

**FNSB PLATTING BOARD MEETING**  
**NOVEMBER 15, 2017**

# FAIRBANKS NORTH STAR BOROUGH PLATTING BOARD MEETING

Mona Lisa Drexler Assembly Chambers at the  
Juanita Helms Administration Center  
907 Terminal Street, Fairbanks, Alaska

## AGENDA

6:00 PM

November 15, 2017

A. CALL TO ORDER and ROLL CALL

B. MESSAGES

1. Citizens Comments – limited to three (3) minutes
  - a. Agenda items not scheduled for public hearing
  - b. Items other than those appearing on the agenda
2. Communications to the Board
3. Chair's Comments
4. Introduction of staff
5. Disclosure and Statement of Conflict of Interest

C. APPROVAL OF AGENDA AND **CONSENT** AGENDA

Approval of Consent Agenda passes all routine items indicated by asterisk (\*) on the agenda. Consent Agenda items are not considered separately unless and Commission or Board member or citizen so requests. In the event of such request, the item is returned to the general agenda,

D. **\*MINUTES**

Minutes of the October 25, 2017 meeting

E. CONSENT AGENDA ITEMS

F. ADMINISTER GROUP OATH

G. QUASI-JUDICIAL HEARING

1. **VR008-18/SD028-15/RP032-15 (North River Bend Estates)** A request by Northland Surveying & Consulting, LLC, on behalf of North River Bend, LLC and the University of Alaska, for a variance from FNSBC 17.44.010.A.2.b to allow a one year time extension to the bond for construction of a temporary turnaround on Dieringer Avenue. The property is located within the W½ of Section 5 T1S R2E FM (located on Nordale Road, Dieringer Avenue, Colt Drive and Chief Nickoli Loop). **Staff Contact: George Stefan**
2. **NR001-18 Lead Dog Lane** A request by Derek Patton to name a currently un-named road located off of Chena Access Lane within Section 36, T1N, R4E, FM. **Staff Contact: Angela Parker**

- H. UNFINISHED BUSINESS
- I. NEW BUSINESS
- J. EXCUSE FUTURE ABSENCES
- K. CITIZENS COMMENTS
- L. COMMISSIONERS COMMENTS / COMMUNICATIONS
- M. ADJOURNMENT

Persons who have not received direct notice by mail from the Fairbanks North Star Borough regarding a particular subdivision application, and who wish to testify on that subdivision application, must apply to participate in the hearing. Applications are available at the Department of Community Planning Office and must be received by the Community Planning Department at least five (5) working days prior to the hearing date, or by **November 8, 2017**.

On any legislative applications such as street vacations, trail easements or Title 17 amendments, the public may submit written comments and/or testify before the Platting Board.

*Any questions, please contact the Clerk of the Platting Board at 907-459-1273 or via email at [FNSBPB@fnsb.us](mailto:FNSBPB@fnsb.us)*

# FNSB PLATTING BOARD

## MINUTES

October 25, 2017

A regular meeting of the Fairbanks North Star Borough Platting Board was held in the Mona Lisa Drexler Assembly Chambers, Juanita Helms Administrative Center, 907 Terminal Street, Fairbanks, Alaska. The meeting was called to order at 6:00 p.m. by Randy Pitney, Chair.

### A. ROLL CALL

MEMBERS PRESENT: Peter Flint, Kellie Fritze, Troy Hicks, Jason McComas-Roe, Clint Meyer, Bill Mendenhall and Randy Pitney.

MEMBERS ABSENT: Crystal Haman and Whitney Malin

OTHERS PRESENT: Noah Klein, Asst. Borough Attorney; Christine Nelson, Director, Department of Community Planning; George Stefan, Platting Officer; Angela Parker, Platting Officer; Ann Worhatch, Public Works Engineer; and Laura McLean, Recording Clerk.

### B. MESSAGES

Citizen's Comments – limited to three (3) minutes

None.

Chairs Comments

**Pitney** commented on the Community Planning Public meeting which was held at the Westmark Hotel. He stated that it was very informative.

**Pitney** also commented on an FMATS meeting that he attended recently.

**Pitney** questioned if a decision had been made as to who from the Platting Board will be attending the APA Commissioner Training in Anchorage. **Nelson** replied that McComas-Roe will be attending this year and Meyer has elected to self-pay to attend.

Disclosure and Statement of Conflict of Interest

**Fritze** commented that she may have a conflict of interest with item #4. She stated that she works with the owner of the property for item #4. **Pitney** inquired if there was any financial interest for Fritze with regards to this item. **Fritze** stated that she has no financial interest in the property. **Pitney** determined that there is not a conflict.

**Hicks** commented that he may have a conflict of interest with item #4. He stated that his wife works for Northland Surveying and Consulting which is the surveyor for this item. **Pitney** determined that he does have a conflict.

**Meyer** commented that he may have a conflict of interest with item #2. He stated that he knows the surveyor personally and has done work for him in the past as well as the surveyor has worked for him in the past.

**McComas-Roe** queried if this will affect Meyers ability to be objective. Meyer replied that it most likely would not but he does not want anybody to doubt his objectivity. **Pitney** confirmed that Meyer does have a conflict.

### **C. APPROVAL OF AGENDA AND CONSENT AGENDA**

Motion to approve the agenda and consent agenda made by **Meyer** and seconded by **Fritze**. Carried without objection or roll call vote.

### **D. MINUTES**

Minutes from September 20, 2017.

### **E. CONSENT AGENDA ITEMS**

None

### **OATH**

### **F. QUASI-JUDICIAL HEARING**

1. **SD001-18 Green Mountain Subdivision** A request by Ralph Mathews, on behalf of Danny James Wood and Irene Grace Wood, to subdivide TL-2207, totaling approximately 55 acres, into two tracts of 15 and 39 acres. The subdivision proposal includes a request for a variance to allow direct access onto a major collector road. The road construction exemption has been applied for, and the request includes additional dedication of Steele Creek Road and dedication of a temporary turnaround along a section line easement corridor. The property is located within the SW¼ Section 22, T1N, R1E, FM (located on Steele Creek Road and Eastwood Lane).

**Stefan** presented the staff report. Based on the staff analysis, the Department of Community Planning recommended APPROVAL of the request based on the following Conditions and Findings of Fact:

Conditions:

1. ACS, GCI, IGU and the Steese Fire Service Area Fire Chief shall review and comment on the final plat.
2. GVEA shall have a maximum of 30 calendar days to review and comment on the final plat.
3. A note shall be place on the final plat which states, "Tracts A and B may not be further subdivided until such time as legal, constructed road access is available to the boundary of the tract proposed to be resubdivided."
4. A note shall be placed on the final plat which states, "Roads in and to this subdivision were not required to and may not meet the borough's minimum standards for materials and construction. To the extent these road standards have not been met,

- fire protection, ambulance and other public services may not be available year-around or their availability may be severely limited.”
5. A note shall be placed on the final plat which states, “Access from Tract B onto Steele Creek Road is restricted to the existing access point. Additional direct lot access is prohibited. Any modification to the existing driveway within the Steele Creek Road right-of-way will require an approved driveway permit from ADOT&PF.”
  6. A note shall be placed on the final plat which states, “Disturbance of more than one acre on a single lot may require a Storm Water Permit by ADEC.”
  7. All easements of record shall be shown on the final plat.
  8. The approved variance shall be noted on the final plat.

Findings of fact:

- a) The subdivision request is exempt from constructing the portion of Eastwood Lane from its intersection with Steele Creek Road to the north boundary of the subdivision per FNSBC 17.56.020.G because:
  - i. The proposed subdivision creates two lots.
  - ii. Legal access exists to the subdivision boundary from the 66ft wide section line easement corridor that contains Eastwood Lane.
- b) Per FNSBC 17.56.020.G a lot created under this subsection may not be further subdivided until such time as legal, constructed road access is available to the boundary of the lot proposed to be resubdivided. Condition #2 satisfies this.
- c) Per FNSBC 17.56.020.B.3, exterior boundary right-of-way width may be shared with the adjoining property owner if the shared right-of-way is existing and public.
- d) This subdivision request, upon recording of the final plat, creates two legal tracts and thereby corrects the illegal subdivision created by the Warranty Deed recorded on July 11, 1975 in Bk 14, Pg 206 Fairbanks Recording District.
- e) Per FNSBC 17.56.090, “No street or right-of-way shall be created or modified within 15 feet of a permanent building existing on or adjoining the property to be subdivided or dedicated unless the applicant proves that the replat will not impede safe public access or otherwise result in a hazard to persons or property.”
- f) The barn is 11.7 feet from the proposed additional dedication for the Steele Creek Road right-of-way, and the applicant has demonstrated that the subdivision will not impede safe public access or otherwise result in a hazard to persons or property because:
  - i. The barn has been in its current location in relation to the road since 1984.
  - ii. The location of the road is not being altered by this subdivision request.
  - iii. FNSB Public Works does not have a concern about the location of the barn.
  - iv. The barn location in relation to the location of the right-of-way would not have been an issue if the applicant wasn't required to dedicate the required minimum 40ft of right-of-way as part of this subdivision request.
- g) Per FNSBC 17.52.040.D.5, all existing easements must be shown on the final plat.
- h) The applicant has applied for and shall be exempted from the road construction requirements for Eastwood Lane within the subdivision boundary, up to and including the temporary turnaround, per FNSBC 17.56.060.A. because:
  - i. The proposed subdivision creates two lots.
  - ii. The proposed subdivision is not within a road service area and does not rely on road service area roads for access to the subdivision.

- iii. Proposed Tract A relies on Eastwood Lane for access.
- i) With the eight conditions recommended by staff, this subdivision request meets the applicable requirements of Title 17.

The Platting Board questioned the following:

**Pitney** queried if there would be any backing out of the barn onto Steele Creek Road. **Stefan** deferred to the applicant.

#### Applicant Testimony

**Ralph Mathews**, surveyor, addressed the Platting Board. He stated that this request is quite clear. He spoke to other options he had with regard to the right-of-way. This design provides for consistency with regard to the right-of-way.

**McComas-Roe** questioned if the applicant was aware that with this plat they are granting a blanket easement to GVEA. **Mathews** replied that they were aware.

**Flint** queried if there was any objection to staff recommendation of changing note number five. **Mathews** responded that he did not have any objection.

#### Interested Person Testimony

**Matt Seymour**, interested person, addressed the Platting Board. He stated that he has tried to go through the quick plat process but was told that he would need a permanent cul-de-sac and in order to do that he would have to correct the access to his property because the angle at the access from Steele Creek onto Eastwood doesn't meet Borough code. He questioned if this was considered with this application.

**Pitney** suggested that Seymour ask staff after the meeting as the Platting Board cannot answer questions of Interested Persons.

**Meyer** queried when Seymour applied said plat on his property. **Seymour** responded in the summer of 2016.

**Pitney** inquired of Mathews if he felt any of Seymour's testimony could be rebutted. **Mathews** declined rebuttal.

#### **MOTION:**

A motion was made by **Meyer**, seconded by **McComas-Roe**, to approve the subdivision with the eight (8) amended conditions and to adopt the nine (9) findings of fact and the staff report in support of approval.

#### **MOTION:**

A motion was made by **McComas-Roe**, seconded by **Meyer**, to approve a variance from FNSBC 17.56.010.F to allow direct access onto Steele Creek Road, a major collector road, adopting the five (5) findings of fact and the staff report in support of approval.

**Meyer** commented that he has no opposition to the variance.

## ROLL CALL ON THE VARIANCE

Seven (7) in Favor: Flint, Fritze, Hicks, McComas-Roe, Meyer, Mendenhall and Pitney

Zero (0) Opposed:

MOTION CARRIED

## ROLL CALL ON THE SUBDIVISION

Seven (7) in Favor: Flint, Fritze, Hicks, McComas-Roe, Meyer, Mendenhall and Pitney

Zero (0) Opposed:

MOTION CARRIED

- 2. SD003-18 Valentine Subdivision** A request by Alaska Survey Innovations, on behalf of David & Virginia Valentine, to subdivide a portion of the S ½ Section 12, T1S, R3W, FM; a total of 3.93 acres, into two lots of 1.60 and 2.33 acres. The property is located on Krogstie Lane and the Old Nenana Highway. This subdivision includes dedication of a small portion of right-of-way for Krogstie Lane as well as a variance request to waive the requirement to construct the portion of Krogstie Lane that is within the subdivision to FNSB standards.

**Parker** presented the staff report. Based on the staff analysis, the Department of Community Planning recommended DENIAL of the request based on the following Findings of Fact:

Findings of fact:

- a) The proposed subdivision is within the Old Wood Road Service Area.
- b) Krogstie Lane has been maintained by the service area since 1989.
- c) The service area commissioner notes that improvements are needed on Krogstie Lane within the proposed subdivision.
- d) Without the variance, the road must be constructed to FNSB Local 2 standards, providing at least 40 feet of frontage for each lot. Prior to Platting Board approval, design information and a drainage plan must be submitted.

The Platting Board questioned the following:

**Pitney** commented regarding the Old Wood Road Service Area maintaining Krogstie Road as it is not in the road service area. **Parker** deferred to Ann Worhatch, Borough Engineer.

**Worhatch** clarified that there are times when there is no place to turn a plow truck around. For this reason, Old Wood Road Service Area maintains this section of the road.

**Flint** inquired if the road service area was an official entity of the Borough and if so, is the Borough accepting the road as it is. **Worhatch** replied that Krogstie Lane is not built to Borough



standards. Information was requested of the applicant with regards to the curve in the road but was not provided.

**Worhatch** queried when Patricia Subdivision was approved. **Parker** replied that Patricia Subdivision was created through a series of waivers in 1981 and at that time waivers did not address road conditions.

#### Applicant Testimony

**Martin Gutoski**, surveyor, addressed the Platting Board. He commented on the staff report with regard to this application qualifying for the road exemption because they are creating five or fewer lots. It was his understanding that the road exemption was not eligible for roads in a service area.

**Gutoski** inquired if this subdivision qualifies for the road exemption. **Parker** replied that in this case the portion of Krogstie Lane that is within the subdivision does not qualify but the portion coming from Patricia Subdivision to the boundary of this subdivision is what the staff report was referring to because that hasn't been officially approved by the Borough as well.

**Gutoski** asked for clarification that the road exemption wouldn't apply to this subdivision. **Parker** replied that it does. It doesn't apply to the road within this subdivision.

**Gutoski** expressed frustration with this application. He stated that he wasn't given adequate time to bring in the requested information regarding the road situation. He provided the Platting Board with his recollection of the history of Krogstie Road as he knew it when he worked for the Borough as he did the research on it.

**Gutoski** commented that a good third of this subdivision is already encumbered by a DOT easement for the public. The only problem area is the little triangle. The service area has maintained this road since 1988. He doubts that there is anything but a prescriptive easement for the portion of Krogstie within their property. The owners have been paying taxes on this property and public funds have been expended since 1988 on improving the road to some Borough standard. When he did the 1996 Patricia Subdivision he as-built the road and found that the alignment would fit the way that the road was built.

**Gutoski** continued with how he would do his research when he was a Platting Officer at the Borough.

**Gutoski** commented regarding a culvert that starts at the eastern side of the driveway and intersects Krogstie. He stated that if his clients have to improve that portion, they cannot go north with road improvements. This road met local one road standards back in 1996. In 2005, width requirements were increased through a Title 17 re-write. As it is now, improvements would require a lot of material to just improve the 80' that is necessary.

**Gutoski** stated that it is not impractical but rather unnecessary because the road has qualified for access since 1988 and public funds have been expended on it.

**Gutoski** described his design and the purposes for designing it as he did.

**Gutoski** stated that applying the variance is necessary because the road is adequate for the access today as it was in 1996.

**Pitney** stated that he heard the Borough comment that they weren't provided with adequate information and Gutoski state that he was not provided enough time to provide the requested information. **Pitney** queried if Gutoski would like to ask for a postponement. **Gutoski** responded that he does not want a postponement and that he may have to appeal this if it denied.

**David Valentine**, owner, addressed the Platting Board. He stated that they bought the property in 1997 and the road was and is a very sparsely used road. He stated further that if they were to do the improvements to the road, it would not look like the rest of the road. He spoke in opposition to having to make the improvements on the road.

#### Interested Person Testimony

**Monica Dallas**, realtor, requested to testify but it was determined by the Platting Board Chair that she did not receive a Dear Property Owner letter and this application does not affect her personal property therefore she will not be allowed to give testimony.

**Klein** concurred with the Chair.

#### **MOTION:**

A motion was made by **Mendenhall**, seconded by **Flint**, to deny the subdivision with the four (4) findings of fact and the staff report in support of denial.

**Pitney** questioned why the motions were made in the negative rather than the positive. Klein clarified that if the Platting Board votes against this denial, then the application would still be on the table, however there is nothing procedurally wrong with making a motion in the negative.

#### **MOTION:**

A motion was made by **Fritze**, seconded by **Flint**, to deny a variance from FNSBC 17.56.020.B for access constructed to the standards required by this title adopting the five (5) Findings of Fact in support of denial.

**McComas-Roe** stated that he intends to vote against the motion for the variance as he is supportive of the applicant's request for a variance.

**Flint** commented that he is in agreement with the applicant and intends to vote in support of the variance.

**Hicks** stated that he is undecided at this time but is leaning towards supporting staff's recommendation for denial.

**Mendenhall** stated that he is not committed one way or the other.

**Fritze** commented that the applicant had the opportunity to either postpone or bring in the information requested by staff in order for staff to make a decision. She is inclined to vote to support denial because they did not meet what was required by staff to support approval of the variance.

**McComas-Roe** stated that time is of the essence. The opportunity to construct those improvements has already passed for this season which has the potential to put further burden on the applicant should we choose to table or postpone this application.

**Klein** clarified that it is ultimately the Board's decision whether or not to grant a variance. Regardless of whether staff felt they had enough information, the ultimate decision is whether the Board feels like there is enough information.

**Pitney** stated that, for purposes of transparency and perception, he has worked with Monica Dallas several years ago.

**Klein** commented that it doesn't sound like Pitney has a conflict. The Platting Board concurred with Klein.

**Pitney** commented that he is in favor of denial of this variance. He stated that he sees long term ramifications with this request.

#### ROLL CALL TO DENY THE VARIANCE REQUEST FROM FNSBC 17.56.020.B

Three (3) in Favor: Fritze, Hicks and Pitney.

Three (3) Opposed: Flint, McComas-Roe and Mendenhall

#### MOTION DEFEATED

#### MOTION:

A motion was made by **McComas-Roe**, seconded by **Flint**, to approve a variance from FNSBC 17.56.020.B for access constructed to the standards required by this title.

**McComas-Roe** emphasized that while he has the greatest respect for staff's recommendation, he found the testimony by ALS compelling in speaking to this issue. He reiterated his support with regards to the applicant's request for this variance.

**Flint** with questioned if it is practical to have to build 40' of Borough standard roadway over a half mile section of non-standard road. To him this is a pretty compelling case of impracticality.

**Fritze** stated that this Board does not have enough information to determine if it is impractical or not, other than verbal testimony.

**McComas-Roe** disagreed with Fritze and stated that he is very familiar with the costs of building 40' of road.

**Hicks** commented that there is not enough information to determine. However, he is convinced that it would be unnecessary due to specific circumstances being that the road was there in service and is encroaching the right-of-way. He feels that this is the special circumstance. He is prepared to accept the variance.

**Mendenhall** stated that he has been convinced to accept the variance.

#### ROLL CALL ON THE MOTION TO APPROVE A VARIANCE FROM FNSBC 17.56.020.B

Four (4) in Favor: Flint, Hicks, McComas-Roe and Mendenhall.

Two (2) Opposed: Fritze and Pitney

MOTION APPROVED

**McComas-Roe** commented that he intends to oppose the motion to deny the subdivision. As the Platting Board has now approved the variance, staff's recommendation for denial was precipitated on denial of the variance.

**Hicks** clarified that a vote against the motion would be to approve the subdivision. **Pitney** confirmed this.

**Klein** clarified the actions that the Platting Board could take depending on how the vote on this motion is tallied.

ROLL CALL ON THE MOTION TO DENY THE SUBDIVISION REQUEST

One (1) in Favor: Pitney

Five (5) Opposed: Flint, Fritze, Hicks, McComas-Roe and Mendenhall

MOTION DEFEATED

**MOTION:**

A motion was made by **McComas-Roe**, seconded by **Flint**, to approve the subdivision.

The Platting Board took a recess to develop conditions and findings of fact in support of approval.

An amended motion was made by **McComas-Roe**, seconded by **Flint**, to amend the motion to include six (6) conditions and to adopt the seven (7) Findings of Fact in support of approval.

Adopted Conditions:

1. GVEA shall have a maximum of ten days to review and comment on the final plat.
2. All easements of record shall be shown on the final plat.
3. A note shall be placed on the final plat which reads, "Direct lot access to the Old Nenana Highway is prohibited. Krogstie Lane shall be the access for both Lots 1 and 2."
4. A note shall be placed on the final plat stating, "Lots created by this subdivision were not required to have constructed road access to the boundary of the subdivision. No lot in this subdivision may be further subdivided until such time as legal, constructed road access is available to the boundary of the lot proposed to be resubdivided."
5. All standard utility, wastewater and other required notes shall be included on the final plat.
6. A note shall be placed on the final plat which states, "Any new driveway or modification of an existing driveway requires an FNSB driveway permit."

Findings of Fact:

- a) This subdivision creates two lots from one and dedicates a small portion of right-of-way for Krogstie Lane.
- b) Lot 2 contains a 150' right-of-way easement for the Old Nenana Highway.
- c) The Old Nenana Highway is an arterial road, no direct access is allowed to an arterial road per FNSBC 17.56.010.F.
- d) Both lots will use Krogstie Lane as legal, physical access.
- e) The proposed subdivision is within the Old Wood Road Service Area.
- f) Krogstie Lane has been maintained by the service area since 1989.
- g) With the conditions recommended by staff, this replat meets the applicable requirements of Title 17.

#### ROLL CALL ON THE MOTION TO APPROVE THE SUBDIVISION REQUEST

Six (6) in Favor: Flint, Fritze, Hicks, McComas-Roe, Mendenhall and Pitney.

Zero (0) Opposed:

#### MOTION APPROVED

**Nelson** clarified that making a motion in the positive does not mean that the Platting Board has to always say "we approve." It means that the Platting Board does not say "we do not approve or we do not deny." You can do it either way but staff will continue to make clear their motion of what they are recommending, ie., approve or deny.

3. **SD005-18 Golden View Subdivision** A request by Degerlund Engineering, on behalf of Karl & Florine Benson, to subdivide the SE ¼ SW ¼ Section 21, T1N, R2E, FM; a total of approximately 40 acres, into five lots ranging in size from 3.03 acres to 23.92 acres. The property is located off Chena Hot Springs Road. The subdivision includes dedication of right-of-way. **Staff Contact: Angela Parker**

**Parker** presented the staff report. Based on the staff analysis, the Department of Community Planning recommended APPROVAL of the request based on the following Conditions and Findings of Fact:

- 1) GVEA shall have a maximum of ten days to review and comment on the final plat.
- 2) All existing and required easements shall be shown on the final plat.
- 3) The portion of Chena Valley View Lane within the subdivision boundary shall be constructed to FNSB Local 2 standards and approved by FNSB Public Works prior to submittal of the final plat.
- 4) The portion of the existing access easement that runs through proposed Lot 1 shall be vacated by deed prior to final plat approval.
- 5) The portion of the road within the existing private easement that runs through proposed Lot 1 shall be barricaded at the intersection with the new portion of Chena Valley View Lane and at the intersection with the ADL such that vehicular access is not possible.
- 6) A note shall be placed on the final plat which reads, "No lot can be further subdivided until such time as legal, constructed access is available to the boundary of the lot proposed to be resubdivided."

- 7) The curve radius at the intersection of Chena Valley View Lane with the ADL right-of-way to the north shall be changed to no less than 205 feet.
- 8) A note is required on the final plat which states, "Disturbance of more than one acre of land on any parcel may require a Storm Water permit from ADEC."

**Findings of fact:**

- a. The proposed subdivision creates five lots.
- b. The proposed subdivision dedicates right-of-way for Chena Valley View Lane.
- c. The proposed subdivision qualifies for the FNSBC 17.56.010.G road construction exemption for roads leading to the subdivision.
- d. Chena Valley View Lane will be constructed to FNSB Local 2 standards within the subdivision.
- e. The portion of the private access easement that runs through Lot 1 will be vacated and barricaded to prevent access since the angle of the intersection with Chena Valley View Lane does not meet FNSB standards.
- f. With the variance and conditions recommended by staff, this subdivision meets the applicable requirements of Title 17.

Applicant Testimony

**Karl Benson**, applicant addressed the Platting Board. He stated that he is in concurrence with the staff report and agrees with the recommendation.

Interested Person Testimony

**Jim Button**, member of the public requested to speak to the Platting Board. He stated that he did not receive a Dear Property Owner letter but lives "adjacent" to this request. His issue is the road that will access this subdivision being off of the roads that they built in his subdivision.

**Pitney** requested clarification that Mr. Button did not receive a DPO letter. **Parker** confirmed this.

**Pitney** questioned Button and allowed him to give testimony based on his responses.

**Button** continued that his concern is his road which will allow access to the road accessing this subdivision. He continued concern about the amount of traffic which his road will be burdened with.

**Buttons'** other concern is drainage.

Pitney allowed the applicant, Karl Benson, rebuttal.

**Benson**, addressed the Platting Board in rebuttal. He stated that he has deeded easement to his property and he feels that in the development that they do with regard to this request, he feels that quality homes will be built in this area and the new owners are going to want to have quality roads. He feels that if anything, Mr. Buttons' road will be improved as a result.

**MOTION:**

A motion was made by **Flint**, seconded by **Fritze**, to approve the subdivision with the eight (8) conditions and to adopt the six (6) findings of fact and the staff report in support of approval.

**Flint** commented that he feels everyone is happy with this request.

**ROLL CALL ON THE MOTION TO APPROVE THE SUBDIVISION REQUEST**

Six (6) in Favor: Flint, Fritze, Hicks, McComas-Roe, Mendenhall and Pitney.

One (1) Opposed: Meyer

**MOTION APPROVED**

- 4. SD006-18 River Front Estates** A request by Northland Surveying & Consulting LLC, on behalf of Debra and Bruce Hanson, to subdivide TL-725, totaling approximately 9.13 acres, into two lots of 4.56 and 4.57 acres. The subdivision proposal includes a request for a variance to allow an existing private easement for access to the subdivision that does not meet Title 17 standards. The road construction exemption has been applied for, and the request includes dedication of a right-of-way. The property is located within the NE¼, Section 7, T1S R2E, FM (located on Patterson Lane). **Staff Contact: George Stefan**

**Stefan** presented the staff report. Based on the staff analysis, the Department of Community Planning recommended APPROVAL of the request based on the following Conditions and Findings of Fact:

**Conditions:**

1. GVEA shall have a maximum of 30 calendar days to review and comment on the final plat.
2. ACS, GCI and ADOT shall be given a maximum of 10 calendar days to review and comment on the final plat.
3. The proposed subdivision lots shall not be less than 194,000 square feet each.
4. A note shall be placed on the final plat which states, "Roads in and to this subdivision were not required to and may not meet the borough's minimum standards for materials and construction. To the extent these road standards have not been met, fire protection, ambulance and other public services may not be available year-around or their availability may be severely limited."
5. A note shall be placed on the final plat which states, "Any disturbance of more than one acre on a single lot may require a Storm Water permit from ADEC."
6. The regulatory floodway note, "The cross-hatched area represents that portion of this property which falls within the regulatory floodway limits. No person shall construct or cause the construction of a new structure including fill, substantial improvements or other development in a regulatory floodway unless certification if provided by a registered professional engineer, hydrologist, architect or other registered professional's statement demonstrating that such encroachments will not result in any increase in flood levels within the community during the occurrence of the base flood discharge.", shall be placed on the final plat.
7. Note # 3 shall be revised such that the third sentence states, "Any development including construction or substantial improvement to a structure in the flood hazard

zone (flood zone "AE") requires a flood plain permit from the Fairbanks North Star Borough."

8. The benchmark requirements of FNSBC 17.52.040.D.18 shall be met prior to final plat approval.
9. The approved variance shall be noted on the final plat.

Findings of fact:

- a) The minimum lot area for RA-5 zoning is 200,000sf (4.59ac). There is an allowable lot area deviation of up to 3% per FNSB Ordinance 2016-12, adopted on April 28, 2016 and codified as FNSBC 18.96.040.A. The lot area for both proposed lots of River Front Estates fall within the acceptable 3% deviation. Condition #3 insures the proposed lots' areas will not be less than the allowable deviation.
- b) The applicants have applied for and shall be exempted from the road construction requirements for Patterson Lane from its intersection with Patterson Court to the subdivision boundary as well as the roadway within the subdivision, up to and including a temporary turnaround per FNSBC 17.56.060.A. because:
  - i. The proposed subdivision creates two lots.
  - ii. The proposed subdivision is not within a road service area and does not rely on road service area roads for access to the subdivision.
  - iii. The proposed subdivision lots rely on Patterson Lane for access.
  - iv. Patterson Lane is classified as a Local Road 2.
  - v. Per FNSBC 17.56.070.D, "Local road 2 is a road within residential subdivisions which provides or supports access to 11 to 40 lots and does not function as a minor collector."
- c) With the nine conditions recommended by staff, this subdivision request meets the applicable requirements of Title 17.

The Platting Board questioned the following:

**Meyer** queried if the Platting Board is normally provided with high water marks indicated on the plat for lots along the river. **Stefan** deferred to the surveyor and stated that the final plat will depict the ordinary high water level.

Applicant Testimony

**Steve Lowry**, Northland Surveying & Consulting, addressed the Platting Board. He stated that they have in fact already measured the ordinary high water marks. He concurred with Stefan that the final plat will show the meanders of the Chena River.

**Lowry** concurred with the staff report. He further stated that the access easement has been used for quite some time, probably close to 40 years. The width of the access easement is not defined well, thus the request for the variance. A Borough standard road cannot be built if there is not the area to build it in.

**Lowry** added that with this plat they will be granting a public access easement of 50 feet.

**Bruce Hanson**, owner, addressed the Platting Board. He stated that he concurs with the staff report. He gave his reasoning for requesting the variance.



**Debi Hanson**, owner, addressed the Platting Board. She added that Pierce Estates has sold some of their lots and that as a result, there were a number of construction vehicles in and out of this area all summer and none had an issue with the condition of the road. She feels that this road could easily accommodate emergency vehicles as well.

Interested Person Testimony

None

**MOTION:**

A motion was made by **Flint**, seconded by **Meyer**, to approve the subdivision with the nine (9) conditions and to adopt the three (3) findings of fact and the staff report in support of approval.

**MOTION:**

A motion by **Meyer**, seconded by **Flint**, to approve the variance from FNSBC 17.56.020.7.d to allow an existing private easement for access to the subdivision that does not meet Title 17 standards adopting the seven (7) findings of fact and the staff report in support of approval.

**Mendenhall** inquired about the meandering high water marks and if there was the possibility that this property may be cut in half due to high water in the future and should this Platting Board be concerned with this.

**Pitney** replied that it is possible but it is his belief that they will either build a bridge or do reinforcements to deter the water so as not to cut the northern properties off.

ROLL CALL IN FAVOR OF APPROVAL OF THE VARIANCE FROM FNSBC 17.56.020.7.B.

Six (6) in Favor: Flint, Fritze, McComas-Roe, Meyer, Mendenhall and Pitney

Zero (0) Opposed:

MOTION CARRIED

ROLL CALL ON THE SUBDIVISION

Six (6) in Favor: Flint, Fritze, McComas-Roe, Meyer, Mendenhall and Pitney

Zero (0) Opposed:

MOTION CARRIED

Before continuing, **Mr. Meyer** declared a conflict of interest with item #5. His wife works for FNSB Land Management. **Pitney** determined that Meyer does have a conflict. Meyer will not hear this item

- 5. SD043-17 Straight Alder Subdivision** A request by PDC, Inc., on behalf of the Fairbanks North Star Borough Land Management Division, to subdivide TL-1603, totaling approximately 190.69 acres, into five lots ranging in size from 5.57 to 148.14 acres and to dedicate a portion of Old Ridge Trail. The property is located within the

NW¼, SW¼ and NE¼ of Section 16, T1S R3W FM (located on the Old Nenana Highway, Old Ridge Trail and Deraco Lane). **Staff Contact: George Stefan**

**Stefan** presented the staff report. Based on the staff analysis, the Department of Community Planning recommended APPROVAL of the request based on the following Conditions and Findings of Fact:

Conditions:

1. GVEA shall have a maximum of 30 calendar days to review and comment on the final plat.
2. ACS, GCI and ADOT shall be given a maximum of 10 calendar days to review and comment on the final plat.
3. The Deraco Road annotation shall be corrected to read Deraco Lane.
4. A note shall be placed on the final plat which states, "Access from Lot 3 onto the Old Nenana Hwy will be restricted to the Deraco Lane access point within the 100ft wide section line easement corridor. Access from Tract A onto the Old Nenana Hwy will be restricted to an access point within the 100ft wide section line easement corridor. Lots 1 and 4 are prohibited from direct access onto the Old Nenana Hwy."
5. A note shall be placed on the final plat which states, "Lots 1, 2 and 4 may not be further subdivided until such time as legal, constructed road access is available to the boundary of the lot proposed to be resubdivided."
6. A note shall be placed on the final plat which states, "Disturbance of more than one acre on a single lot may require a Storm Water Permit by ADEC."

Findings of fact:

- a) The subdivision request is exempt from constructing the portion of Old Ridge Trail from its intersection with the Old Nenana Highway to the east boundary of Tax Lot 1601 per FNSBC 17.56.020.G because:
  - i. The proposed subdivision creates five lots.
  - ii. Legal access exists to the subdivision boundary from the Old Nenana Highway and the portion of Old Ridge Trail dedicated by Plat No. 2010-124.
- b) Per FNSBC 17.56.020.G a lot created under this subsection may not be further subdivided until such time as legal, constructed road access is available to the boundary of the lot proposed to be resubdivided. Condition #5 satisfies this.
- c) FNSBC 17.56.020.B.1 requires all road rights-of-way within the subdivision to be dedicated to the public. The dedication of Old Ridge Trail within the western portion of the subdivision fulfills this requirement.
- d) FNSBC 17.56.010.F states, "Direct lot access onto a major collector road or arterial shall not be allowed unless topography allows no reasonable alternative. Where double-frontage lots are platted, lots shall not access onto major collector or arterial roads unless topography allows no reasonable alternative. Restricted access shall be noted on the plat."
- e) Access to the Old Nenana Highway is restricted to the section line easement corridors because:
  - i. The Old Nenana Highway is classified as an arterial road.
  - ii. There are two section line easement corridors serving this subdivision that intersect with the Old Nenana Highway. These are allowable access points to the subdivision since section line easements are public rights-of-way.
  - iii. Condition #4 satisfies this restriction.

The Platting Board questioned the following:

None

Applicant Testimony

**Dennis Bogren**, PDC, Inc., addressed the Platting Board. He concurred with the staff report. He made himself available for questions.

**Mendenhall** inquired about the angle of the road. **Bogren** replied that the angle is legal and that they do not have to construct the access or change the right-of-way.

Interested Person Testimony

None

**MOTION:**

A motion by **McComas-Roe**, seconded by **Flint**, to approve the subdivision with the six (6) conditions and adopting the five (5) findings of fact and the staff report as recommended by staff.

ROLL CALL

Six (6) in Favor: Flint, Fritze, Hicks, McComas-Roe, Mendenhall and Pitney

Zero (0) Opposed:

MOTION CARRIED

**G. UNFINISHED BUSINESS**

None

**H. NEW BUSINESS**

**Pitney** reiterated the new security measures implemented at the Juanita Helms Administration Center.

**I. EXCUSE FUTURE ABSENCES**

**Flint** commented that he will be unavailable for the November 15, 2017 meeting.

**J. COMMISSIONER'S COMMENTS / COMMUNICATIONS**

**Chairperson's Comments**

**Commissioner's Comments**

Members of the Board thanked Worhatch for her help and wished her well in the future.

**Communications to the Platting Board**

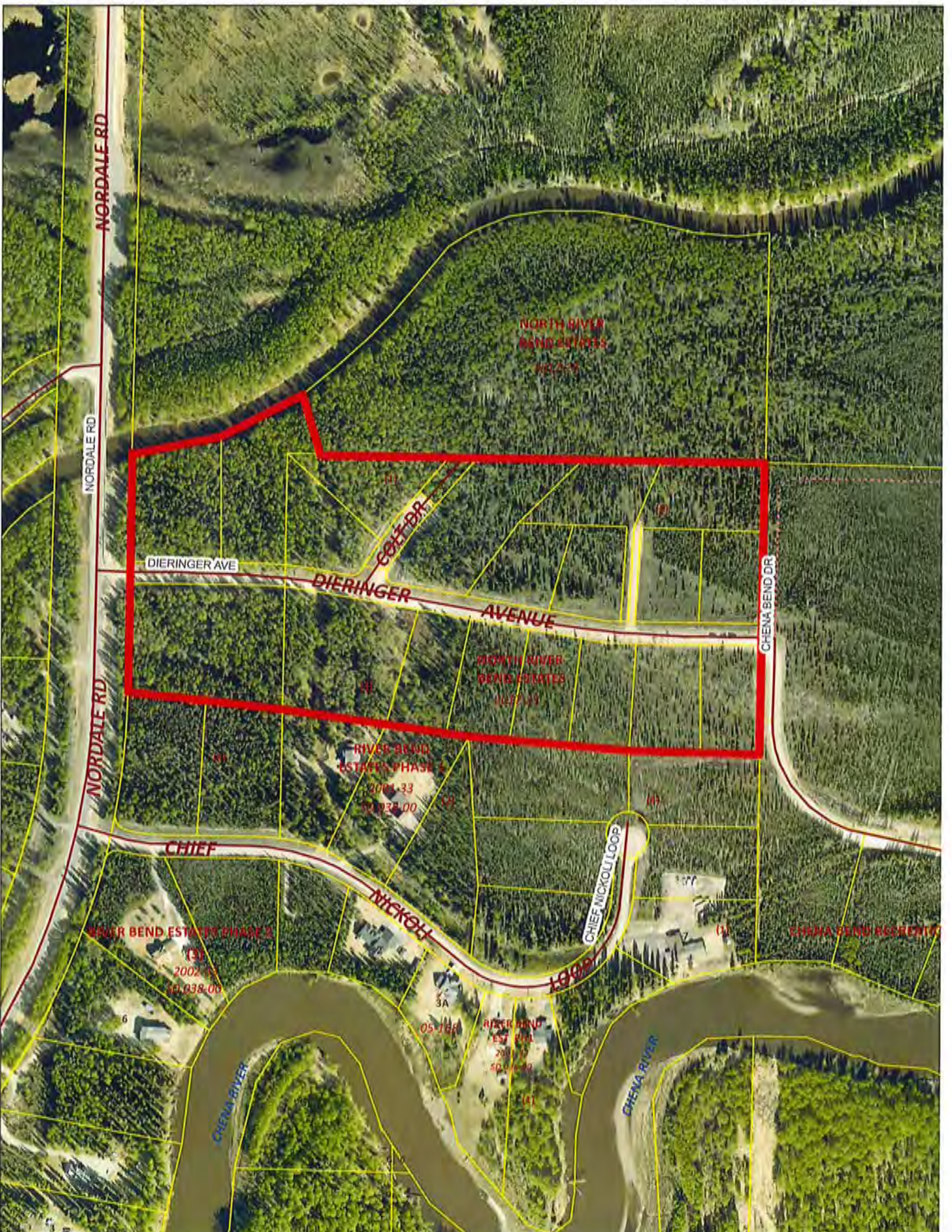
**Stefan** thanked legal and the Chair for their assistance in following procedures correctly.

**K. ADJOURNMENT**

There being no further business, the meeting was adjourned at 9:00 p.m.

DRAFT

**VR008-18 / SD028-18 / RP032-18**  
**NORTH RIVER BEND ESTATES**



NORDALE RD

NORDALE RD

NORDALE RD

DIERINGER AVE

DIERINGER AVENUE

CHENA BEND DR

CHIEF

NICKOLI

CHIEF NICKOLI LOOP

NORTH RIVER BEND ESTATES  
1024-15

MOUNTAIN RIVER BEND ESTATES  
1027-15

RIVER BEND ESTATES PHASE 2  
2001-33  
50,038.00

WATER BEND ESTATES PHASE 2  
(3)  
2002-35  
50,038.00

RIVER BEND EST PHASE 2  
2001-37  
50,038.00

CHENA BEND RECREATION

CHENA RIVER

CHENA RIVER

(H)

(F)

(H)

(H)

(H)

(3)

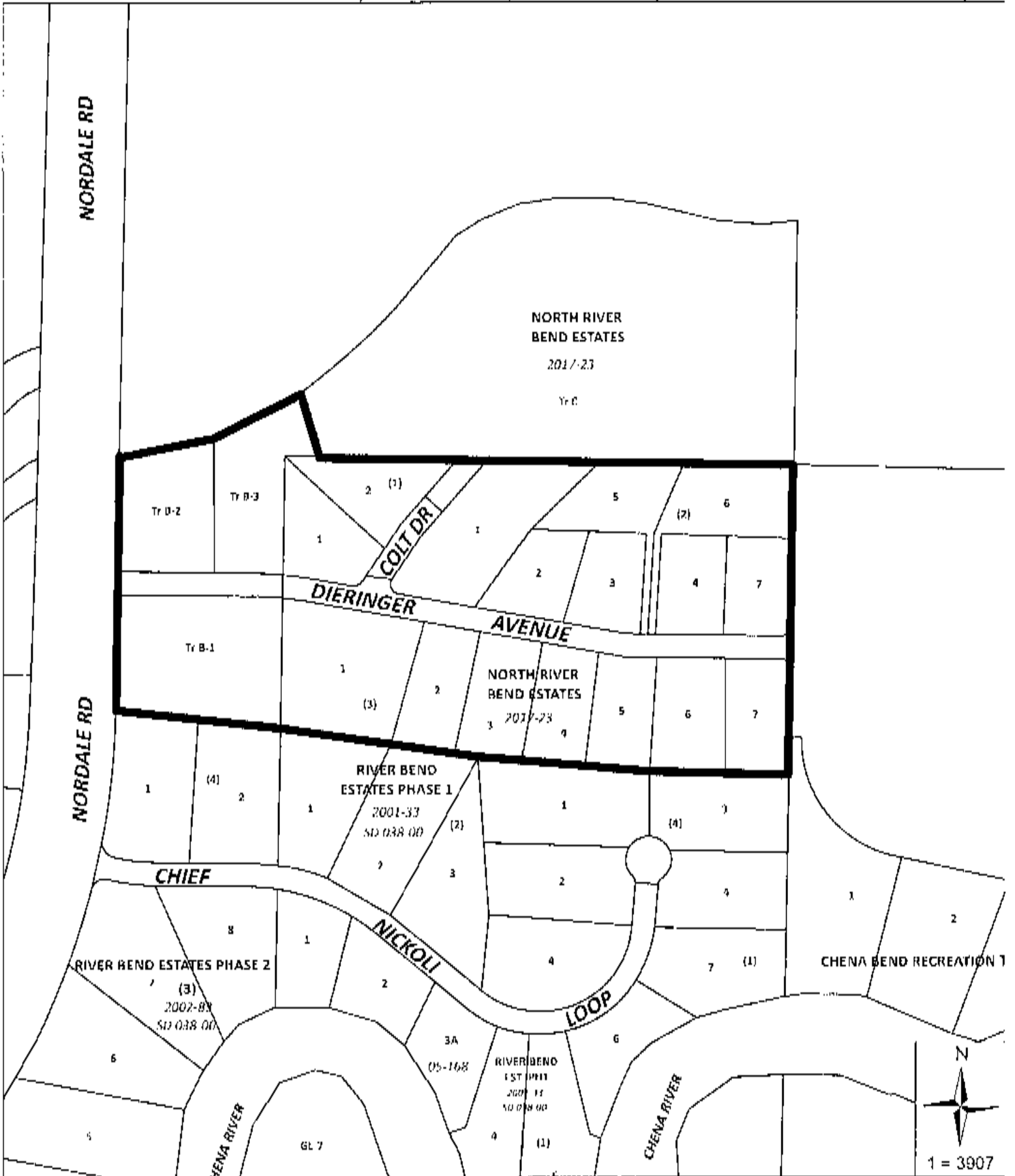
(4)

6

3A

05-108







**BASIS OF BEARING**

PER PLAT #2001-33

S89° 59' 10"W 1321.80' (1321.87')

281.94'

N4° 40' 10"E

231.98'

199.45'

N89° 59' 10"E 795.40'

219.36'

N22° 02' 18"E 199.45'

191.33'

284.70'

3239-5

C 1/4 SECTION 5

EXISTING 50' PUBLIC ROAD EASEMENT

TRACIA A

CHENA BEND RECREATIONAL TRACTS, FIRST ADDITION

PLAT NO. 2014-116

CHENA BEND DRIVE

50° 07' 18"E 1207.59'

274.58'

50° 07' 34"E 1207.59'

228.46'

169.76'

S88° 58' 58"E

169.65'

150.60'

144.16'

163.83'

163.83'

N89° 58' 16"E

360.63'

196.82'

196.82'

169.82'

169.82'

S86° 07' 00"E 446.93'

185.62'

169.82'

169.82'

169.82'

169.82'

169.82'

169.82'

169.82'

169.82'

169.82'

169.82'

169.82'

169.82'

169.82'

169.82'

169.82'

7.95'

N89° 44' 17"W

80.00'

178.48'

171.55'

N4° 40' 10"E

231.98'

199.45'

N89° 59' 10"E 795.40'

219.36'

N22° 02' 18"E 199.45'

191.33'

284.70'

3239-5

C 1/4 SECTION 5

EXISTING 50' PUBLIC ROAD EASEMENT

TRACIA A

CHENA BEND RECREATIONAL TRACTS, FIRST ADDITION

PLAT NO. 2014-116

CHENA BEND DRIVE

50° 07' 18"E 1207.59'

274.58'

50° 07' 34"E 1207.59'

228.46'

169.76'

S88° 58' 58"E

169.65'

150.60'

144.16'

163.83'

163.83'

N89° 58' 16"E

360.63'

196.82'

196.82'

169.82'

169.82'

S86° 07' 00"E 446.93'

185.62'

169.82'

169.82'

169.82'

169.82'

169.82'

169.82'

169.82'

169.82'

169.82'

169.82'

169.82'

169.82'

169.82'

169.82'

7.95'

N89° 44' 17"W

80.00'

178.48'

171.55'

N4° 40' 10"E

231.98'

199.45'

N89° 59' 10"E 795.40'

219.36'

N22° 02' 18"E 199.45'

191.33'

284.70'

3239-5

C 1/4 SECTION 5

EXISTING 50' PUBLIC ROAD EASEMENT

TRACIA A

CHENA BEND RECREATIONAL TRACTS, FIRST ADDITION

PLAT NO. 2014-116

CHENA BEND DRIVE

50° 07' 18"E 1207.59'

274.58'

50° 07' 34"E 1207.59'

228.46'

169.76'

S88° 58' 58"E

169.65'

150.60'

144.16'

163.83'

163.83'

N89° 58' 16"E

360.63'

196.82'

196.82'

169.82'

169.82'

S86° 07' 00"E 446.93'

185.62'

169.82'

169.82'

169.82'

169.82'

169.82'

169.82'

169.82'

169.82'

169.82'

169.82'

169.82'

169.82'

169.82'

169.82'

7.95'

N89° 44' 17"W

80.00'

178.48'

171.55'

N4° 40' 10"E

231.98'

199.45'

N89° 59' 10"E 795.40'

219.36'

N22° 02' 18"E 199.45'

191.33'

284.70'

3239-5

C 1/4 SECTION 5

EXISTING 50' PUBLIC ROAD EASEMENT

TRACIA A

CHENA BEND RECREATIONAL TRACTS, FIRST ADDITION

PLAT NO. 2014-116

CHENA BEND DRIVE

50° 07' 18"E 1207.59'

274.58'

50° 07' 34"E 1207.59'

228.46'

169.76'

S88° 58' 58"E

169.65'

150.60'

144.16'

163.83'

163.83'

N89° 58' 16"E

360.63'

196.82'

196.82'

169.82'

169.82'

S86° 07' 00"E 446.93'

185.62'

169.82'

169.82'

169.82'

169.82'

169.82'

169.82'

169.82'

169.82'

169.82'

169.82'

169.82'

169.82'

169.82'

169.82'

7.95'

N89° 44' 17"W

80.00'

178.48'

171.55'

N4° 40' 10"E

231.98'

199.45'

N89° 59' 10"E 795.40'

219.36'

N22° 02' 18"E 199.45'

191.33'

284.70'

3239-5

C 1/4 SECTION 5

EXISTING 50' PUBLIC ROAD EASEMENT

TRACIA A

CHENA BEND RECREATIONAL TRACTS, FIRST ADDITION

PLAT NO. 2014-116

CHENA BEND DRIVE

50° 07' 18"E 1207.59'

274.58'

50° 07' 34"E 1207.59'

228.46'

169.76'

S88° 58' 58"E

169.65'

150.60'

144.16'

163.83'

163.83'

N89° 58' 16"E

360.63'

196.82'

196.82'

169.82'

169.82'

S86° 07' 00"E 446.93'

185.62'

169.82'

169.82'

169.82'

169.82'

169.82'

169.82'

169.82'

169.82'

169.82'

169.82'

169.82'

169.82'

169.82'

169.82'

7.95'

N89° 44' 17"W

80.00'

178.48'

171.55'

N4° 40' 10"E

231.98'

199.45'

N89° 59' 10"E 795.40'

219.36'

N22° 02' 18"E 199.45'

191.33'

284.70'

3239-5

C 1/4 SECTION 5

EXISTING 50' PUBLIC ROAD EASEMENT

TRACIA A

CHENA BEND RECREATIONAL TRACTS, FIRST ADDITION

PLAT NO. 2014-116

CHENA BEND DRIVE

50° 07' 18"E 1207.59'

274.58'

50° 07' 34"E 1207.59'

228.46'

169.76'

S88° 58' 58"E

169.65'

150.60'

144.16'



The applicants' surveyor provided the following justification for the variance:

"The requirement is impractical due to the specific conditions of the subdivision. Chena Bend Drive and River Park Drive are currently constructed with an existing cul-de-sac. The filing of the preliminary plat for the Second Addition of Chena Bend Recreational Tracts will allow for the proper certified professional inspection and FNSB acceptance of these roads."

**Variance Analysis:** As indicated in the above justification from the applicants' surveyor, the variance was submitted as a result of the road network development of Chena Bend Drive and River Park Drive within the subdivisions beyond this property, Chena Bend Recreation Tracts (Plat 2013-4) and Chena Bend Recreation Tracts 1<sup>st</sup> Addition (Plat 2014-116). North River Bend Estates (Plat 2017-23) lies between Nordale Road and these two recorded phases of Chena Bend Recreation Tracts. Dieringer Avenue is the sole road right-of-way (ROW) which connects Nordale Road to Chena Bend Drive within Chena Bend Recreation Tracts. The Dieringer Avenue roadway currently exists up to and through the dedicated temporary turnaround, and then intersects with Chena Bend Drive. There is no constructed turnaround, only dedication for it. Only Dieringer Avenue was inspected and approved by FNSB within North River Bend Estates for approval of the subdivision; Chena Bend Drive was not inspected since it does not lie within the subdivision. Chena Bend Recreation Tracts, which contains Chena Bend Drive, was approved as a river-access only subdivision, so it did not require construction of the interior roadway easements. The developer constructed the roadways for Chena Bend Drive and River Park Drive outside of the FNSB Platting Authority, so the roads were never approved by FNSB.

It is likely that the Chena Bend Drive and River Park Drive roadways, including a constructed permanent turnaround and a temporary turnaround, will be approved as part of a recently submitted subdivision request named Chena Bend Recreational Tracts 2<sup>nd</sup> Addition. Once these roadways and turnarounds are approved by FNSB, the Dieringer Avenue temporary turnaround—the turnaround for which this variance applies to—will be automatically vacated. The requirement to construct the turnaround, along with the surety bond, will no longer apply.

Currently there is no other mechanism outside of the variance process for a surety bond extension, as requested in this particular situation. One recommended condition for variance approval is that the applicant shall supply an extension of the construction surety and the two year warranty to Public Works.

***FNSBC 17.64.010.A (Variance Granting) states, "The Platting Board may vary or modify requirements of this title if the variance request meets the criteria set forth below and the subdivision, with the variance, can be developed consistent with public welfare and safety:***

- 1. The tract to be subdivided is of such unusual size or shape or is surrounded by such development or conditions that the strict application of the provisions of this title shall result in a substantial hardship; or***
- 2. The requirement is impractical or unnecessary due to specific circumstances or conditions of the subdivision or surrounding development."***

Only one of the above criteria is required to be met for variance approval. The second criterion has been met due to the specific circumstances of the subdivision. The requirement for the Borough to redeem the surety for construction of the temporary turnaround is impractical because:

- There is no mechanism other than a variance which allows for extension of a surety bond for subdivision improvements.
- The applicants have constructed the adjoining proposed subdivision roads, Chena Bend Drive and River Park Drive, including a permanent turnaround and a temporary turnaround which lie beyond the platted Dieringer Avenue temporary turnaround.
- Chena Bend Drive and River Park Drive are platted rights-of-way that have been constructed and are proposed to serve as legal, constructed access for a recently submitted preliminary plat application which lies beyond North River Bend Estates.
- The Dieringer Avenue temporary turnaround will be automatically vacated upon extension of the road and approval of Chena Bend Drive and River Park Drive by FNSB.
- FNSB Public Works and the Transportation Planner support the variance.

**FNSB In-house Review:**

Public Works Engineering (A Worhatch, Public Works Engineer): Responded with the following comments:

- Public Works supports the variance for the year extension to construct a temporary turnaround on Dieringer Ave, as long as the applicant supplies an extension of the construction surety and the two year warranty to Public Works.

Transportation Planning (D. Galligan, Transportation Planner): Responded with the following comments:

- Transportation is in agreement with the comments made by Public Works and can support the variance request provided the applicant supplies an extension of the construction surety and the two year warranty to Public Works, as stated by FNSB Public Works.

**Variance Recommendation:** Staff recommends approval of VR008-18, a variance from FNSBC FNSBC 17.44.010.A.2.b, to allow a one year time extension to the bond for construction of a temporary turnaround on Dieringer Avenue, with the following condition:

1. The applicant shall supply an extension of the construction surety and the two year warranty to Public Works.

Staff recommends approval of VR008-18, a variance from FNSBC FNSBC 17.44.010.A.2.b, to allow a one year time extension to the bond for construction of a temporary turnaround on Dieringer Avenue, with the following findings of fact:

- a) The requirement is impractical because there is no mechanism other than a variance which allows for extension of a surety bond for subdivision improvements.
- b) The requirement is impractical because the applicants have constructed the adjoining proposed subdivision roads, Chena Bend Drive and River Park Drive, including a permanent turnaround and a temporary turnaround which lie beyond the platted Dieringer Avenue temporary turnaround.
- c) Chena Bend Drive and River Park Drive are platted rights-of-way that have been constructed and are proposed to serve as legal, constructed access for a recently submitted preliminary plat application which lies beyond North River Bend Estates.
- d) The Dieringer Avenue temporary turnaround will be automatically vacated upon extension of the road and approval of the extension of Dieringer Avenue, Chena Bend Drive and River Park Drive by FNSB.
- e) FNSB Public Works and the Transportation Planner support the variance.

**Recommended Variance Motion:** I move to approve VR008-18, a variance from FNSBC 17.44.010.A.2.b, to allow a one year time extension to the bond for construction of a temporary turnaround on Dieringer Avenue, adopting the one condition, five findings of fact and staff report in support of the approval.

GS/L1

*Northland Surveying & Consulting LLC  
326 Driveway Street Ste 102  
Fairbanks, Alaska 99701  
voice 907-451-7411  
fax 907-451-7413  
e-mail phicks.nlscc@gmail.com*

Platting Board Members  
Fairbanks North Star Borough  
P.O. Box 71267  
Fairbanks, Alaska 99707

September 14, 2017

**RE: REQUEST FOR VARIANCE FROM TITLE 17 REQUIREMENTS FOR THE FINAL PLAT (BOND) OF NORTH RIVER BEND ESTATES**

Honorable Platting Board Members,

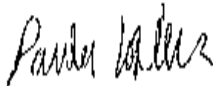
On behalf of our client I am requesting that a variance be granted from **Title 17.44.010.A.2.b**, for a one year time extension to the bond for construction of the temporary turnaround on Dieringer Avenue within North River Bend Estates.

Description of variance: A request for a one year time extension to: September 30, 2018, for the existing bond to construct a temporary turnaround on Dieringer Avenue. Together with a request to dismiss the bond if Chena Bend Drive and River Park Drive are accepted by FNSB therefore eliminating the need to construct any temporary turnaround.

Reasons for requesting variance: The requirement is impractical due to the specific conditions of the subdivision. Chena Bend Drive and River Park Drive are currently constructed with an existing cul-de-sac. The filing of the preliminary plat for the Second Addition of Chena Bend Recreational Tracts will allow for the proper certified professional inspection and FNSB acceptance of these roads.

A representative from our firm will be present at the scheduled Public Hearing for this item to answer any further questions the Platting Board may have regarding this variance.

Sincerely,



Paula Hicks  
Northland Surveying & Consulting LLC  
451-7411

*Northland Surveying & Consulting LLC  
326 Driveway Street Ste 102  
Fairbanks, Alaska 99701  
voice 907-451-7411  
fax 907-451-7413  
e-mail phicks.nlscc@gmail.com*

Ann Worhatch, PE  
Fairbanks North Star Borough  
P.O. Box 71267  
Fairbanks, Alaska 99707

November 16, 2016

**RE: NORTH RIVER BEND ESTATES, SD0028-15**

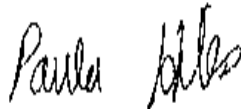
Ann Worhatch,

The owner of the above referenced subdivision wishes to apply for a subdivision bond/surety. The roads are 95% complete and require some additional work in the spring of 2017. The following is a list of activities that will need to be completed to achieve a FNSB approved subdivision. We estimate the time of completion to be September 30, 2017.

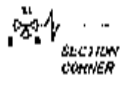
<b>Description of work to be performed</b>	<b>Estimated cost to complete</b>
Construct temporary turnaround within temporary turnaround easement on Dieringer Ave. (see attached)	
Replace sign at Nordale/Dieringer with larger size and adjusting other signs to the correct height	
Total of all items left to complete	\$4487.00
Plus 20% overrun allowance	\$897.40
Total Required for subdivision Agreement	<b>\$5384.40</b>

The public health and safety will not be affected as a turnaround currently exists at the end of Colt Drive and another turnaround at the end of Riverpark Drive. The size and heights of the street signs is not a significant safety issue, they are legible as currently constructed.

Sincerely,



Paula Hicks, PLS  
Northland Surveying & Consulting LLC  
451-7411



1/4 SECTION 6  
2897.04'

1/4 SECTION 6  
nothing found

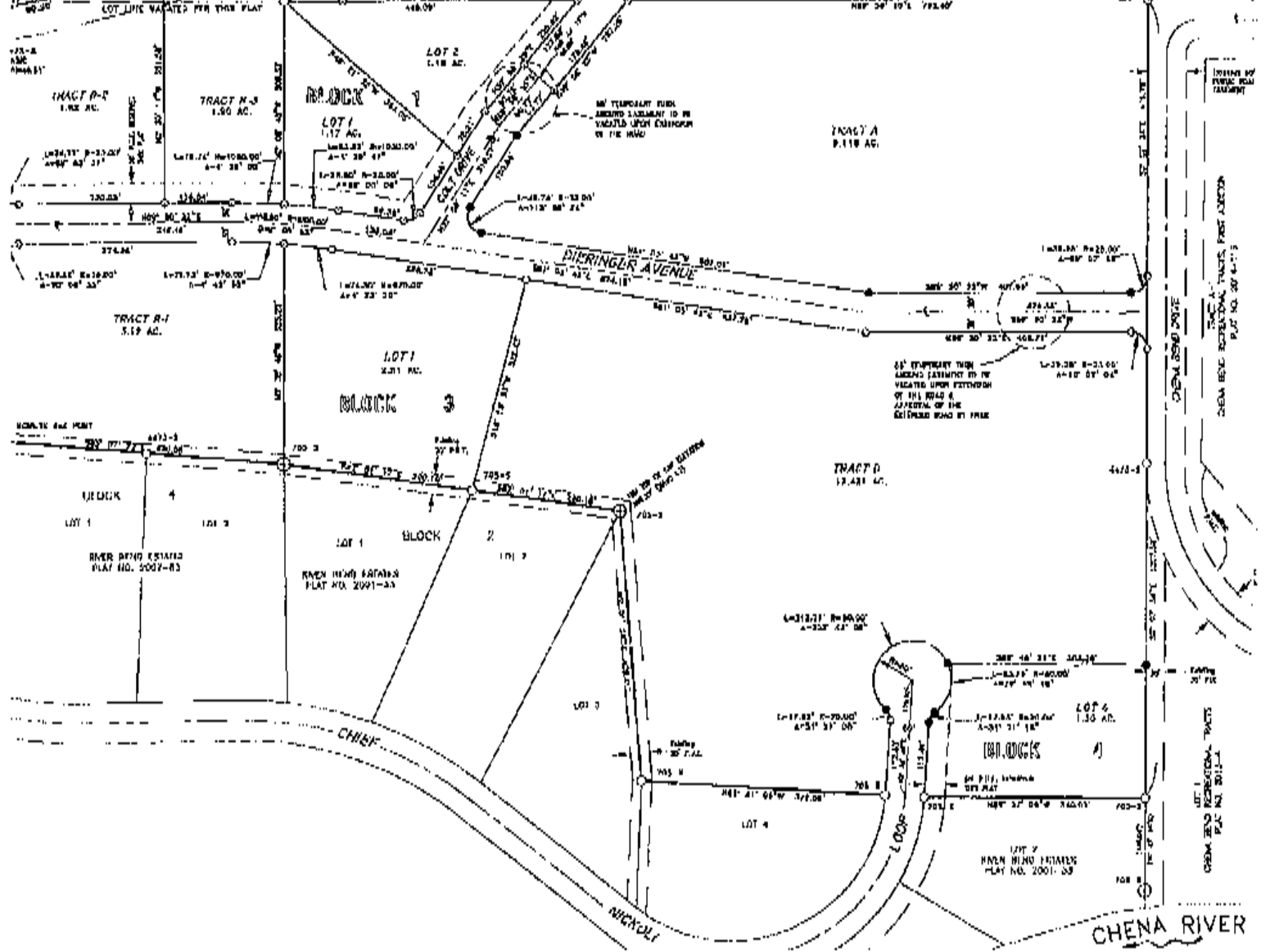
1/4 SECTION 6  
2897.34'

TL-506  
UNDEVELOPED  
JMF PROPERTY

TRACT C  
14.00 AC.

UNDEVELOPED  
JMF PROPERTY  
TL-506

LITTLE CHENA RIVER



CHENA RIVER



November 14, 2016

Northland Surveying & Consulting LLC  
328 Driveway St #102  
Fairbanks, Alaska 99701  
rch.nisc@gmail.com

Re: North River Bend Estates Subdivision

Richard,

The following is our proposal and scope of work for North River Bend Estates Subdivision,

- Construct a temporary turn around at the end of Dieringer Dr. and will be to Fairbanks North Star Borough Specification
- 1' of material for base to be pit run gravel
- 4" of E1 material to be used for topping
- Prevailing wage rates will be used
- Sign at Nordale and Dieringer Drive will be changed to appropriate size for Department of Transportation Specifications

Total Price: \$ 4,487.00

If you have any questions or require additional information, please give me a call at 907-388-2689.

Sincerely,

A handwritten signature in cursive script that reads 'James P. McGlinchy'.

James P. McGlinchy  
Owner



**BASIS OF BEARING**

PER PLAT #2001-53

S66° 59' 10" W 1321.82' (1321.87')

231.94'

N4° 40' 10" E

251.86'

219.36'

N39° 58' 10" E 795.40'

199.45'

N22° 02' 18" E

199.45'

284.10'

191.33'

C 1/4 SECTION 5  
3239-S

N48° 44' 17" W

178.48'

80.00'

17.86'

60' TEMPORARY TURN  
AROUND EASEMENT TO BE  
VACATED UPON EXTENSION  
OF THE ROAD

152.35'

S88° 56' 58" E

149.27'

15'

2

149.27'

N2° 28' 23" E

261.52'

281.11'

N2° 28' 23" E

260.69'

30' P.U.E. RESERVED  
THIS PLAT

246.30'

N14° 57' 48" E

35.78'

157.82'

3

148.63'

65.31'

85.31'

423.35'

S89° 50' 22" W

177.23'

144.15'

774.58'

S0° 07' 34" E

1207.59'

(S0° 07' 19" E 1207.64')

191.33'

284.10'

169.76'

S88° 58' 58" E

257.01'

150.80'

423.35'

144.15'

163.83'

S0° 07' 19" E

1207.64'

360.65'

196.82'

S89° 56' 16" E

12.15'

30'

12.15'

**BASIS OF BEARING**

PER PLAT #2001-53

S66° 59' 10" W 1321.82' (1321.87')

231.94'

N4° 40' 10" E

251.86'

219.36'

N39° 58' 10" E 795.40'

199.45'

N22° 02' 18" E

199.45'

284.10'

191.33'

C 1/4 SECTION 5  
3239-S

N48° 44' 17" W

178.48'

80.00'

17.86'

60' TEMPORARY TURN  
AROUND EASEMENT TO BE  
VACATED UPON EXTENSION  
OF THE ROAD

152.35'

S88° 56' 58" E

149.27'

15'

2

149.27'

N2° 28' 23" E

261.52'

281.11'

N2° 28' 23" E

260.69'

30' P.U.E. RESERVED  
THIS PLAT

246.30'

N14° 57' 48" E

35.78'

157.82'

3

148.63'

65.31'

85.31'

423.35'

S89° 50' 22" W

177.23'

144.15'

774.58'

S0° 07' 34" E

1207.59'

(S0° 07' 19" E 1207.64')

191.33'

284.10'

169.76'

S88° 58' 58" E

257.01'

150.80'

423.35'

144.15'

163.83'

S0° 07' 19" E

1207.64'

360.65'

196.82'

S89° 56' 16" E

12.15'

30'

12.15'

**BASIS OF BEARING**

PER PLAT #2001-53

S66° 59' 10" W 1321.82' (1321.87')

231.94'

N4° 40' 10" E

251.86'

219.36'

N39° 58' 10" E 795.40'

199.45'

N22° 02' 18" E

199.45'

284.10'

191.33'

C 1/4 SECTION 5  
3239-S

N48° 44' 17" W

178.48'

80.00'

17.86'

60' TEMPORARY TURN  
AROUND EASEMENT TO BE  
VACATED UPON EXTENSION  
OF THE ROAD

152.35'

S88° 56' 58" E

149.27'

15'

2

149.27'

N2° 28' 23" E

261.52'

281.11'

N2° 28' 23" E

260.69'

30' P.U.E. RESERVED  
THIS PLAT

246.30'

N14° 57' 48" E

35.78'

157.82'

3

148.63'

65.31'

85.31'

423.35'

S89° 50' 22" W

177.23'

144.15'

774.58'

S0° 07' 34" E

1207.59'

(S0° 07' 19" E 1207.64')

191.33'

284.10'

169.76'

S88° 58' 58" E

257.01'

150.80'

423.35'

144.15'

163.83'

S0° 07' 19" E

1207.64'

360.65'

196.82'

S89° 56' 16" E

12.15'

30'

12.15'

**BASIS OF BEARING**

PER PLAT #2001-53

S66° 59' 10" W 1321.82' (1321.87')

231.94'

N4° 40' 10" E

251.86'

219.36'

N39° 58' 10" E 795.40'

199.45'

N22° 02' 18" E

199.45'

284.10'

191.33'

C 1/4 SECTION 5  
3239-S

N48° 44' 17" W

178.48'

80.00'

17.86'

60' TEMPORARY TURN  
AROUND EASEMENT TO BE  
VACATED UPON EXTENSION  
OF THE ROAD

152.35'

S88° 56' 58" E

149.27'

15'

2

149.27'

N2° 28' 23" E

261.52'

281.11'

N2° 28' 23" E

260.69'

30' P.U.E. RESERVED  
THIS PLAT

246.30'

N14° 57' 48" E

35.78'

157.82'

3

148.63'

65.31'

85.31'

423.35'

S89° 50' 22" W

177.23'

144.15'

774.58'

S0° 07' 34" E

1207.59'

(S0° 07' 19" E 1207.64')

191.33'

284.10'

169.76'

S88° 58' 58" E

257.01'

150.80'

423.35'

144.15'

163.83'

S0° 07' 19" E

1207.64'

360.65'

196.82'

S89° 56' 16" E

12.15'

30'

12.15'

**BASIS OF BEARING**

PER PLAT #2001-53

S66° 59' 10" W 1321.82' (1321.87')

231.94'

N4° 40' 10" E

251.86'

219.36'

N39° 58' 10" E 795.40'

199.45'

N22° 02' 18" E

199.45'

284.10'

191.33'

C 1/4 SECTION 5  
3239-S

N48° 44' 17" W

178.48'

80.00'

17.86'

60' TEMPORARY TURN  
AROUND EASEMENT TO BE  
VACATED UPON EXTENSION  
OF THE ROAD

152.35'

S88° 56' 58" E

149.27'

15'

2

149.27'

N2° 28' 23" E

261.52'

281.11'

N2° 28' 23" E

260.69'

30' P.U.E. RESERVED  
THIS PLAT

246.30'

N14° 57' 48" E

35.78'

157.82'

3

148.63'

65.31'

85.31'

423.35'

S89° 50' 22" W

177.23'

144.15'

774.58'



STATE OF NEW YORK  
IN SENATE  
January 11, 1911.



REPORT OF THE COMMISSIONERS OF THE LAND OFFICE  
IN ANSWER TO A RESOLUTION PASSED BY THE SENATE  
MAY 11, 1909.

ALBANY:  
J. B. LIPPINCOTT COMPANY,  
PRINTERS,  
1911.

THE STATE OF NEW YORK  
OFFICE OF THE COMMISSIONERS OF THE LAND OFFICE  
ALBANY, N. Y., JANUARY 11, 1911.



TO THE SENATE:  
I have the honor to acknowledge the receipt of your resolution of May 11, 1909, and to inform you that the same has been referred to the Commission on the Land Office, and that the report thereon is herewith submitted to you.

REPORT OF THE COMMISSIONERS OF THE LAND OFFICE  
IN ANSWER TO A RESOLUTION PASSED BY THE SENATE  
MAY 11, 1909.

THE STATE OF NEW YORK  
OFFICE OF THE COMMISSIONERS OF THE LAND OFFICE  
ALBANY, N. Y., JANUARY 11, 1911.

TO THE SENATE:  
I have the honor to acknowledge the receipt of your resolution of May 11, 1909, and to inform you that the same has been referred to the Commission on the Land Office, and that the report thereon is herewith submitted to you.

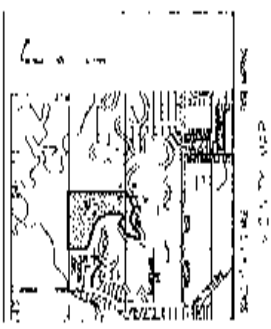
NEW YORK  
JANUARY 11, 1911.



ALBANY  
J. B. LIPPINCOTT COMPANY  
PRINTERS  
1911

NEW YORK  
JANUARY 11, 1911.

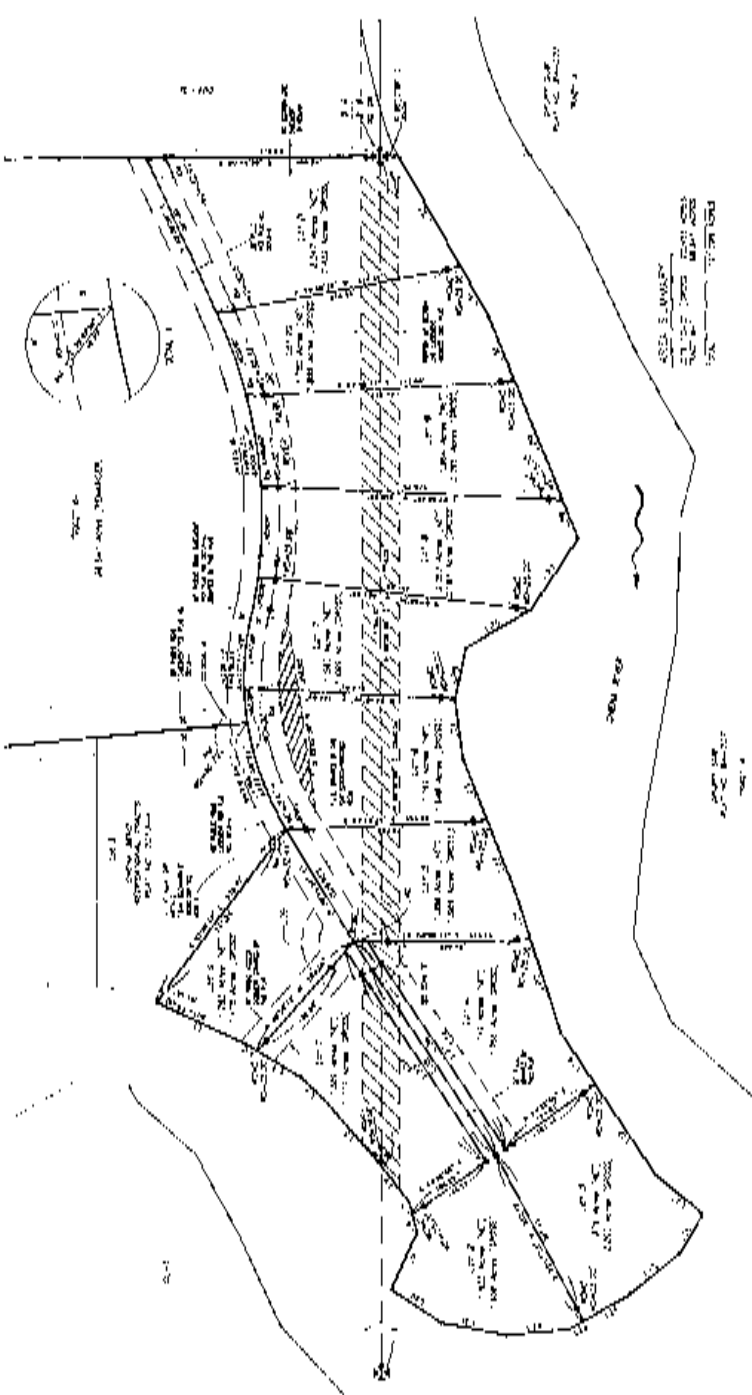




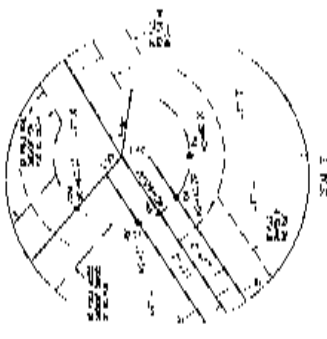
SECTION  
 FOUNDATION  
 CONCRETE  
 BRICK  
 PLASTER  
 LATH AND PLASTER  
 GYPSUM BOARD  
 INSULATION  
 DIMENSIONS  
 FINISH  
 SCALE: 1/4\"/>

SECTION LINE BASEMENT SECTION  
 FOUNDATION  
 CONCRETE  
 BRICK  
 PLASTER  
 LATH AND PLASTER  
 GYPSUM BOARD  
 INSULATION  
 DIMENSIONS  
 FINISH  
 SCALE: 1/4\"/>

NO.	DESCRIPTION	AMOUNT	UNIT	PRICE	TOTAL
1	CONCRETE	100	CU YD	12.00	1200.00
2	BRICK	1000	SQ YD	1.50	1500.00
3	PLASTER	100	SQ YD	1.00	100.00
4	LATH AND PLASTER	100	SQ YD	1.00	100.00
5	GYPSUM BOARD	100	SQ YD	1.00	100.00
6	INSULATION	100	SQ YD	1.00	100.00
7	DIMENSIONS	100	SQ YD	1.00	100.00
8	FINISH	100	SQ YD	1.00	100.00
9	SCALE: 1/4"				



SECTION LINE BASEMENT SECTION  
 FOUNDATION  
 CONCRETE  
 BRICK  
 PLASTER  
 LATH AND PLASTER  
 GYPSUM BOARD  
 INSULATION  
 DIMENSIONS  
 FINISH  
 SCALE: 1/4\"/>







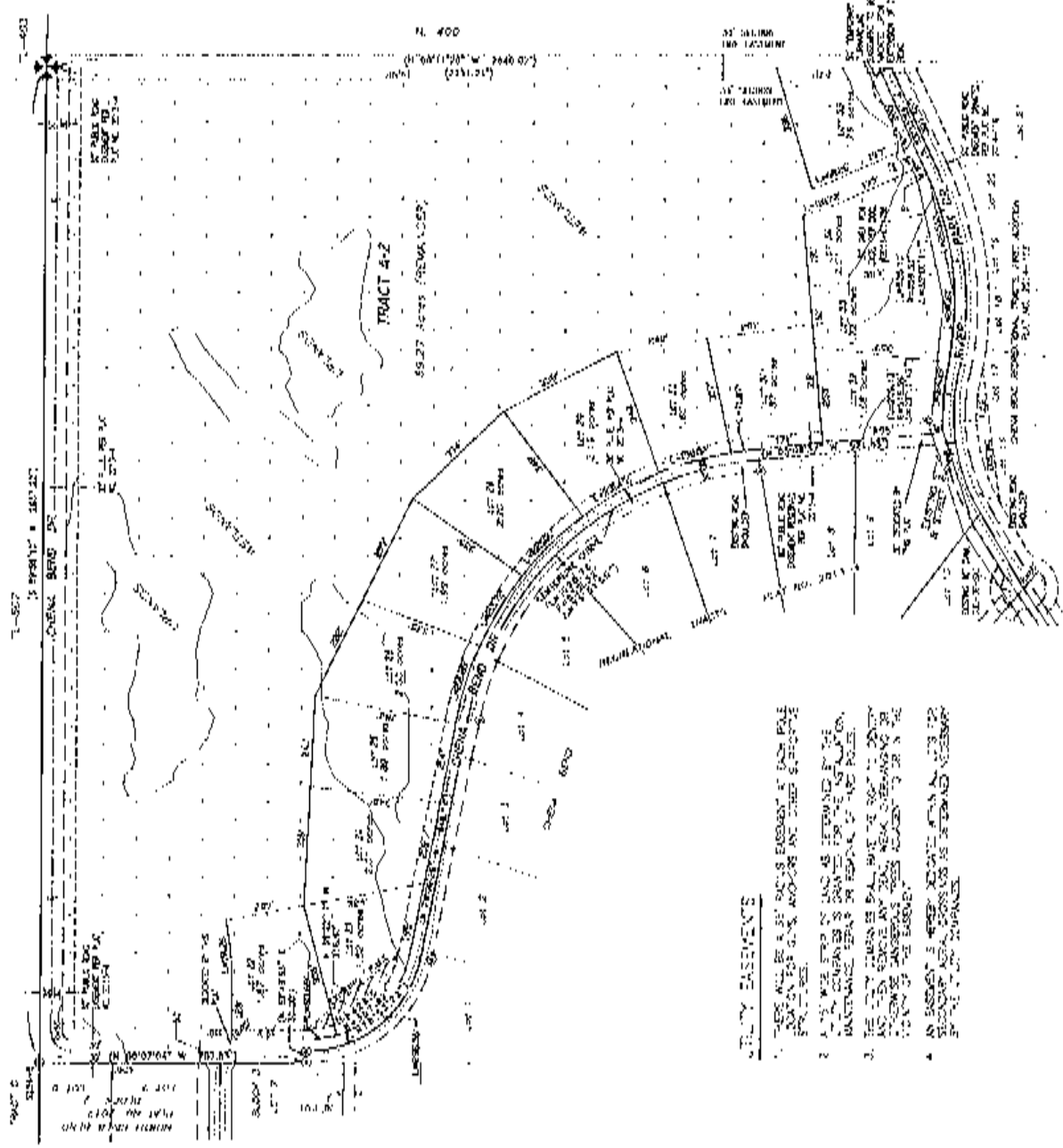




PHASING:

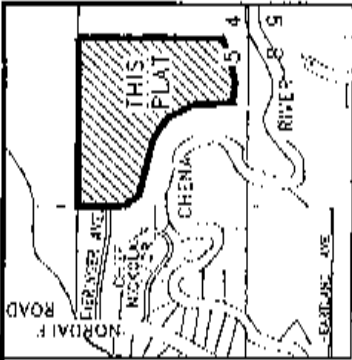
PHASE 1: LOTS 22-28

PHASE 2: LOTS 29-35



UTILITY EASEMENTS:

1. THERE WILL BE A 10' PUBLIC EASEMENT AT EACH END OF THE CHENA BEND DRIVE AND CHENA BEND DRIVE EASEMENTS.
2. ALL UTILITIES TO BE LOCATED AS SHOWN BY THE UTILITIES DEPARTMENT OF THE CITY OF FAIRBANKS, ALASKA.
3. THE CITY OF FAIRBANKS, ALASKA, WILL BE RESPONSIBLE FOR THE INSTALLATION AND MAINTENANCE OF ALL UTILITIES.
4. AN EASEMENT IS REFERRED TO AS NECESSARY TO SHOW THE LOCATION OF UTILITIES AS SHOWN BY THE UTILITIES DEPARTMENT OF THE CITY OF FAIRBANKS, ALASKA.



SCALE: 1" = 100' 0"

NOTES:

1. SEE THIS SUBDIVISION FOR SCHEDULE PER THE CITY OF FAIRBANKS, ALASKA, FOR THE CITY OF FAIRBANKS, ALASKA.
2. THE AREA IS WITHIN THE CHENA BEND RECREATIONAL TRACTS, SECOND ADDITION, FAIRBANKS, ALASKA.

SCALE: 1" = 100' 0"



PRELIMINARY PLAT

**CHENA BEND RECREATIONAL TRACTS SECOND ADDITION**

A PART OF TRACT 4-1, CHENA BEND RECREATIONAL TRACTS, FIRST ADDITION, PLAT NO. 2219-116 (P.2.)

OWNER: CHENA BEND RECREATIONAL TRACTS, INC. FAIRBANKS, ALASKA 99701

SURVEYOR: NORTLAND SURVEYING & CONSULTING LLC 307 156 DRIFWAY ST., STE. 102 FAIRBANKS, ALASKA 99701

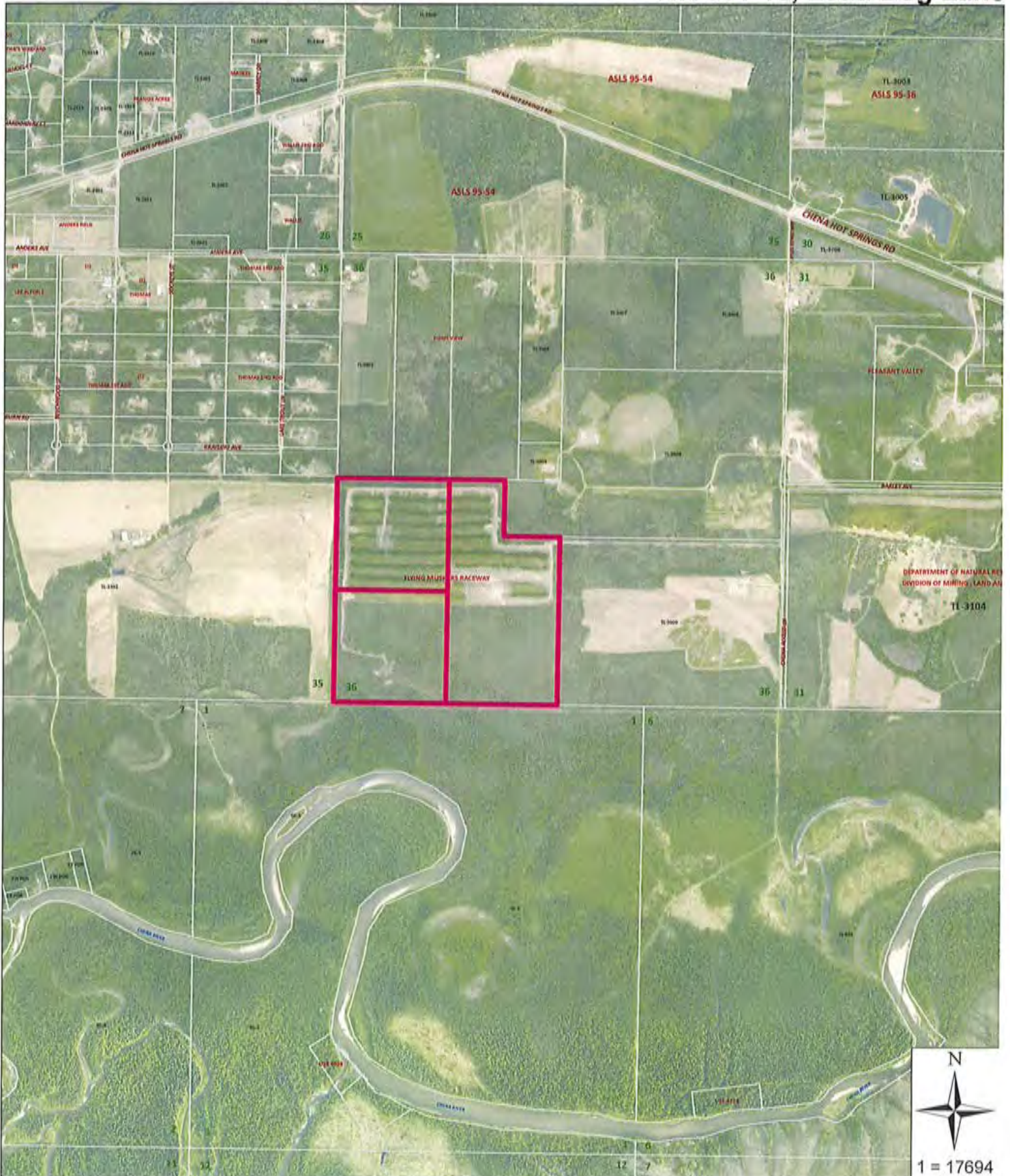
FAIRBANKS RECORDING DISTRICT

PLAT NO. 2219-116 (P.2.) SHEETS: 1-2

**NR001-18**  
**LEAD DOG LANE**



NR 001-18, Lead Dog Lane



## NR001-18 Lead Dog Lane

November 15, 2017

### STAFF REPORT

**TO:** Fairbanks North Star Borough Platting Board  
**THROUGH:** D. Christine Nelson, Director of Community Planning  
**FROM:** Angela Parker, Platting Officer

---

**Applicant:** Derek Patton  
PO Box 16192  
Fairbanks, AK 99716

**Adjoining Owners:**

Brian & Tami Earle PO Box 16152 Fairbanks, AK 99716	Keizo & Yasue Funatsu PO Box 16195 Fairbanks, AK 99716
Jamie C Rogers PO Box 16213 Fairbanks, AK 99716	Megan & Andrew Hamlin 410 Zuendel Street Fairbanks, AK 99712-3776
Michael & Diana Wagner 7585 Anders Avenue Fairbanks, AK 99712-3735	University of Alaska 910 Yukon Drive Ste 106 Fairbanks, AK 99775-9702
Paul Shoen PO Box 16067 Fairbanks, AK 99716	

**Specific Request/  
Legal Description:** To name an unnamed road located off Chena Access Lane within Section 36, T1N, R4E, FM

**Location:** Intersects with Chena Access Lane south of Chena Hot Springs Road in Two Rivers

**Road Service Area:** None

**History:** The applicants purchased 150 acres in this area a few years ago, and built a driveway within the existing 50' public access easements on the eastern, northern and western boundaries of the property. In 2016, they subdivided the property, known as Flying Musers Raceway, into three lots and subsequently sold two of the lots.

The owners of the three parcels in Flying Musers Raceway subdivision are all mushers, and felt that Lead Dog Lane would be an appropriate name for the access to their property.

**Analysis:** There are ten adjoining parcels along the unnamed road. FNSBC 17.40.060.A requires a petition signed by at least 75% of the adjoining property owners to be submitted with the application. This requirement has been satisfied; the owners of eight of the ten adjoining properties have signed the road naming petition.

FNSBC 17.36.020.A.2 requires that the applicant list "the favored street name and two alternate names. The applicant requested that the road be named Lead Dog Lane; the two alternate names are Shark Central and Longest Driveway Ever. The Street Addressing Coordinator has reviewed and approved the proposed non-duplicate road name of Lead Dog Lane.

FNSBC 17.40.050.C.7 states, "Private easements or travelways recognized for numbering purposes shall be designated 'Lane'." In this case, the road proposed to be named is within public access easements and as such is not private. However, FNSBC 17.36.010.D states, "Nothing in this section should be construed so as to prevent the platting board from consideration of other tag names for unique or historical purposes." The Street Addressing Coordinator agrees that "Lane" is an appropriate tag for the proposed road name in this case.

The proposed road has not been constructed to FNSBC standards, nor has it been approved by the Borough Public Works department. Naming this road does not constitute acceptance of the road as far as construction is concerned.

The road is not just a straight east-west road; a portion of the road runs north-south on the west boundary of Lots 2 & 3 Flying Musers Raceway. This portion of the road is within existing section line easements. To the north, within the same section line easements, is Zuendel Street, which has been constructed to Borough minor collector standards for approximately 950 feet south of Chena Hot Springs Road. It is important to note that if Zuendel Street were to be extended farther south to connect with the north-south portion of Lead Dog Lane, that portion of the proposed road would most likely need to be renamed Zuendel Street for continuity.

FNSBC 17.40.070.I requires the applicant to be responsible for replacing and installing all street name signs if the new road name is approved. The requirements of FNSBC 17.60.190.D further detail the standards for road signs and states in part:

2. The applicant shall be responsible for any and all road signs required by the new improvements. The applicant shall follow the Alaska Traffic manual prepared by the State of Alaska Department of Transportation and Public Facilities, Manual of Uniform Traffic Control Devices prepared by the U.S. Department of Transportation, or authorities having jurisdiction for design of traffic control signs.
3. All signs and support columns shall be of metal construction and conform to the State of Alaska DOT/PF Standard Specifications for Highway Construction or other standards adopted by the platting board.

**Recommendation:** Staff recommends preliminary approval of the request to name a previously unnamed road Lead Dog Lane with the following conditions:

1. The applicant shall install signage which meet the requirements of FNSBC 17.60.190.D for road name signs.
2. Photo verification shall be submitted by November 15, 2019 showing that all required signage has been installed.

**Findings of fact:** Staff further recommends adoption of the staff report and the following findings:

- a) FNSBC 17.36.020.A.1 requires that a road naming petition be "signed by at least 75% of the adjoining property owners".
- b) Eight of the ten adjoining property owners (80%) have signed the road naming application.
- c) The proposed name Lead Dog Lane is not a duplicate of, nor does it conflict with, any existing street names.
- d) FNSBC 17.60.190.D provides specific regulations on road signs and support structures.
- e) The Street Addressing Coordinator supports naming the road Lead Dog Lane.
- f) The Street Addressing Coordinator agrees that "Lane" is an appropriate tag for the proposed road name.
- g) FNSBC 17.40.070.I requires that the applicant install street name signs if the road naming request is approved. Conditions 1 and 2 fulfill this requirement.

- h) With the conditions recommended by staff, this public road naming request meets the applicable requirements of Title 17.

**Recommended Motion:**

*I move to approve the naming of a previously unnamed road Lead Dog Lane with the two conditions, adopting the eight findings of fact and the staff report in support of approval.*

ap/L1

DPOs sent	Parcels notified
-----------	------------------