

CITY OF RIDGECREST

INFRASTRUCTURE COMMITTEE

City Council Conference Room
100 W. California Avenue.
Ridgecrest, CA 93555

Tuesday October 11, 2005 at 5:00 p.m.

MINUTES

PRESENT: Chairman: Steve Morgan; Member(s): Duke Martin, Jim Smith, Chuck Roulund; Staff: APW Joe Pollock, DCM Jim McRea, Hurley Vanderpool, Eva Peterson; Public: Dave Matthews, John Ciani, Bob Riding, Don Smith, Jon Bigalow, Christina Girodox, Chuck Cordell, Bill Freund, Mike Mower

ABSENT:

1. CALL TO ORDER: Chairman Morgan called meeting to order at 5:00 pm

2. APPROVAL OF AGENDA: Approved

3. APPROVAL OF MINUTES: September 13, 2005 – Approved

4. PUBLIC COMMENT:

A. Bud Klamp: Stated that over a year ago he was told that the stop sign currently at Gold Canyon and Arrondo would be moved to the intersection on Gold Canyon next to DART. The Committee stated that Staff would speak to Chief Avery about getting it moved.

B. Duke Martin: Wanted to know if the Street Crew would be going back to the streets that they had recently chip-sealed and filling in the spaces that were missed, either because of a parked car, or the edges next to the cross gutters. APW Pollock stated that those spots would have to be done by hand, and that he would speak to the street crew about it.

C. Dave Matthews: Concerned about the 'head-in' parking on cul-de-sacs instead of parallel parking.

5.

A. Installation of Septic System on Ward Ave, between Sierra View & Downs: (combined with item D) APW Pollock stated that currently there is a 10" main on the south side of Ward between Sierra View and Downs that serves the mobile home park. The City only paid for three laterals to be extended across Ward from the main to the houses on the north side of the street. The main sits under

the #2 east bound lane on the south side of the street. Trenches would have to be dug all the way across the street to put in laterals to the houses. This would cost about \$25,000 per trench. Due to this cost, there has been a request from a resident on the north side of the street to put in a septic tank instead of connecting to that sewer system.

Don Smith, property owner that requested the septic tank, says that completion of the installation of his new home is pending on the approval of a septic system. He sees only two solutions. One is that he can connect to the neighbor's sewer line that runs to the main, if they have one. But this might cause title problems for both properties involved. The second idea is to install a septic system. Western Homes has installed septic systems within the City before

APW Pollock stated that the City could put in a new main on the north side of the street at a cost of about \$60 - \$65 per foot, and that would eliminate the need to trench across the street. The cost of installation could be recovered as the houses on the north side of the street connected to the sewer system. There are no records of any of the houses already being connected to the City sewer system. The installation of the new main would take 3 – 4 months. APW Pollock feels that allowing Mr. Smith install a septic system would be the best idea, seeing as it is holding him up from being able to move into the house.

The Committee agrees to let Don Smith install the septic system so he can move into his new home, however, he must provide a letter stating that he will connect to the City sewer system once it is available to him. The Committee also directs staff to put together a cost analysis for installing the new sewer main.

B. PGE Presentation on CNG filling applications: Hurley Vanderpool stated that Municipalities are required to reduce emissions on all diesels vehicles in their fleets by December 2006. The conversion must be completed by 2010 or the City starts to lose Federal funding. Mr. Vanderpool stated that both street sweepers that the City currently uses must be replaced to meet the new standards. CNG does not cause as many problems as diesel fuel, plus it is a better financial option for the city. A CNG facility could become a good revenue source for the City.

Bob Riding from PG&E presented a PowerPoint show. He stated that technology has finally got up with the fuel and there are no longer the problems that there use to be. The fuel is now harder to ignite, which makes it safer for use; and there is no longer a loss of horse power. Some disadvantages to CNG are that it takes more to go the same distance as diesel, and that there are very few public fueling stations in Kern County. Some advantages are that it is non-toxic, there are significant environmental and economical benefits, the time-fill system requires no attendance. Price per gallon for CNG is 25% - 30% less than diesel. Any equipment used in a CNG fueling station can be converted for use with Hydrogen. The State is offering a 50% credit of the incremental cost of new cars

that run on CNG, up to \$32,000; and a 30% credit of the costs of installing a CNG fueling station, up to \$30,000. There is also a tax credit of \$0.50 per gallon for CNG of LNG fuel sold. Kern County APCB has MVERP funds of \$50,000 per project to help with the conversion. CMAQ is also offering to pay 87.12% of all eligible costs (vehicle purchase, CNG stations, facility upgrades). Installation of a CNG fueling station takes about 4-5 weeks.

The Committee asked PG&E to send their PowerPoint to the Staff, and they want the item brought back to the next meeting for further discussion. The Committee also wants the item to be placed on every future agenda until an action is taken.

- C. Wastewater Design and Construction Standards:** DCM McRea stated that between January and August of 2005 there were 15 call outs where the property owner believed their sewer problem was the City's responsibility. In all cases, it was determined that it was the property owner's responsibility. Placing a clean-out at the lateral would negate the need of a riser and would make the clean-out easier to find. Currently a second clean-out is required for anything 90 degrees and more. Chuck Cordell, a local contractor, would like it to be anything more than 90 degrees that would require a second clean-out. Currently inspectors are requiring a second clean-out at 90 degrees. Mr. Cordell stated that they have not had the problems with PVC pipe that they had with the clay pipes. DCM McRea stated that currently contractors are required to place 4" pipe under driveways and patios for sewer lines, but can use 3" pipe up until the line does under the concrete. Bill Freund stated that 3" pipe is what is used under the slab the house is on. Chuck Cordell made the point that the 3" pipe connects to the clay pipe that laterals are constructed out of better than the 4" pipe does, creating less opportunity for problems.

The Committee concluded that a clean-out placed at the lateral and no riser would be fine; a second clean-out would be required for anything more than 90 degrees; the pipe can be 3" under driveways and patios; that the property owner is responsible for the lateral all the way to the main; that PVC pipe is allowed, but not SDR; blue glue bands on the PVC must be visible to the inspector for approval; and that the contractor can follow the guidelines laid out in the new ordinance (the items that we just approved) until the City Council approves the ordinance.

- D. Sewer Lines with City:** combined with item A

- E. Road Mix Paving Materials Shortage:** APW Pollock stated that there has been so much development requiring road paving that the City can not keep up with the public demand for selling road mix. The price per ton is rising rapidly. The City has had to suspend the sale of road mix to the public at this time.

- F. Rubberized Paving Grants:** Item held over till November meeting.

G. Grading Requirements in Ridgecrest Heights Area: APW Pollock stated that grading of the lots in the Ridgecrest Heights area had not been required. The lots in that area have a natural slope going away from the street, making the back of the lot about 2 to 3 feet lower than the front. The City rules state that the front two-thirds of the lot must drain to the street, but the back third may drain away from the street. The County is now saying that 100% of the lot must drain to the street. This will require build up of dirt and retaining walls to keep the ground in place. The County does not accept “reasonable drainage” onto adjacent lots. Changing the drainage direction will cause house heights to be staggered due to the fact that the houses that are currently build do not have the retaining walls or extra dirt on their lots. APW Pollock stated that this will affect most of the older subdivisions in town.

Member Morgan asked about placing a drain pipe under the house to make lot drain to the street. APW Pollock stated that it would still require the back of the lot to be higher than the front of the lot.

Bill Freud suggested placing the pad and fences where they normally are, and just creating a swell in the property towards the street. He also stated that the new standards were going to make houses that are next door to each other to have different drainage and heights. Mr. Freund told the Committee that the County inspector is now requiring a grading plan and retaining walls, which were not required when the plans were finalized. He feels that the new standards should only apply to new house plans, not ones already in construction.

DCM McRea stated that the current regulations for the County call for a grading plan and permit for any grading more than 50 yards. Mr. McRea said that there are easements in the back of the lots, but they are utility easements. APW Pollock believes that there are definite legal issues with this, and feels it should go to the City Attorney for their opinion.

The Committee agrees that this item needs to go to the City Attorney for clarification and it is to be brought back to the next meeting with more information.

H. Mervyn’s exit on China Lake Blvd: Item held over till November meeting.

I. Diesel Emissions Standards: Item held over till November meeting.

J. Corporation Yard: Item held over till November meeting.

6. DIRECTOR’S REPORT: None

Adjourned: 6:45 pm