

**CITY OF HAYDEN LAKE
MINUTES OF REGULAR MEETING
SEPTEMBER 17, 2013**

CALL TO ORDER

Mayor Beck called the meeting to order at 5:00 pm. Present were Council members Tom Gorman, Tommy Frey and Jim Ackerman. Councilman Ed Graves had an excused absence. City Attorney Pete Bredeson, Code Enforcement Officer Rand Wichman, Police Chief Glen Johnson and City Engineer Matt Gillis were also present.

AGENDA AND CONSENT AGENDA

Mayor Beck proposed moving Matt Gillis's presentation under New Business to last on the Agenda and asked for a motion to approve the Agenda with that change along with the Consent Agenda. **Councilman GORMAN moved to approve the agenda for the meeting along with the consent agenda. The consent agenda included the minutes from the September 3, 2013 regular meeting and a list of invoices for approval. Councilman FREY seconded the motion. The motion carried.**

CITIZEN ISSUES

None

OLD BUSINESS

None

POLICE CHIEF REPORT

Chief Johnson reported that the month of August started out busy and then tailed off. There were twenty-six (26) traffic stops, from which twenty-four (24) citations and two (2) warnings were issued. Calls for service really diminished except for one call about a barking dog. Mayor Beck asked Chief Johnson if he had seen any change in behavior on Miles Avenue since it had been striped. Chief Johnson responded that he hasn't really but would be interested to see if Lakes Highway District has done a traffic study and if so what it revealed regarding speeds. Mayor Beck responded that he had talked to Eric Shanley and the Highway District plans on putting traffic counters out. Councilman Frey stated that it was nice seeing Deputy Asper patrolling Lakeview Drive from Club Lane.

CODE ENFORCEMENT OFFICER

Code Enforcement Officer Rand Wichman presented highlights of his written report to the Mayor and Council. Wichman stated that no building permits have been issued this month. He has done one final inspection and investigated and resolved an issue with a "for rent" sign at the intersection of Miles Avenue and Morris Road. Wichman also

reported that he has been trying to get in contact with the contractor relating to the Council's denial of a fence variance application submitted by Pine Cone Properties, LLC. The contractor/owner have until October 3, 2013 to obtain a permit for the fence and bring it into compliance with City Code. The City Clerk has mailed a copy of the Council's written decision to Pine Cone Properties. The contractor isn't returning Wichman's phone calls.

Wichman also stated that the owner of property that fronts Chalet Road may be pursuing a subdivision and/or boundary line adjustment in the future. He then presented a new building permit card that will be put into use immediately.

NEW BUSINESS

- I. Matt Gillis - Strahorn Road Design – Intersection of Lakeview Dr. and Hayden Ave. – Pedestrian Path on Lakeview Drive and Miles Ave. – Lakeview Drive Drainage Issues

Mayor Beck began the discussion by stating that with respect to Strahorn Road, based on previous discussions and decisions of the Council the focus of the present discussions should be on keeping one lane of traffic southbound as it currently exists, with the eastern portion of the right of way being maintained as a pedestrian path. Some sort of separation between the path and traffic lane should also be addressed, like a small swale or delineator posts. Mayor Beck also stated that how the pedestrian path terminates when it reaches Miles Avenue and Hayden Avenue should also be considered, along with what type of landscape architecture should be incorporated at the intersections of Strahorn/Miles and Strahorn/Hayden to implement a look for the City.

Matt Gillis stated that Strahorn Road consists of approximately thirty (30) feet of right of way. Gillis presented visual illustrations of Strahorn Road depicting the current traffic lane and pedestrian path. Mayor Beck stated that he thought that based on previous survey work the right of way for Strahorn skewed towards the east on its southerly portion and to the west along its northerly portion. Gillis stated that he thought that was the case. Mayor Beck asked for the discussion to be focused first on how wide the traffic lane should be, with narrower meaning slower traffic speeds. Mayor Beck questioned Gillis regarding the minimum width required for emergency vehicles. Gillis responded that he thought they could manage with ten (10) feet, but will check to make sure.

Councilman Ackerman verified that there will be no speed bumps as part of the new Strahorn design. Councilman Gorman stated that is why it is so important to keep the traffic lane narrow to reduce traffic speeds. Councilman Ackerman then asked if the Council is sacrificing trees or trying to maintain them as part of the design. Councilman Gorman responded that maintaining the trees is preferable.

Gillis then stated that one of the previous plans for Strahorn involved using the same width of asphalt that currently exists, thereby minimizing damage to trees. Mayor Beck and Councilman Gorman both stated that plan has already been approved by the Council. Mayor Beck then focused the discussion on the dimensions and features of a separation between the traffic lane and the pedestrian path. Gillis referred to an illustration that portrayed a “cable and post” type of barrier like what surrounds much of the Hayden Lake Country Club, although he questioned the sufficiency of such a barrier to prevent cars from entering the pedestrian path. Councilman Ackerman proposed the idea of an elevated pedestrian path fourteen (14”) to sixteen (16”) above the traffic lane. Councilman Frey added that a gravel ditch and cable and post type of barrier might also be incorporated into an elevated pedestrian path concept, like the City of Coeur d’Alene has done in the Silver Beach area. Mayor Beck responded that he thought that traffic standards require at least five (5’) feet of separation between such barriers and traffic. He also stated that the City doesn’t have the funds to redo the pedestrian path and has to maintain the grade of the traffic lane to meet the driveways to the west. Councilman Ackerman then asked about curbing as a possible barrier. Mayor Beck and Matt Gillis placed an approximate cost of such curbing at \$45,000-\$50,000.

Mayor Beck asked Gillis what the cost of curb stops would be. Gillis approximated \$150.00 a piece. Councilman Ackerman asked how much right of way is left over given a traffic lane of ten feet (10’) in relation to proximity to the trees. Mayor Beck responded that there was plenty of right of way and that in the narrowest section there would be a 10’ traffic lane, 3’ ditch and 5’ pedestrian path. Gillis then referred to an illustration that had a 10’ traffic lane, 2’ buffer and 8’ pedestrian path. Councilman Ackerman stated that 8’ is too wide for a pedestrian path. Mayor Beck stated that he thought a 6’ pedestrian path is as wide as the City could go. Based on the City’s limited funds, Mayor Beck stated that going with a 10’ traffic lane, 3’ ditch and 5’ pedestrian path made sense. When the City has more funds in the future, it can widen the sections of the pedestrian path where it needs to.

Councilman Frey asked what was going to be placed in the swale. Mayor Beck responded that he thought gravel would be placed in it. Councilman Ackerman then asked about a cable and post barrier. Mayor Beck stated that he would like to see that if the City can legally justify it. Gillis responded that based on the dimensions of the right of way the City might not need a barrier at all. The Mayor and Council responded that based on the way people drive on Strahorn some sort of physically intimidating barrier needs to be placed. Mayor Beck instructed Gillis to research the feasibility of a cable and post barrier, both legally and financially. Attorney Bredeson explained that so long as the City proceeds according to what the City Engineer recommends or consents to, the City is immune from liability. Councilman Ackerman stated that he would still like to see if elevating the path is economically feasible. Gillis responded that option would be expensive no matter how it is done.

The discussion then turned to creating visual entries into the City. Councilman Ackerman questioned if such concept should be limited to the Strahorn/Miles and Strahorn/Hayden intersections since there are several other entry points to the City. Councilman Gorman stated that he thought there were previous discussions regarding also putting some type of visual entry further to the south on Hayden Avenue since that is where the true City boundary is. Mayor Beck responded that he is all for creating visual entries at the Strahorn/Miles and Strahorn/Hayden intersections along with other entry points into the City. However, the City doesn't have sufficient funding to accomplish all of that now. Mayor Beck recommended first developing a design concept for all entry points into the City with the assistance of Del Hatch, an employee of Welch Comer. Gillis suggested having Mr. Hatch come up with some kind of entry theme with and without budgetary constraints.

Mayor Beck then stated that another topic of discussion is how the transitions are made around the corners of the Strahorn/Miles and Strahorn/Hayden intersections, whether it be with curbing or posts and cables. Councilman Gorman referenced a survey done before the City's Comprehensive Plan was last updated which indicated that City residents didn't want curbs or sidewalks. So, Councilman Gorman prefers the cable and post approach. Councilman Ackerman suggested the City look into using signature posts in the City and along the Strahorn pedestrian path. The consensus of the Mayor and Council was that posts would be a good idea. Gillis was instructed to inform Mr. Hatch of this.

Gillis asked what the Council wanted to do with respect to an entry monument theme. Mayor Beck explained that based on Councilman Ackerman's idea regarding signature posts, an enhanced version of that theme should be incorporated by Mr. Hatch for the radii around the corners of the Strahorn/Miles and Strahorn/Hayden intersections along with other City entry points and traffic signs. Councilman Ackerman suggested incorporating a graduated sizing of posts at the City entry points. Councilman Frey stated that such a concept would have low maintenance costs and be relatively inexpensive. Councilman Gorman questioned if some type of signs should also be considered at the City entry points. Councilman Frey recommended the type of metal signage used by the Hayden Lake Country Club. Councilman Gorman presented the idea of having logs at the City entry points like the Country Club has.

Gillis then clarified that Mr. Hatch is to come up with a general concept for the Mayor and Council to consider. Mayor Beck verified this and said that Mr. Hatch should stick with concepts that the City can afford. Councilman Ackerman requested that the concept incorporate graduated dimensional posts at City entry points. Gillis asked for any other criteria to incorporate into the concept. Mayor Beck responded that any landscaping needs to be low maintenance. Councilman Frey recommended that lighting be incorporated into the design. Councilman Ackerman recommended enhancing the City's street lighting as part of the concept. He also sought clarification regarding what design for Strahorn the

Council had arrived at. Mayor Beck clarified that the traffic lane would be 10', with a 3' ditch and whatever asphalt path is left over for the pedestrian path, which should be between 5' and 6'. Gillis asked whether or not the City wanted to see a concept first or should Welch Comer just start with the design. Mayor Beck explained that the design needs to be ready to go out to bid in early spring of 2014. Gillis will present a task order to the City for the Strahorn design. With respect to the City entry points and key intersections, Gillis will bring back three to four design concepts with the assistance of Del Hatch.

Given time constraints, Mayor Beck stated that the discussion regarding the intersection of Lakeview Drive and Hayden Avenue, the pedestrian path on Lakeview Drive and Miles Avenue and the Lakeview Drive drainage issues would take place at the next Council meeting.

CITY ATTORNEY

I. EPA MS4 Stormwater Program

Attorney Bredeson recommended that the discussion regarding this matter be deferred until the next Council meeting.

ADJOURNMENT

With no further business, Councilman GORMAN moved to adjourn at 5:58 pm, seconded by Councilman FREY. The motion carried.

Chris Beck, Mayor

Lynn M. Hagman, City Clerk