BOARD OF ISLAND COUNTY COMMISSIONERS
ISLAND COUNTY, WASHINGTON

Wm. F. Dunlop, CHAIRMAN
E. Duane Kemp, MEMBER
Lou A. Romeo, MEMBER

ATTEST: Harry H. Ferrier
Island County Auditor & Ex-Officio Clerk of the Board

IT IS HEREBY ORDERED AND APPROVED that the amount of $5,348.67 be appropriated to the Custodial Maintenance Department budget for 1983 to meet this emergency.

DATED this 5th day of July 1983.

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RESOLUTION NUMBER C-21-83 FOR ADVANCE EXPENDITURE FUNDS FOR EXTRADITION OF INDIVIDUAL FROM ALASKA STATE

BOARD OF COMMISSIONERS
ISLAND COUNTY, WASHINGTON
RESOLUTION NO. C-21-83

WHEREAS, it is necessary to extradite one Jack A. Peters, Jr., from Fairbanks, Alaska on or about the 7th day of July, 1983, and

WHEREAS, the cost of such extradition may be reimbursable through the Office of the Governor of the State of Washington,

NOW, THEREFORE, BE IT RESOLVED THAT monies in the amount of ONE THOUSAND TWO HUNDRED DOLLARS ($1,200.00) be advanced from the Advanced Expenditure Funds for the purpose of defraying the cost of the above-described extradition, such monies to be reimbursed to the county with funds from the Office of the Governor of the State of Washington.

Dated this 5th day of July, 1983.

Wm. F. Dunlop, Chairman
E. Duane Kemp, Member
Lou A. Romeo, Member

ATTEST: Harry H. Ferrier
County Auditor and Ex-Officio
Clerk of the Board

REAPPOINTMENT TO THE NORTHWEST SENIOR SERVICES BOARD

Commissioner Kemp moved the reappointment of Mr. Paul Linderman to the Northwest Senior Services Board for another three-year term to run through 30 June 1986. Motion, seconded by Commissioner Romeo, carried unanimously.

APPEAL OF SHORT PLAT DENIAL BY ROBERT GRACE AND FRANKLIN TRALLE
SHORT PLATS 82/85 AND 82/98

The matter of the appeal of short plat denial by Robert Grace for Short Plat No. 82/85, and Franklin Tralle for Short Plat No. 82/98, came on before the Board for consideration at 3:00 p.m. as scheduled; two separate four-lot short plats contiguous to each other to be served by access easement off Clover Valley Road to the South (located North Whidbey), which intersects the two short plats in the middle. Mr. Madsen made the presentation before the Board, clarifying this matter to not be an appeal of denial, since the short plats have not been denied, but rather an appeal/waiver of the actual road width requirements by the Island County Engineering Department for private roadways within the two short plats as outlined in letter requesting waiver dated 25 May 1983 from Tom Roehl, applicants project representative. In a letter dated 28 March 1983 to the Short Plat Admininstrator, Mr. Roehl offered the following points in support of the request:

"(1) Applicants have no objection to improving the surface of existing access road from Clover Valley Road;

(2) In determining the road width to be required, 5 land parcels with alternate access opportunity to County roads were counted;

(3) The existing road width represents the commonly traveled surface with sufficient area for vehicles to pass each other on the few occasions this is necessary. Widening the road at this time will only result in wasted expense and materials since overgrowth and deterioration may result from lack of proper compaction;

(4) Applicants do not at this time plan to offer parcels for sale. Short plat application was made by the Grace's and Tralle's in order to deed parcels to their children. Actual lot development is not anticipated in the foreseeable future;

(5) The existing access road has an all-weather gravel surface on a strong, hard sub-base. It is not a dirt road. Widening the road will require a considerable amount of fill;

(6) The approximate length of the road section with a slope between 12% and 15% is 105 ft. This hill has presented no obstable to ingress and egress to vehicles of any type. Since one of the intended purposes of requiring paving of sloped roadways is to assure access to emergency vehicles such as fire trucks, and since current conditions are suitable for such access, no practical purpose will be served by requiring paving of this roadway;

(7) The required road improvements (widening and paving) will work an undue economic hardship on the applicants, since no maintenance agreement exists to assure cost participation by other property owners served by subject access road. Past efforts to solicit voluntary participation for road improvements have been unsuccessful, since most of the properties served are undeveloped and/or have alternate options for access to either Clover Valley or Golf Course Road."

Larry Kwarsick, Assistant County Engineer, handed the Board four photographs showing the roadway involved. He clarified the intent of modifications to the Land Development Standards to be for the purpose of allowing applicants to gain waivers from design criteria if there are certain limiting factors (unusual topography, construction constraints such as to cause significant hardship and actually prevent development) or if an applicant has a unique design plan which could be viewed as an alternative to the County's standards. In this particular case, however, Mr. Kwarsick stated that the roadway easement width is sufficient as is, (60' easement) and by Land Development Standards (LDS) the easement width is based upon the potential number of lots served and 60' is adequate in this particular case. A graduated approach for private roadway construction is stipulated within the LDS for four different surfacing widths:

1 to 4 lots	14' roadway width
5 to 8 lots	18' roadway width
9 to 16 lots	22' roadway width
16 lots and over	30' roadway width

Mr. Kwarsick noted that he was not sure by Mr. Roehl's comment number 2 in the letter of 23 March 1983 which five land parcels with alternative access were looked at. He advised that in setting the roadway width requirements in this case, the Engineering Department looked at the two contiguous actions which established 8 new lots, along with the northerly two parcels, bringing the lots to 10 parcels which puts it in the 22' surfacing requirement. As indicated on the pictures, the existing roadway is 14' and has been there for quite some time, and at this time is densely compacted. The Engineering Department believes that the standards and requirements submitted to the Short Plat Administrator in accordance with the LDS are fair and in this case, that no waiver should be granted, and that the roadway be constructed to a 22' width, and paving of grades in excess of 12% (unless the length of the slope is within the 100' range); in this case it is 300' of grade in the 15% slope range. In addition, there is a vertical curve problem and concern about sight distance; without some change in the verticle curve the accesses would be unseen. He did acknowledge it might be possible that some grade reductions could be made by the applicants thereby eliminating the paving