division #8. Mr. Glover stated he had no knowledge of what any real estate people may have expressed, but did know this is noted as a street very specifically on the Final Plat of Sea View Division #7. When Division Number 7 was approved, there was initially to be a connection that would have come from Ft. Nugent to Peacock Lane--this was rejected because it would have formed another through route from Ft. Nugent. At that time, the Planning Commission, Planning Department and the Engineer's Department felt it desirable to provide an in-plat matter of circulation. While he recognizes the problem of children playing in the roadway, Mr. Glover questioned however, if that should be a planning consideration when talking about circulation of traffic. Commissioner Anderson stated he was very sensitive to safety, fire fighting and emergency situations, and made a motion that the Board approve the Plat with access left in but not finished up as an asphalt road, but grassed