PLANNING COMMISSION MEETING

APRIL 24, 2018
A presentation by the Department of Community Planning on the status of the two flood studies currently in progress and other floodplain management updates. (Presenter: Nancy Durham, FNSB Floodplain Administrator)

AGENDA
Immediately following Work Session

A. ROLL CALL

B. MESSAGES

1. Chairperson’s Comments
2. Commissioner’s Comments
3. Communications to the Planning Commission
4. Citizen’s Comments – limited to three (3) minutes
   a. Agenda items not scheduled for public hearing
   b. Items other than those appearing on the agenda
5. Disclosure & Statement of Conflict of Interest

C. APPROVAL OF AGENDA AND CONSENT AGENDA

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

D. *MINUTES

1. *Minutes from March 27, 2018 Planning Commission Meeting. (Page 5)

E. QUASI-JUDICIAL HEARINGS

1. CU2018-012: A request by Ainley International Memorial Fund LLC for conditional use approval of a natural resource extraction use (gravel extraction pit) in the Light Industrial with Special Limitations (LI-SL), Groundwater Damage Protection (GWP) overlay, and Waterways Protection (WP) overlay zone on Tract B, North Star II Subdivision (located north of Old Richardson Highway, south of Blanket Boulevard, and south of Richardson Highway). (Staff Contact: Stacy Wasinger) (Page 15)
F. **NEW BUSINESS**

1. Status updates on Community Planning’s coordination with the City of Fairbanks on zoning/building permits and with the FNSB Assessing Department on new construction starts.

G. **EXCUSE FUTURE ABSENCES**

H. **COMMISSIONER’S COMMENTS**

I. **ADJOURNMENT**

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Any questions, please contact the Community Planning at 907-459-1260 or via email at:

FNSBPC@fnsb.us
A regular meeting of the Fairbanks North Star Borough Planning Commission was held in the Mona Lisa Drexler Assembly Chambers, Juanita Helms Administration Center, 907 Terminal Street, Fairbanks, Alaska. The meeting was called to order at 6:01 p.m. by Mindy O’Neill, Chairperson.

A. ROLL CALL

MEMBERS PRESENT: Mike Stepovich Chris Guinn
John Perreault Charles Whitaker
David Brandt Eric Muehling
Mindy O’Neill

MEMBERS ABSENT & EXCUSED: Robert Peterson Wendy Presler
Patricia Thayer Doug Sims

OTHERS PRESENT: Christine Nelson, Community Planning Director
Stacy Wasinger, Planner
Wendy Doxey, Assistant Borough Attorney
Nicole Nordstrand, Recording Clerk

B. MESSAGES

1. Chairperson’s Comments

Chair O’Neill reminded the Commission of the Body’s purpose and read directly from FNSB Code, and asked the Body to limit its questions to relevant issues.

2. Commissioner’s Comments

There were no comments by Commissioners.

3. Communications to the Planning Commission

Ms. Christine Nelson advised that the April 10th Planning Commission meeting has been canceled since there were no new applications received.

4. Citizen’s Comments – limited to three (3) minutes

There were no comments by Citizens.

5. Disclosure & Statement of Conflict of Interest

There were no disclosures or statements of conflict of interest.
C. *APPROVAL OF REVISED AGENDA AND CONSENT AGENDA*

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

Chair O’Neall communicated the item which had been withdrawn from the Agenda; RZ2018-004.

**MOTION:** To approve Agenda and Consent Agenda by Commissioner Muehling and seconded by Commissioner Guinn.

**PASSED WITHOUT OBJECTION**

D. *MINUTES*

1. *Minutes from the February 27, 2018 Meeting.*

E. **APPEALS**

1. **GR2018-085:** An appeal by Robert and Loa Hubbard of the denial of a request for affirmative recognition of legal nonconforming structure status (grandfather rights) for an existing structure with a nonconforming south front-yard setback of 16.1 feet instead of the required 20 feet in the General Commercial (GC) zone for the property on Tax Lot 4, Kolde Homestead (located at 208 Gaffney Road, on the north side of Gaffney Road, east of Noble Street and north of Airport Way). (Staff: Stacy Wasinger)

The Applicant, Loa Hubbard, was present and deferred to Staff to present first.

**Ms. Stacy Wasinger** provided a presentation of her Staff Report and findings of fact on behalf of the Borough’s Planning Department and recommended denial of the appeal and to uphold the administrative determination.

**Questions by Commissioners**

**Commissioner Muehling** asked if the alteration of the building did not cause any increase in the building, and Ms. Wasinger confirmed and noted it may have decreased it through the removal of the entry way. **Commissioner Muehling** asked if the building is changed by height would it affect setback requirements, and Ms. Wasinger stated it would not. **Commissioner Muehling** queried that once the building was demolished it lost any grandfather rights available, and Ms. Wasinger stated that is the department’s interpretation of code. Discussion ensued on code definition for alteration.

**Commissioner Brandt** pointed to that portion of Borough Attorney Jill Dolan’s memo (page 84 and 85) third paragraph and stated he was unable to find anything in code supporting her statement, and inquired if it is merely an opinion. Ms. Nelson explained that unless expressly stated and allowed by code, it is not allowed, and explained the lack of definitions in grandfather rights.

**Ms. Doxey** added that Ms. Nelson’s explanation was accurate and further offered additional information and examples.
Commissioner Brandt inquired about the document on page 86 and 87 of the packet and read the portion on page 87 at number 2, example 2, and indicated his belief that the subject matter is similar to what he just read. Ms. Nelson explained that the memo was a former department interpretation where code expressly allowed it.

Ms. Doxey explained that the document on page 86 and 87 is a policy interpretation back in 1988 by the Department based upon an old version of code, and does not appear to have undergone legal analysis and now that it has there is no legal support for the policy conclusions.

Commissioner Brandt communicated that the policy has been in existence all this time until this case arose.

Ms. Doxey stated the Community Planning Department would need to be queried as to whether or not they were implementing the policy.

Ms. Nelson responded that a legal analysis trumps a policy and stated it may have been common practice in the past to create policies without undergoing legal review, and conveyed that the does not make it accurate.

Commissioner O'Neall asked for Staff to explain the practice between the Borough and City of Fairbanks on zoning and building permits. Ms. Wasinger explained that if there is a new use a zoning permit is required under Title 18 and generally the City will send people to the Borough to ensure the use is permitted and surmised of her uncertainty if that happened in the present case and the Planning Department did not issue a zoning permit in the present case. Ms. Nelson interjected that typically the City does require the Borough to sign off and explained that what the City may consider a new use for zoning may not mesh with what the Borough considers a new use and there is no building code requirement that requires them to ensure the Borough has issued a zoning permit.

Commissioner O'Neall followed up by asking if there is a charge for either a zoning or building permit. Ms. Nelson responded there is a charge for building permits by the City and zoning permits are free.

Commissioner Guinn commented that if the Applicant came to the zoning department and explained the situation and Staff provided erroneous information and wondered if there is a record of the Applicant contacting Community Planning. Ms. Wasinger directed the Commission to page 138 which is an email from another Planner to the Applicant and stated her belief that to her knowledge that constitutes the first contact.

Commissioner Brandt inquired as to when the building became an issue and wondered if it had just been a roof replacement would that have caused an issue and probed as to the point, percentage, it does not become allowed and stated there is nothing in the packet stating it is not or allowed. Ms. Nelson stated that Borough code does not attach a percentage, and in this case a roof may not have been considered a replacement of the structure because the walls are still in place and explained that once the walls are brought down to the foundation, the building does not exist.

Ms. Doxey read the definition of building from FNSBC.

Commissioner Brandt questioned whether they could have built on to the existing building, and Ms. Wasinger replied affirmatively and noted so long as it did not create a new
nonconformity. Discussion ensued on the setback requirements and standards in place at the time.

Ms. Doxey asked for clarification on when Community Planning believes grandfather rights would have attached. Ms. Nelson confirmed that the 1970 setback requirements are when it became legal nonconforming.

Commissioner Brandt asked if the building burnt down then it would not have been able to be rebuilt. Ms. Nelson responded affirmatively.

Mrs. Loa Hubbard testified as follows:

- Born in Fairbanks
- 2014 purchased an Allstate Insurance Agency
- 2014 opportunity arose to purchase the old Comet Club building at 208 Gaffney
- Purchased from Richard Lundhagen who had owned it since 1975
- Intent was to move Allstate office to that location
- Owner-financed purchase resulting in no formal appraisal or bank involvement
- Proud and honored to own a piece of property that has been a landmark in Fairbanks for the past 50 years
- During the design phase for the remodel, knew that the bathrooms, kitchen, boiler room, main door and the windows would remain in place
- Utilities have been kept alive for three (3) years
- Questions arose by architect and City why not replace the entire building
- No question roof needed replacement
- Discussion ensued on the condition of the exterior walls as they were painted plywood and in desperate need of repair
- When the wall was opened it was discovered there were holes thought to be caused by vehicle collisions
- Base plates on the southeast were rotten and had to be replaced
- Plan was to provide 2x8 to the walls for excellent insulation and more environmentally friendly. Placement was going to be on the inside to avoid increasing the footprint, but there was a structural issue
- City’s engineer recommended replacing walls to accomplish desired thickness
- City issued permits - roof came off, walls came down and new walls were installed along with a new roof within a 2 week period
- Around same time as construction, reviewed permit packet information and realized a zoning permit was required
- Denied a zoning permit due to the setback requirements
- Applied for Grandfather Rights with the Borough and was denied due to a determination of too many changes to be considered an alteration
- There is no definition for alteration – subject to opinion of Community Planning Staff
- Attempted to apply for a variance and was advised by the Director of Community Planning to appeal the grandfather rights decision
- At no point has the Borough or the City questioned the project
- At no time has a cease and desist been ordered
- Advised by Staff at the Planning Department that the appeal process should not have any impact on the project and to carry on with construction
- Ready for occupancy this weekend
- No traffic safety issues – office use minimal to that of the former occupancy as a bar
- AT&T is only occupant beyond building
• Desires building be compliant with the Borough and City
• Situation holds no financial baring
• Significantly increased the value of the building
• Cleaned up an eyesore
• Improved public safety – vagrants and homeless were frequent visitors
• Replaced roof which if hadn’t, probably would have collapsed because of the snow weight
• Opportunity for more growth on the east side of Fairbanks
• Presence of Allstate Office will be beneficial to the surrounding business which have been supportive from the beginning
• Created a beautiful addition to Fairbanks outside of Fort Wainwright’s main gate
• Welcome addition to the economic growth in the community

Questions by Commissioners

**Commissioner Brandt** clarified if it was the City’s engineer that recommended replacement of the exterior walls, and Mrs. Hubbard clarified it was the City’s structural engineer and further explained the original plan and explained her compliance with the City’s recommendations and explained the design which utilized features from the original building to serve her purpose to utilize it as an office building.

**Commissioner Whitaker** asked what the timing was of the take down versus construction or the length of time before new walls were going up. Mrs. Hubbard stated that the walls came down and within a week/week and a half the new walls came back up.

**Commissioner O’Neall** asked if she received any paperwork or information that the building may have grandfather rights when she purchased the building, and Mrs. Hubbard responded that she did not and that the only report they ran was a title search and there were no liens on the property.

Public Testimony Opened

**Ms. Rochelle Larson** testified that she is the owner of Larson’s Locksmith at 1249 Noble on the corner and knows about grandfather rights. She indicated her understanding was that because Mrs. Hubbard built on the existing foundation and did not expand any further into the setback it would be a non-issue, and stated her general support for the project and the improvement to the surrounding area.

**Mr. Scott Bucher** offered his support for Mrs. Hubbard’s building and testified that his family has owned the property that is occupied by a used car lot and his lot is for sale and Mrs. Hubbard’s building may help increase the property values in the area. He further testified that he has not heard anything that would give credence that anything she is doing to the property would be a health, safety and welfare issue and common sense tells you it will be a much better building then what was there.

**Commissioner Muehling** commented they were looking at common sense and looking at code and the Commission is trying to find a balance between the two. He further thanked Mr. Bucher for his testimony.

Public Testimony Closed
MOTION:  To deny the appeal and uphold the Administrative Hearing Officer decision denying recognition of legal nonconforming structure status (grandfather rights) for the existing building with a nonconforming south front-yard setback of 16.1 feet instead of the required 20 feet in the General Commercial (GC) zone; and adopting the staff report and twenty-two (22) findings of fact in support of the decision by Commissioner Muehling and seconded by Commissioner Guinn.

Discussion on the Motion

Commissioner Muehling communicated that the findings of fact are that the demolition goes way beyond the definition of alteration and noted that definitions are important to the Commission's charge. He stated that even if the definition was “substantial alteration” it would be difficult to stretch that to include demolition, and in future matters, this decision could set a standard. He expressed confliction due to seeing a new building on the same footprint which is the common sense aspect.

Commissioner Guinn stated his agreement with Commissioner Muehling and apologized to the Applicant and expressed hope it can be resolved in some type of other matter.

Commissioner Brandt communicated that the issue is the definitions or lack of definitions and stated the building was not demolished; it was rebuilt and the vast majority of the cost of a commercial structure is going to be the ground work, putting in a driveway, running the water and sewer and electric, foundation, all these items did not change and questioned what point it becomes a problem. He commented that the Masonic Temple was demolished. This building was methodically rebuilt and these individuals received City of Fairbanks permits and followed the engineer’s instructions and at no point did anyone object, including the Borough who were out there taking pictures at the time of the construction. He stated he would be voting no.

Commissioner Muehling stated that 18.104.040 [sic] defines alteration and is defined as meaning “any change in size or shape of a building” and communicated that the building was not changed in size or shape; it was razed to the ground.

Commissioner Whitaker communicated he liked what Commissioner Brandt conveyed and stated that if the Comet Club was rebuilt one wall at a time, one roof at a time, and piecemealed out, there would not be a problem.

Commissioner Brandt stated that the kitchen and bathrooms and plumbing have all remained the same and the Applicant only did exactly what the City engineer told them to do and they did not alter the footprint except to bring it more into compliance by removing the entrance and echoed Mr. Whitaker’s comment about doing it wall by wall. He reflected on the policy from 1988 which has not been retracted and would have allowed for replacement in the event of a fire without issue and questioned one person's opinion/interpretation until now.

Commissioner Perreault communicated his belief that it is a “Ship of Theseus” problem and noted the point made that several parts of the foundation, plumbing and inherent structures that are the underpinning of any aboveground structures were kept in place and noted Ms. Dolan’s memo “…It is therefore necessary to determine whether the building is being enlarged or altered or whether it has been demolished or destroyed and is being replaced to determine whether it may be continued.” Commissioner Perreault stated it is where the line must be drawn and asking the question since all walls were removed at once, is that level a teardown, in the Commission’s opinion, as an august body, to say this a brand new ship or is it the same ship with may parts replaced all at once. He then
touched on common sense that a new building is a good thing then stated common sense then says establishing a precedent will happen based on the decision in this matter.

**Commissioner Stepovich** commented that it is all subject to interpretation and echoed Commissioner Perreault’s statement on setting precedence.

**Commissioner Stepovich** questioned the practice of telling someone they are losing their grandfather rights, but the Community Planning Department recommends them to appeal it even though they recommend against it.

**Ms. Doxey** indicated the question is not of a legal nature and not something she can answer.

**ROLL CALL:**

Four (4) in Favor: Guinn, Perreault, Muehling and O’Neall

Three (3) Opposed: Brandt, Whitaker and Stepovich.

**MOTION PASSED**

**G. EXCUSE FUTURE ABSENCES**

**Commissioner O’Neall** is excused from the April 24, 2018 meeting.

**H. COMMISSIONER’S COMMENTS**

**Commissioner Guinn** reported he would have appreciated to have more definitions to work with tonight in making matters more clear.

**Commissioner Muehling** communicated that strict interpretation is not always easy and does not always feel right.

**Commissioner Stepovich** commented that if an Applicant goes to Community Planning and they recommend do not go for a variance because you are going to get denied or appeal the grandfather rights, and questioned them always holding a position against it or for it.

**Ms. Doxey** indicated her expectation for the department would be they give an Applicant the options and may give an initial assessment of the outset of the likelihood of success.

**Ms. Nelson** commented that Community Planning plays many roles and educating property owners is essential to giving them their options and what their probability of success in the matter.

**Commission Brandt** stated his wish for the Borough and the City to work together to prevent these types of things from happening in the future.

Discussion ensued on whether measures could be established between the Borough and the City to work cooperatively on building and zoning permits, including cooperation with the Assessing Office. **Ms. Nelson** communicated she would look into the matter and bring an update back to the Commission.

**I. ADJOURNMENT**
There being no further business, the meeting was adjourned at 7:23 p.m.
STAFF REPORT

CU2018-012
STAFF REPORT

To: Fairbanks North Star Borough Planning Commission

From: Stacy Wasinger, Planner III

Date: April 13, 2018
April 24, 2018 Planning Commission Meeting

Subject: CU2018-012: A request by Ainley International Memorial Fund LLC for conditional use approval of a natural resource extraction use (gravel extraction pit) in the Light Industrial with Special Limitations (LI-SL), Groundwater Damage Protection (GWP) overlay, and Waterways Protection (WP) overlay zone on Tract B, North Star II Subdivision (located north of Old Richardson Highway, south of Blanket Boulevard, and south of Richardson Highway).

EXECUTIVE SUMMARY

The applicant has requested a conditional use permit to develop a natural resource extraction use, specifically a gravel extraction pit, in the Light Industrial with Special Limitations (LI-SL), Groundwater Damage Protection (GWP) overlay, and Waterways Protection (WP) overlay zone. The proposed conditional use is on a portion of a larger existing 132.985 acre Tract B. The portion of Tract B zoned LI-SL is approximately 40.6 acres. The proposed conditional use is a gravel extraction pit on 10 acres in the initial phase, with a possibility of up to 21 acres developed, dependent on the depth and quality of the material as the gravel pit is developed. The extraction method is dragline equipment, and extraction is proposed to be primarily during a construction season from April through October, with potential stockpiling of gravel for use during winter months. A 20 year time frame is proposed, resulting in an expected pond depth of 45 feet. A 25 foot buffer is proposed to be maintained from Beaver Springs Creek and property lines. The primary access proposed is currently a private driveway across the property and the adjacent parcel to the east, intersecting with Buzby Road. Proposed hours of operation are 7 am to 8 pm. A water truck is proposed to be on site during extraction and operations for dust control. Please see "Key Issues" below for further discussion.

Key Issues:
Transportation facilities, access, and traffic:
The proposed conditional use is expected to generate up to 50 vehicles (100 trip ends) during peak construction season. Much of this traffic is expected to be related to heavy commercial truck traffic, as dump trucks transport excavated gravel off-site. The proposed access route is currently a private driveway to Buzby Road. Buzby Road is a major collector road maintained by ADOT & PF. Any driveway at that intersection would likely need to be constructed to commercial standards based on the change of intensity with the proposed conditional use. Blanket Boulevard is a minor collector road maintained by the City of North Pole and is not proposed to be used for truck traffic associated with the conditional use.

There is a current subdivision application for the property that would dedicate proposed Psalms Boulevard as a public ROW from Buzby Road to the conditional use but neither a preliminary nor final plat have been approved. Psalms Boulevard is proposed to be a collector road that would ultimately be maintained by the City of North Pole; a Development Agreement between the owner and the City of North Pole considers road maintenance, if the subdivision is finalized and the road dedicated. Prior
to dedication of Psalms Boulevard, the access is a private driveway across the applicant’s property, and there are limited public health, safety, and welfare impacts to the degradation of a private driveway that is not being used by the public. If Psalms Boulevard is dedicated to the public and being used as access by the public, there is likely to be greater public health, safety, and welfare concerns, including degradation to a potentially unmaintained public roadway. This is even more concerning if Psalms Boulevard is the only legal access to the parcels proposed to be platted in the area. Community Planning recommends a condition regarding maintenance for Psalms Boulevard if it is dedicated as a public ROW but not yet maintained by the City of North Pole. This will ensure the public road is adequate for the traffic generated by the conditional use from the time Psalms Boulevard is dedicated as ROW to the time the City takes over maintenance. With the conditions imposed, the private driveway, proposed Psalms Boulevard, and existing Buzby Road are adequate to handle the heavy commercial truck traffic associated with this conditional use.

Buffers:
A 25 foot vegetative buffer from Beaver Springs Creek coincides with the Waterways Protection Designation (WP) overlay zone on the subject property. Recommendations from Alaska DNR and US Fish and Wildlife publications support a larger combined primary and secondary vegetative buffer from the waterway due to potential impacts of runoff and development near a waterbody. Staff recommends a 66 foot vegetative buffer, consisting of a 33 foot primary and 33 foot secondary area. This 66 recommended buffer will also serve as a buffer from the adjacent residential zones and help mitigate noise and dust impacts to the surrounding properties.

Noise and dust:
Noise and dust are expected with the operation of a gravel pit. Hours of operation, buffers, and dust mitigation will help mitigate these concerns. The proposed hours of operation from 7 am to 8 pm are compatible with the surrounding zoning; extended hours may not be compatible due to noise and dust impacts. A condition is proposed to limit the hours of operation from 7 am to 8 pm. A vegetative buffer from residential zones would serve to help mitigate visual and auditory impacts of the use.

Length of conditional use operations:
The applicant has a stated end date of operations of September 1, 2038 and a maximum pond depth of 45 feet. Due to the nature of the impacts of the proposed conditional use, a 20 year time frame is too long to ensure the use is appropriate to the area. The adjacent area is zoned to be developed residentially and growth is expected in the area. A 5 year (construction season) sunset limitation to the conditional use permit is consistent with other high impact conditional use permits. Staff recommends an expiration date for the conditional use permit of November 1, 2022. The property owner could apply for subsequent renewals, allowing the Planning Commission to review and ensure the use continues to be compatible with the area.

Comprehensive Plan compliance:
The comprehensive plan area designation for the subject parcel is “Mixed Commercial/Residential/Office”. The subject area was rezoned with special limitations in January 2018. The special limitations on the LI zone limit the industrial uses but allow the option to apply for a conditional use for resource extraction. With conditions, the proposed use of the LI-SL area as a gravel pit is consistent with Comprehensive Plan Land Use Goal 4, Strategy 10, Action B.

Staff Recommendation: The Department of Community Planning recommends APPROVAL of the conditional use request with seven (7) conditions and three (3) Findings of Fact in support of approval. With conditions as recommended, the staff analysis finds that the proposed gravel extraction pit will meet the intent and purpose of Title 18 and of other ordinances and state statutes, will have adequate public services, and will protect public health, safety and welfare.
# I. GENERAL INFORMATION

<table>
<thead>
<tr>
<th>Property Information</th>
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<tbody>
<tr>
<td><strong>Applicant</strong></td>
<td>Ainley International Memorial Fund LLC PO Box 56881 North Pole, AK 99705</td>
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<tr>
<td><strong>Property Owner</strong></td>
<td>Same</td>
</tr>
<tr>
<td><strong>PAN</strong></td>
<td>0622620</td>
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<tr>
<td><strong>Lot Size</strong></td>
<td>A portion of existing larger Tract B. - Tract B is 132.985 acres - LI-SL zone is 40.6 acres - 10 to 21 acres in LI-SL zone proposed to be used for gravel extraction</td>
</tr>
<tr>
<td><strong>Existing zoning</strong></td>
<td>Tract B includes: Light Industrial with Special Limitations (LI-SL), Multiple-Family Residential (MF), and Two-Family Residential (TF), Groundwater Damage Protection (GWP) overlay, and Waterways Protection (WP) overlay zone Proposed conditional use is in the LI-SL/GWP/WP zoned portion of Tract B</td>
</tr>
<tr>
<td><strong>Existing land use</strong></td>
<td>Vacant</td>
</tr>
<tr>
<td><strong>Flood zone</strong></td>
<td>X; and X: Protected by Levee</td>
</tr>
<tr>
<td><strong>Comprehensive plan</strong></td>
<td>Mixed Commercial/Residential/Office</td>
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<tr>
<td><strong>Code Violations</strong></td>
<td>None known</td>
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<tr>
<th>Adjacent Zoning</th>
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<tr>
<td><strong>North</strong></td>
<td>Multiple-Family Residential (MF/GWP/WP)</td>
</tr>
<tr>
<td><strong>South</strong></td>
<td>Rural Residential, Multiple-Family Residential (RR/MF/GWP/WP)</td>
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<tr>
<td><strong>East</strong></td>
<td>Multiple-Family Residential (MF/GWP/WP)</td>
</tr>
<tr>
<td><strong>West</strong></td>
<td>General Commercial (GC/GWP)</td>
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<tr>
<th>Adjacent Land Use</th>
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<tr>
<td><strong>North</strong></td>
<td>Vacant, Residential</td>
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<tr>
<td><strong>South</strong></td>
<td>Vacant</td>
</tr>
<tr>
<td><strong>East</strong></td>
<td>Vacant, Residential</td>
</tr>
<tr>
<td><strong>West</strong></td>
<td>Railroad, Old Richardson Hwy</td>
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<tr>
<th>Public Services</th>
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<tbody>
<tr>
<td><strong>Water</strong></td>
<td>City of North Pole (not required for the proposed conditional use)</td>
</tr>
<tr>
<td><strong>Sewage</strong></td>
<td>Not required for use</td>
</tr>
<tr>
<td><strong>Emergency Fire Response</strong></td>
<td>City of North Pole</td>
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<tr>
<td><strong>Energy</strong></td>
<td>GVEA</td>
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<tr>
<td><strong>Police</strong></td>
<td>City of North Pole</td>
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<tr>
<th>Transportation</th>
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<tr>
<td><strong>Access Road</strong></td>
<td>Private driveway to Buzby Road; if the proposed platting action is finalized and Psalms Boulevard is dedicated then access would be via Psalms Boulevard to Buzby</td>
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<tr>
<td>Road Type</td>
<td>Collector</td>
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<tr>
<td>Maintenance Authority</td>
<td>AKDOT &amp; PF maintains Buzby Road. If Psalms Boulevard is dedicated, the road would be required to be constructed to Title 17 standards and the developer would be the maintenance authority until a percentage of the residential lots are sold, then the road will be constructed by the developer to City standards before the City of North Pole will take over maintenance of that road.</td>
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<tr>
<td>Traffic Count</td>
<td>Buzby Road: 1,700 to 1,800 trips per day N/A for the driveway and the proposed Psalms Boulevard</td>
</tr>
<tr>
<td>Estimated Existing Trips from Property</td>
<td>N/A, property is currently vacant</td>
</tr>
<tr>
<td>Estimated New Trips</td>
<td>Applicant estimates up to 50 vehicles (0-100 trip ends) per day during peak season</td>
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**Agency Comments**

City of North Pole
- Concerns with the use of proposed Psalms Blvd due to potential damage by heavy truck traffic on a road not built for that type of vehicle; maintenance agreement with City is being redrafted to incorporate changes regarding truck traffic and the gravel pit use if the road is dedicated

ADOT & PF
- Driveway permit application is required to review the change of use/intensity and the impacts at the intersection with Buzby; the intersection will likely be required to meet a commercial driveway standard

ADF&G
- Consider buffers and design for future pond if it is to be reclaimed for recreational use

**Meets CUP Approval Criteria**

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<tr>
<th>Criteria</th>
<th>Yes, with conditions</th>
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<tr>
<td>Conforms to the intent and purpose (Title 18, other ordinances and state statutes)</td>
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<tr>
<td>Has adequate public services (water, sewage, energy, transportation, etc.)</td>
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<tr>
<td>Protects public health, safety and welfare</td>
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**II. ZONING AND DEVELOPMENT HISTORY**

The subject parcel was zoned Unrestricted Use (UU) with the adoption of Ordinance No. 67-34 on March 28, 1968. The subject property was rezoned from UU to General Agriculture (GA) and Outdoor Recreational (OR) with the adoption of Ordinance No. 71-24 on September 9, 1971. It was rezoned again from GA/OR to Business I (BSI), Multiple Residential I (R3-I), General Residential (R2), and Outdoor Recreation (OR) with the adoption of Ordinance No. 86-051 on July 24, 1986.

With the adoption of Ordinance No. 88-010 on April 19, 1988, the zoning districts were changed and property was rezoned as follows:

- Business I (BSI) zoned property became General Commercial (GC)
- Multiple Residential I (R3-I) zoned property became Multiple-Family Residential (MF)
- General Residential (R2) zoned property became Two-Family Residential (TF)
- Outdoor Recreation (OR) zoned property remained Outdoor Recreation (OR)
Ordinance No. 2006-052, adopted on September 14, 2006, established a 50 foot Waterways Setback Designation (WS) overlay from Beaver Springs Creek, replacing the OR zone on the subject property. The portion of Tract B proposed to be utilized as a gravel extraction pit was rezoned to Light Industrial with Special Limitations and a 25 foot Waterways Protection Designation overlay (LI-SL/WP) with the adoption of Ordinance No. 2018-01 on January 25, 2018. The special limitations restricted most of the potential LI uses on the property but natural resource extraction remained a conditional use (Exhibit 1).

The subject parcel was previously one large parcel known as Tax Lot 1515. Tax Lot 1515 was subdivided with the recording of the plat for the North Star II Subdivision on August 26, 2010. This plat created Tract A at 2.403 acres, Tract B at 132.985 acres, and Tract C at 3.481 acres (Exhibit 2). The proposed conditional use is for a gravel extraction pit on a portion of Tract B, which is currently vacant. The subject parcel is proposed to be subdivided (Exhibit 3). The proposed subdivision would create Tract G at approximately 40.6 acres, which would contain the LI-SL zone and the proposed conditional use gravel extraction pit.

III. PROPOSED USE AND PROJECT INFO

The applicant proposes to utilize approximately 10 acres of land initially on the south portion of Tract B (proposed Tract G in the concurrent platting application) to create a gravel extraction pit and stockpile area (Figure 1). Based on the initial yield and quality of the gravel in those 10 acres, the proposed phase 2 would expand the extraction area to a maximum of 21 acres total. Ainley International Memorial Fund LLC owns the Tract A-1 adjacent to the east except for the City of North Pole well. The Alaska Railroad Corporation owns the property adjacent to the west and south and Golden Valley Electric Association owns the property adjacent to the south. The property to the northwest corner and the neighborhood to the north are comprised of private owners (see Exhibit 4 for a reference aerial photo/map).

The applicant has proposed a 20 year timeframe for operation of the gravel pit, with a termination date for gravel extraction operations of September 1, 2038 with an expected maximum pit depth of 45 feet. The operation of the gravel pit is expected to be seasonal, with a proposed primary construction season of April through October. Proposed hours of operation are 7 am to 8 pm, daily. A maximum of 2 to 3 employees is expected during construction season to run the equipment and trucks, with fewer or no employees on-site during winter months. Equipment on site will include a dragline, dump trucks, screening plant, and crusher. A generator would be used for any power needs. The extraction method is proposed to be “traditional dragline”, which includes utilizing a dragline excavator to extract material. The extracted material would then be processed on-site, utilizing a crusher. The gravel is proposed to be sold commercially. The gravel would subsequently either be moved off-site using dump trucks or potentially stockpiled on-site for subsequent commercial sales during the winter. A gate would be installed at the access point off of the private driveway at the access point to the gravel pit for security purposes (see Figure 1). The application materials state “[t]he minimum vegetative buffer area will remain 25' from the top bank of the creek if the gravel pit needs to be moved closer than the site plan shows.” The site plan locates potential wetlands in the northwestern portion of Proposed Tract G. The application materials state that the gravel extraction use will not impact the wetlands. Any future excavation or fill in wetlands requires permits from the US Army Corp of Engineers. The site plan also shows a 25 foot buffer from the adjacent residentially zoned property and the Alaska Railroad property to the southwest. On-site lighting is not proposed, other than lighting associated with the vehicles in operation on site. A water truck is proposed to be on-site for dust mitigation as needed. The site and the access driveway to Buzby Road are proposed to be
watered “first thing in the morning and then periodically through the day when the roadbed starts to dry and create dust.” Noise is expected during the operating hours of the use. Adequate space is available on-site for any vehicles to park and maneuver for the proposed conditional use.

**Figure 1: Site Plan**
(Source: Site plan by applicant, annotations by Community Planning staff for illustrative purposes.)

To utilize the site for natural resource extraction in the LI zone requires a conditional use permit (FNSBC18.72.020(B)(6)). A natural resource extraction use is listed as “on tracts of land not less than five acres in size, including equipment and buildings or structures for screening, crushing, mixing, washing, storage or office purposes.” The proposed conditional use meets the intent of this use in the LI zone and is permitted with the special limitations. The adjacent properties are all zoned TF, MF, RR, or GC.

The proposed site is currently vacant. Tract B has access to Blanket Boulevard and to Buzby Road across property owned in common. Blanket Boulevard is not proposed to be the primary access to the site, or for any truck traffic. The primary access to the gravel pit conditional use proposed by the applicant is currently a private driveway east to Buzby Road. Buzby Road is a major collector road maintained by ADOT & PF; this road is adequate for the traffic generated by the conditional use, but ADOT & PF requests to review the intersection at Buzby Road for the change in use/intensity with the establishment of the conditional use. Pursuant to ADOT & PF comments, the driveway at this intersection would need to be permitted and likely constructed to
commercial standards in order to serve the proposed conditional use. The property has access to Blanket Boulevard to the north, but Blanket Boulevard is not proposed to be used for heavy truck traffic associated with the conditional use.

There is a proposed platting action on this property that would create Tract G (Exhibit 3). It would also require the dedication and construction of Psalms Boulevard in the approximate location of the existing driveway. Psalms Boulevard would then become the access to the proposed conditional use. This platting action has not yet been approved, but if the plat is approved and recorded, Psalms Boulevard is proposed to be dedicated as a public ROW and ultimately maintained by the City of North Pole under a Development Agreement between the property owner and the City. There was a previous Development Agreement with a version of the proposed subdivision which is being re-negotiated to include more detail regarding the use of Psalms Boulevard by heavy truck traffic associated with the proposed conditional use due to concerns expressed by the City of North Pole. Lots 1 through 45 are proposed to be created in 7 phases. The dedication of Psalms Boulevard would be required by Title 17 with the initial phase, but would only require construction to Title 17 standards to the extent of each phase as it is completed. The applicant and the City have tentatively agreed that maintenance of Psalms Boulevard will remain the applicant’s responsibility until such time that 80% of the proposed residential lots along Psalms Boulevard (lots 1-45 in Exhibit 3) are sold. At that time, it is expected that Psalms Boulevard will be constructed to the City of North Pole standard for the type of road and heavy truck traffic will be limited to 3 trucks per hour. This will limit the overall truck traffic to 39 trucks (78 trip ends) per day, based on a maximum of 3 trucks per hour during each of the proposed hours of operation from 7 am to 8 pm. Truck traffic would also be expected to be less than this if there are reduced hours.

Prior to proposed dedication of Psalms Boulevard, the access is a private driveway across the applicant’s property, and there is limited public health, safety, and welfare impacts to the degradation of a private driveway. A concurrent platting action proposes to dedicate Psalms Boulevard as a public ROW. If Psalms Boulevard is dedicated to the public and being used as access by the public, there is a greater public health, safety, and welfare concern associated with the deterioration due to heavy truck traffic on an unmaintained city street and public roadway. It has been proven that heavy truck traffic does have impacts on a gravel roadway, particularly if not maintained.\(^1\) Community Planning recommends a condition regarding maintenance if Psalms Boulevard is dedicated but not yet maintained by the City of North Pole. This maintenance condition will ensure the road is adequate for the traffic generated by the conditional use from the time Psalms Boulevard is dedicated to the time the City takes over maintenance.

The proposed use will not require any septic or additional water supply beyond what is required for dust control and operations. The applicant proposes to have a water truck on-site for dust control as needed. The site and the access driveway to Buzby Road are proposed to be watered “first thing in the morning and then periodically through the day when the roadbed starts to dry and create dust.” The applicant states that environmental conditions, such as precipitation and weather, will impact how often dust mitigation is needed.

The application materials show that outdoor lighting will comply with FNSBC 18.96.140, which states that “Lighting, glare and general illumination shall not be directed towards residentially zoned properties other than that property from which the lighting, glare and general illumination

\(^1\) U.S. Department of Transportation Federal Highway Administration. \textit{Gravel Roads: Construction & Maintenance Guide}, August 2015. (see Exhibit 11)
“originates.” Lights will be associated with the vehicles on-site and will not be illuminated outside of the hours of operation.

**Figure 2** shows the zoning of the surrounding area (**Exhibit 5**). There is TF and MF zoning on the north, east, and west sides of the subject property, RA-5 to the west, and GC, HI, and RR to the south and east.

**Figure 2: Zoning Map**  
(Source: FNSB GIS)

**Figure 3** shows the current land use of parcels in the surrounding area, based on the FNSB Assessor primary use designations (**Exhibit 6**). The properties directly adjacent to the subject property are vacant. The surrounding area is predominantly residential in use, with some vacant parcels.
The only residentially developed property directly adjacent to the area proposed to be used for the gravel pit is TL-1507 to the northwest, across Beaver Springs Creek. This parcel is over 500 feet from the area proposed to be a gravel pit. The applicant states that this parcel is currently unoccupied and the FNSB Assessor records note that the mobile home on the property has been boarded up and vacant since 2011. Residential uses are present to the north and east, but not adjacent to the LI-SL zoning.

IV. APPLICABLE APPROVAL CRITERIA
Conditional Uses are governed by FNSBC18.104.050(C) (Exhibit 7).

V. Public Notice
There were 118 dear property owner notices mailed out (Exhibit 8) and staff received one inquiry about this conditional use.

VI. Agency Comments
The FNSB Department of Community Planning contacted following agencies for comments:

a. City of North Pole
b. Alaska Department of Transportation and Public Facilities (ADOT&PF)
c. FNSB Floodplain Management
d. FNSB Emergency Operations/Addressing
The City of North Pole returned written comments expressing concerns about the maintenance of the proposed Psalms Boulevard to accommodate the heavy truck traffic associated with the proposed conditional use. The application materials state that the applicant and the City have agreed to modify the development agreement, leaving maintenance responsibility with the developer until such time that 80% of the 45 proposed residential lots are sold along Psalms Boulevard. At that time, the road would be completed and constructed to City of North Pole standards and the City would take over maintenance. ADOT & PF has submitted comments regarding the need for a permit for the intersection at Buzby Road. This driveway would likely need to be constructed to commercial standards based on the change of intensity at that intersection with the proposed conditional use. This would apply to any access onto Buzby Road, whether it is a private driveway or public ROW. Additional staff analysis of the conditional use criteria follows below. All written comments are included in the “Agency Comments” section following this report (Exhibit 9).

VII. STAFF ANALYSIS

A. Zoning and Comprehensive Plan Designation

Natural resource extraction uses are permitted by conditional use in the LI zone (FNSBC18.72.020(B)(6)). The portion of the property proposed to be utilized as a gravel pit was rezoned in January 2018 to LI with special limitations. The special limitations on the property limit the light industrial type uses on the property but do still permit a natural resource extraction gravel pit by conditional use. The LI zone is “intended to provide for light manufacturing, fabricating, assembly, disassembly, processing and treatment activities in an urban or suburban environment. This district’s uses are intended to be conducted in a manner not detrimental to the rest of the community by reason of the emission or creation of noise, vibration, smoke, dust or other particulate matter, toxic or noxious materials, odors, fire, or explosive hazards, or glare or heat.” The LI zone permits those uses allowed in the GC zone except residential and schools, light manufacturing, lumberyards, etc. However, the special limitations on this property eliminate most of the permitted and conditional industrial uses except:

FNSB 18.72.020, Use Regulations:

A. Permitted Uses

1. Any permitted use in the LC, GC and CBD districts except residential dwelling units not otherwise permitted in this district and school buildings

21. Mobile home or permanent home to be used as a dwelling unit by the owner or by a watchman, caretaker, manager and family when located on the premises where they are employed in such a capacity
B. Conditional Uses

2. Dormitories and other dwelling units, including mobile homes, placed on the premises to be used by individuals employed in the industrial use of the premises

6. Natural resource extraction on tracts of land not less than five acres in size, including equipment and buildings or structures for screening, crushing, mixing, washing, storage or office purposes

The LI zone has minimum required setbacks of 20 feet from front property lines and 15 feet from side and rear property lines adjacent to RA through MFO zones. With a sight obscuring fence at least 6 feet in height, the side and rear yard setbacks can be reduced to 10 feet.

The comprehensive plan area designation for the subject parcel is “Mixed Commercial/Residential/Office” from the 2010 North Pole Land Use Plan (Exhibit 10). ‘Mixed Commercial/Residential/Office’ is defined as “area to provide a combination of commercial, high density residential or office uses. Upper floor residential above retail or office uses is encouraged.” The subject area was rezoned with special limitations in January 2018. The special limitations on the LI zone limit the uses predominately to those that are permitted in the GC zone while also allowing the property owner the option to apply for a conditional use for resource extraction. These limitations make the LI zone consistent with the ‘Mixed Commercial/Residential/Office’ land use designation. The adjacent residential zone would require a 15 foot side and rear yard setback in the LI/SL zoned area. Although it is not a specifically listed as a commercial/residential/office type use in the North Pole Land Use Plan, the gravel pit will help serve in the development of the future subdivision and the community by providing material to help build roads for future housing, including housing to serve anticipated military-related growth. The gravel pit will also ultimately result in the creation of a pond that could serve as an amenity to future residents. This conditional use permit process could include additional limitations and conditions that make it more compatible with the surrounding land uses and zoning, such as limiting the hours of operation, length of operations, and requiring larger and/or additional buffers. Adequate water and sewer facilities exist for this use.

The proposed conditional use is also compatible with Land Use Goal 4, Strategy 10, Action B, which states:

**Goal 4:** To enhance development opportunities while minimizing land use conflicts

**Strategy 10:** Attract and support development that is compatible with and enhances existing land use.

**Action B:** Develop a pattern of compatible land uses and either separate, transition, or buffer incompatible land uses… Where Borough permitting is required for the extraction of sand, gravel, peat, placer and hard rock mining, the following guidelines should be used:

- Surrounding properties are not adversely damaged.
- Excessive dust does not materially affect surrounding properties.
- Hours of operation, lights, and noise levels are compatible with surrounding uses.
- Truck traffic, where possible, is routed so as to minimize impact to surrounding sensitive neighborhoods.
- Sites are restored by the property owner for long-term reuse consistent with the Comprehensive Plan on a case-by-case basis.
- Water quality and quantity are either not diminished or they are mitigated.
Of these specific considerations, all are either addressed by the applicant’s proposed operation of the gravel pit or can be addressed with conditions. Detailed analysis of each point is addressed in Section C below.

**Figure 4: Vegetative Buffer**
(Source: Site plan by applicant, annotations by Community Planning staff for illustrative purposes.)

The applicant has proposed a minimum 25 foot buffer from Beaver Springs Creek. Alaska DNR recommends a 100 foot building setback and vegetative buffer from anadromous waterways on state land. Although the subject parcel is not state land and Beaver Springs Creek is not currently designated as anadromous, this recommendation can serve as a guide for riparian buffers. There are no structures proposed for this conditional use. However, the nature of the proposed gravel pit will create potential impacts such as water and sediment runoff that could impact the quality of the creek and this recommendation provides a guide for what type of riparian buffer might be appropriate. Another publication, “General Recommendations for Riparian Management Zones in Interior Alaska” recommends a minimum of 26 feet up to 82 feet or more of undisturbed vegetated buffer from anadromous waterways, with additional secondary buffering.

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2 Alaska Forest Resources & Practices Act: AS 41.17. Division of Forestry, Department of Natural Resources. Reprinted May, 2013
with limited disturbance, depending on the type of waterbody and development\textsuperscript{3}. The 25 foot buffer does not meet the minimum recommendation for private land adjacent to water bodies where fish are living of 33 feet of primary and 33 feet of secondary buffer. A primary buffer area is mostly undisturbed with no natural vegetation to be removed and the secondary buffer area allows for a maximum of 50\% of natural vegetation to be removed. Without an additional buffer, the 25 feet would not be sufficient to meet this recommendation. Although the creek is not designated as anadromous, this standard can also serve as a guide. Staff recommends a condition increasing the required vegetated buffer to 66 feet, 33 feet of primary and 33 feet of secondary buffer, from Beaver Springs Creek, as well as the adjacent residential zoning to the north, east, and south of the subject parcel (see Figure 4). Although a portion of the adjacent residential zoning to the east is not directly next to Beaver Springs Creek, a consistent buffer area would provide certainty for development. Inconsistent buffers may be confusing and harder to maintain. The additional buffer would serve to protect the stream and water quality, and would also help to mitigate dust and noise impacts on adjacent properties.

Additionally, potential wetlands have been identified on the site plan. If the US Army Corp of Engineers designates wetlands, permits may be required from the Army Corp for any future disturbance. The conditional use is not proposed to impact the wetlands as shown on the site plan. A condition is recommended that the applicant obtain a Jurisdictional Determination from the US Army Crop of Engineers for this property to determine the extent of any wetlands on the property.

With conditions, the transportation facilities proposed to be utilized are sufficient for the proposed conditional use. Much of the surrounding properties are either residential in use or vacant but zoned residentially. Routing heavy truck traffic on the existing dedicated and constructed Blanket Boulevard through the established residential neighborhood to the north would have adverse impacts to that area and should not be permitted. The applicant proposes access to Buzby Road as the access for truck traffic. The City of North Pole has commented that the development agreement concerning maintenance of Psalms Boulevard is being rewritten to address usage by gravel pit truck traffic. In summary, if the public ROW is dedicated through the platting process, it will be required at each phase to be built to FNSB Title 17 standards. While it is under the Title 17 standard, the developer would retain maintenance responsibility for Psalms Boulevard until such time that 80\% of the proposed residential lots along Psalms Boulevard are sold. At that time, the developer would construct Psalms Boulevard to City standards, including paving the roadway, and the City would take over maintenance; truck traffic would then be limited to 3 trucks per hour. ADOT & PF did not express concern regarding Buzby Road, but did note that they would need to review the intersection of any access onto Buzby Road, whether it is a private driveway or a public ROW, for a change in use/intensity. That intersection would likely need to be constructed to a commercial driveway standard.

\textbf{B. Transportation Facilities}\textsuperscript{4}

\textit{Circulation and Transportation}

The proposed conditional use is expected to be a seasonal gravel pit operation, with the primary construction season of April through October. The site is currently vacant. Adequate space is available on site for any vehicles to park. The applicant states that an average of 20 vehicles and

\textsuperscript{3}General Recommendations for Riparian Management Zones in Interior Alaska. US Fish and Wildlife.

\textsuperscript{4}Sections of this staff report involving transportation related reviews include comments and feedback from Donald Galligan, Transportation Planner and Kellen Spillman, Deputy Director of Community Planning.
up to 50 vehicles (40 to 100 trip ends) could be expected in ingress and egress the site, per day during peak construction season. Trip generation rates are not available from the Institute of Transportation Engineers Manual for this type of use, but the applicant’s estimates were provided for analysis and accepted by staff. The proposed primary access is currently a private driveway across the applicant’s directly adjacent property east to Buzby Road. Buzby Road is a major collector road and is maintained by ADOT & PF. ADOT & PF did not express concerns regarding Buzby Road, but did submit comments regarding the need for a permit for the intersection at Buzby Road. This driveway intersection would likely need to be constructed to commercial standards based on the change of intensity at that intersection with the proposed conditional use. This would apply to any access onto Buzby Road, whether it is a private driveway or a public ROW. The property also has access to Blanket Boulevard to the north, a minor collector road maintained by the City of North Pole. Blanket Boulevard is not proposed to be utilized for heavy truck traffic associated with the proposed conditional use. Use of Blanket Boulevard for heavy truck traffic through the established residential neighborhood has not been evaluated by staff for this conditional use because it is not the proposed access for such traffic. If the operations change to include use of Blanket Boulevard for heavy truck traffic, further analysis would be required and the conditional use criteria may not be met as this would be considered a “material change”, requiring an amendment.

**Figure 5: Photos of Existing Driveway**

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Psalms Boulevard, as a public roadway, does not currently exist, but rather an existing constructed driveway approximately 24 feet wide (**Figure 5**). A platting action is proposed for the subject property that would create Tract G and Psalms Boulevard as access to the proposed conditional use (**Exhibit 3**). An extension of Blanket Boulevard south to an intersection with Psalms Boulevard will also be dedicated as public ROW. The existing Blanket Boulevard and the Blanket Boulevard extension are not proposed to be used as access for heavy truck traffic associated with the proposed conditional use. Staff has not evaluated the impact of the conditional use on Blanket Boulevard because it is not the proposed access to the gravel pit. If the access changes, further analysis would be required and the CUP would need to be modified. A condition is recommended to prohibit use of Blanket Boulevard for heavy truck traffic, as it is a local type roadway leading through a residentially zoned and developed area. Neither a preliminary nor final plat have been approved. If the plat is approved, Psalms Boulevard, when
dedicated and constructed, is proposed to be a collector type road that would ultimately be maintained by the City of North Pole. Lots 1 through 45 of Brookside Subdivision are proposed to be created in 7 phases. The dedication of Psalms Boulevard would be required by Title 17 with the initial phase, but would only require construction to Title 17 standards as each phase is finalized and recorded. The City of North Pole included comments that the development agreement from September 2017 is being rewritten to address truck traffic related to the gravel pit use. The draft revised development agreement, attached as Exhibit 13, clarifies the use and maintenance of both proposed Psalms Boulevard and Blanket Boulevard extension. Psalms Boulevard is intended to be dedicated as public ROW during the platting process. The revised development agreement will leave maintenance responsibility with the developer until such time that 80% (36 lots) of the proposed residential lots 1-45 are sold. At that time, the developer is expected to construct the road to City standards, including paving the roadway, and the City will then take over maintenance. The agreement will also limit heavy truck traffic thereafter to 3 trucks per hour. Based on the proposed hours of operation from 7 am to 8 pm, this would result in a maximum of 3 trucks per hour for 13 hours, or 39 trips (78 trip ends) per day. This number is not aggregated for the total number of daily trips, and so should be reduced if the hours of operation are shorter, or if there are less than 3 trips per hour.

Title 17 (Subdivision Code) requires dedication of access roads through the platting process so that no lot is without legal access to the property and for the purpose of providing sufficient dedication of right-of-way to the public. The Subdivision Code also requires road construction to an appropriate standard based on the number of lots to be served, length and function of the road and compliance with the adopted Comprehensive Road Plan (Exhibit 12). A phased subdivision would not have to construct the entire road within the dedicated ROW until such time that lots take primary access off that roadway. Before the final plat for each phase is recorded and any lots can be sold, the road would have to be constructed to Title 17 standards to the extent of that phase. The applicant may also apply for a variance to these standards, which may or may not be approved by the Platting Board. One likely variance associated with the proposed plat is to Title 17 road construction standards for the surface course of the roadway. Title 17 standards do not explicitly require the surface course to be paved but FNSBC 17.08.050(B) states “[w]henever the requirements of this title differ from the requirements of any other laws, ordinances, or lawfully adopted regulations, the most restrictive or that imposing the highest standard shall govern.” FNSBC 17.08.050(C) further states “[a]t a minimum, improvements shall be designed and constructed to the standards set forth in this title except that the platting board may accept alternate standards approved or adopted by the city in which the property is located.” Because proposed Psalms Boulevard is within the City of North Pole limits, which has higher standards than those required by Title 17, the road will ultimately be required to be paved. The required surface course in Title 17 standards is intended to be durable for traffic without paving and is not suitable to be paved. City of North Pole standards allow for a surface course that may not be as durable if unpaved but is suitable for being paved as required for a minor collector road. If Title 17 surface course is used, rather than the City of North Pole’s standard, it would be required to be completely removed and replaced before paving. A variance to Title 17 standards to allow suitable surface course may be appropriate through the platting process to avoid building the road to FNSB standards and then having to reconstruct the entire surface course prior to paving.

Prior to dedication of Psalms Boulevard, access is via a private driveway across the applicant’s property, and there are limited public health, safety, and welfare impacts to the degradation of a private driveway. The public does not have legal access to this private driveway and the only user would be the property owner or gravel pit operator. The City of North Pole included comments that the developer’s agreement from September 2017 is being rewritten to address truck traffic related to the gravel pit use. Psalms Boulevard is intended to be dedicated as a
public ROW during the platting process. The revised development agreement will leave maintenance responsibility with the developer until such time that 80% (36 lots) of the proposed residential lots 1-45 are sold (draft Development Agreement attached as Exhibit 13). At that time, the developer is expected to construct the road to City standards, including paving the roadway, and the City will then take over maintenance. Before Psalms Boulevard is dedicated as public ROW, it is not a public road so it is not subject to road standards. After the road is constructed to City standards and the City takes over maintenance, the facility is presumed to be adequate. Therefore, the primary concern of adequacy of transportation facilities for the proposed conditional use is during the time period after Psalms Boulevard is dedicated and until the City takes over maintenance. Heavy truck traffic impacts the integrity and condition of the roadway. It has been proven that heavy truck traffic does have impacts on a gravel roadway, particularly if not adequately maintained. The safety of property owners whose access is via Psalms Boulevard, and of the traveling public, will be impacted by an unmaintained road utilized by heavy truck traffic. If Psalms Boulevard is dedicated to the public and being used as access by the public, there is likely to be greater public health, safety, and welfare concerns, including degradation to an unmaintained public roadway.

Gravel roads that primarily serve commercial or industrial uses that generate a significant amount of truck traffic often require different design and maintenance considerations due to the size and weight of vehicles using these roadways. The truck traffic anticipated on Psalms Boulevard is expected to be solely due to this conditional use except any vehicles related to residential construction activity as none of the other property along proposed Psalms Boulevard is zoned to permit industrial uses. Maintenance of this roadway will be necessary to ensure that the roadway is adequate for the conditional use. Typically a gravel road is maintained by grading and adding gravel as needed. The grading ensures a smooth driving surface and the ability to drain water off of the road surface. Standing water on the surface of a roadway can significantly damage the surface and subgrade, having a negative effect on the entire road prism. Vehicle size, weight, and the amount of the truck traffic do dictate the amount of maintenance required on a gravel road. Additionally, unlike certain gravel roads maintained by agencies, there will not be axle weight restrictions for Psalms Boulevard during the ‘breakup’ season. Therefore, with the daily impact of the projected heavy truck traffic, this road will need regular maintenance to ensure its traveled surface remains passable and in a serviceable state long-term.

If this conditional use is approved without a condition requiring maintenance of Psalms Boulevard after it is dedicated as a public ROW but before the City is responsible for maintenance, it is possible the facility would no longer meet the standard of providing “adequate existing…transportation facilities.” The City does not propose to take over maintenance until 80% of the residential lots are sold along the roadway, meaning that up to 36 lots could be developed residually while the developer and/or gravel pit operator is still responsible for maintaining the road. During this time period, the roadway will likely degrade due to heavy truck traffic if not adequately maintained. If dedication does not occur and access remains a private driveway, this will not have significant public health, safety, and welfare impacts because the public is not relying on this road for access. Once the roadways is dedicated as a public ROW, the public has access to and is relying on the road as their only access for residential use of the platted lots.

The existing access as a driveway is sufficient without maintenance because it is not a public ROW. Once it is dedicated as a public ROW through the platting process, it is no longer sufficient without maintenance. The draft development agreement between the property owner and the City of North Pole requires maintenance of City streets by the developer prior to the City accepting the roads (Exhibit 13). However, this agreement is not part of the conditional use permit and is not enforceable by the borough as it pertains to the proposed conditional use. Title 17 requires that the road be constructed to FNSB standards to the edge of each phase before the final plat for that phase is recorded. This will result in portions of the dedicated public ROW being constructed before lots are sold for that phase. If the conditional use is only considering the adequacy of the private driveway and not the proposed future public ROW, the use should be discontinued upon dedication of Psalms Boulevard if no maintenance is to be required. As a public road through a residential area, the site access for the gravel pit would no longer be considered an adequate transportation facility if not maintained. Psalms Boulevard would be adequate for the conditional use if it is regularly maintained by snow plowing, grading, and adding gravel as needed, when the gravel extraction use is in operation. Because there will be residential uses on the roadway after it is dedicated as a public ROW, a condition is recommended that the road shall be maintained during all seasons as a two lane accessible roadway from the gravel pit to Buzby Road while the gravel pit remains in operation. This condition is crafted broadly to allow the applicant the maximum flexibility in pursuing road maintenance options. Because Psalms Boulevard will be a public ROW maintained by the developer, this condition ensures that it will be maintained to a standard so that other vehicles will be able to use the road even with the wear created by heavy truck traffic. With the proposed conditions regarding road construction and maintenance, the facility will have adequate transportation facilities.

C. 18.104.050 (C) Hearing and Decision by the Planning Commission

(1) Whether or not the proposed conditional use conforms to the intent and purpose of this title and of other ordinances and state statutes;

Purpose of FNSBC Title 18: The purpose of Title 18 is “to implement the Fairbanks North Star Borough comprehensive plan” (FNSBC 18.12.020). The comprehensive plan designation for the subject parcel is “Mixed Commercial/Residential/Office” from the 2010 North Pole Land Use Plan. ‘Mixed Commercial/Residential/Office’ is defined as “area to provide a combination of commercial, high density residential or office uses. Upper floor residential above retail or office uses is encouraged.” The subject area was rezoned with special limitations in January 2018. The special limitations on the LI zone limit the uses predominately to those that are permitted in the GC zone while also allowing the property owner the option to apply for a conditional use for resource extraction. The limitations make the LI zone consistent with the ‘Mixed Commercial/Residential/Office’ land use designation. The adjacent residential zone would require a 15 foot side and rear yard setback in the LI/SL zoned area. Although a gravel pit is not specifically listed as a commercial/residential/office type use in the North Pole Land Use Plan, the gravel pit will help serve in the development of the future subdivision and community by providing material to help build roads for future housing, including housing to serve anticipated military-related growth. This conditional use permit process could include additional limitations and conditions that make it more compatible with the surrounding land uses and zoning, such as limited hours of operation, length of operation, and expanded and/or additional buffers. The adjacent residential zone would require a 15 foot side and rear yard setback in the LI/SL zoned area. Adequate water and sewer facilities exist for this use.
The proposed conditional use is also consistent with Land Use Goal 4, Strategy 10, Action B, which states:

**Goal 4:** To enhance development opportunities while minimizing land use conflicts  
**Strategy 10:** Attract and support development that is compatible with and enhances existing land use.  
**Action B:** Develop a pattern of compatible land uses and either separate, transition, or buffer incompatible land uses... Where Borough permitting is required for the extraction of sand, gravel, peat, placer and hard rock mining, the following guidelines should be used:

- **Surrounding properties are not adversely damaged.**

A 66 foot vegetative buffer, consisting of 33 feet of primary, undisturbed area and 33 feet of secondary buffer, would provide adequate space to mitigate any potential damage to adjacent private property because the use would not be operational near property lines (Figure 4). A primary buffer area is mostly undisturbed with no natural vegetation to be removed and the secondary buffer area allows for a maximum of 50% of natural vegetation to be removed. The damage that heavy truck traffic could do to proposed Psalms Boulevard is a concern based on the City of North Pole’s comments about the type, timing, and amount of maintenance needed. Staff recommends a condition that Psalms Boulevard, if it is dedicated as a public ROW, be maintained with regular snowplowing and grading in the time between dedication and road construction through the platting process and when the City of North Pole takes over maintenance responsibility.

- **Excessive dust does not materially affect surrounding properties.**

The applicant proposes to control dust associated with the use by keeping a water truck on site and utilizing it as needed. The site and the access driveway to Buzby Road are proposed to be watered “first thing in the morning and then periodically through the day when the roadbed starts to dry and create dust.” The applicant states that environmental conditions, such as precipitation and weather, will impact how often dust mitigation is needed. A 66 foot vegetative buffer, consisting of 33 feet of primary, undisturbed area and 33 feet of secondary buffer, would also help contain the dust and mitigate impacts on adjacent residentially zoned property.

- **Hours of operation, lights, and noise levels are compatible with surrounding uses.**

The applicant has proposed hours of operation from 7 am to 8 pm, which staff considers to be compatible with surrounding residential uses. Longer hours may not be compatible due to noise in the evening that would impact the quiet and enjoyment of residences and properties. A condition is recommended to limit the hours of operation to 7 am to 8 pm. With these hours of operation and a 66 foot vegetative buffer, consisting of 33 feet of primary, undisturbed area and 33 feet of secondary buffer, noise and light impacts will be mitigated. Although a portion of the adjacent residential zoning is not directly next to Beaver Springs Creek, a consistent buffer area would provide certainty for development. Inconsistent buffers may be confusing and harder to maintain.
• **Truck traffic, where possible, is routed so as to minimize impact to surrounding sensitive neighborhoods.**

No truck traffic is proposed to be routed on Blanket Boulevard through the established residential neighborhood to the north of the proposed conditional use. This impact was not analyzed and any change to operations that include such access would require further analysis. Staff recommends a condition prohibiting use of Blanket Boulevard by truck traffic associated with the conditional use. The use of the existing private driveway will not have impacts on other property owners because it is not available for public access. If Psalms Boulevard is dedicated through the platting process and used as a public ROW, there would likely be impacts on the future residential development and use of the area, especially as it is expected to grow in the next 5 to 10 years. If the area begins to develop as a denser residential neighborhood as it is zoned to do, the land use conflicts between the neighborhood and heavy truck traffic interaction will increase. Staff recommends a condition that would sunset any gravel pit conditional use after a 5 year construction season period with an opportunity to request an extension. Other high impact conditional use approvals, including the former gravel pit on the adjacent property to the east and a landfill on Canaday Road, have had similar sunset dates. Particularly in largely undeveloped areas, this would allow the opportunity to reevaluate the compatibility of this use and whether it is still appropriate in this location as the neighborhood develops. The Planning Commission would have the opportunity to determine if the use continues to meet the conditional use criteria and protects the public health, safety, and welfare.

• **Sites are restored by the property owner for long-term reuse consistent with the Comprehensive Plan on a case-by-case basis.**

In both the previous rezone application and the conditional use application, there has been mention that the pond that will result from the gravel extraction pit will be used as an amenity for future residential development. ADF&G has provided comments with suggestions for future development of such a pond. If the conditional use is to be approved, staff recommends a condition that the gravel pit owner or operator work with DEC and ADF&G to meet regulations for any reclamation of the pond for future recreational use.

• **Water quality and quantity are either not diminished or they are mitigated.**

A 66 foot vegetative buffer, consisting of 33 feet of primary, undisturbed area and 33 feet of secondary buffer, from Beaver Springs Creek will help mitigate any sedimentary or other runoff that may affect water quality, as analyzed in the previous sections. The property is within the GWP overlay zone, but that zone is primarily intended to protect structures built below natural grade from groundwater flooding. The proposed conditional use will not include any structures below natural grade.

With conditions as recommended, the proposed conditions use will meet the purpose of Title 18. Appropriate conditions will help mitigate impacts and increase compatibility for most of these considerations.

**Intent of FNSBC Title 18:** The intent of Title 18 is “to protect private property rights, to promote the public health, safety and general welfare of the residents of the borough, and safety from fire and to promote the efficient distribution of water, sewage, schools, parks and other public requirements; to provide safe traffic flow on the public streets; to promote economic development and the growth of private enterprise; and to divide the borough into districts (FNSBC 18.12.020).”
This conditional use proposal is to utilize 10 to 21 acres of the 40.6 acres zoned LI-SL as a gravel extraction pit. The LI-SL zone allows a variety of commercial uses, and the special limitations permits natural resource extraction by conditional use. The public notification, public hearing procedures and approval criteria for conditional uses help protect the property rights of the surrounding property owners.

Dust and noise concerns can be mitigated with conditions, specifically hours of operation and a 66 foot vegetative buffer, consisting of 33 feet of primary, undisturbed area and 33 feet of secondary buffer, from Beaver Springs Creek and adjacent residentially zoned property. Sedimentary and other potential water runoff could be mitigated with the 66 foot vegetative buffer and will not discharge into Beaver Spring Creek or on to neighboring properties.

The proposed conditional use is expected, as described in the application materials, to generate up to 50 vehicles (100 trip ends) per day during peak construction season. The vast majority of this traffic will be heavy commercial truck traffic, as dump trucks transport excavated gravel off-site. The current primary access is a private driveway across the applicant’s adjacent property to the east to Buzby Road. Buzby Road is a major collector road maintained by ADOT & PF; Buzby Road is adequate for the traffic generated, but ADOT & PF expects to review the intersection at Buzby Road for the change in use/intensity. The intersection will likely be required to be constructed to a commercial standard by ADOT & PF permitting whether the intersection at Buzby Road is a private driveway or a public ROW. A proposed platting action would dedicate Psalms Boulevard, which would be a collector road through a residential area and will ultimately be maintained by the City of North Pole. With the platting action, construction of Psalms Boulevard to Title 17 standards will be required as lots are created that take primary access off this dedicated public ROW. Pursuant to proposed modifications to the development agreement with the City, the developer will retain maintenance responsibility for Psalms Boulevard until such time as 80% (36 lots) of the proposed residential lots 1-45 are sold. At that time, the road is expected to be constructed to City standards and the City will take over maintenance. Trucks will be limited to 3 per hour thereafter. Staff recommends a condition regarding the maintenance of Psalms Boulevard for the period of time after it is dedicated as public ROW and until it is brought up to City construction standards and the City assumes maintenance responsibility.

The application material and the narrative for this proposal demonstrate that it meets the intent of Title 18 because the public process for a conditional use helps protect property rights. With the conditions imposed, impacts and concerns are mitigated and the proposed conditional use promotes the public health, safety and general welfare of the residents of the borough.

**Alaska State Statute and Other Ordinances:** The site is required to meet local, state, or federal requirements. Applicable agencies had an opportunity to review the application materials and comments were received from the City of North Pole, ADOT & PF, and ADF&G. Those comments have been included in this report and conditions proposed to mitigate any concerns.

(2) **Whether or not there are adequate existing sewage capacities, transportation facilities, energy and water supplies, and other public services to serve the proposed conditional use;**

The applicant has demonstrated that the proposed conditional use has adequate power supply using a generator; the area is also within the GVEA service area. The use will have a water truck on site for dust mitigation or any water needs. A greater water supply or a septic system are not needed for the proposed conditional use. Community water and sewer are present in the area. If
in the future a septic system is installed for any reason, it would be required to meet applicable ADEC standards.

The proposed conditional use is expected, as described in the application materials, to generate up to 50 vehicles (100 trip ends) per day during peak construction season. The vast majority of this traffic will be heavy commercial truck traffic, as dump trucks transport excavated gravel off-site. The current primary access is a private driveway across the applicant’s adjacent property to the east to Buzby Road. Buzby Road is a major collector road maintained by ADOT & PF; Buzby Road is adequate for the traffic generated, but ADOT & PF expects to review the intersection at Buzby Road for the change in use/intensity. The intersection will likely be required to be constructed to a commercial standard by ADOT & PF permitting whether the intersection at Buzby Road is a private driveway or a public ROW. A proposed platting action would dedicate Psalms Boulevard, which would be a collector road through a residential area and will ultimately be maintained by the City of North Pole. With the platting action, construction of Psalms Boulevard to Title 17 standards will be required as lots are created that take primary access off this dedicated public ROW. Pursuant to proposed modifications to the development agreement with the City, the developer will retain maintenance responsibility for Psalms Boulevard until such time as 80% (36 lots) of the proposed residential lots 1-45 are sold. At that time, the road is expected to be constructed to City standards and the City will take over maintenance. Trucks will be limited to 3 per hour thereafter. Staff recommends a condition regarding the maintenance of Psalms Boulevard for the period of time after it is dedicated as public ROW and until it is brought up to City construction standards and the City assumes maintenance responsibility. Adequate space is available on-site for any vehicles to park and to maneuver on-site.

Prior to dedication of Psalms Boulevard, the site is access by a private driveway for the applicant. There are limited public health, safety, and welfare impacts to the degradation of a private driveway. The public is not reliant on this driveway for legal access to lots. Before Psalms Boulevard is dedicated as ROW, it is not a public road so it is not subject to road standards. After the road is constructed to City standards and the City takes over maintenance, the facility is presumed to be adequate. Title 17 requires dedication of access roads through the platting process so that no lot is without legal access to the property and for the purpose of providing sufficient right-of-way dedication to the public. Platting also requires road construction to an appropriate standard based on the number of lots to be served, length of the road and compliance with the adopted Comprehensive Road Plan (Exhibit 12). Therefore, the primary concern of adequacy of transportation facilities for the proposed conditional use is during the time period after Psalms Boulevard is dedicated and until the City takes over maintenance. Heavy truck traffic impacts the safety and integrity of the roadway. It has been proven that heavy truck traffic does have impacts on a gravel roadway, particularly if not adequately maintained. The safety of property owners whose access is via Psalms Boulevard, and of the traveling public, will be impacted by an unmaintained road utilized by heavy truck traffic. If Psalms Boulevard is dedicated to the public and being used as access by the public, there is likely to be greater public health, safety, and welfare concerns, including degradation to an unmaintained public roadway. Because there will be residential uses on the roadway after it is dedicated as a public ROW, a condition is recommended that the road shall be maintained during all seasons as a two lane accessible roadway from the gravel pit to Buzby Road while the gravel pit remains in operation. This condition is crafted broadly to allow the applicant the maximum flexibility in pursuing road maintenance options. Because Psalms Boulevard will be a public ROW maintained by the developer, this condition ensures that it will be maintained to a standard so that other vehicles will be able to use the road even with the wear created by heavy truck traffic.
Blanket Boulevard is a minor collector road maintained by the City of North Pole. The Blanket Boulevard extension proposed with the platting action and the existing Blanket Boulevard are not proposed to be used as access for heavy truck traffic associated with the proposed conditional use. Staff has not evaluated the impact of the conditional use on Blanket Boulevard because it is not the proposed access to the gravel pit. If the access changes, further analysis would be required and the CUP would need to be modified. A condition is recommended to prohibit use of Blanket Boulevard for heavy truck traffic.

The proposed conditional use is in the City of North Pole jurisdiction for other services. Waste materials are not expected to be generated by this use that cannot be moved off-site to the appropriate landfill with the dump trucks on-site.

With the conditions imposed, the application mitigates the impacts and concerns and has adequate facilities for the proposed conditional use.

(3) Whether or not the proposed conditional use will protect the public health, safety and welfare.

With the recommended conditions imposed, the application promotes the public health, safety and general welfare of the residents of the borough and does not create fire hazards.

Dust created by the proposed conditional use will be mitigated with dust control and a vegetative buffer. A water truck will be on-site for daily dust mitigation and as needed. The site and the access driveway to Buzby Road are proposed to be watered “first thing in the morning and then periodically through the day when the roadbed starts to dry and create dust.” The applicant states that environmental conditions, such as precipitation and weather, will impact how often dust mitigation is needed.

Sedimentary and other water runoff will be mitigated with a vegetative buffer, which will allow infiltration of water. Stormwater runoff is expected to be absorbed on-site and will not discharge on to neighboring properties with a larger buffer. Staff recommends that this buffer be increased from the proposed 25 feet in the application to 66 feet of vegetative buffer, consisting of 33 feet of primary, undisturbed area and 33 feet of secondary buffer. This vegetation will also help buffer for dust impacts to Beaver Springs Creek and the residendially zoned property to the south, west, and east.

Noise is only anticipated during the proposed hours of operation from the use of extraction equipment, vehicles, and the generator. The applicant has indicated that lights will only be associated with the equipment and vehicles. The size of the site, the recommended 66 foot buffer, and hours of operation from 7 am to 8 pm are expected to help mitigate visual and auditory impacts of the use. The surrounding properties are predominantly vacant, but are zoned residentially and could be developed. The property is not in a flood zone but appears to contain wetlands from FNSB GIS maps based on the national wetlands inventory. The potential wetlands are not proposed to be affected by this application. Staff recommends a condition that the applicant work with the Army Corp of Engineers to obtain and comply with any required Jurisdictional Wetlands Determination and permits.

The proposed conditional use is expected, as described in the application materials, to generate up to 50 vehicles (100 trip ends) per day during peak construction season. The vast majority of this traffic will be heavy commercial truck traffic, as dump trucks transport excavated gravel off-
The current primary access is a private driveway across the applicant’s adjacent property to the east to Buzby Road. Buzby Road is a major collector road maintained by ADOT & PF; Buzby Road is adequate for the traffic generated, but ADOT & PF expects to review the intersection at Buzby Road for the change in use/intensity. The intersection will likely be required to be constructed to a commercial standard by ADOT & PF permitting whether the intersection at Buzby Road is a private driveway or a public ROW. A proposed platting action would dedicate Psalms Boulevard, which would be a collector road through a residential area and will ultimately be maintained by the City of North Pole. With the platting action, construction of Psalms Boulevard to Title 17 standards will be required as lots are created that take primary access off this dedicated public ROW. Pursuant to proposed modifications to the development agreement with the City, the developer will retain maintenance responsibility for Psalms Boulevard until such time as 80% (36 lots) of the proposed residential lots 1-45 are sold. At that time, the road is expected to be constructed to City standards and the City will take over maintenance. Trucks will be limited to 3 per hour thereafter. Staff recommends a condition regarding the maintenance of Psalms Boulevard for the period of time after it is dedicated as public ROW and until it is brought up to City construction standards and the City assumes maintenance responsibility. Adequate space is available on-site for any vehicles to park and to maneuver on-site.

The proposed conditional use is within the City of North Pole jurisdiction for other services. Waste materials are not expected to be generated by this use that cannot be moved off-site to the appropriate landfill with the dump trucks on-site.

Because this conditional use approval is for a particular use in a specific location on the subject property, a change in the site plan, expansion, or operational characteristics may result in increased impacts or trigger a public health, safety and welfare concern which have not been analyzed as part of this conditional use permit. Therefore, Community Planning staff recommends a condition of approval requiring the applicant and/or gravel pit operator to file updated documents if any modifications are made to the site plan, proposed equipment, or operations of the gravel extraction use with Community Planning to ensure compliance with the Planning Commission approved site plan and conditions. If modifications are made in the final site design plans, an amendment to the conditional use permit may be required.

VIII. RECOMMENDATION

Based on the staff analysis, the Department of Community Planning recommends APPROVAL of the conditional use permit request for a natural resource extraction (gravel extraction pit) on a portion of Tract B, North Star II Subdivision with seven (7) conditions.

IX. CONDITIONS

1. Prior to the commencement of operations, the applicant or holder of this conditional use permit shall comply with all applicable land use related laws. Applicable permits and approvals may include but are not limited to:

   a. The applicant or holder of this conditional use permit shall obtain any required permit from Alaska Department of Transportation and Public Facilities and shall comply with all recommendations and/or requirements resulting from the permit.
The intersection of the driveway/Psalms Boulevard at Buzby Road shall be constructed to the standard determined by ADOT & PF.

b. The applicant or holder of this conditional use permit shall obtain any required Jurisdictional Wetlands Determination and/or permit from the US Army Corps of Engineers and shall comply with all recommendations and/or requirements resulting from the review and permit.

c. The applicant or holder of this conditional use permit shall obtain any required permit from Alaska Department of Environmental Conservation and shall comply with all recommendations and/or requirements resulting from the permit.

d. The applicant or holder of this conditional use permit shall obtain any required permit from Alaska Department of Natural Resources and shall comply with all recommendations and/or requirements resulting from the permit.

2. This conditional use permit for natural resource extraction shall expire on November 1, 2022. A subsequent application could be made to renew the conditional use permit.

3. Hours of operation shall be limited to the hours of 7 am through 8 pm.

4. Existing vegetation shall not be removed in the primary buffer area within 33 feet from the ordinary high water mark of Beaver Springs Creek or a property line abutting any residential zone and the area 25 feet from all other property lines. No more than 50% of existing vegetation shall be removed in the secondary buffer area from 33 feet to 66 feet from the ordinary high water mark of Beaver Springs Creek or a property line abutting any residential zone.

5. Blanket Boulevard shall not be utilized by truck traffic associated with the conditional use.

6. Psalms Boulevard, if dedicated as ROW, shall be maintained during all seasons as a two lane accessible roadway from the gravel extraction site to Buzby Road while the gravel pit remains in operation, by providing snow plowing, grading, and adding gravel as needed. This condition shall be valid from the time Psalms Boulevard is dedicated as a public ROW until the City of North Pole takes over maintenance of the road.

7. If any modifications are made to the site plan, proposed equipment, or operational characteristics of the gravel extraction use, the applicant or holder of this conditional use permit shall submit revised documents to the FNSB Community Planning Department. If modifications are made to the conditional use, an amendment to the Conditional Use Permit may be required pursuant to FNSBC 18.104.050(D).

X. FINDINGS OF FACT

The Department of Community Planning further recommends the following Findings of Fact in support of approval:

1. The proposed conditional use will conform to the intent and purpose of Title 18 and of other ordinances and state statutes because it is consistent with the Comprehensive Plan.

   a. The conditional use is consistent with the Mixed Commercial/Office/Residential designation. The special limitations on the LI zone make the LI zone compatible with the ‘Mixed Commercial/Residential/Office’ land use designation because they limit the
uses predominately to those that are permitted in the GC zone while also allowing the property owner the option to apply for a conditional use for resource extraction. Although a gravel pit is not a specifically listed use in this designation, it will help serve the future subdivision and community by providing commercially available material to help build roads for future housing, including housing to serve anticipated expansions. Additional limitations and conditions make the proposed use more compatible with the surrounding land uses and zoning, such as hours of operation, length of use, and additional buffers.

b. The purpose of Title 18 is met because the gravel pit use with conditions supports Land Use Goal 4, Strategy 10, Action B of the FNSB Regional Comprehensive Plan to “Develop a pattern of compatible land uses and either separate, transition, or buffer incompatible land uses… Where Borough permitting is required for the extraction of sand, gravel, peat, placer and hard rock mining, the following guidelines should be used” and conditions address the specific criteria.

c. The intent of Title 18 will be met with the conditions imposed. The conditional use process will protect private property rights and promote public health, safety, and welfare.

d. The applicant has provided information sufficient to show they intend to meet all local, state, and federal laws.

2. With the conditions imposed, there are adequate existing or proposed transportation facilities serving the site. Other facilities and public services are also available to adequately serve the proposed conditional use.

a. The subject site does not require a septic system. The conditional use will be served with hauled water as needed.

b. A generator provides adequate energy source. The site is also within the GVEA service area if required.

c. The site is served by the City of North Pole for public services.

d. The proposed conditional use is expected to generate up to 50 vehicles (100 trip ends) per day during peak construction season. Most of this traffic will be heavy commercial truck traffic, as dump trucks transport excavated gravel off-site. The current primary access is a private driveway across the applicant’s adjacent property to the east to Buzby Road. Buzby Road is a major collector road maintained by ADOT & PF; Buzby Road is adequate for the traffic generated, but ADOT & PF expects to review the intersection at Buzby Road for the change in use/intensity. The intersection will likely be required to be constructed to a commercial standard by ADOT & PF permitting whether the intersection at Buzby Road is a private driveway or a public ROW. A proposed platting action would dedicate Psalms Boulevard, which would be a collector road through a residential area and will ultimately be maintained by the City of North Pole. With the platting action, construction of Psalms Boulevard to Title 17 standards will be required as lots are created that take primary access off this dedicated public ROW. Pursuant to proposed modifications to the development agreement with the City, the developer will retain maintenance responsibility for Psalms Boulevard until such time as 80% (36 lots) of the proposed residential lots 1-45 are sold. At that time, the road is expected to be constructed to City standards and the City will take over maintenance. Trucks will be limited to 3 per hour thereafter. Staff recommends a condition regarding the maintenance of Psalms Boulevard for the period of time after it is dedicated as public ROW and until it is brought up to City construction standards and the City assumes maintenance responsibility. Adequate space is available on-site for any vehicles to park and to maneuver on-site.
3. With the conditions imposed, the conditional use will protect public health, safety, and welfare because of adverse impacts are mitigated.

   a. Conditions regarding vegetative buffers and hours of operation, as well as a sunset date on the gravel pit operation make the use compatible with the existing adjacent land uses for noise, dust, and lighting impacts.

   b. No off-site stormwater runoff is expected as a result of the conditional use. Sedimentary and other runoff is expected to be absorbed on-site if the recommended condition requiring a 66 foot buffer is imposed from residential zones and Beaver Springs Creek and 25 foot buffer from other property lines. It will not discharge on to neighboring properties.

   c. Dust is mitigated with on-site water trucks and a 66 foot vegetated buffer.

   d. Lighting is not directed at any residentially zoned parcel.

   e. The conditional use does not create any fire hazards.

   f. With the conditions imposed, the private driveway, proposed Psalms Boulevard, and existing Buzby Road are adequate to handle the commercial heavy truck traffic associated with this conditional use.

DRAFT PLANNING COMMISSION MOTION:

I move to approve the Conditional Use Permit for a natural resource extraction (gravel extraction pit) in the Light Industrial with Special Limitations (LI-SL), Groundwater Damage Protection (GWP) overlay, and Waterways Protection (WP) overlay zone on Tract B, North Star II Subdivision with seven (7) conditions, adopting the staff report and three (3) Findings of Fact in support of the approval.
Public Hearing sign posted February 17, 2018, Blanket Blvd and Clear Water Court

Public Hearing sign posted February 17, 2018, Old Richardson Hwy
Existing driveway, to Buzby Road

Existing private driveway to be used as access
FAIRBANKS NORTH STAR BOROUGH

ORDINANCE NO. 2018-01

AN ORDINANCE REZONING APPROXIMATELY 218 ACRES IN SECTION 15, T. 2S. R. 2E., F.M. INCLUDING: LOTS 1 THROUGH 6 OF NORTH STAR II BUZBY SUBDIVISION FROM LIGHT INDUSTRIAL (LI), MULTIPLE-FAMILY RESIDENTIAL (MF), MULTIPLE-FAMILY RESIDENTIAL/PROFESSIONAL OFFICE (MFO), GROUNDWATER DAMAGE PROTECTION (GWP) OVERLAY, AND WATERWAY SETBACK DESIGNATION (WS) OVERLAY ZONE TO MULTIPLE-FAMILY RESIDENTIAL/PROFESSIONAL OFFICE (MFO), GROUNDWATER DAMAGE PROTECTION (GWP) OVERLAY, AND 25 FOOT WATERWAY PROTECTION DESIGNATION (WP) OVERLAY ZONE FROM THE MEANDER LINE OF BEAVER SPRINGS CREEK or other appropriate zone; A PORTION OF TRACT A-1 NORTH STAR II BUZBY SUBDIVISION FROM GENERAL COMMERCIAL (GC), MULTIPLE-FAMILY RESIDENTIAL (MF), MULTIPLE-FAMILY RESIDENTIAL/PROFESSIONAL OFFICE (MFO), SINGLE-FAMILY RESIDENTIAL 10 (SF-10), OUTDOOR RECREATION (OR), GROUNDWATER DAMAGE PROTECTION OVERLAY (GWP), AND WATERWAY SETBACK DESIGNATION OVERLAY (WS) ZONE TO GENERAL COMMERCIAL (GC), GROUNDWATER DAMAGE PROTECTION OVERLAY ZONE (GWP), AND 25 FOOT WATERWAY PROTECTION DESIGNATION OVERLAY (WP) ZONE FROM THE MEANDER LINE OF BEAVER SPRINGS CREEK or other appropriate zone; TRACT A NORTH STAR II SUBDIVISION, TRACT C NORTH STAR SUBDIVISION II, AND A PORTION OF TRACT B NORTH STAR II SUBDIVISION FROM SINGLE-FAMILY RESIDENTIAL 10 (SF-10), TWO-FAMILY RESIDENTIAL (TF), GROUNDWATER DAMAGE PROTECTION OVERLAY (GWP), AND WATERWAY SETBACK DESIGNATION OVERLAY (WS) ZONE TO TWO-FAMILY RESIDENTIAL (TF), GROUNDWATER DAMAGE PROTECTION OVERLAY (GWP), AND 25 FOOT WATERWAY PROTECTION DESIGNATION OVERLAY (WP) ZONE FROM THE MEANDER LINE OF BEAVER SPRINGS CREEK or other appropriate zone; A PORTION OF TRACT B NORTH STAR II SUBDIVISION FROM GENERAL COMMERCIAL (GC), MULTIPLE-FAMILY RESIDENTIAL (MF), TWO-FAMILY RESIDENTIAL (TF), GROUNDWATER DAMAGE PROTECTION OVERLAY (GWP), AND WATERWAY SETBACK DESIGNATION OVERLAY (WS) ZONE TO LIGHT INDUSTRIAL WITH SPECIAL LIMITATIONS (LI/SL), GROUNDWATER DAMAGE PROTECTION OVERLAY (GWP), AND 25 FOOT WATERWAY PROTECTION DESIGNATION (WP) OVERLAY ZONE FROM THE MEANDER LINE OF BEAVER SPRINGS CREEK or other appropriate zone, and; A PORTION OF TRACT B NORTH
STAR II SUBDIVISION AND A PORTION OF TRACT A-1 NORTH STAR II BUZBY
SUBDIVISION FROM SINGLE-FAMILY RESIDENTIAL 10 (SF-10), TWO-FAMILY
RESIDENTIAL (TF), GENERAL COMMERCIAL (GC), LIGHT INDUSTRIAL (LI),
GROUNDWATER DAMAGE PROTECTION OVERLAY (GWP), AND WATERWAY
SETBACK DESIGNATION OVERLAY (WS) ZONE TO MULTIPLE-FAMILY
RESIDENTIAL (MF), GROUNDWATER DAMAGE PROTECTION OVERLAY (GWP),
AND 25 FOOT WATERWAY PROTECTION DESIGNATION OVERLAY (WP) ZONE
FROM THE MEANDER LINE OF BEAVER SPRINGS CREEK or other appropriate
zone (LOCATED SOUTHWEST OF RICHARDSON HIGHWAY, WEST OF BUZBY
ROAD, EAST OF THE ALASKA RAILROAD AND OLD RICHARDSON HIGHWAY)

NOW, THEREFORE, BE IT ORDAINED by the Assembly of the Fairbanks
North Star Borough:

Section 1. Classification. This ordinance is not of a general and
permanent nature and shall not be codified.

Section 2. The following described property is rezoned from Light
Industrial (LI), Multiple-Family Residential (MF), Multiple-Family
Residential/Professional Office (MFO), Groundwater Damage Protection (GWP)
overlay, and Waterway Setback Designation (WS) overlay zone to Multiple-Family
Residential/Professional Office (MFO), Groundwater Damage Protection (GWP)
overlay, and 25 foot Waterway Protection Designation (WP) overlay zone from the
meander line of Beaver Springs Creek:

Lots 1 through 6 of North Star II Buzby Subdivision, as shown on Exhibit
A.

Section 3. The following described property is rezoned from General
Commercial (GC), Multiple-Family Residential (MF), Multiple-Family
Residential/Professional Office (MFO), Single-Family Residential 10 (SF-10), Outdoor
Recreation (OR), Groundwater Damage Protection overlay (GWP), and Waterway
Setback Designation overlay (WS) zone to General Commercial (GC), Groundwater
Damage Protection overlay zone (GWP), and 25 foot Waterway Protection Designation
overlay (WP) zone from the meander line of Beaver Springs Creek:

That portion of Tract A-1 North Star II Buzby Subdivision shown on Exhibit
A and B and described as:

BEGINNING at the Northerly corner of Tract A-1 as shown on the Plat of North
Star II Buzby Subdivision, Recorded as Plat Number 2013-26, Records of the
Fairbanks Recording District, Fourth Judicial District, State of Alaska.
Thence along the boundary of said Tract A-1, also being the Southerly ROW of
the Richardson Highway, along a curve to the right, said curve having an arc

AMENDMENTS ARE SHOWN IN LEGISLATIVE FORMAT
Text to be added is underlined
Text to be deleted is [BRACKETED, CAPITALIZE]
distance of 73.25 feet, with a radius of 740.29 feet through a delta angle of
05°40'09" to a point of tangency;
Thence S25°48'21"E a distance of 274.19 feet to the beginning of a curve to the
left;
Thence along the curve an arc distance of 278.00 feet, with a radius of 570.87
feet through a delta angle of 27°54'06" to the beginning of a non-tangent curve to
the left;
Thence along the Westerly ROW of Buzby Road and along the curve an arc
distance of 566.87 feet, with a radius of 999.73 feet through a delta angle of
32°29'16" to a point of tangency;
Thence S18°49'14"E a distance of 255.68 feet, to the centerline of proposed
Psalms BLVD;
Thence along the centerline of proposed Psalms BLVD, S69°59'23"W a distance
of 31.87 feet, to the beginning of a tangent curve to the left;
Thence along the curve an arc distance of 205.49 feet, with a radius of 400.00
feet through a delta angle of 29°26'04" to a point of tangency;
Thence continuing along the centerline of proposed Psalms BLVD, S40°33'19"W
a distance of 280.14 feet, to a point on the approximate centerline of Beaver
Springs Creek;
Thence along the approximate centerline of Beaver Springs Creek, N60°00'26"W
a distance 228.29 feet;
Thence along the approximate centerline of Beaver Springs Creek, N73°03'52"W
a distance of 158.95 feet;
Thence along the approximate centerline of Beaver Springs Creek, N84°45'17"W
a distance of 352.79 feet;
Thence N01°16'57"E a distance of 18.85 feet more or less to the corner of said
Tract A-1, said corner also being the Southeast corner of Lot 7 of North Star
Subdivision recorded as Plat Number 72-27;
Thence along the boundary of said Tract A-1, N03°32'58"E a distance of 272.01
feet;
Thence N05°35'17"W a distance of 60.16 feet;
Thence N09°20'07"E a distance of 402.24 feet;
Thence N08°07'44"E a distance of 50.19 feet;
Thence N39°24'08"E a distance of 546.90 feet;
Thence N28°21'16"E a distance of 49.92 feet;
Thence N42°11'08"E a distance of 279.44 feet, to the Northerly corner of said
Tract A-1, said point being the POINT OF BEGINNING.

Section 4. The following described property is rezoned from Single-Family
Residential 10 (SF-10), Two-Family Residential (TF), Groundwater Damage Protection
overlay (GWP), and Waterway Setback Designation overlay (WS) zone to Two-Family
Residential (TF), Groundwater Damage Protection overlay (GWP), and 25 foot
Waterway Protection Designation overlay (WP) zone from the meander line of Beaver
Springs Creek:

AMENDMENTS ARE SHOWN IN LEGISLATIVE FORMAT
Text to be added is underlined
Text to be deleted is [BRACKETED, CAPITALIZE]
Tract A North Star II Subdivision, Tract C North Star Subdivision II, and that portion Tract B North Star II Subdivision as shown on Exhibit A and B and described as:

BEGINNING at the Southwest corner of Tract A as shown on the Plat of North Star II Subdivision, Recorded as Plat Number 2010-81, Records of the Fairbanks Recording District, Fourth Judicial District, State of Alaska.
Thence along the Southerly boundary of said Tract A N70°43'23"E a distance of 275.44 feet to the Westerly ROW of Lake Drive;
Thence along the Westerly ROW of Lake Drive S00°00'10"W a distance of 291.36 feet to the beginning of a tangent curve to the left;
Thence along the curve an arc distance of 113.28 feet, with a radius of 250.00 feet through a delta angle of 25°57'44" to a point of non-tangency;
Thence along the Easterly boundary of Tract B, per plat Number 2010-81, S00°00'10"W a distance of 257.75 feet to the center ¼ corner of section 15 T2S, R2E, F.M.;
Thence S00°03'34"E a distance of 60.65 feet to the approximate centerline of High Water Creek;
Thence leaving the Easterly boundary of said Tract B, along the approximate centerline of High Water Creek S67°03'55"W a distance of 74.47 feet;
Thence along the approximate centerline of High Water Creek S39°07'54"W a distance of 72.16 feet;
Thence along the approximate centerline of High Water Creek S68°32'29"W a distance of 95.72 feet;
Thence along the approximate centerline of High Water Creek N39°35'55"W a distance of 200.38 feet;
Thence along the approximate centerline of High Water Creek N78°40'23"W a distance of 55.61 feet;
Thence along the approximate centerline of High Water Creek S87°15'01"W a distance of 116.08 feet to the centerline of Proposed Blanket BLVD;
Thence along the centerline of Proposed Blanket BLVD N04°14'35"W a distance of 506.72 feet to the beginning of a curve to the left;
Thence along the curve an arc distance of 184.84 feet, with a radius of 514.89 feet through a delta angle of 20°34'07" to a point tangency;
Thence along the centerline of Proposed Blanket BLVD N24°44'56"W a distance of 456.52 feet more or less to a point on the Northerly boundary of said Tract B, said point being the centerline point of the Southerly End of existing Blanket BLVD;
Thence along the Northerly boundary of said Tract B, S81°12'42"E a distance of 57.16 feet to the beginning of a non-tangent curve to the right;
Thence along the curve an arc distance of 50.61 feet, with a radius of 25.00 feet through a delta angle of 115°59'41" to a point of tangency;

AMENDMENTS ARE SHOWN IN LEGISLATIVE FORMAT
Text to be added is underlined
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Thence along the Southerly ROW of Clear Water Court, N89°58'02"E a distance of 340.18 feet to the beginning of a tangent curve to the right;
Thence along the curve an arc distance of 156.11 feet, with a radius of 120.00 feet through a delta angle of 74°32'13" to a point of compound curvature;
Thence along the curve an arc distance of 27.07 feet, with a radius of 25.00 feet through a delta angle of 62°01'47" to a point of reverse curvature;
Thence along the curve an arc distance of 111.57 feet, with a radius of 60.00 feet through a delta angle of 106°32'29" to a point of non-tangency;
Thence, leaving the ROW of Clear Water Court, S89°59'40"W along the Northerly boundary of Tract A of plat 2010-81, a distance of 175.96 feet;
Thence S06°37'52"E a distance of 140.48 feet;
Thence S29°04'52"E a distance of 230.70 feet to the Southwest corner of said Tract A, said point being the POINT OF BEGINNING.

Section 5. The following described property is rezoned from Single-Family Residential 10 (SF-10), Two-Family Residential (TF), General Commercial (GC), Light Industrial (LI), Groundwater Damage Protection overlay (GWP), and Waterway Setback Designation overlay (WS) zone to Multiple-Family Residential (MF), Groundwater Damage Protection overlay (GWP), and 25 foot Waterway Protection Designation overlay (WP) zone from the meander line of Beaver Springs Creek:

That portion of Tract B North Star II Subdivision and a portion of Tract A-1 North Star II Buzby Subdivision described as:

COMMENCING at a point which is the southwest corner of Lot 1, North Star II Buzby Subdivision, recorded as plat #2013-026, Fairbanks Recording District;
Thence along the Western Boundary of Lots 1-6 of the aforementioned North Star II Buzby Subdivision;
Thence along the approximate centerline of Beaver Springs Creek, N60°00'26"W a distance 228.29 feet;
Thence along the approximate centerline of Beaver Springs Creek, N73°03'52"W a distance of 158.95 feet;
Thence along the approximate centerline of Beaver Springs Creek, N84°45'17"W a distance of 352.79 feet;
Thence N01°16'57"E a distance of 18.85 feet more or less to the corner of said Tract A-1, said corner also being the Southeast corner of Lot 7 of North Star Subdivision recorded as Plat Number 72-27;
Thence N88°38'41"E along the Northerly boundary of Beaver Springs Creek according to aforementioned plat of North Star Subdivision 72-27 a distance of 150.26 feet;
Thence S81°12'52"E a distance of 160.70 feet;
Thence S77°08'52"E a distance of 160.28 feet;
Thence N83°02'39"E a distance of 164.37 feet;
Thence N71°24'36"E a distance of 121.98 feet;
Thence N84°49′00″E a distance of 63 feet;
Thence N76°04′00″E a distance of 100 feet;
Thence S55°39′29″E a distance of 169.56 feet;
Thence S10°07′15″E a distance of 87.01 feet;
Thence S30°17′06″E a distance of 166.59 feet;
Thence 43°31′00″E a distance of 51 feet;
Thence S56°26′00″E a distance of 66 feet;
Thence S74°38′24″E a distance of 83.06 feet to a point, said point being the southwest corner of Lot 1, Block 5 of the aforementioned North Star Subdivision, plat #72-27;
Thence S00°03′34″E a distance of 60.65 feet to the approximate centerline of High Water Creek;
Thence leaving the Easterly boundary of said Tract B, along the approximate centerline of High Water Creek S67°03′55″W a distance of 74.47 feet;
Thence along the approximate centerline of High Water Creek S39°07′54″W a distance of 72.16 feet;
Thence along the approximate centerline of High Water Creek S68°32′29″W a distance of 95.72 feet;
Thence along the approximate centerline of High Water Creek N39°35′55″W a distance of 200.38 feet;
Thence along the approximate centerline of High Water Creek N78°40′23″W a distance of 55.61 feet;
Thence along the approximate centerline of High Water Creek S87°15′01″W a distance of 116.08 feet to the centerline of Proposed Blanket BLVD;
Thence along the centerline of Proposed Blanket BLVD N04°14′35″W a distance of 506.72 feet to the beginning of a curve to the left;
Thence along the curve an arc distance of 184.84 feet, with a radius of 514.89 feet through a delta angle of 20°34′07″ to a point tangency;
Thence along the centerline of Proposed Blanket BLVD N24°44′56″W a distance of 456.52 feet more or less to a point on the Northerly boundary of said Tract B, said point being the centerline point of the Southerly End of existing Blanket BLVD;
Thence N89°59′22″W a distance of 1,861.65 feet along the Northerly boundary of the aforementioned Tract B to a point, said point being the Northwest Corner of Tract B as shown on the plat of North Star II Subdivision, recorded as plat #2010-81;
Thence S00°04′13″E a distance of 650.76 feet along the Westerly boundary of the aforementioned Tract B, which is also the section line between Sections 15 & 16, T2S, R2E Fairbanks Meridian, Alaska;
Thence N89°56′59″E a distance of 208.77 feet along the boundary of the aforementioned Tract B;
Thence S00°08′15″E a distance of 208.76 feet along the boundary of the aforementioned Tract B;

AMENDMENTS ARE SHOWN IN LEGISLATIVE FORMAT
Text to be added is underlined
Text to be deleted is [BRACKETED, CAPITALIZE]
Thence S89°53'39"W a distance of 209.02 feet along the boundary of the
aforementioned Tract B;
Thence along the Westerly boundary of Tract B as shown on the plat of North
Star II Subdivision, recorded as plat #2010-81 N00°04'13"W a distance of 60.80
feet;
Thence along the approximate centerline of Beaver Springs Creek S76°02'44"E
a distance of 189.59 feet;
Thence along the approximate centerline of Beaver Springs Creek N80°48'51"E
a distance of 711.47 feet;
Thence along the approximate centerline of Beaver Springs Creek S82°35'06"E
a distance of 263.54 feet;
Thence along the approximate centerline of Beaver Springs Creek S55°09'42"E
a distance of 320.29 feet;
Thence along the approximate centerline of Beaver Springs Creek S45°02'44"E
a distance of 329.37 feet;
Thence along the approximate centerline of Beaver Springs Creek S30°26'52"E
a distance of 242.42 feet;
Thence along the approximate centerline of Beaver Springs Creek S18°04'26"W
a distance of 231.94 feet more or less to the Northerly line of an existing City of
North Pole Easement as described in Book 265, Page 173, Records of the
Fairbanks Recording District, Fourth Judicial District, State of Alaska;
Thence along the Northerly line of the aforementioned City of North Pole
Easement N83°16'18"W a distance of 220.54 feet;
Thence along the Westerly line of the aforementioned City of North Pole
Easement S06°41'27"W a distance of 107.14 feet;
Thence along a curve to the right on the aforementioned City of North Pole
Easement, said curve having a radius of 255.80 feet, and an arc length of 91.62
feet;
Thence along the Westerly line of the aforementioned City of North Pole
Easement S27°12'46"W a distance of 386.51 feet;
Thence along a curve to the left on the aforementioned City of North Pole
Easement, said curve having a radius of 201.06 feet, and an arc length of 98.38
feet;
Thence along the Westerly line of the aforementioned City of North Pole
Easement S00°49'37"E a distance of 97.25 feet;
Thence along the Northerly line of the aforementioned City of North Pole
Easement S89°54'36"W a distance of 136.10 feet;
Thence along a curve to the left on the aforementioned City of North Pole
Easement, said curve having a radius of 173.29 feet, and an arc length of 118.55
feet;
Thence along the Westerly line of the aforementioned City of North Pole
Easement S50°43'13"W a distance of 113.64 feet more or less to the Easterly
Right of Way of the Alaska Railroad;
Thence along the Easterly Right of Way of the Alaska Railroad N37°09'24"W a distance of 53.19 feet;
Thence N88°46'39"W a distance of 246.89 feet;
Thence N00°03'35"E a distance of 62 feet;
Thence N88°46'39"W a distance of 1,430.91 feet to a point which is the southwest corner of Tract A-1, North Star II Buzby Subdivision, recorded as plat #2013-026;
Thence N88°45'23"W a distance of 1,318.46 feet;
Thence N88°42'14"W a distance of 250 feet;
Thence N01°12'26"E a distance of 13 feet;
Thence N88°42'14"W a distance of 567.13 feet to the point of beginning.

Section 6. The following described property is rezoned from General Commercial (GC), Multiple-Family Residential (MF), Two-Family Residential (TF), Groundwater Damage Protection overlay (GWP), and Waterway Setback Designation overlay (WS) zone to Light Industrial with Special Limitations (LI/SL), Groundwater Damage Protection overlay (GWP), and 25 foot Waterway Protection Designation (WP) overlay zone from the meander line of Beaver Springs Creek:

That portion of Tract B North Star II Subdivision as shown on Exhibit A and B and described as:

COMMENCING at the Southwest corner of Tract B as shown on the Plat of North Star II Subdivision, Recorded as Plat Number 2010-81, Records of the Fairbanks Recording District, Fourth Judicial District, State of Alaska. Said corner being the TRUE POINT OF BEGINNING:
Thence along the Westerly boundary of said Tract B N00°04'13"W a distance of 346.16 feet to the approximate centerline of Beaver Springs Creek;
Thence along the approximate centerline of Beaver Springs Creek S76°02'44"E a distance of 189.59 feet;
Thence along the approximate centerline of Beaver Springs Creek N80°48'51"E a distance of 711.47 feet:
Thence along the approximate centerline of Beaver Springs Creek S82°35'06"E a distance of 263.54 feet;
Thence along the approximate centerline of Beaver Springs Creek S65°09'42"E a distance of 320.29 feet;
Thence along the approximate centerline of Beaver Springs Creek S45°02'44"E a distance of 329.37 feet;
Thence along the approximate centerline of Beaver Springs Creek S30°26'52"E a distance of 242.42 feet;
Thence along the approximate centerline of Beaver Springs Creek S18°04'26"W a distance of 231.94 feet more or less to the Northerly line of an existing City of North Pole Easement as described in Book 265, Page 173, Records of the Fairbanks Recording District, Fourth Judicial District, State of Alaska;

AMENDMENTS ARE SHOWN IN LEGISLATIVE FORMAT
Text to be added is underlined
Text to be deleted is [BRACKETED, CAPITALIZE]
Thence along the Northerly line of the aforementioned City of North Pole Easement N83°16'18"W a distance of 220.54 feet;
Thence along the Westerly line of the aforementioned City of North Pole Easement S06°41'27"W a distance of 107.14 feet;
Thence along a curve to the right on the aforementioned City of North Pole Easement, said curve having a radius of 255.80 feet, and an arc length of 91.62 feet;
Thence along the Westerly line of the aforementioned City of North Pole Easement S27°12'46"W a distance of 386.51 feet;
Thence along a curve to the left on the aforementioned City of North Pole Easement, said curve having a radius of 201.06 feet, and an arc length of 98.38 feet;
Thence along the Westerly line of the aforementioned City of North Pole Easement S00°49'37"E a distance of 97.25 feet;
Thence along the Northerly line of the aforementioned City of North Pole Easement S89°54'36"W a distance of 136.10 feet;
Thence along a curve to the left on the aforementioned City of North Pole Easement, said curve having a radius of 173.29 feet, and an arc length of 118.55 feet;
Thence along the Westerly line of the aforementioned City of North Pole Easement S50°43'13"W a distance of 113.64 feet more or less to the Easterly Right of Way of the Alaska Railroad;
Thence along the Easterly Right of Way of the Alaska Railroad N37°09'24"W a distance of 1492.79 feet;
Thence along a curve to the right on the Easterly Right of Way of the Alaska Railroad, said curve having a radius of 2193.25 feet, and an arc length of 52.07 feet more or less. The end of said curve is coincident with the True Point of Beginning, and at the TERMINUS of this description.
The area contained within this description is 40.6 acres more or less.

Section 7. The property rezoned in Section 6 of this ordinance will have the following Special Limitations:

1. Allowable uses shall be limited to those uses permitted in the LC, GC and CBD districts except residential dwelling units not otherwise permitted in this district and school buildings, and mobile home or permanent home to be used as a dwelling unit by the owner or by a watchman, caretaker, manager and family when located on the premises where they employed is such a capacity.

2. Light Industrial conditional uses shall be limited to dormitories and other dwelling units, including mobile homes, placed on the premises to be used by individuals employed in the industrial use of the premises, and natural resource extraction on tracts of land not less than five acres in size, including equipment and buildings or structures for screening, crushing, mixing, washing, storage or office purposes.
Section 8. The official zoning map is amended in accordance with this ordinance.

Section 9. Effective date. This ordinance shall be effective at 5:00 p.m. on the first borough business day following its adoption.

PASSED AND APPROVED THIS 25th DAY OF JANUARY, 2018.

Kathryn Dodge
Presiding Officer

ATTEST:

Nanci Ashford-Bingham, MMC
Borough Clerk

Yeses: Cooper, Tacke, Quist, Major, Roberts, Lojewski, Gray, Lawrence, Dodge
Noes: None
APPLICABLE APPROVAL CRITERIA

Applicable approval criteria for Conditional Uses are governed by the following provisions of Title 18, Fairbanks North Star Borough Code of Ordinances:

18.104.050 (C): Hearing and Decision by the Planning Commission

The planning commission shall review, hear and decide whether or not to approve a request for a conditional use. The planning commission shall also consider and adopt findings in each of the following:

1. Whether or not the proposed conditional use conforms to the intent and purpose of this title and of other ordinances and state statutes.

2. Whether or not there are adequate existing sewage capacities, transportation facilities, energy and water supplies, and other public services to serve the proposed conditional use.

3. Whether or not the proposed conditional use will protect the public health, safety and welfare.

The Planning Commission may approve or deny a conditional use request or may approve a conditional use request with conditions to ensure the protection of the public health, safety and welfare. Such conditions may relate to any, or more, of the following: traffic flow and access requirements, lighting, pedestrian movements.
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NORTH STAR FIRST, BLOCK: 02, LOT: 06
Sherr Martin D Jr
Sherr Melissa L
1100 W Turnaround
North Pole, AK 99705

NORTH STAR FIRST, BLOCK: 12, LOT: 02
Simmons Alan L
1320 Creek Dr
North Pole, AK 99705

BAKER, BLOCK: 04, LOT: 19
Starkey Michael A
Starkey Jody L
1004 Black Bear Turnaround
North Pole, AK 99705

NORTH STAR FIRST, BLOCK: 04, LOT: 04
Taylor James S
Taylor Denise L
1124 Lake Dr
North Pole, AK 99705

BAKER, BLOCK: 03, LOT: 04
Tilman Heath T
Tilman Courtney D
3810 Lyle Rd
North Pole, AK 99705

NORTH STAR FIRST, BLOCK: 04, LOT: 07
Thomas Thomas J
Thomas Marietta P
PO BOX 55567
North Pole, AK 99705

BAKER, BLOCK: 03, LOT: 23
Thurlby Joyce D
PO BOX 56991
North Pole, AK 99705

BAKER, BLOCK: 01, LOT: 05
Volkering Nicholas J
Volkering Elizabeth J
1025 Lake Dr
North Pole, AK 99705

BAKER, BLOCK: 04, LOT: 13A
Warnke Aaron L E
Warnke Sara J
500 S Evelyn Dr
North Pole, AK 99705

BAKER, BLOCK: 05, LOT: 13A
Warnke John C
Warnke Rosemary E
PO BOX 55668
North Pole, AK 99705

MILLER NORTH, BLOCK: 02, LOT: 05
Warwick Jeremy Alan
2944 Richardson Hwy S 1/2 D
North Pole, AK 99705

BAKER, BLOCK: 02, LOT: 06A
Welch Michael W
Welch Aino B
934 Les Rogers Tur
North Pole, AK 99705

BAKER, BLOCK: 04, LOT: 09A
Watson Scott B Jr
Watson Julie R
1006 Chris Tur
North Pole, AK 99705

MILLER NORTH, BLOCK: 02, LOT: 07
Watts Jon B
Watts Monica D L
2866 Circle Loop
North Pole, AK 99705

BAKER, BLOCK: 03, LOT: 17
Williams Benjamin Jr
Williams Cora J
PO BOX 56454
North Pole, AK 99705

NORTH STAR FIRST, BLOCK: 05, LOT: 02
Whalen Melanie Anne
Vu Vy Vy
PO BOX 35043
FT Wainwright, AK 99703

MILLER NORTH, BLOCK: 02, LOT: 02
Williams Cindy L
2954 Circle Loop Rd
North Pole, AK 99705

MILLER NORTH, BLOCK: 01, LOT: 07
Wills Dustin Alan
Wills Aleta Marie
204 Safari Loop
Cannon Afb, NM 88101

BAKER, BLOCK: 02, LOT: 13A
Wilson David M
905 Les Rogers Turnaround
North Pole, AK 99705

BAKER, BLOCK: 05, LOT: 03A
Wellangur Gary W
Wellangur Heather M
502 N Evelyn Dr
North Pole, AK 99705

BAKER, BLOCK: 03, LOT: 15A
Wurser Robert W
Wurser Susan L
602 Barbara Lee Dr
North Pole, AK 99705

NORTH STAR FIRST, BLOCK: 03, LOT: 07
Yingst Joan M
PO BOX 55255
North Pole, AK 99705

Planning Commission 71 April 24, 2018
Stacy Wasinger

From: Nancy Durham
Sent: Tuesday, March 13, 2018 3:14 PM
To: Stacy Wasinger
Subject: RE: CU2018-012 (North Star II, Tract B)

Follow Up Flag: Follow up
Flag Status: Flagged

Stacy,

This project is located in Flood Zone X & X: Protected by Levee and is not required to meet FNSB Title 15 Floodplain Management Regulations.

Sincerely,

Nancy Durham, MURP, CFM
Flood Plain Administrator
FNSB Community Planning
ndurham@fnsb.us
(907) 459-1263

**Any property can flood even if it is not in a moderate to high risk Special Flood Hazard Area. Flood insurance is recommended.

FYI: The new Fee Schedule from July 1, 2017 to June 30, 2018: Floodplain Permits will remain “No Charge”. Hard copies of Title 15 Floodplain Management Regulations will remain $10.00. All formal Flood Determination Letters on letterhead which include flood zones, base flood elevations, conversion letters, community determined letters, etc. will have a $50.00 fee.

---

From: Stacy Wasinger
Sent: Monday, March 12, 2018 10:19 AM
To: Stacy Wasinger
Subject: FW: CU2018-012 (North Star II, Tract B)

Good morning,

Community Planning has received a revised narrative/application (attached as “CU2018-012_RevisedNarrative_2018-0308, in addition to the original application materials sent) for this proposed conditional use gravel pit. Due to the revisions, the application is no longer scheduled to be heard at the March 27th Planning Commission meeting; the next possible Planning Commission meeting date is April 24th.

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Please review and return any comment no later than **Wednesday, March 21, 2018**. If you have any questions, please don’t hesitate to contact me.

Thanks,
Stacy

Stacy Wasinger  
Planner III | FNSB Community Planning  
swasinger@fnsb.us  
907-459-1262

Fairbanks North Star Borough  
PO Box 71267 / 907 Terminal Street  
Fairbanks, AK 99707-1267

---

**From:** Stacy Wasinger  
**Sent:** Tuesday, February 13, 2018 9:43 AM  
**To:** Stacy Wasinger  
**Subject:** CU2018-012 (North Star II, Tract B)

Good morning,

The FNSB Department of Community Planning has received an application request for a conditional use permit for a natural resource (gravel) extraction on a portion of Tract B, North Star II Subdivision, located northeast of Old Richardson Highway and south of Clear Water Court in the Light Industrial with Special Limitations (LI/SI) zone. The lot is currently vacant and the conditional use application proposes to utilize 10-21 acres for gravel extraction. Attached are the application page and narrative, as well as a report containing basic information for the property. This application is currently scheduled for a public hearing before the Planning Commission on March 27, 2018.

This information is being sent to you for review and comment, if any, because the property is potentially in your agency review area. If there is someone else that would be more appropriate to review this application, please feel free to forward it or let me know. If possible, please return any written comments by **Friday, February 23, 2018**. If you have any questions, please don’t hesitate to contact me.

Thanks,
Stacy

Stacy Wasinger  
Planner III | FNSB Community Planning  
swasinger@fnsb.us  
907-459-1262

Fairbanks North Star Borough  
PO Box 71267 / 907 Terminal Street  
Fairbanks, AK 99707-1267
Stacy Wasinger

From: Motsko, Randi Lynn (DOT) <randi.motsko@alaska.gov>
Sent: Wednesday, March 21, 2018 10:21 AM
To: Stacy Wasinger
Subject: RE: CU2018-012 (North Star II, Tract B)

Follow Up Flag: Follow up
Flag Status: Flagged

Yes, DOT&PF would like to see the driveway permitted and brought to commercial standards at this time. At some point in the future, it is possible a new permit will need to be issued for more intense use and per out driveway standards. It could be required to further upgrade the intersection to a “normal street intersection” in accordance with AASHTO because it will exceed 200 vehicles in the peak hour.

Feel free to contact me with any further questions.

Thanks,
Randi

From: Stacy Wasinger [mailto:SWasinger@fnsb.us]
Sent: Wednesday, March 21, 2018 8:41 AM
To: Motsko, Randi Lynn (DOT) <randi.motsko@alaska.gov>
Subject: FW: CU2018-012 (North Star II, Tract B)

Good morning Randi,

I just wanted to follow up on this, as I’m in the midst of writing the staff report. Do your previous comments still apply regarding the need to reevaluate the intersection of Buzby and Psalms? And to clarify, does that mean that the Psalms driveway/intersection to Buzby will likely have to meet a commercial driveway standard?

If you have any questions, please just let me know.

Thanks again!
Stacy

Stacy Wasinger
Planner III | FNSB Community Planning
swasinger@fnsb.us
907-459-1262

Fairbanks North Star Borough
PO Box 71267 / 907 Terminal Street
Fairbanks, AK 99707-1267

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To: Stacy Wasinger
Subject: FW: CU2018-012 (North Star II, Tract B)
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Thanks,
Stacy

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swasinger@fnsb.us
907-459-1262

Fairbanks North Star Borough
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Fairbanks, AK 99707-1267

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Sent: Tuesday, February 13, 2018 9:43 AM
To: Stacy Wasinger
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Thanks,
Stacy
Stacy Wasinger
Planner III | FNSB Community Planning
swasinger@fnsb.us
907-459-1262

Fairbanks North Star Borough
PO Box 71267 / 907 Terminal Street
Fairbanks, AK 99707-1267
Stacy Wasinger

From: Bryce Ward <Bryce.Ward@northpolealaska.org>
Sent: Wednesday, March 21, 2018 4:57 PM
To: Stacy Wasinger
Subject: RE: CU2018-012 (North Star II, Tract B)

Stacy,

I do not have any substantial comments, however; I want to make sure that it is understood that the changes in the revised conditional use permit are going to be included in the revised developer agreement that the City and North Star Developers are working on but that is not yet finalized. Since the revision to the developers agreement in effect reduces the City’s liability it is not anticipated to cause issue when it is presented to council. Also for clarification the limit would be 3 trucks per hour. I do not foresee this as being an issue to hold up approval of the conditional use permit.

Bryce J. Ward
Mayor
City of North Pole, Alaska
Office 907-488-8584
Cell 907-888-4444
www.Northpolealaska.com

---

From: Stacy Wasinger [mailto:SWasinger@fnsb.us]
Sent: Wednesday, March 21, 2018 8:24 AM
To: Bryce Ward; Bill Butler
Subject: RE: CU2018-012 (North Star II, Tract B)

Good morning,

I just wanted to follow up on this, as I’m in the midst of writing the staff report. If you can’t get comments to me today, please just let me know. As we are crafting our recommendation and conditions, we want to make sure any of the City’s concerns are outlined and addressed. If you have any questions, please just let me know.

Thanks again,
Stacy

Stacy Wasinger
Planner III | FNSB Community Planning
swasinger@fnsb.us
907-459-1262

Fairbanks North Star Borough
PO Box 71267 / 907 Terminal Street
Fairbanks, AK 99707-1267
From: Stacy Wasinger  
Sent: Monday, March 12, 2018 10:26 AM  
To: Bryce Ward (Bryce.ward@northpolealaska.org); 'Bill Butler'  
Cc: Christine Nelson; Kellen Spillman; Donald Galligan; George Stefan  
Subject: FW: CU2018-012 (North Star II, Tract B)

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In speaking with Mr. Butler on Friday, it seemed the applicant’s revised narrative was generally in accordance with what they have discussed with the City. However, we did want to forward the revised information for your review and additional written comment; if there is any concern or inconsistency, please just let us know as soon as possible. Please review and return any comment no later than Wednesday, March 21, 2018. If you have any questions, please don’t hesitate to contact me.

Thanks,
Stacy

Stacy Wasinger  
Planner III | FNSB Community Planning  
swasinger@fnsb.us  
907-459-1262

Fairbanks North Star Borough  
PO Box 71267 / 907 Terminal Street  
Fairbanks, AK 99707-1267

---

From: Stacy Wasinger  
Sent: Tuesday, February 13, 2018 9:46 AM  
To: 'Bryce Ward'; 'Bill Butler'; 'cody.lougee@northpolealaska.org'; 'sdutra@northpolepolice.org'; 'info@northpolefire.org'  
Subject: CU2018-012 (North Star II, Tract B)

Good morning,

The FNSB Department of Community Planning has received an application request for a conditional use permit for a natural resource (gravel) extraction on a portion of Tract B, North Star II Subdivision, located northeast of Old Richardson Highway and south of Clear Water Court in the Light Industrial with Special Limitations (LI/SL) zone. The lot is currently vacant and the conditional use application proposes to utilize 10-21 acres for gravel extraction. Attached are
the application page, site plan, and narrative, as well as a report containing basic information for the property. This application is currently scheduled for a public hearing before the Planning Commission on March 27, 2018.

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Thanks,
Stacy

Stacy Wasinger
Planner III | FNSB Community Planning
swasinger@fnsb.us
907-459-1262

Fairbanks North Star Borough
PO Box 71267 / 907 Terminal Street
Fairbanks, AK 99707-1267
In regards to the 3 trucks per hour that is the maximum, not an aggregated number for the day. So if you are hauling for 4 hours you cannot run 39 trucks through in 4 hours you would only be allowed 12 trucks in that 4 hour window, this applies only to export hauling not internal or local for building purposes. Also it is only once 80% of lots are sold and the road maintenance has been turned over to the city per the agreement. Let me know if you have any other questions.

Bryce J. Ward  
Mayor  
City of North Pole, Alaska  
Office 907-488-8584  
Cell 907-888-4444  
www.Northpolealaska.com

---

From: Stacy Wasinger [mailto:SWasinger@fnsb.us]  
Sent: Thursday, March 22, 2018 8:18 AM  
To: Bryce Ward  
Subject: RE: CU2018-012 (North Star II, Tract B)

Good morning Mayor Ward,

Thank you for the comments. We will note that the developers agreement is being modified; the hearing for the CU would be April 24th, so depending on timing, it may even be done prior to the CU hearing.

Regarding the 3 trucks per hour, their proposed hours of operation are 7 am to 8 pm, so that would be a maximum of 39 trucks per day. That is lower than their proposed maximum of 50 trucks per day while they are maintaining Psalms. Is the 39 per day still an acceptable number for the City once it takes over maintenance?

Thanks again,  
Stacy

Stacy Wasinger  
Planner III | FNSB Community Planning  
swasinger@fnsb.us  
907-459-1262  
Fairbanks North Star Borough  
PO Box 71267 / 907 Terminal Street  
Fairbanks, AK 99707-1267
From: Bryce Ward [mailto:Bryce.Ward@northpolealaska.org]
Sent: Wednesday, March 21, 2018 4:57 PM
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Office 907-488-8584
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Stacy

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907-459-1262

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Thanks,
Stacy

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Planner III | FNSB Community Planning  
wasinger@fnsb.us  
907-459-1262

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To: 'Bryce Ward'; 'Bill Butler'; 'cody.lougee@northpolealaska.org'; 'sduatra@northpolepolice.org'; 'info@northpolefire.org'  
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swasinger@fnsb.us
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Fairbanks North Star Borough
PO Box 71267 / 907 Terminal Street
Fairbanks, AK 99707-1267
Stacy Wasinger

From: Motsko, Randi Lynn (DOT) <randi.motsko@alaska.gov>
Sent: Thursday, March 01, 2018 10:14 AM
To: Stacy Wasinger
Subject: RE: CU2018-012 (North Star II, Tract B)

No comments on the conditional use permit application from ADOT&PF.

However, we will need to see Psalms Blvd for a change in use/intensity driveway review. The larger subdivision has a notable impact to our system, which will impact the Psalms and Buzby intersection. We will look to make signal timing changes at the intersection as needed.

Thank you.

From: Stacy Wasinger [mailto:SWasinger@fnsb.us]
Sent: Wednesday, February 28, 2018 4:10 PM
To: Motsko, Randi Lynn (DOT) <randi.motsko@alaska.gov>
Subject: RE: CU2018-012 (North Star II, Tract B)

Hi Randi,

I just wanted to follow up on this application to see if DOT had any additional comments regarding the access and DOT roads? Specifically regarding Buzby or other DOT roads and the potential for heavy truck traffic on those roads? We had received some comments from the City on the potential City roads impacted, but I wanted to follow up with you as well.

Thanks!
Stacy

Stacy Wasinger
Planner III | FNSB Community Planning
swasinger@fnsb.us
907-459-1262

Fairbanks North Star Borough
PO Box 71267 / 907 Terminal Street
Fairbanks, AK 99707-1267

From: Stacy Wasinger
Sent: Thursday, February 15, 2018 8:27 AM
To: 'Motsko, Randi Lynn (DOT)'
Subject: RE: CU2018-012 (North Star II, Tract B)

Hi Randi,

This property is also part of the Brookside Subdivision that is currently being proposed (I believe it is going to the Platting Board in March). Currently, I believe Clear Water Court is the primary improved access that is adjacent to the parent parcel (Tract B). Page 12 of the application packet sent shows the phasing plan, where proposed Tract G (which is the
subject parcel) has access to Psalms Blvd and from there to either Buzby or Blanket Blvd. The recording of the final plat will be important to the operation of the CU, so that may be a potential condition.

I hope that helps clarify, but please just let me know if you need anything else.

Thanks!
Stacy

Stacy Wasinger
Planner III | FNSB Community Planning
swasinger@fnsb.us
907-459-1262

Fairbanks North Star Borough
PO Box 71267 / 907 Terminal Street
Fairbanks, AK 99707-1267

From: Motisko, Randi Lynn (DOT) [mailto:randi_motisko@alaska.gov]
Sent: Wednesday, February 14, 2018 8:44 AM
To: Stacy Wasinger
Subject: RE: CU2018-012 (North Star II, Tract B)

Hi Stacy,

Can we get clarification to where their planned access point is? This property doesn’t appear to directly connect to any of our facilities but we would like to confirm access intent before moving forward with our comment letter.

Thanks.

From: Stacy Wasinger [mailto:SWasinger@fnsb.us]
Sent: Tuesday, February 13, 2018 9:43 AM
To: Stacy Wasinger <SWasinger@fnsb.us>
Subject: CU2018-012 (North Star II, Tract B)

Good morning,

The FNSB Department of Community Planning has received an application request for a conditional use permit for a natural resource (gravel) extraction on a portion of Tract B, North Star II Subdivision, located northeast of Old Richardson Highway and south of Clear Water Court in the Light Industrial with Special Limitations (LI/SL) zone. The lot is currently vacant and the conditional use application proposes to utilize 10-21 acres for gravel extraction. Attached are the application page and narrative, as well as a report containing basic information for the property. This application is currently scheduled for a public hearing before the Planning Commission on March 27, 2018.

This information is being sent to you for review and comment, if any, because the property is potentially in your agency review area. If there is someone else that would be more appropriate to review this application, please feel free to forward it or let me know. If possible, please return any written comments by Friday, February 23, 2018. If you have any questions, please don’t hesitate to contact me.

Thanks,
Stacy
Stacy Wasinger  
Planner III | FNSB Community Planning  
swasinger@fnsb.us  
907-459-1262

Fairbanks North Star Borough  
PO Box 71267 / 907 Terminal Street  
Fairbanks, AK 99707-1267
Hi Stacy,

The ADF&G has no objection to this gravel pit development.

After extraction activities are complete, we would like to see the area utilized by wildlife and as a community fishery (see attached email from Klaus Wuttig 11/3/2017). Therefore there are some suggestions we would have for the design and development of the gravel pit. I have attached a document which has some simple suggestions to consider.

Thanks,
Audra

Audra Brase
Regional Supervisor
ADF&G Division of Habitat
Region III - Fairbanks
907-459-7282

From: Stacy Wasinger [mailto:SWasinger@fnsb.us]
Sent: Thursday, March 01, 2018 8:36 AM
To: Brase, Audra L (DFG)
Subject: RE: CU2018-012 (North Star II, Tract B)

Good morning Audra,

I just wanted to follow up on this since I had not received comments back from ADF&G. This conditional use application is for a portion of the property in North Pole that was rezoned a few months ago, adjacent to Beaver Springs Creek. If you have any questions, please just let me know.

Thanks,
Stacy

Stacy Wasinger
Planner III | FNSB Community Planning
swasinger@fnsb.us
907-459-1262

Fairbanks North Star Borough
PO Box 71267 / 907 Terminal Street
Fairbanks, AK 99707-1267
From: Stacy Wasinger  
Sent: Tuesday, February 13, 2018 9:43 AM  
To: Stacy Wasinger  
Subject: CU2018-012 (North Star II, Tract B)

Good morning,

The FNSB Department of Community Planning has received an application request for a conditional use permit for a natural resource (gravel) extraction on a portion of Tract B, North Star II Subdivision, located northeast of Old Richardson Highway and south of Clear Water Court in the Light Industrial with Special Limitations (LI/SL) zone. The lot is currently vacant and the conditional use application proposes to utilize 10-21 acres for gravel extraction. Attached are the application page and narrative, as well as a report containing basic information for the property. This application is currently scheduled for a public hearing before the Planning Commission on March 27, 2018.

This information is being sent to you for review and comment, if any, because the property is potentially in your agency review area. If there is someone else that would be more appropriate to review this application, please feel free to forward it or let me know. If possible, please return any written comments by Friday, February 23, 2018. If you have any questions, please don’t hesitate to contact me.

Thanks,
Stacy

Stacy Wasinger  
Planner III | FNSB Community Planning  
swasinger@fnsb.us  
907-459-1262

Fairbanks North Star Borough  
PO Box 71267 / 907 Terminal Street  
Fairbanks, AK 99707-1267
**Constructed Ponds and Wetlands**

Many ponds and wetlands resulting from sand and gravel mining have rectangular shorelines, steeply sloped sides, and uniform depths. Wetlands with these characteristics have limited value for fish and wildlife. Following are guidelines for the construction of ponds and wetlands that could be incorporated into mining plans and implemented during active mining.

- Shorelines should be irregular with as many bays, inlets, peninsulas, and sand bars as practical. Figure 1 shows two ponds of similar area with different shoreline configurations. The pond illustrated on the left provides greater potential for wildlife due to increased shoreline development.

![Figure 1](image)

Figure 1. The pond illustrated on the left provides greater potential for wildlife due to increased shoreline development.

- The bottom of the ponds should be undulating to provide a variety of water depths. Ponds greater than 3 acres in size should be constructed with a pattern of undulations.
- In general, water depth of 1/2 - 3 feet will result in shallow water areas that will promote the growth of emergent vegetation. Depths ranging from 3 - 5 feet will result in open water.
- Whenever possible, 6 - 8 inches of topsoil should be replaced on shorelines, wetland bottoms, and on islands to promote the growth of vegetation and aquatic invertebrates.
- Placement of vegetative debris (from clearing activities) in the wetland may provide habitat for waterfowl and promote habitat for aquatic invertebrates.
- In order to supply adequate food, cover and space for wildlife, wetlands should be a minimum of 1/2 acre in size.
- A buffer strip of undisturbed vegetation along shorelines is important for wildlife as well as for reducing erosion. The wider the buffer, the more productive for wildlife especially for nesting

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waterfowl. It is not necessary for the buffer to go completely around the wetland, but the longer the buffer, the greater the benefit. Use of buffer strips is encouraged in other parts of the mining operation as well.

- Gradual slopes of 10:1 to 20:1 on approximately half of the wetland shoreline are recommended to provide mudflats, emergent vegetation, feeding and hiding cover for wildlife, and to minimize soil erosion and slope slumping. Ponds and wetlands are more productive for wildlife if constructed with flat slopes since wildlife primarily use shallow water.
- Use of water level control structures may be needed to maintain acceptable water levels.
- Where practical, tall tree species on south and west sides of wetlands should be avoided to allow for more solar exposure in the wetland.
Hi Stacy,

Good talking to you this morning and thank you for the opportunity to still comment on the rezoning. Fish and game would like to create a community fishery by stocking fish from our hatchery into Beaver Spring Pond. Based on a cursory examination, and having done fisheries work in the area, it appears Beaver Springs Pond would provide good habitat for our stocked fishes. A requirement to stock fish is sufficient and platted public access. Our preference would have parking (e.g. enough for 5-10 vehicles, and enough shore line from which to fish (e.g. 300-500 ft). Ideally, we would like to see access around the perimeter of the lake, but understand that it would be problematic for some homeowners.

The fish and waterfowl habitat in Beaver Spring Pond could be improved by increasing its shoreline complexity (e.g. adding a shallow bays). We always encourage and hopefully the developer would consider.

The Beaver Springs Creek riparian zone appears to provide excellent wildlife habitat (e.g. waterfowl, songbirds, moose, fox, etc.) and possibly fish habitat. A "fish" assessment would be needed to determine if portions of the creek support native fish, and if they could support stocked fish, at least seasonally. The shoreline is a mix of deciduous and conifers trees, with significant reaches of brush (e.g. willow & alder). Setbacks of 50' should be seriously considered. For both the pond and the creek, setbacks should be surveyed during maximum discharges in the Tanana River (i.e. Late July/Early August). Water levels will correspond directly with the Tanana River. It is easy to envision the 25ft setback and lawns becoming inundated in late summer if surveys were incorrectly timed. The vegetation can easily withstand short term (e.g. 2 weeks) submersion; meaning the vegetation line does not accurately reflect mean high water for this area.

The creation of a parking/fishing area around Beaver Creek Lake, 50-ft setbacks to protect the riparian zones, and securing access to portions of beaver creek for anglers/wildlife are consistent with Mr. Ainley's vision.

The Division of Sport Fish does have funds available to support the construction of access projects (e.g. outhouses, parking areas, trail hardening) and would be interested in helping out in this potential opportunuity.

Sincerely,

Klaus Wuttig
Tanana River Area Management Biologist
ADFG, Division of Sport Fish
907-459-7344

From: Stacy Wasinger [mailto:SWasinger@fnsb.us]
Sent: Thursday, September 14, 2017 2:39 PM
To: Stacy Wasinger
Subject: RZ2018-003 (North Star II and North Star II Buzby)

Good afternoon,
The FNSB Department of Community Planning has received a request to rezone approximately 218.8 acres from Two-Family Residential (TF), Single-Family Residential (SF-10), Multiple-Family Residential (MF), General Commercial (GC), Light Industrial (LI), Outdoor Recreation (OR), and Multiple-Family Residential/Professional Office (MFO) to Two-Family Residential (TF), Multiple-Family Residential (MF), General Commercial (GC), and Light Industrial (LI). The new zone will also retain the Groundwater Protection overlay (GWP) zone and include a 25’ Waterway setback from Beaver Springs Creek. The parcels included in this request are the areas included in the North Star II Subdivision and North Star II Buzby Subdivision, southwest of the Richardson Highway. Attached are the application and narrative, as well as a current zoning map and a proposed zoning map. The parcels are currently a split zone; a platting action is intended to follow to reflect the lot lines in the proposed zoning map, but this current application is solely for the rezoning action. This application is currently scheduled for a public hearing before the Planning Commission on October 24, 2017.

This information is being sent to you for review and comment, if any, because the property is potentially in your agency review area. If this email should be sent to another person instead, please just let me know or feel free to forward the email. Please return any written comments by Friday, September 29, 2017. If you have any questions, please don’t hesitate to contact me.

Thanks,
Stacy

Stacy Wasinger
Planner III | FNSB Community Planning
swasinger@fnsb.us
907-459-1262

Fairbanks North Star Borough
PO Box 71267 / 907 Terminal Street
Fairbanks, AK 99707-1267
Stacy Wasinger

From: Bill Butler <Bill.Butler@northpolealaska.org>
Sent: Tuesday, February 20, 2018 4:40 PM
To: Stacy Wasinger
Cc: Bryce Ward
Subject: RE: CU2018-012 (North Star II, Tract B)

Follow Up Flag: Follow up
Flag Status: Flagged

Stacy:

Mayor Ward and I have discussed the proposed gravel pit; however, Mayor Ward is out-of-town to be in Juneau. I do want to make sure that you do get some input. I do have some comments I shared with Mayor Ward, but they represent just my comments. Related to Mr. Koerner’s letter of February 8, I have some comments.

“Access will be via Blanket Blvd (local traffic only), Psalms Blvd to Buzby Road, possibly use of Grange Road, and/or an old unused ROW to Laurence Road. Project entrances will be gated to protect public.”

Blanket, and Psalm Blvd are local roads and commercial truck traffic, in particular, gravel trucks are not appropriate to be on residential roads in a residential subdivision. Gravel trucks would at a minimum shorten the life of a residential road if not outright damage it. It is also not appropriate for gravel truck traffic in a residential neighborhood. If the gravel pit is approved, access should be limited to Laurence Road. The City would need to consider heavy truck traffic crossing over the City water main on the southern border of the property to ensure adequately protection of the main should an exit be developed to Laurence Road. Even the Grange Road (which is Alaska Railroad property but maintained by the City, is not an appropriate exit point because it discharges to 8th Avenue in a residential neighborhood. Another alternative is to negotiate a railroad crossing to gain direct access to the Old Richardson Highway—a road that is designed to handle heavy commercial truck traffic.

“A street maintenance was signed with the City of North Pole on September 22, 2017.”

This statement is not wholly accurate. The City signed a Developer Agreement that outlines a path for the City to accept maintenance responsibilities of Psalm Blvd. That agreement was generated without knowledge of the City that Psalm Blvd. was under consideration as a truck route for gravel trucks. Due to recent developments related to the subdivision of the lots in the Brookside Development, the City is in the process of drafting a new Developer Agreement that would supersede the existing agreement. The proposed gravel pit will be taken under consideration by the City in the new draft and any necessary requirements that will affect the management of any roads the City will consider for acceptance of maintenance responsibilities.

The contractor needs to be reminded that even though the proposed project is in the city limits, it is outside of the City’s storm water permit jurisdiction. They would need to discuss storm water permitting with the Boro or ADEC.

Bill

William Butler
Director of City Services
City of North Pole
125 Snowman Lane
North Pole, AK 99705
Tel. 907-488-8593
From: Stacy Wasinger [mailto:SWasinger@fnsb.us]
Sent: Tuesday, February 13, 2018 9:46 AM
To: Bryce Ward <Bryce.Ward@northpolealaska.org>; Bill Butler <Bill.Butler@northpolealaska.org>; Cody Lougee <Cody.Lougee@northpolealaska.org>; Steve Dutra <SDutra@northpolepolice.org>; Info NPFD <info@northpolefire.org>
Subject: CU2018-012 (North Star II, Tract B)

Good morning,

The FNSB Department of Community Planning has received an application request for a conditional use permit for a natural resource (gravel) extraction on a portion of Tract B, North Star II Subdivision, located northeast of Old Richardson Highway and south of Clear Water Court in the Light Industrial with Special Limitations (LI/SL) zone. The lot is currently vacant and the conditional use application proposes to utilize 10-21 acres for gravel extraction. Attached are the application page, site plan, and narrative, as well as a report containing basic information for the property. This application is currently scheduled for a public hearing before the Planning Commission on March 27, 2018.

This information is being sent to you for review and comment, if any, because the property within the North Pole city limits. If there is someone else that would be more appropriate to review this application, please feel free to forward it or let me know. If possible, please return any written comments by Friday, February 23, 2018. If you have any questions, please don’t hesitate to contact me.

Thanks,
Stacy

Stacy Wasinger
Planner III | FNSB Community Planning
swasinger@fnsb.us
907-459-1262

Fairbanks North Star Borough
PO Box 71267 / 907 Terminal Street
Fairbanks, AK 99707-1267
Stacy Wasinger

From: Nancy Durham
Sent: Tuesday, February 13, 2018 10:04 AM
To: Stacy Wasinger
Subject: RE: CU2018-012 (North Star II, Tract B)

Stacy,

This property is in Flood Zone X and Flood Zone X: Protected by Levee. It is not required to meet FNSBC Title 15 Floodplain Management Regulations.

Sincerely,

Nancy Durham, MURP, CFM
Flood Plain Administrator
FNSB Community Planning
ndurham@fnsb.us
(907) 459-1263

**Any property can flood even if it is not in a moderate to high risk Special Flood Hazard Area. Flood insurance is recommended.

FYI: The new Fee Schedule from July 1, 2017 to June 30, 2018: Floodplain Permits will remain “No Charge”. Hard copies of Title 15 Floodplain Management Regulations will remain $10.00. All formal Flood Determination Letters on letterhead which include flood zones, base flood elevations, conversion letters, community determined letters, etc. will have a $50.00 fee.

From: Stacy Wasinger
Sent: Tuesday, February 13, 2018 9:43 AM
To: Stacy Wasinger
Subject: CU2018-012 (North Star II, Tract B)

Good morning,

The FNSB Department of Community Planning has received an application request for a conditional use permit for a natural resource (gravel) extraction on a portion of Tract B, North Star II Subdivision, located northeast of Old Richardson Highway and south of Clear Water Court in the Light Industrial with Special Limitations (LI/SL) zone. The lot is currently vacant and the conditional use application proposes to utilize 10-21 acres for gravel extraction. Attached are the application page and narrative, as well as a report containing basic information for the property. This application is currently scheduled for a public hearing before the Planning Commission on March 27, 2018.

This information is being sent to you for review and comment, if any, because the property is potentially in your agency review area. If there is someone else that would be more appropriate to review this application, please feel free to forward it or let me know. If possible, please return any written comments by Friday, February 23, 2018. If you have any questions, please don’t hesitate to contact me.

Thanks,
Stacy
Stacy Wasinger
Planner III | FNSB Community Planning
swasinger@fnsb.us
907-459-1262

Fairbanks North Star Borough
PO Box 71267 / 907 Terminal Street
Fairbanks, AK 99707-1267
Section I: Routine Maintenance & Rehabilitation

A road that is wide (25 ft. surface width) yet everyone drives in the middle. The primary reason is excessive crown.

Narrow roads in confined right-of-ways still must have crown or they will not perform well.
An additional problem with crown that needs to be discussed is called a parabolic crown. The ideal surface shape is a straight line from the shoulder up to the center of the road. This gives the road the same shape as the roof of a house, often referred to as a Straight A Shape.

However, this shape can sometimes become rounded. The engineering term for this rounding of the surface is parabolic crown, which is virtually always a problem. Why? The middle portion of the road will have considerably less crown than the outer edges. Water will not drain from the middle and potholes and ruts will form.

![Figure 4: Roadway with a parabolic crown.](image)

The outer edge of the roadway slopes too much due to gouging at the edges while the center of the road remains quite flat.

The greatest cause of a parabolic crown is excess wear at the center of the cutting edge. This is normal wear and will vary with types of gravel, width of road, wheel path location, and other factors. A good operator will make an effort to avoid creating parabolic shapes on a roadway by keeping the equipment’s cutting edge straight. To achieve this result, simply use a cutting torch and straighten the cutting edge whenever 1/2- to 3/4-inch or more of center wear exists. Another option is to use a thicker, harder section of cutting edge in the middle of the moldboard to resist wear. This will retard excess center wear, but generally will not eliminate it.
FIGURE 5: Cutting edge center wear.
Illustration of center wear in a cutting edge which leads to parabolic shape on the road surface.

Alternatively, one may use carbide-tipped bits on the cutting edge. These are extremely wear-resistant and dramatically reduce center wear. There are also carbide-insert or carbide-faced cutting edges that are very wear-resistant. Although expensive to purchase, these edges often have wear life that far exceeds carbon-steel or through-hardened cutting edges. Consequently, they are cost effective when the life cycle is considered.

In summary, the recommended crown is a straight line from the shoulder to the centerline that rises approximately 1/2 inch per foot (or approximately 4 percent).

FIGURE 6: Correct crown.
1.10: Road Shoulder

The road shoulder serves several essential functions. Primarily, it supports the edge of the traveled portion of the roadway. Another important function is to provide a safety area for drivers to regain control of vehicles, if forced to leave the road surface. The shoulder also plays an important role in drainage, carrying water further away from the road surface towards the foreslope and into the ditch.

In order for the shoulder to perform all of these functions, its shape is critical. First, the shoulder should meet the edge of the roadway at the same elevation. In other words, the shoulder should begin no higher or no lower than the edge of the roadway. By maintaining this shape, the low shoulder (or drop-off), which is a safety hazard, is eliminated and improves roadway edge support. But the other extreme, which is a high shoulder, should also be avoided, as it prevents proper drainage. This will be further explained in Sections 1.17, 1.18, and 1.19.

It is also recognized that gravel roads in some regions, particularly those with very narrow rights-of-way, have very little shoulder area. In some cases, the edge of roadway is actually the beginning of the foreslope down into the ditch. But again, it is important that there is not a steep drop-off or a ridge of soil to block drainage. Maintaining shoulders is a critical part of gravel road maintenance.
1.17: Gravel Road Rehabilitation

Gravel roads are generally maintained by routine blading and adding gravel as needed either by "spot graveling" or re-graveling entire sections. However, almost any gravel road will gradually begin to show distress over time that requires more than routine maintenance to correct. The most common problems that develop are "berms" or secondary ditches that build up along the shoulder line and the shifting of material from the surface to the shoulder area and even onto the foreslope of the grade.

This comes from gravel being displaced by traffic, winter plowing operations, erosion of material during heavy rain, and sometimes from poor routine blading techniques. This scenario often causes major problems with drainage. Frequent use by heavy trucks or equipment can also damage the cross section. At certain intervals, virtually every gravel road requires some major rehabilitation.

This involves reshaping not only the road surface, but the shoulder area and possibly the foreslope and ditch. This work may be accomplished with motor graders only depending on the extent of work needed to reestablish a good cross section on the roadway. Compaction equipment if available is always helpful. If material must be removed, loaders or excavators and trucks will be needed.
1.30: Soft and Weak Subgrade

Although it is extremely important that surface and subsurface water flows off of and away from roadways, there are situations where water simply cannot be kept away. A good example is a section of road that passes through swampland or wetlands which naturally occur and cannot be drained. These areas will very often have weak subgrades, which cannot support heavy loads. Sometimes it is even hard to maintain the road for light traffic. The road will rut and potholes will be formed very quickly due to very poor subgrade soil support.

This requires more than routine maintenance and reshaping if the problem is to be fixed permanently. Generally, there are only two solutions. One is to excavate and remove the weak, wet soil. Occasionally, the existing roadway is wide enough that new material can be brought in to raise the road and the top-width of the finished surface will still be adequate. In this case, undercutting will not be necessary. The new material brought in will vary depending on what is available in the region. One thing is critical: it must be clean and drainable. It is also advisable to get engineering advice to make sure the new material is suitable before starting rehabilitation.

The second method is similar, except a product called a geotextile or geosynthetic is added. These products are often called "fabrics" and "grids" in the field. The procedure is virtually the same as described before, but a fabric and/or grid is placed over the subgrade soil before the select material is brought in. A woven or non-woven fabric (geotextile) placed on the subgrade becomes a separator between the weak soil and the new material placed above it. The accompanying photos show placing geotextiles in a separation function. This prevents very fine, wet silt and clay type soils from pumping or migrating up into the new material. The pumping action occurs when traffic passes over the surface and the road deflects under the load. Pressure from the load will cause water in the subgrade to rise to the surface and carry fine soil particles with it. This will contaminate and weaken the new material very quickly and make it weak, untransferable, and unstable. A fabric prevents this by filtering out the fine soils while allowing water to pass through it and drain out of the clean, granular material above.

*Example of road that carries heavy trucks and begins to fail in any wet condition or during spring thaw in cold regions.*
Section V: Innovations

5.1: Changes in Use of Gravel Roads Demands Change in Practice

It is sometimes perceived that gravel road maintenance and rehabilitation really hasn’t changed much since the roads were originally built and the drag and grader were invented. This is not true. The use of gravel roads has changed dramatically in many ways. In some regions of the country the volume of traffic has actually diminished as farms and ranches get larger and the rural population has declined. However, the vehicles and equipment using those roads are much larger. The size of trucks and equipment using gravel roads greatly exceeds what they were designed to handle – if indeed, they were designed at all. This requires a change in the way gravel roads are maintained and rehabilitated. Good managers should continually look for new machines or methods that will help them do a better job.

5.2: Changing Conditions — Equipment, Trucks, and Light Vehicles

While trucks and equipment on gravel roads are larger, cars have become smaller. It is important to be aware of this in maintenance operations. Gravel roads often need more frequent maintenance in current times because of increased rutting and distress from heavy loads. In contrast to this are the smaller-sized vehicles that still use gravel roads. It is critical to consider this in planning maintenance, rehabilitation, or reconstruction operations. Today, aggressive reshaping of the gravel road surface, which disrupts traffic, is a common need. While it must be done, better and more efficient methods of doing this work should be adopted to minimize time on the road resulting is reduction of risk and disruption to road users.
5.3: Innovations

Road department managers must react to changing times and look at different ways of managing the gravel road system. In addition to changes in the type of traffic already mentioned, many agencies have had to deal with reduction in maintenance staff. This demands more efficiency in getting work done. One solution is using one piece of equipment to accomplish more than one task. This section will cover a few things, but always be alert for things that can make gravel road management better and/or more efficient.

Maintenance operators are remarkably innovative, often developing simple ways to change or modify a machine or a process that result in improvements. Don’t squelch innovative ideas.

New equipment or attachments for existing equipment is continually being developed. Stay abreast of this and carefully consider what may enhance productivity and efficiency in your agency. In addition, new products that change the properties of soils and aggregates keep coming on the market. They may or may not work for you, so consider a test on a short section of road and then evaluate it for a period of time. Don’t take unnecessary risks, but remain progressive in adapting to change.
Table 3: Thickness Design Guidance for New or Reconstructed Rural Roads.

This table is a good guide for determining gravel layer thickness by considering subgrade support condition and projected daily volume of heavy trucks.

<table>
<thead>
<tr>
<th>Estimated Daily Number of Heavy Trucks</th>
<th>Subgrade Support Condition</th>
<th>Suggested Minimum Gravel Layer Thickness, mm (in.)</th>
</tr>
</thead>
<tbody>
<tr>
<td>0-5</td>
<td>Low</td>
<td>165 (6.5)</td>
</tr>
<tr>
<td></td>
<td>Medium</td>
<td>140 (5.5)</td>
</tr>
<tr>
<td></td>
<td>High</td>
<td>115 (4.5)</td>
</tr>
<tr>
<td>5-10</td>
<td>Low</td>
<td>215 (8.5)</td>
</tr>
<tr>
<td></td>
<td>Medium</td>
<td>180 (7.0)</td>
</tr>
<tr>
<td></td>
<td>High</td>
<td>140 (5.5)</td>
</tr>
<tr>
<td>10-25</td>
<td>Low</td>
<td>290 (11.5)</td>
</tr>
<tr>
<td></td>
<td>Medium</td>
<td>230 (9.0)</td>
</tr>
<tr>
<td></td>
<td>High</td>
<td>180 (7.0)</td>
</tr>
<tr>
<td>25-50</td>
<td>Low</td>
<td>370 (14.5)</td>
</tr>
<tr>
<td></td>
<td>Medium</td>
<td>290 (11.5)</td>
</tr>
<tr>
<td></td>
<td>High</td>
<td>215 (8.5)</td>
</tr>
</tbody>
</table>

Surface gravel should meet a specification for its purpose which is to carry traffic and remain reasonably stable in wet or dry conditions. Many States do not have surface gravel (aggregate) specifications. The agency needs to work with suppliers to get suitable material for surfacing.

It must be acknowledged that gravel surfaces will never perform like pavements. Some loose aggregate, rutting and some corrugation may form in the best gravel when exposed to heavy traffic and prolonged wet or dry conditions. Use the best material that can be obtained to improve gravel road performance.

Table 4: Surface Aggregate Sample Specifications

<table>
<thead>
<tr>
<th>Annual precipitation</th>
<th>&gt; 20 inches</th>
<th>&lt; 20 inches</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sieve</td>
<td>Percent Passing</td>
<td>Percent Passing</td>
</tr>
<tr>
<td>1&quot; (25.0 mm)</td>
<td>100</td>
<td>100</td>
</tr>
<tr>
<td>3/4&quot; (19.0 mm)</td>
<td>45 - 70</td>
<td>50 - 78</td>
</tr>
<tr>
<td>No. 4 (4.75 mm)</td>
<td>27 - 55</td>
<td>37 - 67</td>
</tr>
<tr>
<td>No. 8 (2.36 mm)</td>
<td>10 - 28</td>
<td>13 - 35</td>
</tr>
<tr>
<td>No. 40 (425 mm)</td>
<td>3.0 - 12.0</td>
<td>8.0 - 15.0</td>
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<tr>
<td>No. 200 (75 mm)</td>
<td>25</td>
<td>30</td>
</tr>
<tr>
<td>Liquid Limit Max</td>
<td>3 - 10</td>
<td>8 - 15</td>
</tr>
<tr>
<td>Plasticity Index</td>
<td></td>
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</tr>
</tbody>
</table>
17.56.120 Road construction standards.

A. Subbase.

1. All base material shall be placed upon properly constructed and compacted subbase of sufficient depth and composition to ensure a driveable surface during adverse surface conditions.

2. Prior to placement or construction of the road subbase, all trees and brush shall be removed for at least 10 feet on both sides of the appropriate trafficway width. This debris material may be burned if the necessary permits are obtained. Clearing debris under four inches in diameter may be disposed of within the construction limits by spreading in an even layer, provided the material shall not intrude into the upper four feet of subgrade.

B. Base.

1. Alleys and pioneer access roads must be constructed with at least six inches of base material.

2. Local roads must be constructed with at least 12 inches of base material.

3. Collector roads must be constructed with at least 15 inches of base material.

C. Surface Course.

1. Sections of road with grades greater than seven percent shall have surface course material substituted for the top four inches of base material.

2. Sections of road with grades of seven percent or less shall have surface course material substituted for the top three inches of base material.

3. Alleys and pioneer access roads are exempt from this subsection.
DEVELOPMENT AGREEMENT
FOR THE
Brookside Park

By and Between the
CITY OF NORTH POLE, ALASKA

And

Ainley International Memorial Fund, LLC ("AIMF")
DBA: North Star Developers

2018
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Attachments:

Design and Construction Guidelines for the City of North Pole ("CONP")
Street and Drainage Systems

Drainage Plan - Proposed Brookside Park 8/15/17 (Psalms Blvd & Courts) 10 pages
Drainage Plan – Proposed Brookside Park 3/19/18 (Blanket Blvd & Courts) 7 pages
Typical Road Sections for Brookside Park (at dedication & CONP standards) 8 pages
Proposed Preliminary Plat for Brookside Park 1 page
Pending Diagram of Preliminary Plat, Brookside Park 1 page

Memorandum of Agreement "MOA": City of North Pole Mayor or designee will solicit bids for a MOA for road plan review and inspection services, for each phase, beginning with phase two. After an agreement is reached between the City of North Pole, third party inspector/s and the Developer, the signed MOA will be part of this agreement. TBP
Brookside Park

THIS AGREEMENT, made this March 26, 2018, between the CITY OF NORTH POLE, 125 Snowman Ln, North Pole, Alaska, 99705, a municipal corporation of the State of Alaska, hereinafter referred to as the "CITY", and North Star Developers, PO Box 56881, North Pole, Alaska 99705, their heirs and assigns, hereinafter referred to as the "DEVELOPER".

The City and the Developer, in consideration of their mutual covenants herein, make this agreement which solely concerns the public improvements which are to be constructed by the Developer for the City and conveyed to the City and private improvements to be owned and maintained by the Developer, if the Developer complies with this Agreement. The Developer will, in addition, must comply with other City Codes, for example Building and Fire Codes.

SECTION 1. THE DEVELOPER:

1.05 The Developer shall design and install the proposed improvements as herein described, in conformance with the North Pole Code of Ordinances, Chapters 12, Streets sidewalks and public places, and all requirements and specifications of the Design and Construction Guidelines for the City of North Pole Street and Drainage System, or approved design as submitted in this agreement and approved by the City. Any variance to City standards shall be clearly identified and provide justification for the variance. See attachments for road utility construction variances. All documents are attached to this Agreement, incorporating them as part of the Agreement.

1.10 The Developer shall provide one hundred percent (100%) of the funding for the design and construction of all improvements required by this Agreement.

1.15 In addition, the Developer shall pay the City one hundred percent (100%) for all the associated expenses incurred by the City, including costs for preparation of this developer’s agreement, and review, plan check, test, administration, and inspection of these improvements. City labor / administration costs are estimated to be $20,602 and are billed as a reimbursable cost through an agreement with an engineering firm of the City’s choice. See attachments for MOA with Scantec Consulting Services, Inc. for plan review and inspection services of roads. The effective start date of the billings will be September 22, 2017. All these costs shall be paid promptly upon billing and by the 31st of December of the year in which they accrued and before acceptance of the improvements by the City. City billings are anticipated to be on a quarterly basis.

1.20 The Developer shall be responsible for the maintenance of all improvements covered by this agreement until acceptance tests are satisfactorily completed and written approval is given by the City and the council accepts ownership of the improvements.

1.25 Brookside Park is a multi-phased project\(^1\) consisting of over 200 acres, thus each stage will be carried out incrementally\(^2\) with the first phase dedicating Blanket Blvd, and 600\(^1\) of Psalms

\(^1\) See Appendix C, Completion Schedule

\(^2\)
Blvd to the City, providing minimum legal constructed access to newly created tracts. This initial phase will replat the two large parcels into 5 tracts. After the road surfaces are completed, to the agreed City standards and accepted by the City Council, maintenance will become the responsibility of the City.

In lieu of a performance bond, the developer shall provide and sign a Promissory Note secured by a Deed of Trust on Tract E of the Brookside Park, in a form acceptable to and approved by the City Attorney, clear of all liens and encumbrances. The promissory note shall be equal to or greater than the estimated construction cost for completing the improvements plus City administration costs. The Developer is guaranteeing completion of the public improvements before the final plat is submitted to the Fairbanks North Star Borough to the satisfaction of the City. The City will release the note and deed of trust on said property only after the improvements are constructed and accepted by the City. The Developer must satisfy an adjusted amount not less than the uncompleted improvement remaining to be constructed. The amount must be agreed to by the Mayor or designee. Each phase will have a bond amount established and agreed on by the Mayor or designee. In the event that the value of the land exceeds the required performance bond, additional land may be used in lieu of the performance bond.

The City will relinquish its rights to the warranty deed upon satisfactory completion of the improvements and acceptance by City Council. Should the Developer desire, with the Mayor’s consent, to have the deed transferred to another parcel, or to replace it with a cash bond, the developer agrees to maintain the security needed by the city.

1.30 The Developer shall submit to the City three (3) complete copies of all engineering reports, plans, specifications and materials lists including design assumptions and calculations. A deposit of $1,000 shall be paid for by the developer for the cost to the City for administering the project that includes, but is not limited to, reviewing, plan checking, testing and inspecting. This deposit is not to be construed as an estimate and the Developer will be billed for actual costs associated with this project per Section 1.15. No work shall be permitted to begin until the overall engineering report for all improvements, public and non-public, and the final plans and specifications have been reviewed and approved in writing by the Mayor or Mayor’s designee.

The Developer shall submit, to the Mayor or Mayor’s designee, a proposed schedule. All proposed changes to approved engineering reports, plans, specifications and materials lists shall be submitted in a reasonable length of time prior to starting construction of the affected portion of the project. Construction of any changes shall not commence until approval is given in writing. Subsequent to approval, all changes will be incorporated into the As-built drawings. Submittal of additional materials after commencement of this agreement may incur additional charges that will be billed at the cost of the developer.

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2 See attached Brookside Park plat showing phases. The cost to develop each phase will vary thus the land to be held, in lieu of bond, will be established according to the estimated cost to carry out street work for that specific phase.
3 See Appendix A - Legal Description
4 The schedule of completion is set forth in Appendix C.
5 The Trustees of the David AINLEY Revocable Trust established a development plan which was approved by a Fairbanks District Court judge.
1.35 The Developer hereby agrees to grant to the City access to all portions of the property specified in Appendix 'A' or private easement, permit area, etc. which is necessary to accomplish any inspections, surveillance, testing, or any other work to be performed by the City. The actual work schedule will be provided to the City by the Developer. Any changes in the schedule require at least forty-eight (48) hours advance notification to the City. A minimum of seven (7) days written notice is required for any connections to the City's existing facilities.

1.40 All necessary permits, licenses and reservations or easements shall be acquired by the Developer. Drainage reservations or easements will be acquired in the name of the City of North Pole or in a manner that assigns the reservations or easements to the City of North Pole before acceptance of the improvements by the City. Such reservations or easements shall include permit(s) from appropriate governmental authorities to cover all improvements on government land or within their jurisdiction.

1.45 The Developer shall comply with all applicable statutes, ordinances, rules and regulations of federal, state and governmental agencies. Copies of all pertinent approval letters, permits, licenses and rights of way shall be transferred to the City upon acceptance of the public improvements by the City.

1.50 The Developer will also provide copies of proposed utility plans. Utility facilities will be located to the satisfaction of the City. Each utility is subject to a City right of way permit.

1.55 Permitting of City water and sewer utilities must satisfy the City Utility guidelines or approved design as submitted in this agreement and approved by the City. Any variance to City standards shall be clearly identified and provide justification for the variance with engineering documentation.

1.60 In lieu of a 1-year warranty bond, the developer shall provide and sign a Promissory Note secured by a Deed of Trust Tract E of the Brookside Park, in a form acceptable to and approved by the City Attorney, clear of all liens and encumbrances. The promissory note shall be equal to or greater than five percent (5%) of the construction cost for the completed improvements as established by the Mayor or Mayor's designee, for the phase which the Developer desires the City to accept. The City will release the note and deed of trust on said property after a period of 1 year from acceptance of the improvements by the City if no warranty claims are outstanding. Should the Developer desire, with the Mayor's consent, to have the deed transferred to another parcel, or to replace it with a cash bond, the developer agrees to maintain the security needed by the city.

The Mayor or Mayor's designee shall not recommend acceptance of the public improvements by the City Council until all performance deficiencies have been corrected to his satisfaction and all outstanding liens or claims of laborers, materials suppliers, subcontractors, or others arising out of the performance of these improvements have been satisfied.

1.65 The Developer shall complete all improvements required by this Agreement according the schedule set forth in Appendix C. The Mayor or Mayor's designee may at their discretion allow extensions for up to a total maximum of one (1) year. Acts of God, inclement weather, governmental regulations, labor disputes, fires, required extra work, or any delay totally beyond the control of the Developer may justify an extension of time. All time extensions requested by the Developer shall be made to the City in writing on or before the tenth day following the day in
which the alleged delay is said to have occurred. The City shall not be liable for costs incurred by these delays.

1.70 The Developer shall warranty the design, construction and materials utilized in all improvements outlined in this Agreement for one (1) year from the date of acceptance of the improvements by the City Council. The Developer shall remedy at his/her own expense any failure or defect in the work or any failure of any improvement to properly function which is due to design deficiencies, construction deficiencies, faulty materials or workmanship.

1.75 Correction of the deficiencies shall be completed to the City’s satisfaction within 30 days of written notification by the City. The warranty bond will be released upon satisfactory correction of all deficiencies of the City’s year end warranty inspection if any security remains from default to warranty obligations. Emergency repairs may be competed by City forces and the cost shall be borne by the Developer.

1.80 The Developer shall hold the City harmless and defend the City from all claims arising out of, or incidental to the design, construction or operation by the Developer contemplated by terms of this Agreement by the Developer. The Developer shall not be liable for acts of the City. This section does not create any third-party rights and any immunity or defense the City is entitled to shall be available to the Developer in any suit brought by third parties which in any way involved the Development Agreement.

1.85 The Developer shall retain a qualified engineer, licensed by the State of Alaska, to design and review the construction of said improvements including approving any changes and modifications of the design. "As-Built" drawings stamped and signed by a professional engineer and professional land surveyor will be provided to and approved by the City prior to acceptance. It is understood and agreed said engineer and surveyor are agents of and solely responsible to the Developer and is in no sense whatsoever the agents of the City.

1.90 The Developer shall coordinate the design and construction with the adjacent and affected property owners. Seven (7) days’ notice shall be provided prior to commencement of construction to those impacted by this project.

1.95 The Developer shall convey the ownership of the public improvements, described in Appendix 'B', to the City of North Pole upon acceptance. The form of the conveyance shall be as approved by the City Attorney. Only these improvements, if accepted by the City, shall be maintained by the City.

SECTION 2. THE CITY:

2.10 The City shall review and approve (when acceptable) the submitted engineering reports, plans, specifications and materials lists prior to construction and inspection of the project. Final approval is required by Mayor or Mayor’s designee prior to Notice to Proceed.

2.20 This Agreement does not obligate the City to finance any portion of the public improvements nor accept, operate or maintain any public improvements not constructed or inspected to City standards or design agreed to in this document.
2.30 Upon acceptance of the public improvements by the City Council, the City will take over ownership and operation of the public improvements detailed in this Agreement. City maintenance of these improvements will not begin until this time. The final acceptance inspection by the City of the public improvements detailed in this agreement will be conducted by the Mayor or Mayor's designee, and representatives from other government agencies and the City as appropriate.

SECTION 3. APPENDICES:

3.10 This Agreement shall include all appendices and attachments referenced and such are incorporated herein as though fully set out herein. This Agreement is composed of the Development Agreement, attachments, and the following appendices:

APPENDIX 'A' Legal Description

APPENDIX 'B' Public Improvements to be conveyed to the City

APPENDIX 'C' Completion Schedule

APPENDIX 'D' Traffic control plan

APPENDIX 'E' Storm water plan (if required)

APPENDIX 'F' Temporary Roadway Maintenance Agreement

SECTION 4. GENERAL:

4.10 This Agreement shall not diminish the requirements of the Fairbanks North Star Borough (FNSB) or non-city, governmental agencies.

4.20 If the Developer should fail to repair property or facilities owned by the City which were damaged by the Developer, or his/her agents, or if the Developer makes changes in construction covered by this Agreement without approval by the City, the City, after three (3) days written notice to the Developer, can make such repairs or remove such changes at the expense of the Developer.

4.30 If the City determines the construction of an improvement does not comply with the plans and specifications as approved by the City, the City shall issue a written notice to the Developer specifying the deficiencies and may stop all further construction involving the work found to be non-complying. This stop work order shall remain in effect until the Developer has made all necessary arrangements to remedy the non-compliance and to provide assurances such non-compliance shall not again occur. All damages, loss, expense incurred by any party as the result of a stop order imposed by the City shall not be the responsibility of the City.

4.40 The Mayor or Mayor's designee may authorize representatives (hereafter referred to as the Representative) to inspect all work done and all materials furnished for all improvements
specified in this Agreement. The Representative shall have authority to reject materials or work, but the Mayor or Mayor’s designee shall have final authority for deciding if the Developer’s work and materials are acceptable. The Representative is not authorized to revoke, alter, enlarge, relax, or release any requirements of the plans and specifications, nor to approve or accept any portion of the work, nor to issue instructions contrary to the Agreement, nor act as supervisor for the Developer. The presence or absence of the Representative does not relieve the Developer from his/her obligation to perform all contract requirements and work shall not be deemed acceptable just by the reason of the presence of the Representative.

In Witness Whereof, This Agreement is made and entered into on the day and year first written above:

Developer: Ainley International Memorial Fund, LLC, DBA: North Star Developers

Managers

By: ___________________________ Date: ___________________________  
Gerald Koerner, General Manager

By: ___________________________ Date: ___________________________  
Jess Garn, Assistant Manager

By: ___________________________ Date: ___________________________  
Alan Corrick, Deputy Manager

Owner: City of North Pole

Approved By: ___________________________  Attest: ___________________________  
Bryce J. Ward, City Mayor  Judy Binkley, City Clerk

Date ________________

Approved as To Form: ___________________________  
Zane Wilson, City Attorney

Date ________________

City Acknowledgment
State of Alaska

Fourth Judicial District

THIS IS TO CERTIFY that on this _____ day of __________, 20___, before me, the undersigned, a NOTARY PUBLIC in and for the State of Alaska, duly commissioned and sworn as such, personally appeared Bryce J. Ward, known to me to be the City Mayor of the City of North Pole, the municipal corporation named in the foregoing instrument, and that they signed the same under authority of said municipal corporation as the free and voluntary act and deed of said corporation.

IN WITNESS WHEREOF, I have set my hand and affixed my official seal the day and year above written.

Notary Public in and for the State of Alaska
Commission Expires: ____________________

Developer Acknowledgment #1

State of Alaska

Fourth Judicial District

THIS IS TO CERTIFY that on this _____ day of __________, 20___, before me, the undersigned, a NOTARY PUBLIC in and for the State of Alaska, duly commissioned and sworn as such, personally appeared Gerald Koerner known to me to be the person named in and who executed the foregoing instrument, and that he signed the same as the free and voluntary act and deed of North Star Developers with full knowledge of its contents for the uses and purposes therein mentioned.

IN WITNESS WHEREOF, I have set my hand and affixed my official seal the day and year above written.

NOTARY PUBLIC:
Commission Expires: ____________________

Developer Acknowledgment #2

State of Alaska

Fourth Judicial District
EXHIBIT 13

THIS IS TO CERTIFY that on this _____ day of __________, 20__, before me, the undersigned, a NOTARY PUBLIC in and for the State of Alaska, duly commissioned and sworn as such, personally appeared Jesse Garn known to me to be the person named in and who executed the foregoing instrument, and that he signed the same as the free and voluntary act and deed of North Star Developers with full knowledge of its contents for the uses and purposes therein mentioned.

IN WITNESS WHEREOF, I have set my hand and affixed my official seal the day and year above written.

__________________________
NOTARY PUBLIC:
Commission Expires: ________________

Developer Acknowledgment #3

State of Alaska      )
) ss
Fourth Judicial District  )

THIS IS TO CERTIFY that on this _____ day of __________, 20__, before me, the undersigned, a NOTARY PUBLIC in and for the State of Alaska, duly commissioned and sworn as such, personally appeared Alan Corrick known to me to be the person named in and who executed the foregoing instrument, and that he signed the same as the free and voluntary act and deed of North Star Developers with full knowledge of its contents for the uses and purposes therein mentioned.

IN WITNESS WHEREOF, I have set my hand and affixed my official seal the day and year above written.

__________________________
NOTARY PUBLIC:
Commission Expires: ________________
APPENDIX ‘A’

THE PROPERTY: The land owned by the Developer which is the subject of this agreement for purposes of this project is described below;

NORTH STAR II, Tract "A-1", according to Record of Survey recorded as Plat No. 2010-13, Fairbanks Meridian, Alaska, Fairbanks Recording District.

NORTH STAR II SUBDIVISION, Tract "B" and Tract "C", according to plat 2010-81, Fairbanks Meridian, Alaska, Fairbanks Recording District.

NORTH STAR II SUBDIVISION, Tract C, according to plat 2010-81, Fairbanks Meridian, Alaska, Fairbanks Recording District.

Please see attached Proposed Preliminary Plat Brookside Park
APPENDIX 'B'

PUBLIC IMPROVEMENTS TO BE CONVEYED TO THE CITY

The public improvements to be designed, constructed by the Developer, and conveyed to the City with associated easements necessary to encompass, operate and maintain these improvements are as follows:

Mr. Ainley developed over 600 acres of land in North Pole. Those include: Beaver, Beaver East, Baker, Mission Homestead, North Star I and portions of other Subdivisions. North Star Developers continues to develop, divide and sell land with the current focus on over 200 acres in the southern portion of the City. The primary purpose of the Developer is to sell the remaining land and distribute proceeds to not-for-profit organizations that meet humanitarian, spiritual, food, lodging and other needs of mankind. The Trustees of the David Ainley Revocable Trust established a development plan which was approved by a Fairbanks District Court judge and this Developers Agreement includes portions of that plan. The Developer, with the continuing partnership of the City, desires to continue to establish new subdivisions that link to existing subdivisions. This is a continuation of the Master Plan adopted by Mr. Ainley and the City back in the 1970’s. The Developer desires to continue to enhance the community with better roads, walking paths\(^6\), improvements and where possible, expansion to existing sewer and water infrastructure. The Developer will meet or exceed FNSB Title 17 road design standards. Attached are the three road configurations\(^7\).

The following will be an overview of the phasing and construction timeframe for construction, maintenance and dedication of all roads. The Developer has chosen to develop land in a phased approach, of which is outlined in the attached preliminary plat phasing diagram for Brookside Park. The plat phasing plan as outlined in the attachments to this agreement provide the phasing for platting approval only and do not constitute the road construction phasing as agreed to by the City and the Developer for the purposes of construction of roads to City standards and eventual ownership and maintenance of developed road once accepted by the City.

All roads required to be platted and constructed by the standards set forth by the Fairbanks North Star Borough shall be done so at the time of each specified phase, to the minimum road base standard as agreed to for the road sections included in the phase, to include placement of required street signs. Roads will be inspected by the City's selected engineer during construction for base material and site conditions. Roads will not be required to be built beyond the minimum standard as required by the Fairbanks North Star Borough and specified as the road base standard in this agreement until specified lots are sold or developed further, at that time, as agreed to in this contract, the Developer shall complete the road to the standard outlined in this agreement to include all walking paths. A work plan shall be submitted to the City prior

\(^6\) According Ordinance No. 2009-54, FNSB, North Pole Land Use Plan. This ordinance identified existing and proposed Pedestrian / Bicycle Facilities, Parks and Trails. The walking path, within each phase, starting with phase two, will be finalized prior to submission to City for acceptance of street’s in that phase.

\(^7\) Typical Road Sections for Brookside Park; R&M Engineering Consultants, Jim Wellman, RPE, CE-1752
to construction of any road or paving, to ensure proper inspections can be completed. All roads dedicated this plat to include Clearwater Court and the Blanket Extension (see plat 2010-81 F.R.D.) shall be the maintenance responsibility of the Developer and shall have signs posted at the entrances to the development stating “City road maintenance ends” until the City accepts the road, at which time the signs shall be removed.

During each phase (1-7) of the land surrounding Psalms Blvd, the road sections required to be built by Fairbanks North Star Borough platting standards shall be done so to the minimum base standard as provide for within this agreement. The Developer will not be required to finish the roads to the City paved standard until 80% of lots 1-45 (in phase 1-7) are developed (sale of 36 of 45 lots). The Developer will be required to notify the City at the time 80% of the lots are sold, at which time the Developer will have 1 year from the closing of the 36th lot to have completed the paving and have City acceptance. At the time of acceptance of the roads by the City, non-local truck traffic on Psalms Blvd. from the gravel pit on Tract G shall be limited to 3 trucks per hour.

Development of phase 8 or the sale or further development of Tract D,E,F or A will require the completion and paving of Blanket Blvd., to include the portions dedicated under plat (2010-81 F.R.D.) and Clearwater court. The Developer will be required to notify the City at the time phase 8 is finalized or Tracts D,E,F or A are sold, at which time the Developer will have 1 year from the finalizing of phase 8 or the real-estate closing of the Tracts of land to have completed the paving and have City acceptance.

**Minor Collector - Psalms Blvd** construction began in 2008 to City road base standards at the time, with the City water line paralleling the street. This is an undivided single two-lane street, two-way configuration that will consist of two 12-foot lanes (FNSB requires 10'), separated five-foot minimum walking path and one foot shoulders with Developer to meet or exceed City standards of 18" classified fill, 4" crushed rock and 1.5" asphalt surface. The road center line will be offset to the north approximately 2.5 feet between lots 1 and 35 to better protect the existing city water line.

Psalms Blvd will maintain this consistent typical road section, except however, for the last 600' of the eastern end of Psalms Blvd by Buzby Road where the ROW transitions from 60' to 70' in the vicinity of Lot 1 and the Beaver Spring Creek crossing and the roadway center line varies within the north side of ROW curve. This expanded ROW width area is intended to better accommodate future commercial traffic generated by Tract C and existing North Star II Buzby Plat No. 2013-26 F.R.D Lot 6.

The full road ROW limits will be cleared. Walking path location will be determined with agreement of the Mayor or Mayor’s designee. Psalms Blvd will have access/egress at Buzby Road and the southernmost end of Blanket Blvd. Temporary Cul-de-sac’s will have a 120' ROW diameter, shall consist of a minimum 96 feet outside turning diameter with a minimum 11-foot lane width and it shall consist of the same road standards mentioned above and will also be cleared within ROW limits. The temporary cul-de-sacs will be removed by the Developer prior to conveyance to the City with the road.
surface/shoulder adjusted to meet Psalms Blvd standards. Psalms Blvd. is approximately 3,300 feet long.

Variances requests are:

- The Developer requests to maintain FNSB Title 17 ROW standard of 60', whereas the City standard is 80'.
  - Reasoning: A 60' ROW is needed because of the existing Beaver Springs Pond boundaries, existing City water main and easement, PUE land constraints, and DEC separation requirements from City water line, pond and creeks. Expanding the ROW to the City 80' ROW would damage the Developer's ability to develop lots along the lake, which will negatively impact the Developer's ability to carry out the residential project.

- The Developer requests to modify road shoulder to one foot with a separated five feet minimum walking path. The FNSB Title 17 road standard is two feet and City standard is four feet, however both street designs are without separated walking path.
  - Reasoning: For pedestrian protection and to reduce anticipated future maintenance issues due to destructive consequences of four-wheelers driving on wider shoulders (as witnessed in other popular corridors).

- The Developer requests to modify street shoulder material to one foot of crushed rock. The City standard material is minimum 1.5-inch asphalt pavement.
  - Reasoning: The Developer is proposing a two foot wider paved 'traveled way' that the FNSB Title 17 standard of 10 feet. That may be considered as adding one foot of paved shoulder to each side of the street to protect a minimum of 10 foot 'traveled way' plus adding an additional one foot of crushed rock shoulders to either side to further protect the edge of pavement. The one-foot crushed rock shoulders also extends some lateral support to the actual roadway structure provided by the gravel and crushed rock material layers.

- The Developer requests to modify typical road section for Psalms Blvd. to offset road center line to the north approximately 2.5 feet from the alignment of the ROW center line between lots 1 and 35.
  - Reasoning: The offset will better protect the existing city water line from reduced physical and thermal covering.

- The Developer requests to modify street shoulder to a variable of 2:1 maximum from 3:1 maximum.
  - Reasoning: Natural ground surfaces vary; however, ditch depths must accommodate the Drainage Plan. The steeper slope will better protect the city water line.

- The Developer requests to modify street requirements for Psalms Blvd. during residential buildup from the FNSB Title 17 minimum 3' E-1 surface topping minimum 15' classified fill (base material) to 18' minimum classified material (CONP standard for gravel). The road will be brought up to CONP surfacing standards, as stated within this document, after 80% of lots 1-32 are sold.
  - Reasoning: An E-1 surface initially makes a stronger top during the summer but during the spring and fall puts public at risk with increased frost action (Heaving). The E-1 surface will deteriorate because of ATV's,
cement, lumber, moving, and gravel trucks for house construction and export. Also, E-1 would have to be removed and replaced with minimum D-1 crushed rock prior to asphalt surfacing. E-1 'pounded' into the base course can degrade the classified fill course making it more frost susceptible. After 80% of lots 1-45 are, sold export of gravel from Tract G will be limited to three outgoing trucks per hour on Psalms Blvd. The road will remain gated and off limits to public traffic at the terminus of each phase.

Future sleeves for water lines crossing Psalms Blvd will be either insulated HDPE pipe with a size sufficient to pull both in/out going water pipes, or will be 10-12" culvert / pipe, large enough to pull insulated water service loop through. Sleeve ends will be protected with sealed capped and marked with locator. Please see attached Typical Road Section.

**Minor Collector – two-way traffic - Blanket Blvd.** was approved in 2006 and constructed in 2008 to City road base standards at the time, with the City sewer line paralleling a major portion of the street. This is a divided two-way configuration (for the most part) that will consist of two 12-foot lanes, a separated five feet minimum walking path, and one-foot shoulders with Developer to meet or exceed City standards of 18" classified fill, 4" crushed rock and 1.5" asphalt surface. Blanket Blvd. will have access/egress at the existing northern end of Blanket Blvd. and connect to Psalms Blvd. at the southernmost end. The exceptionally wide ROW is to accommodate undisturbed nature areas and for a walking path between traffic lanes, away from traffic, as already exists on North Blanket Blvd. Walking path location will be determined with agreement of the Mayor or Mayor’s designee. Blanket Blvd. is approximately 2,500 feet long.

Variance requests are:

- The Developer requests to modify street requirements for Blanket Blvd. during residential buildup from the FNSB Title 17 minimum 3" E-1 surface topping minimum 15" classified fill (base material) to 18" minimum classified material (CONP standard for gravel). The road will be brought up to CONP surface standards when required by a new developer agreement. The road will remain gated and off limits to public traffic to protect the road base until residential construction is occupied and then gates will be relocated beyond residential construction area.

  *Reasoning: An E-1 surface initially makes a stronger top during the summer but during the spring and fall puts public at risk with increased frost action (Heaving). The E-1 surface will deteriorate because of ATV’s, cement, lumber, moving, and gravel trucks for house construction and export. Also, E-1 would have to be removed and replaced with minimum D-1 crushed rock prior to asphalt surfacing. E-1 'pounded' into the base course can degrade the classified fill course making it more frost susceptible.

- The Developer requests flat ditches in the limited section between Clear Water Court and High-Water Creek.
  *Reasoning: The existing soil types are relatively free draining and are expected to absorb the runoff. The runoff quantity was calculated based on a 10-year peak rainfall rate for one hour in North Pole, whereas the
CONP standards only require the minimum acceptable drainage system design of a 5-year rate. Safety concerns for extra deep ditch depth if sloped. Culverts will be provided at all ditch crossings to permit equalization of flow in the ditches. The flat ditch is designed for both absorption and to overflow into High Water Creek.

**Local Roads:** Glory Court, Selah Court, Clearwater Court and permanent Cul-de-sacs. These are undivided single two-lane streets in a two-way configuration that will consist of two 11-foot lanes (FNSB requires 10' and CONP standard is 11”) with one-foot shoulders with Developer to meeting or exceeding City 12” classified fill and 4” crushed rock cap and 1.5” of asphalt surface. The full road ROW limits will be cleared. Cul-de-sac’s will have a 120’ ROW diameter, shall consist of a minimum 96 feet outside turning diameter with a minimum 11-foot lane width and it shall consist of the same road standards mentioned above. Cul-de-sac to be cleared within ROW limits except for a minimum of 15 foot and a maximum of a 20-foot radius, from the center point, which will retain natural growth, when possible. Approximate length of Glory Court is 350 feet. and Selah Court 400 feet. Clear Water Court is 675 feet.

Variance requests are:

- The Developer requests to increase ROW width to 50’, from FNSB Title 17 ROW standard of 40’ whereas City standard is 60’.
  - Reasoning: These side streets serve less than 10 residential lots⁸, are very short, and expect minimal traffic and wear.

- The Developer requests modify street shoulder to one foot.
  - Reasoning: These side streets serve less than 10 residential lots, are very short, and minimal pedestrian traffic is anticipated. Note: Reduced shoulders were recently approved for a high density residential district in the City.

- The Developer requests to modify street shoulder material to one foot of crushed rock.
  - Reasoning: The Developer is proposing a two foot wider paved ‘traveled way’ than the FNSB Title 17 standard of 10 feet. That may be considered as adding two feet of paved shoulder to each side of the street to protect a minimum of 10 foot ‘traveled way’ The one-foot crushed rock shoulders also extend some lateral support to the actual roadway structure provided by the gravel and crushed rock material layers.

- The Developer requests to modify street shoulder to a variable of 2:1 maximum from 3:1 maximum.
  - Reasoning: Natural ground surfaces vary; however, ditch depths must accommodate the Drainage Plan.

- The Developer requests to modify street requirements for Glory Court and Selah Court during residential buildup from the FNSB Title 17 minimum 3” E-1 surface topping minimum 12” classified fill (base material) to 12” minimum classified material (CONP standard for gravel). The road will be brought up to CONP surfacing standards, as stated within this document, after 80% of lots 1-45 are sold.

⁸ See FNSB Road Standard for Local 1 residential lots.
Reasoning: An E-1 surface initially makes a stronger top during the summer but during the spring and fall puts public at risk with increased frost action (Heaving). The E-1 surface will deteriorate because of ATV's, cement, lumber, moving, and gravel trucks for house construction and export. Also, E-1 would have to be removed and replaced with minimum D-1 crushed rock prior to asphalt surfacing. E-1 'pounded' into the base course can degrade the classified fill course making it more frost susceptible.

Permanent traffic signs will be installed at the intersections. These signs will include street name signs and applicable regulatory signs. Appropriate traffic markings will also be provided.

Soft spots: In the event that "soft spots" are discovered during roadway construction, the Developer will follow FNSB guidelines, as required under direction of the City engineer, with additional excavation of 12-24 inches in the affected areas and application of a geotextile membrane where required, then filled and compacted with Classified Fill.

Definitions of material:
Classified Fill shall be known as Sub Base Grade B or clean pit run.
Crushed Rock Cap shall be known as D-1 material.
E-1 materials are silty gravel as defined by State of Alaska, DOT
APPENDIX ‘C’

COMPLETION SCHEDULE

Brookside Park is a multi-phased project consisting of over 200 acres. Each phase will be carried out incrementally with the first phase, dedicating Blanket Blvd and 600’ of Psalms Blvd. to the City providing minimum legal constructed access to the newly created tracts.

Since this is a multi-phased project and no one can accurately predict the time table of residential lot sales, the below schedule is tentative beginning with phase 1. The improvements shall be designed and constructed according to the following schedule: extensions to the timeline shall be agreed to in writing by the Mayor or Mayor’s designee and the Developer and shall be granted in no more than one year increments.

1. Submit Preliminary Design Report, Plans and Specifications to the CONP for approval: March 26th 2018

2. Final Design - anticipating providing copy of proposed technical plans and specs for construction contractor bidders to the CONP for approval: May 17th 2018

3. CONP and FNSB Assembly Approvals;
   a. FNSB Zoning: January 25, 2018
   b. FNSB Platting: May 16, 2018 preliminary approval
   c. US Army Corps of Engineers Wetland Permit: NA
   d. ADEC: NA

4. Pre-construction Conference with all key Developer representatives and contractors, City representatives and Utility representatives: May 23rd 2018

5. Notice to Proceed: June 11th 2018

6. Public Improvement Construction Completion: (minimum road base standard) and maximum of 2 years between phases.

   **Phase 1:** Psalms Blvd: Approximately 750 feet of road from Buzby Road to a temporary cul-de-sac at the intersection of Glory Court. Blanket Blvd: Approximately 2,500 feet of road from the intersection of Clear Water Street to intersection of Psalms Blvd.

   **Phase 2:** Glory Court: Approximately 350 feet of road and cul-de-sac to serve lots 1-7.

   **Phase 3:** Psalms Blvd: Approximately 1,000 feet of road from Glory Court intersection to lot 15 with temporary cul-de-sac at lot 15, to serve lots 8-15.

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9 See attached Brookside Park plat showing phases.
10 Please see attached Preliminary Plat Brookside Park and particularly “Phasing” indicated at the upper right corner of sheet 1 of 2.
111 The SW Tract consists of approximately 40 acres. It is a planned source for dirt and gravel. The Developer has a Purchase Option on that Tract, should the Buyer exercise his option the Developer will provide the Buyer of a "license of use" for Psalms Blvd prior to acceptance by the City.
Phase 4: Psalms Blvd: Sleeves for water pipes installed to serve lots 16-21.

Phase 5: Psalms Blvd: Approximately 550 feet of road with temporary cul-de-sac at lot 24 to serve lots 21-24 and 32.

Phase 6: Psalms Blvd: Approximately 700 feet of road from lot 24 to intersection of Blanket Blvd. to serve lots 25-29 and lots 30 & 31.

Phase 7: Psalms Blvd and Selah Court: Approximately 1,400 feet of road from lot 33 with a cul-de-sac at lot 37 and Selah Court to serve lots 29-45.

Phase 8: Clear Water Court; Approximately 675 feet of road to serve lots 1-4.

Final Construction of all roads and paths to City standards as agreed to: No later than October 31st of 2034.

7. "As-Built" Drawings per CONP guidelines: Upon completion of surface paving or completion of improvements or no later than October 31st 2034.

8. Final AIMF Conveyance: no later than October 31st 2034

9. Final CONP Acceptance payments, certificate of release, etc.: Estimated within one year of completion of improvements or no later than October 31st 2034.

*A detailed construction schedule will be provided prior to the Notice to Proceed, reviewed monthly, and updated as required.
APPENDIX ‘D’

TRAFFIC CONTROL PLAN

A traffic plan is not expected but if required as for shoulder work or construction at Buzby Road, traffic, a traffic control plan will be developed at the appropriate time, submitted for approval, and completed as agreed.
APPENDIX ‘E’

STORM WATER PERMIT

The area of disturbance is considered maintenance within minimal grading of existing gravel roads, compaction, placement of D1 material and paving. Please see attached Drainage Plans for proposed Brookside Park.
APPENDIX ‘F’

TEMPORARY ROADWAY MAINTENANCE AGREEMENT

Developer to maintain unimproved Blanket Blvd, Psalms Blvd, Clear Water Court, Glory Court and Selah Court until accepted by the City of North Pole. Once accepted by the City of North Pole, the City of North Pole will take over maintenance.

Temporary road maintenance will include the following:

- Provide dust control when dusty, including watering as needed.
- Grade surface when rough, including grading, at minimum, once annually.
- Plow snow when snowfall accumulation hampers two wheel drive use, including plowing as soon as possible after a snow event of four inches or more, as well as general snow removal when needed.
- Repair road sections whenever repair is warranted, including reconstructing any subgrade failure or sub base deficiencies.
- Respond to public when complaints are received, including corrective action when needed.
- Brush removal from road rights of way at least once every two years.
Design Guidelines for Streets and Drainage
City of North Pole
125 Snowman Lane
North Pole, AK 99705
Tel.: 907-488-2281; Fax: 907-488-3002

Part 1. General

1.1 Intent. It is the intent of these guidelines to insure that newly constructed streets in subdivisions within the City of North Pole be built to a standard that will maintain or enhance property values within the neighborhood, and built of such material and in such a way that the City will be able to maintain them with the resources available to it.

The requirements for streets constructed within the City of North Pole are more stringent than for those within the Borough at large or two major reasons. First, the City aspires to eventual paving of all streets in its neighborhoods. Thus, the initial street installation should be a first step toward this goal. Second, City streets are maintained by the City while the Borough roads are maintained at the expense of individuals living in a particular Service Area. Thus, a poorly constructed street in the City will sooner or later be a direct financial liability for all citizens of the City.

These guidelines were drafted to aid in meeting the requirements of the City. No single document can possibly present guidelines for all situations that will be encountered. The City shall have ultimate authority to interpret this document, and may direct modifications for specific situations. Any proposed alternative materials and methods must be approved in writing by the City prior to installation. Substantial variations from these guidelines must be approved by the City Council. Special warranties may be required.

1.2 Procedure. The design of all streets and associated drainage systems which are to become public streets in the City of North Pole (except for State of Alaska highways) shall be submitted to and approved by the City before construction. The design shall be in accordance with these guidelines and with all applicable codes and ordinances. Where requirements differ, the most stringent shall be met.

The Borough requires that Developers furnish preliminary and final plats to the City (and other agencies) for comment before submitting them for Borough review and approval. In order to foster cooperation and to minimize subsequent delays, an informal conference should be arranged between the City and the Developer as early as possible. This will enable the City to answer questions as to the extent to which existing and proposed City facilities may affect the planned development, as well as questions regarding procedural requirements.

The City will then review the plans and specifications for each preliminary plat for compliance with these guidelines and will work with the Developer to correct any deficiencies prior to formal submittal to the Borough. The plans and specifications shall be developed under the supervision of a civil engineer licensed and in good standing with the State of Alaska and shall be sealed thereby.
Once the Developer has submitted an acceptable development package, the City will write a letter of non-objection to the Developer for submittal to the Borough.

**1.3 Standards of Construction.** The Developer shall incorporate in the plans and specifications all the details of construction necessary to obtain a well constructed, easily maintainable road and drainage system.

As-built plans and specifications shall be stamped by a professional civil engineer or registered land surveyor and shall be submitted to the City within one week of the completion of construction. The engineer or surveyor shall certify that the as-builds are an accurate depiction of what actually exists.

**Part 2: Streets**

**2.1 Intent.** The City’s goal is to provide good, maintainable streets for the use of its residents. Thus, developers are encouraged to provide paved streets, curb and gutters, and a storm drain system for their subdivisions. The design of the street and drainage system shall be coordinated with all utility system designs to avoid conflicts.

The layout of street patterns should provide adequate and convenient access to all lots within a subdivision. Through traffic should be discouraged in residential subdivisions, but attention must be given to alternative access routes for emergency vehicles. Particular attention should be focused on Fairbanks North Star Borough. Title 17, and *A Policy on Geometric Design of Highways and Streets* by the American Association of State Highway and Transportation Officials. Street layout must consider placement of utilities to keep them inside or adjacent to the right-of-way (rather than along back or side lot line easements) to facilitate maintenance.

**2.2 Types of Streets:** Title 17 identifies and defines eight road classifications, with minimum standards established for each. The City will approve or direct the classification of proposed roads within the development, based on the following definitions:

**Local Road:** Local roads provide access to adjacent residential lots. Any road which does not fall into one of the other categories will be designated a local road.

**Minor Collector:** Minor collectors join one or more local roads to the surrounding road system and may provide access to adjacent lots as well. As a rule, any road or section of road which handles the traffic from more than fifty (50) residential lots itself, or serving one or more local roads with a cumulative total of more than fifty lots, will be designated as a minor collector or better. Any road serving commercial or industrial lots will be designated as a minor collector or better.

**Major Collector:** Major collectors will be designated by joint agreement between the Developer, the City and the State of Alaska DOT&PF.
**Arterial:** Arterials will be designated by joint agreement between the Developer, the City and the State of Alaska DOT&PF.

**Frontage Road:** Frontage roads provide access to lots that otherwise would be landlocked by a limited access arterial or major collector. Frontage road design will require close cooperation between the Developer, the City and the State of Alaska DOT.

**Alley:** Alleys provide secondary access to back or side lot lines of lots and may be a convenient route for utilities. Under no circumstances may an alley provide the sole access to a lot.

No pioneer access roads will be approved within the City.

**2.3 Required Widths:** Street widths required within the City are generally greater than those required by the Borough. The following are minimum widths for new developments:

<table>
<thead>
<tr>
<th>Classification</th>
<th>Minimum Traveled Way</th>
<th>Minimum Shoulder Each Side</th>
<th>Minimum Right-of-Way</th>
</tr>
</thead>
<tbody>
<tr>
<td>Local Road</td>
<td>22 ft.</td>
<td>4 ft.</td>
<td>60 ft.</td>
</tr>
<tr>
<td>Minor Collector</td>
<td>24 ft.</td>
<td>4 ft.</td>
<td>80 ft.</td>
</tr>
<tr>
<td>Major Collector</td>
<td>24 ft.</td>
<td>6 ft.</td>
<td>100 ft.</td>
</tr>
<tr>
<td>Arterial</td>
<td>24 ft.</td>
<td>8 ft.</td>
<td>100 ft.</td>
</tr>
<tr>
<td>Frontage Road</td>
<td>24 ft.</td>
<td>8 ft.</td>
<td>80 ft.</td>
</tr>
<tr>
<td>Alley</td>
<td>20 ft.</td>
<td>N/A</td>
<td>30 ft.</td>
</tr>
</tbody>
</table>

These are minimum widths. Traffic volumes, heavy turning movements, on-street parking requirements, presence of utilities and other factors may dictate greater widths. Minimum design speed shall be 30 mph for local roads, 40 for minor collectors and determined by the City and DOT/PF for others.

If curb, gutter, and storm drain are constructed, the minimum width of right-of-way may be reduced to fifty (50) feet for local roads and seventy (70) feet for minor collectors.

**2.4 Alignment:** Acceptable alignments will be based on the design speeds approved by the City for each road to be developed. Deflection angles greater than two degrees (2°) in the alignment of roads require connecting curves. Curves shall be engineered with a radius and super-elevation meeting AASHTO Guidelines.

The intersection of streets shall be as nearly at right angles as possible but not less than seventy-five degrees (75°) without approval of the City. In residential areas, three-way intersections are preferred to four-way intersections for safety. Four-way intersections should be at least two hundred feet (200') apart, when measured centerline to centerline. This distance to a three-way intersection may be reduced to one hundred feet (100'). Intersections should be designed with a
minimum corner radius of fifteen feet (15') on local roads and designed for a WB-50 semi-
tractor trailer on all others. Corner lots shall have an appropriate radius corner at the intersection
to maintain sufficient right-of-way width to allow for ditches around the turn radius.

Centerline of the constructed street shall be centered in the right-of-way.

2.5 Grades: Maximum grades are as defined in Title 17. Changes in grade shall be connected
with vertical curves meeting AASHTO standards for sight distance at the design speed.

2.6 Grading and Surfacing: Asphalt pavement shall be the required surface for all newly
developed streets within the City. The following minimum depths of embankment and surfacing
are required:

<table>
<thead>
<tr>
<th>Classification</th>
<th>Minimum Gravel</th>
<th>Minimum Crushed Rock</th>
<th>Minimum Asphalt Pavement</th>
</tr>
</thead>
<tbody>
<tr>
<td>Local Road</td>
<td>12 in.</td>
<td>4 in.</td>
<td>1.5 in.</td>
</tr>
<tr>
<td>Minor Collector</td>
<td>18 in.</td>
<td>4 in.</td>
<td>1.5 in.</td>
</tr>
<tr>
<td>Major Collector</td>
<td>24 in.</td>
<td>4 in.</td>
<td>2 in.</td>
</tr>
<tr>
<td>Arterial</td>
<td>24 in.</td>
<td>4 in.</td>
<td>2 in.</td>
</tr>
<tr>
<td>Frontage Road</td>
<td>18 in.</td>
<td>4 in.</td>
<td>2 in.</td>
</tr>
<tr>
<td>Alley</td>
<td>12 in.</td>
<td>Not Required</td>
<td>Not Required</td>
</tr>
</tbody>
</table>

If the Developer elects to pave alleys, minimum pavement thickness shall be 1.5 inch.

These are minimum thicknesses. When adverse subsurface conditions, high traffic volumes or
heavy anticipated truck traffic warrant, the City will require a pavement design calculation. The
design method and design data must be submitted and approved by the City. Special measures
may be required at specific locations such as slough crossings. The minimum depths may be
reduced by the City when warranted by soils borings.

Except in super-elevated areas, the paved street surface shall slope two percent (2%) from the
center crown into a drainage system on either side.

2.7 Materials and Construction: Proposed roads shall be cleared and grubbed to the limits of
construction. No waste or clearing debris shall be placed within the roadway, except that a small
amount of waste with roots and stumps removed may be placed on slopes and seeded.

Once clearing and grubbing are complete, the underlying material shall be compacted to 85% of
maximum density prior to placing gravel.

2.7.1 Gravel. Gravel used in the construction of streets shall meet the requirements of Title 17,
and be compacted to 90% or more of maximum density. The City will require the use of a filter-
type geotechnical fabric where necessary to protect the gravel embankment from contamination by underlying silt, such as at old slough crossings.

2.7.2 Crushed Rock. Crushed rock over which pavement is to be placed shall be made of pit run gravel, with specified gradation, hardness and fracture requirements acceptable to the City.

Compaction of crushed rock shall be to 95% of maximum density.

2.7.3 Prime Coat. Prime coat of a suitable type, grade and application rate shall be applied to the crushed gravel before installation of asphalt pavement or surface treatment.

2.7.4 Asphalt Pavement. Asphalt pavement shall be plant mixed and placed with a laydown machine. Asphalt cement grade and content, and aggregate gradation, fracture and hardness, shall be clearly specified by the design engineer and approved by the City. Minimum compaction shall also be specified.

2.7.5 Quality Control. Construction quality control testing by an independent laboratory will be required at the Developer's expense to insure the specifications approved by the City are met. Type and frequency of such tests shall be spelled out in the specifications.

2.8 Traffic and Safety

2.8.1 Signing. Signing shall be in accordance with the Manual of Uniform Traffic Devices with Alaska Supplement. Minimum signing shall include intersection control, street names and speed regulation. Warning and informational signs shall be installed as warranted.

Sign post shall be 2 ½" x 2 ½ “ perforated steel tubing, with embedded 3” x 3” sleeves, or an acceptable substitute.

2.8.2 Stripping. At a minimum, centerline striping will be required on all paved streets. Shoulder striping will be required on collectors, arterials and frontage roads, and strongly encouraged on local roads. Striping and other traffic markings shall be designed and installed in accordance with the Manual of Uniform Traffic Devices with Alaska Supplement.

2.8.3 Sight Distance. Sight distance on horizontal and vertical curves and at intersections shall meet AASHTO standards for the approved design speed. Where additional clearing is required to meet this requirement, the affected area shall be grubbed and seeded with grasses. Easements or additional right-of-way shall be dedicated as required for maintenance of sight distance.

2.9 Miscellaneous Features

2.9.1 Cable Crossing: All buried cable crossings shall be installed either by the affected utility or under its direct supervision. An easement shall be platted for each crossing within the proposed development.
2.9.2 Driveways. Maximum driveway widths shall be twenty feet (20’) for single family residences, thirty feet (30’) for multiple family residences and commercial, and forty feet (40’) for large commercial. Additionally, no driveway entrance shall be closer than fifty feet (50’) to a street intersection, measured from shoulder of driveway to shoulder of street. More than one driveway entrance to a lot or greater driveway width may only be allowed with written authorization from the City. Driveways need not be constructed at the time of street construction, but they must be designed to the extent of location, width, profile and culvert size and length.

Driveways connected to streets with ditches for drainage will usually require culverts. A swale system may eliminate the necessity for these culverts. The driveway going across the swale must be properly sloped to avoid “bottoming out” of vehicles. To achieve this, the algebraic sum of the road side slope and the adjacent driveway slope shall not be more than fourteen percent (14%). Thus, at driveways, the backslope would be cut down to a maximum of six percent if the slope of the swale adjacent to the road is the typical eight percent (six inches in six feet). In no case shall driveways impede the flow of a swale or ditch.

Driveways which provide access to a paved street shall themselves be paved for at least 12’ from the edge of street pavement.

Part 3. Drainage

3.1 Scope. The City’s fundamental concern is that snow melt and rain runoff is drained away from structures and building lots. Runoff shall be conveyed to the ultimate disposal point through storm drains, culverts or ditches, but not over streets, sidewalks, curbs, or other public improvements. If an existing public system is not available or is of insufficient capacity, on-site disposal or retention is required with easements for maintenance access. The design of the drainage system shall comply with all requirements of the City of North Pole NPDES permit for Storm Water Discharge from Small Municipal Separate Storm Sewer Systems. (MS4)

Ideally, curb and gutters will be provided by the developer to immediately enhance property values and to avoid future assessments. However, a well designed drainage system consisting of ditches and culverts, or a swale with associated drainage system is an acceptable substitute.

3.2. Design Criteria.

3.2.1 Recurrence Interval. The minimum acceptable drainage system design shall be based on the five year peak rainfall rate for one hour for North Pole. Where circumstances warrant, the City may designate a longer recurrence interval. The design shall be based on the area being fully developed.

The drainage system design shall identify an ultimate destination for surface runoff compatible with other existing and future development in the area, and one or more routes by which runoff could be carried to that destination. Existing and necessary future easements shall be identified. The City may, at its discretion, waive construction of a portion of the ultimate runoff system provided that the interim drainage pattern is compatible with the ultimate system. Suitable ultimate destinations might include live sloughs or streams, an existing ditch system (provided it
has sufficient capacity and an ultimate destination of its own) or an engineered disposal method. Existing drainage systems shall not be obstructed, and may only be used if they are shown by the Developer to have sufficient capacity for the additional flow.

3.2.2 Snowmelt. Snow removal, including runoff, must be proved for in the drainage design. Snow dump sites with suitable drainage are desirable within the development if existing City sites are not readily available or are not of sufficient size to accommodate the necessary quantity of snow. Ditches should be wide enough for temporary snow storage on arterials, frontage roads and major collectors, and wide enough for the annual snow accumulation on minor collectors and local roads.

3.3 Ditches and Culverts. The minimum slope for ditches and culverts shall be twenty-five hundredths of one percent (0.25%). Drainage for relatively flat areas shall be achieved through roller coating the ditch line a minimum grade of twenty-five hundredths of one percent (0.25%) and draining the ditch laterally at the low points.

Culverts used shall be corrugated steel pipe, with minimum diameter of twelve inches (12") for driveway crossings and eighteen (18") for street crossings. Culverts shall be covered a minimum depth of twelve inches (12").

The in slope of ditches shall be three to one (horizontal to vertical) or flatter, with maximum one to one acceptable for the back slope of the ditch. Maximum depth of ditch is four feet (4') for industrial and commercial areas and three feet (3') for residential neighborhoods and public areas such as schools and playgrounds.

3.4 Swales. Properly designed swales may be used on the sides of streets for drainage. Swales have much less depth than ditches and may allow the elimination of culverts at driveways. Swales may also require more associated lateral drainage systems than ditches.

The slope of the swale shall correspond to the adjacent street with a minimum slope of four-tenths of one percent (0.4%). The bottom of the swale shall be at least six inches (6") below and six feet (6') away from the road surface shoulder. From its low point, the swale shall slope upward to adjacent property at a maximum steepness of one foot vertical for each four feet horizontal. Slope shall extend into adjacent property as necessary.

3.5 Curb and Gutter. A minimum 0.25% grade should be maintained on paved roads with curbs, gutters and storm drain systems. Where the gutter discharges of a side drain or at a curb return, shoulders and slopes shall be protected against erosion.

3.6 Erosion Control. Wherever culverts, ditches, gutters or storm drains discharge to the slopes of a new or existing street, slope protection shall be provided.

3.7 Miscellaneous Features.

3.7.1 Insulation. Insulation shall be required on storm drains and culverts at locations where their placement reduces the effective depth of burial of water and sewer lines below minimum
required depths (four feet for water and five feet for sewer), increasing the risk of freezing. Storm drains and catch basins within seven feet of sewer main, water mains, and services shall be covered with at least two inches of urethane insulation. Extruded polystyrene may be an acceptable insulation for specific situations if approved by the City. If the Storm drain is within twelve inches of services at least six inches of urethane shall separate them.

Proposed ditch crossings of existing and proposed water and sewer mains and services shall be checked for minimum burial depths, and insulated if necessary.

Part 4. Attachments

4.1 TYPICAL STREET SECTION.
4.2 TYPICAL STREET SECTION WITH SWALE ALTERNATIVE
4.1 Typical Street Section, City of North Pole, Alaska
DRAINAGE PLAN

PROPOSED BROOKSIDE PARK SUBDIVISION

This report presents a drainage plan for surface runoff within the proposed Brookside Park Subdivision.

The planned subdivision, to be developed in three phases, is located within Section 15, Township 2 South, Range 2 East, Fairbanks Meridian, and would include forty-five lots, varying from about one-half acre to about two acres in size, together with seven tracts having a combined area of about 160 acres. See Drawing 1.

All lots within the proposed subdivision are planned to be served by a new street, designated as Psalms Boulevard, that will be upgraded from an existing unimproved gravel road to City of North Pole and Fairbanks North Star Borough road standards. Two secondary cul-de-sac streets, designated as Hallelujah Court and Selah Court, would also be constructed as part of the subdivision development.

Beaver Springs Creek is the principal drainage channel that flows through the proposed subdivision. Beaver Springs Pond, formed by gravel extraction operations, occupies much of the proposed Tract B of the subdivision.

The limits of the storm runoff drainage basins that contribute flow to existing and proposed new culvert pipes are shown on Drawing 2. The drainage basin limits are based on ground contour lines from the 2016 USGS Fairbanks C-1 NW, Alaska quadrangle map.

Two existing 48-inch diameter culvert pipes are located within the planned Psalms Boulevard right-of-way at the Beaver Springs Creek crossing near the eastern limits of the proposed subdivision. An existing seven-foot diameter culvert pipe and two three-foot
diameter pipes provide Beaver Springs Creek drainage across an unimproved roadway that serves as an extension of Blanket Boulevard, near the western limits of the proposed subdivision. An existing 48-inch diameter culvert pipe is located within the planned Psalms Boulevard right-of-way near the middle of the subdivision.

Sheet drainage of stormwater runoff is planned to be collected in the ditches of Psalms Boulevard which would be graded to direct the runoff to existing and proposed new culvert pipes. As shown on Drawing 3, four new culvert pipes are planned. To achieve adequate flow, the ditches should be graded to a slope of 0.4 percent or steeper. This can be accomplished constructing special ditches of varying width and depth or by utilizing a standard ditch section and varying the elevation of the roadway as required for the desired minimum ditch slope.

Flow computations are based on the rational formula, \( Q = CiA \). In this formula, \( Q \) is the runoff flow in cfs, \( C \) is a coefficient depending on the character of the surface, \( i \) is the rainfall intensity in inches per hour during the time of concentration of runoff from the watershed, and \( A \) is the area in acres.

The time of concentration of watershed runoff is computed from the formula \( T = (11.9L^3/H)^{0.385} \), where \( T \) is the time of concentration in hours, \( L \) is the length of the watershed in miles, and \( H \) is the height of the most remote point in the watershed above the outlet, in feet. An additional 20 minutes is added to the time of concentration to account for the time period of overland flow, when the runoff is not in a defined drainage channel.

The rainfall intensity is computed according to the formula \( i = (3+4.7\log n)/(t_c)^{0.6} \), where \( i \) is the rainfall intensity in inches per hour and \( t_c \) is the time of concentration for a return interval of \( n \) years. This formula was derived from rainfall data for the Fairbanks area.
presented in U.S. Weather Bureau Technical Paper No. 47. For this evaluation, the runoff flow was computed for storms having a 10-year recurrence frequency.

The ten-year runoff flow through the existing and proposed new culvert pipes was computed in accordance with the above and is tabulated as follows:

<table>
<thead>
<tr>
<th>Area No.</th>
<th>Runoff Area acres</th>
<th>Basin Length feet</th>
<th>Basin Height feet</th>
<th>Runoff coefficient c</th>
<th>T₀, min.</th>
<th>Rainfall intensity (in/hr)</th>
<th>Q₁₀ (cfs)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>210</td>
<td>9900</td>
<td>1.88</td>
<td>0.15</td>
<td>144</td>
<td>0.39</td>
<td>12.3</td>
</tr>
<tr>
<td>2</td>
<td>90</td>
<td>4600</td>
<td>0.87</td>
<td>0.15</td>
<td>80</td>
<td>0.56</td>
<td>7.5</td>
</tr>
<tr>
<td>3</td>
<td>21</td>
<td>1300</td>
<td>0.25</td>
<td>0.15</td>
<td>35</td>
<td>0.90</td>
<td>2.9</td>
</tr>
<tr>
<td>4</td>
<td>2</td>
<td>250</td>
<td>0.05</td>
<td>0.15</td>
<td>23</td>
<td>1.17</td>
<td>0.4</td>
</tr>
<tr>
<td>5</td>
<td>5</td>
<td>500</td>
<td>0.09</td>
<td>0.15</td>
<td>27</td>
<td>1.07</td>
<td>0.8</td>
</tr>
<tr>
<td>6</td>
<td>22</td>
<td>2900</td>
<td>0.55</td>
<td>0.75</td>
<td>55</td>
<td>0.70</td>
<td>11.5</td>
</tr>
<tr>
<td>7</td>
<td>12</td>
<td>1600</td>
<td>0.30</td>
<td>0.15</td>
<td>43</td>
<td>0.81</td>
<td>1.5</td>
</tr>
</tbody>
</table>

In this evaluation, it was assumed that new culvert pipes would be installed on a two percent slope and that flow through the culvert would be limited by inlet conditions. The depth of the ponded headwater at the culvert inlet for a given pipe diameter and runoff flow, together with the flow velocity through the culvert pipes were computed using the formulas for the headwater depth relationships that are presented in the FHWA Hydraulic Engineering Circular No. 5.

Based on the above criteria, the headwater depth at the pipe inlets resulting from a storm having a ten-year recurrence frequency was computed to be less than half of the diameter of the culvert pipe, in all cases.

A four-foot wide "V" ditch with a typical 3:1 foreslope and 1:1 backslope is assumed to be constructed as part of the street improvement in this subdivision. The depth and velocity of flow in the ditch is computed by the Manning equation, as follows:

\[ V = \frac{(1.5R^{2/3} S^{1/2})}{n} = \frac{Q}{A} \]
where

\[
V = \text{ditch flow velocity in feet per second}
\]
\[
R = \text{hydraulic radius} = \text{area of flow in square feet/wetted perimeter in feet}
\]
\[
S = \text{slope of ditch (slope = 0.4\%)}
\]
\[
n = \text{Manning roughness coefficient} = 0.025 \text{ (natural earth with some vegetation)}
\]
\[
A = \text{cross sectional area of ditch flow, in square feet}
\]
\[
Q = \text{ditch flow rate, in cubic feet per second}
\]

By the above equations and assumptions, for a one-foot flow depth, the rate and velocity of flow in the ditches resulting from a storm with a ten year recurrence interval was determined to be 4.37 cubic feet per second and 2.19 feet per second, respectively. The maximum flow rate in the ditches under this storm condition is expected to be less than 4.37 cfs. Accordingly, the maximum depth of flow in the ditches would be expected to be less than one foot and the maximum flow velocity in the ditches would be expected to be less than 2.19 feet per second.

With maximum ditch flow velocities expected to be less than 2.5 feet per second, the potential for ditch erosion is considered to be low. Therefore only moderate erosion protective measures are considered necessary during construction to limit erosion. Such measures could include the lining of ditches with coarse granular materials, mulches, or other similar materials.
DRAINAGE PLAN FOR
BLANKET BOULEVARD AND CLEAR WATER COURT
NORTH POLE, ALASKA

This document presents a proposed plan for drainage of the Blanket Boulevard and Clear Water Court roadways within Brookside Park and North Star II subdivisions in the City of North Pole, Alaska. This plan supplements the Brookside Park Drainage Plan report, dated August 15, 2017.

Blanket Boulevard and Clear Water Court are located within Section 15, Township 2 South, Range 2 East, Fairbanks Meridian, south of Baker Subdivision. Blanket Boulevard is a divided roadway with two one-way traffic lanes, separated by an undeveloped median and proposed pedestrian walkway. Clear Water Court consists of a conventional street for two-way residential traffic. Both roads include shallow VEE ditches on both sides of the streets. Typical road sections are presented on Drawings 1 and 2.

Soils within the area consist of unfrozen well-drained fine sandy loam, as described in the Soils Evaluation Report for the Proposed Brookside Park Subdivision, dated September 20, 2017.

The proposed drainage plan for Blanket Boulevard And Clear Water Court is illustrated on Drawing 3 and is more specifically described as follows:

**Clear Water Court**

Clear Water Court has a centerline length of about 700 feet from the end of the
terminating cul-de-sac to ditch line of Blanket Boulevard. A one-foot depth of the roadway ditch is proposed at the end of the cul-de-sac, increasing at a minimum rate of 0.25 percent to the intersection with the Blanket Boulevard ditch line.

**Blanket Boulevard**

New 18-inch diameter culvert pipes are proposed to be installed in the easterly Blanket Boulevard ditch line at the Clear Water Court intersection and at the westerly ditch line, opposite Clear Water Court, for a future street to constructed to the west. Installation of additional culverts in the interior Blanket Boulevard ditch lines will also be required at any cross-connections are constructed between the two one-way roadways on Blanket Boulevard. A minimum two percent slope of culvert pipes between inlet and outlet is recommended.

The slope of the Blanket Boulevard ditches will vary from the existing condition at the Baker Subdivision on the north to the inlet elevation of the proposed new culvert pipes at the Clear Water Court intersection. The depth of the ditches at the culvert pipe outlets at this point is expected to be about $2^{1/2}$ feet below the roadway shoulders. South of the Clear Water Court intersection, a flat flow line of the Blanket Boulevard ditches is proposed, continuing approximately 1200 feet at a depth of about $2^{1/2}$ feet below the roadway shoulders to High Water Creek.

South of High Water Creek, the Blanket Boulevard ditches would be graded to flow from a high point approximately midway between High Water Creek and Beaver Springs Creek to the these creeks. The length of flow in each direction is about five hundred feet. A ditch slope of 0.25 percent or greater appears to be feasible.
Because of the relatively free draining nature of the soils in this area and the expected
ditch configuration, it is expected that the rate of absorption of the runoff by the soils in
the ditch bottoms would normally accommodate the runoff from a storm having a ten-
year or longer recurrence period without a significant depth of accumulation of runoff in
the ditches. Accordingly, the proposed drainage plan for the subject roadways is
considered to be sufficient for adequate drainage.

The above conclusion is based on culvert pipes being installed in the ditches at all
driveway crossings to permit equalization of flow in the ditches. Further, some disruption
in optimal drainage conditions may be experienced during spring thawing periods while
the soils in the ditches are frozen and thus relatively impermeable.

James H. Wellman
March 19, 2018
BLANKET BOULEVARD

NO SCALE

TYPICAL SECTION
PROPOSED DRAINAGE PLAN
BLANKET BOULEVARD and CLEAR WATER COURT
WITHIN NORTH STAR II AND BROOKSIDE PARK SUBDIVISIONS
NO SCALE

Typical Road Section

Street Design at Dedication

Clearwater Court

EXHIBIT 13
NO SCALE

TYPICAL ROAD SECTION

Street design at dedication

GLOFF AND SELAH COURTS

BROOKSIDE PARK
NO SCALE

Typical Road Section

At City of North Pole Standards

Brookside Park: Clear Water Court
NO SCALE

Typical Road Section

EXHIBIT 13

At City of North Pole, Standards
Brookside Park: Psalms Blvd.
TYPICAL WALKING PATH SECTION
NO SCALE

BROOKSIDE PARK: BLANKET BLVD.

Path drawing notes:
- Will meander within the Blvd. median between top of ditch back-slopes and, in area of Beaver Spring Creek, between edge of ROW and top of ditch back-slopes on either side of road, as best fits.
- Developer to avoid root damage with a minimal earth cut.
- Developer to retain as much natural aesthetics and as many natural growing trees as possible.
- Will be at minimum 3' above median ground level.
- Will have at minimum 8" compacted E-L.
- Will be flush with intersecting roads with appropriate vehicular signage.

BROOKSIDE PARK: PSALMS BLVD.

Path drawing notes:
- Will meander within Blvd. between edge of ROW and top of ditch back-slopes on either side of road, as best fits.
- Developer to avoid root damage with a minimal earth cut.
- Developer to retain as much natural aesthetics and as many natural growing trees as possible.
- Will be at minimum 4' above median ground level.
- Will have at minimum 5" compacted E-L.
- Will be flush with intersecting roads with appropriate vehicular signage.
Stacy Wasinger

From: Nancy Durham  
Sent: Tuesday, February 13, 2018 10:04 AM  
To: Stacy Wasinger  
Subject: RE: CU2018-012 (North Star II, Tract B)

Stacy,

This property is in Flood Zone X and Flood Zone X: Protected by Levee. It is not required to meet FNSBC Title 15 Floodplain Management Regulations.

Sincerely,

Nancy Durham, MURP, CFM  
Flood Plain Administrator  
FNSB Community Planning  
ndurham@fnsb.us  
(907) 459-1263

**Any property can flood even if it is not in a moderate to high risk Special Flood Hazard Area. Flood insurance is recommended.**

FYI: The new Fee Schedule from July 1, 2017 to June 30, 2018: Floodplain Permits will remain “No Charge”. Hard copies of Title 15 Floodplain Management Regulations will remain $10.00. All formal Flood Determination Letters on letterhead which include flood zones, base flood elevations, conversion letters, community determined letters, etc. will have a $50.00 fee.

From: Stacy Wasinger  
Sent: Tuesday, February 13, 2018 9:43 AM  
To: Stacy Wasinger  
Subject: CU2018-012 (North Star II, Tract B)

Good morning,

The FNSB Department of Community Planning has received an application request for a conditional use permit for a natural resource (gravel) extraction on a portion of Tract B, North Star II Subdivision, located northeast of Old Richardson Highway and south of Clear Water Court in the Light Industrial with Special Limitations (LI/SL) zone. The lot is currently vacant and the conditional use application proposes to utilize 10-21 acres for gravel extraction. Attached are the application page and narrative, as well as a report containing basic information for the property. This application is currently scheduled for a public hearing before the Planning Commission on March 27, 2018.

This information is being sent to you for review and comment, if any, because the property is potentially in your agency review area. If there is someone else that would be more appropriate to review this application, please feel free to forward it or let me know. If possible, please return any written comments by **Friday, February 23, 2018**. If you have any questions, please don’t hesitate to contact me.

Thanks,
Stacy
Stacy Wasinger  
Planner III | FNSB Community Planning  
swasinger@fnsb.us  
907-459-1262

Fairbanks North Star Borough  
PO Box 71267 / 907 Terminal Street  
Fairbanks, AK 99707-1267
Stacy Wasinger

From: Bill Butler <Bill.Butler@northpolealaska.org>
Sent: Tuesday, February 20, 2018 4:40 PM
To: Stacy Wasinger
Cc: Bryce Ward
Subject: RE: CU2018-012 (North Star II, Tract B)

Follow Up Flag: Follow up
Flag Status: Flagged

Stacy:

Mayor Ward and I have discussed the proposed gravel pit; however, Mayor Ward is out-of-town to be in Juneau. I do want to make sure that you do get some input. I do have some comments I shared with Mayor Ward, but they represent just my comments. Related to Mr. Koerner’s letter of February 8, I have some comments.

“Access will be via Blanket Blvd (local traffic only), Psalms Blvd to Buzby Road, possibly use of Grange Road, and/or an old unused ROW to Laurence Road. Project entrances will be gated to protect public.”
Blanket, and Psalm Blvd are local roads and commercial truck traffic, in particular, gravel trucks are not appropriate to be on residential roads in a residential subdivision. Gravel trucks would at a minimum shorten the life of a residential road if not outright damage it. It is also not appropriate for gravel truck traffic in a residential neighborhood. If the gravel pit is approved, access should be limited to Laurence Road. The City would need to consider heavy truck traffic crossing over the City water main on the southern border of the property to ensure adequately protection of the main should an exit be developed to Laurence Road. Even the Grange Road (which is Alaska Railroad property but maintained by the City, is not an appropriate exit point because it discharges to 8th Avenue in a residential neighborhood. Another alternative is to negotiate a railroad crossing to gain direct access to the Old Richardson Highway—a road that is designed to handle heavy commercial truck traffic.

“A street maintenance was signed with the City of North Pole on September 22, 2017.”
This statement is not wholly accurate. The City signed a Developer Agreement that outlines a path for the City to accept maintenance responsibilities of Psalm Blvd. That agreement was generated without knowledge of the City that Psalm Blvd. was under consideration as a truck route for gravel trucks. Due to recent developments related to the subdivision of the lots in the Brookside Development, the City is in the process of drafting a new Developer Agreement that would supersede the existing agreement. The proposed gravel pit will be taken under consideration by the City in the new draft and any necessary requirements that will affect the management of any roads the City will consider for acceptance of maintenance responsibilities.

The contractor needs to be reminded that even though the proposed project is in the city limits, it is outside of the City’s storm water permit jurisdiction. They would need to discuss storm water permitting with the Boro or ADEC.

Bill

William Butler
Director of City Services
City of North Pole
125 Snowman Lane
North Pole, AK 99705
Tel. 907-488-8593
From: Stacy Wasinger [mailto:SWasinger@fnsb.us]
Sent: Tuesday, February 13, 2018 9:46 AM
To: Bryce Ward <Bryce.Ward@northpolealaska.org>; Bill Butler <Bill.Butler@northpolealaska.org>; Cody Lougee <Cody.Lougee@northpolealaska.org>; Steve Dutra <SDutra@northpolepolice.org>; Info NPFD <info@northpolefire.org>
Subject: CU2018-012 (North Star II, Tract B)

Good morning,

The FNSB Department of Community Planning has received an application request for a conditional use permit for a natural resource (gravel) extraction on a portion of Tract B, North Star II Subdivision, located northeast of Old Richardson Highway and south of Clear Water Court in the Light Industrial with Special Limitations (LI/SL) zone. The lot is currently vacant and the conditional use application proposes to utilize 10-21 acres for gravel extraction. Attached are the application page, site plan, and narrative, as well as a report containing basic information for the property. This application is currently scheduled for a public hearing before the Planning Commission on March 27, 2018.

This information is being sent to you for review and comment, if any, because the property within the North Pole city limits. If there is someone else that would be more appropriate to review this application, please feel free to forward it or let me know. If possible, please return any written comments by Friday, February 23, 2018. If you have any questions, please don’t hesitate to contact me.

Thanks,
Stacy

Stacy Wasinger
Planner III | FNSB Community Planning
swasinger@fnsb.us
907-459-1262

Fairbanks North Star Borough
PO Box 71267 / 907 Terminal Street
Fairbanks, AK 99707-1267
Hi Stacy,

The ADF&G has no objection to this gravel pit development.

After extraction activities are complete, we would like to see the area utilized by wildlife and as a community fishery (see attached email from Klaus Wuttig 11/3/2017). Therefore there are some suggestions we would have for the design and development of the gravel pit. I have attached a document which has some simple suggestions to consider.

Thanks.
Audra

Audra Brase
Regional Supervisor
ADF&G Division of Habitat
Region III - Fairbanks
907-459-7282

Good morning Audra,

I just wanted to follow up on this since I had not received comments back from ADF&G. This conditional use application is for a portion of the property in North Pole that was rezoned a few months ago, adjacent to Beaver Springs Creek. If you have any questions, please just let me know.

Thanks,
Stacy

Stacy Wasinger
Planner III | FNSB Community Planning
swasinger@fnsb.us
907-459-1262

Fairbanks North Star Borough
PO Box 71267 / 907 Terminal Street
Fairbanks, AK 99707-1267
Good morning,

The FNSB Department of Community Planning has received an application request for a conditional use permit for a natural resource (gravel) extraction on a portion of Tract B, North Star II Subdivision, located northeast of Old Richardson Highway and south of Clear Water Court in the Light Industrial with Special Limitations (LI/SL) zone. The lot is currently vacant and the conditional use application proposes to utilize 10-21 acres for gravel extraction. Attached are the application page and narrative, as well as a report containing basic information for the property. This application is currently scheduled for a public hearing before the Planning Commission on March 27, 2018.

This information is being sent to you for review and comment, if any, because the property is potentially in your agency review area. If there is someone else that would be more appropriate to review this application, please feel free to forward it or let me know. If possible, please return any written comments by Friday, February 23, 2018. If you have any questions, please don’t hesitate to contact me.

Thanks,
Stacy

Stacy Wasinger
Planner III | FNSB Community Planning
swasinger@fnsb.us
907-459-1262

Fairbanks North Star Borough
PO Box 71267 / 907 Terminal Street
Fairbanks, AK 99707-1267
Hi Stacy,

Good talking to you this morning and thank you for the opportunity to still comment on the rezoning. Fish and game would like to create a community fishery by stocking fish from our hatchery into Beaver Spring Pond. Based on a cursory examination, and having done fisheries work in the area, it appears Beaver Springs Pond would provide good habitat for our stocked fishes. A requirement to stock fish is sufficient and platted public access. Our preference would to have parking (e.g. enough for 5-10 vehicles, and enough shore line from which to fish (e.g. 300-500 ft). Ideally, we would like to see access around the perimeter of the lake, but understand that it would be problematic for some homeowners.

The fish and waterfowl habitat in Beaver Spring Pond could be improved by increasing its shoreline complexity (e.g. adding a shallow bays). We always encourage and hopefully the developer would consider.

The Beaver Springs Creek riparian zone appears to provide excellent wildlife habitat (e.g. waterfowl, songbirds, moose, fox, etc) and possibly fish habitat. A “fish” assessment would be needed to determine if portions of the creek support native fish, and if they could support stocked fish, at least seasonally. The shoreline is a mix of deciduous and conifers trees, with significant reaches of brush (e.g. willow & alder). Setbacks of 50’ should be seriously considered. For both the pond and the creek, setbacks should be surveyed during maximum discharges in the Tanana River (i.e. Late July/Early August). Water levels will correspond directly with the Tanana River. It is easy to envision the 25ft setback and lawns becoming inundated in late summer if surveys were incorrectly timed. The vegetation can easily withstand short term (e.g. 2 weeks) submersion; meaning the vegetation line does not accurately reflect mean high water for this area.

The creation of a parking/fishing area around Beaver Creek Lake, 50-ft setbacks to protect the riparian zones, and securing access to portions of beaver creek for anglers/wildlife are consistent with Mr. Ainley’s vision.

The Division of Sport Fish does have funds available to support the construction of access projects (e.g. outhouses, parking areas, trail hardening) and would be interested in helping out in this potential opportunity.

Sincerely,

Klaus Wuttig
Tanana River Area Management Biologist
ADF&G, Division of Sport Fish
907-459-7344

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Good afternoon,
The FNSB Department of Community Planning has received a request to rezone approximately 218.8 acres from Two-Family Residential (TF), Single-Family Residential (SF-10), Multiple-Family Residential (MF), General Commercial (GC), Light Industrial (LI), Outdoor Recreation (OR), and Multiple-Family Residential/Professional Office (MFO) to Two-Family Residential (TF), Multiple-Family Residential (MF), General Commercial (GC), and Light Industrial (LI). The new zone will also retain the Groundwater Protection overlay (GWP) zone and include a 25’ Waterway setback from Beaver Springs Creek. The parcels included in this request are the areas included in the North Star II Subdivision and North Star II Buzby Subdivision, southwest of the Richardson Highway. Attached are the application and narrative, as well as a current zoning map and a proposed zoning map. The parcels are currently a split zone; a platting action is intended to follow to reflect the lot lines in the proposed zoning map, but this current application is solely for the rezoning action. This application is currently scheduled for a public hearing before the Planning Commission on October 24, 2017.

This information is being sent to you for review and comment, if any, because the property is potentially in your agency review area. If this email should be sent to another person instead, please just let me know or feel free to forward the email. Please return any written comments by Friday, September 29, 2017. If you have any questions, please don’t hesitate to contact me.

Thanks,
Stacy

Stacy Wasinger
Planner III | FNSB Community Planning
swasinger@fnsb.us
907-459-1262

Fairbanks North Star Borough
PO Box 71267 / 907 Terminal Street
Fairbanks, AK 99707-1267
**Constructed Ponds and Wetlands**

Many ponds and wetlands resulting from sand and gravel mining have rectangular shorelines, steeply sloped sides, and uniform depths. Wetlands with these characteristics have limited value for fish and wildlife. Following are guidelines for the construction of ponds and wetlands that could be incorporated into mining plans and implemented during active mining.

- Shorelines should be irregular with as many bays, inlets, peninsulas, and sand bars as practical. Figure 1 shows two ponds of similar area with different shoreline configurations. The pond illustrated on the left provides greater potential for wildlife due to increased shoreline development.

![Figure 1. The pond illustrated on the left provides greater potential for wildlife due to increased shoreline development.](image)

- The bottom of the ponds should be undulating to provide a variety of water depths. Ponds greater than 3 acres in size should be constructed with a pattern of undulations.
- In general, water depth of 1/2 - 3 feet will result in shallow water areas that will promote the growth of emergent vegetation. Depths ranging from 3 - 5 feet will result in open water.
- Whenever possible, 6 - 8 inches of topsoil should be replaced on shorelines, wetland bottoms, and on islands to promote the growth of vegetation and aquatic invertebrates.
- Placement of vegetative debris (from clearing activities) in the wetland may provide habitat for waterfowl and promote habitat for aquatic invertebrates.
- In order to supply adequate food, cover and space for wildlife, wetlands should be a minimum of 1/2 acre in size.
- A buffer strip of undisturbed vegetation along shorelines is important for wildlife as well as for reducing erosion. The wider the buffer, the more productive for wildlife especially for nesting

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waterfowl. It is not necessary for the buffer to go completely around the wetland, but the longer the buffer, the greater the benefit. Use of buffer strips is encouraged in other parts of the mining operation as well.

- Gradual slopes of 10:1 to 20:1 on approximately half of the wetland shoreline are recommended to provide mudflats, emergent vegetation, feeding and hiding cover for wildlife, and to minimize soil erosion and slope slumping. Ponds and wetlands are more productive for wildlife if constructed with flat slopes since wildlife primarily use shallow water.
- Use of water level control structures may be needed to maintain acceptable water levels.
- Where practical, tall tree species on south and west sides of wetlands should be avoided to allow for more solar exposure in the wetland.
No comments on the conditional use permit application from ADOT&PF.

However, we will need to see Psalms Blvd for a change in use/intensity driveway review. The larger subdivision has a notable impact to our system, which will impact the Psalms and Buzby intersection. We will look to make signal timing changes at the intersection as needed.

Thank you.

Hi Randi,

I just wanted to follow up on this application to see if DOT had any additional comments regarding the access and DOT roads? Specifically regarding Buzby or other DOT roads and the potential for heavy truck traffic on those roads? We had received some comments from the City on the potential City roads impacted, but I wanted to follow up with you as well.

Thanks!
Stacy

Stacy Wasinger
Planner III | FNSB Community Planning
swasinger@fnsb.us
907-459-1262

Fairbanks North Star Borough
PO Box 71267 / 907 Terminal Street
Fairbanks, AK 99707-1267

Hi Randi,

This property is also part of the Brookside Subdivision that is currently being proposed (I believe it is going to the Platting Board in March). Currently, I believe Clear Water Court is the primary improved access that is adjacent to the parent parcel (Tract B). Page 12 of the application packet sent shows the phasing plan, where proposed Tract G (which is the
subject parcel) has access to Psalms Blvd and from there to either Buzby or Blanket Blvd. The recording of the final plat will be important to the operation of the CU, so that may be a potential condition.

I hope that helps clarify, but please just let me know if you need anything else.

Thanks!
Stacy

Stacy Wasinger
Planner III | FNSB Community Planning
swasinger@fnsb.us
907-459-1262

Fairbanks North Star Borough
PO Box 71267 / 907 Terminal Street
Fairbanks, AK 99707-1267

---

**From:** Motsko, Randi Lynn (DOT) [mailto:randi.motsko@alaska.gov]
**Sent:** Wednesday, February 14, 2018 8:44 AM
**To:** Stacy Wasinger
**Subject:** RE: CU2018-012 (North Star II, Tract B)

Hi Stacy,

Can we get clarification to where their planned access point is? This property doesn’t appear to directly connect to any of our facilities but we would like to confirm access intent before moving forward with our comment letter.

Thanks.

---

**From:** Stacy Wasinger [mailto:SWasinger@fnsb.us]
**Sent:** Tuesday, February 13, 2018 9:43 AM
**To:** Stacy Wasinger <SWasinger@fnsb.us>
**Subject:** CU2018-012 (North Star II, Tract B)

Good morning,

The FNSB Department of Community Planning has received an application request for a conditional use permit for a natural resource (gravel) extraction on a portion of Tract B, North Star II Subdivision, located northeast of Old Richardson Highway and south of Clear Water Court in the Light Industrial with Special Limitations (LI/SL) zone. The lot is currently vacant and the conditional use application proposes to utilize 10-21 acres for gravel extraction. Attached are the application page and narrative, as well as a report containing basic information for the property. This application is currently scheduled for a public hearing before the Planning Commission on March 27, 2018.

This information is being sent to you for review and comment, if any, because the property is potentially in your agency review area. If there is someone else that would be more appropriate to review this application, please feel free to forward it or let me know. If possible, please return any written comments by **Friday, February 23, 2018**. If you have any questions, please don’t hesitate to contact me.

Thanks,
Stacy
Stacy,

This project is located in Flood Zone X & X: Protected by Levee and is not required to meet FNSB Title 15 Floodplain Management Regulations.

Sincerely,

Nancy Durham, MURP, CFM
Flood Plain Administrator
FNSB Community Planning
ndurham@fnsb.us
(907) 459-1263

**Any property can flood even if it is not in a moderate to high risk Special Flood Hazard Area. Flood insurance is recommended.

FYI: The new Fee Schedule from July 1, 2017 to June 30, 2018: Floodplain Permits will remain “No Charge”. Hard copies of Title 15 Floodplain Management Regulations will remain $10.00. All formal Flood Determination Letters on letterhead which include flood zones, base flood elevations, conversion letters, community determined letters, etc. will have a $50.00 fee.

Good morning,

Community Planning has received a revised narrative/application (attached as “CU2018-012_RevisedNarrative_2018-0308, in addition to the original application materials sent) for this proposed conditional use gravel pit. Due to the revisions, the application is no longer scheduled to be heard at the March 27th Planning Commission meeting; the next possible Planning Commission meeting date is April 24th.

The primary differences from the original application are on page 2 of the revised narrative and regard the access and proposed Psalms Boulevard. In summary, the access to the proposed gravel pit would still be Psalms Blvd to Buzby Road, but the applicant would retain maintenance of the road until such time as 80% of the proposed residential lots along Psalms Blvd are sold. After that time, the applicant would pave/bring the road up to City standards and the City would take over maintenance; heavy truck traffic would then be limited by agreement with the City (the narrative indicates the limit would be 3-4 trucks per hour).
Please review and return any comment no later than **Wednesday, March 21, 2018**. If you have any questions, please don’t hesitate to contact me.

Thanks,
Stacy

Stacy Wasinger
Planner III | FNSB Community Planning
swasinger@fnsb.us
907-459-1262

Fairbanks North Star Borough
PO Box 71267 / 907 Terminal Street
Fairbanks, AK 99707-1267

---

**From:** Stacy Wasinger  
**Sent:** Tuesday, February 13, 2018 9:43 AM  
**To:** Stacy Wasinger  
**Subject:** CU2018-012 (North Star II, Tract B)

Good morning,

The FNSB Department of Community Planning has received an application request for a conditional use permit for a natural resource (gravel) extraction on a portion of Tract B, North Star II Subdivision, located northeast of Old Richardson Highway and south of Clear Water Court in the Light Industrial with Special Limitations (LI/SL) zone. The lot is currently vacant and the conditional use application proposes to utilize 10-21 acres for gravel extraction. Attached are the application page and narrative, as well as a report containing basic information for the property. This application is currently scheduled for a public hearing before the Planning Commission on March 27, 2018.

This information is being sent to you for review and comment, if any, because the property is potentially in your agency review area. If there is someone else that would be more appropriate to review this application, please feel free to forward it or let me know. If possible, please return any written comments by **Friday, February 23, 2018**. If you have any questions, please don’t hesitate to contact me.

Thanks,
Stacy

Stacy Wasinger
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swasinger@fnsb.us
907-459-1262

Fairbanks North Star Borough
PO Box 71267 / 907 Terminal Street
Fairbanks, AK 99707-1267
Yes, DOT&PF would like to see the driveway permitted and brought to commercial standards at this time. At some point in the future, it is possible a new permit will need to be issued for more intense use and per out driveway standards. It could be required to further upgrade the intersection to a “normal street intersection” in accordance with AASHTO because it will exceed 200 vehicles in the peak hour.

Feel free to contact me with any further questions.

Thanks,
Randi

---

Good morning Randi,

I just wanted to follow up on this, as I’m in the midst of writing the staff report. Do your previous comments still apply regarding the need to reevaluate the intersection of Buzby and Psalms? And to clarify, does that mean that the Psalms driveway/intersection to Buzby will likely have to meet a commercial driveway standard?

If you have any questions, please just let me know.

Thanks again!
Stacy

---

Stacy Wasinger
Planner III | FNSB Community Planning
swasinger@fnsb.us
907-459-1262

Fairbanks North Star Borough
PO Box 71267 / 907 Terminal Street
Fairbanks, AK 99707-1267
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907-459-1262

Fairbanks North Star Borough
PO Box 71267 / 907 Terminal Street
Fairbanks, AK 99707-1267

From: Stacy Wasinger
Sent: Tuesday, February 13, 2018 9:43 AM
To: Stacy Wasinger
Subject: CU2018-012 (North Star II, Tract B)

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Thanks,
Stacy
Stacy,  

I do not have any substantial comments, however; I want to make sure that it is understood that the changes in the revised conditional use permit are going to be included in the revised developer agreement that the City and North Star Developers are working on but that is not yet finalized. Since the revision to the developers agreement in effect reduces the City’s liability it is not anticipated to cause issue when it is presented to council. Also for clarification the limit would be 3 trucks per hour. I do not foresee this as being an issue to hold up approval of the conditional use permit.

Bryce J. Ward  
Mayor  
City of North Pole, Alaska  
Office 907-488-8584  
Cell 907-888-4444  
www.Northpolealaska.com

---

From: Stacy Wasinger [mailto:SWasinger@fnsb.us]  
Sent: Wednesday, March 21, 2018 8:24 AM  
To: Bryce Ward; Bill Butler  
Subject: RE: CU2018-012 (North Star II, Tract B)

Good morning,

I just wanted to follow up on this, as I’m in the midst of writing the staff report. If you can’t get comments to me today, please just let me know. As we are crafting our recommendation and conditions, we want to make sure any of the City’s concerns are outlined and addressed. If you have any questions, please just let me know.

Thanks again,

Stacy  

Stacy Wasinger  
Planner III | FNSB Community Planning  
swasinger@fnsb.us  
907-459-1262  

Fairbanks North Star Borough  
PO Box 71267 / 907 Terminal Street  
Fairbanks, AK 99707-1267
Good morning,

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In speaking with Mr. Butler on Friday, it seemed the applicant’s revised narrative was generally in accordance with what they have discussed with the City. However, we did want to forward the revised information for your review and additional written comment; if there is any concern or inconsistency, please just let us know as soon as possible. Please review and return any comment no later than Wednesday, March 21, 2018. If you have any questions, please don’t hesitate to contact me.

Thanks,
Stacy

Stacy Wasinger
Planner III | FNSB Community Planning
swasinger@fnsb.us
907-459-1262

Fairbanks North Star Borough
PO Box 71267 / 907 Terminal Street
Fairbanks, AK 99707-1267

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the application page, site plan, and narrative, as well as a report containing basic information for the property. This application is currently scheduled for a public hearing before the Planning Commission on March 27, 2018.

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Planner III | FNSB Community Planning
swasinger@fnsb.us
907-459-1262

Fairbanks North Star Borough
PO Box 71267 / 907 Terminal Street
Fairbanks, AK 99707-1267
In regards to the 3 trucks per hour that is the maximum, not an aggregated number for the day. So if you are hauling for 4 hours you cannot run 39 trucks through in 4 hours you would only be allowed 12 trucks in that 4 hour window, this applies only to export hauling not internal or local for building purposes. Also it is only once 80% of lots are sold and the road maintenance has been turned over to the city per the agreement. Let me know if you have any other questions.

Bryce J. Ward
Mayor
City of North Pole, Alaska
Office 907-488-8584
Cell 907-888-4444
www.Northpolealaska.com

Good morning Mayor Ward,

Thank you for the comments. We will note that the developers agreement is being modified; the hearing for the CU would be April 24th, so depending on timing, it may even be done prior to the CU hearing.

Regarding the 3 trucks per hour, their proposed hours of operation are 7 am to 8 pm, so that would be a maximum of 39 trucks per day. That is lower than their proposed maximum of 50 trucks per day while they are maintaining Psalms. Is the 39 per day still an acceptable number for the City once it takes over maintenance?

Thanks again,
Stacy

Stacy Wasinger
Planner III | FNSB Community Planning
swasinger@fnsb.us
907-459-1262

Fairbanks North Star Borough
PO Box 71267 / 907 Terminal Street
Fairbanks, AK 99707-1267
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swasinger@fnsb.us
907-459-1262

Fairbanks North Star Borough
PO Box 71267 / 907 Terminal Street
Fairbanks, AK 99707-1267
Planning Commission

April 24, 2018

Thanks,
Stacy

Good morning,

Community Planning has received a revised narrative/application (attached as “CU2018-012_RevisedNarrative_2018-0308, in addition to the original application materials sent) for this proposed conditional use gravel pit. Due to the revisions, the application is no longer scheduled to be heard at the March 27th Planning Commission meeting; the next possible Planning Commission meeting date is April 24th.

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Stacy

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swasinger@fnsb.us
907-459-1262

Fairbanks North Star Borough
PO Box 71267 / 907 Terminal Street
Fairbanks, AK 99707-1267

From: Stacy Wasinger
Sent: Tuesday, February 13, 2018 9:46 AM
To: 'Bryce Ward'; 'Bill Butler'; 'cody.lougee@northpolealaska.org'; 'sdutra@northpolepolice.org'; 'info@northpolefire.org'
Subject: CU2018-012 (North Star II, Tract B)

Good morning,

The FNSB Department of Community Planning has received an application request for a conditional use permit for a natural resource (gravel) extraction on a portion of Tract B, North Star II Subdivision, located northeast of Old Richardson Highway and south of Clear Water Court in the Light Industrial with Special Limitations (LI/SL) zone. The lot is currently vacant and the conditional use application proposes to utilize 10-21 acres for gravel extraction. Attached are the application page, site plan, and narrative, as well as a report containing basic information for the property. This application is currently scheduled for a public hearing before the Planning Commission on March 27, 2018.
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Fairbanks North Star Borough
PO Box 71267 / 907 Terminal Street
Fairbanks, AK 99707-1267
APPLICATION
MATERIAL
SUBMITTED ON

February 9, 2018
# Conditional Use Permit Application

**File No. CM 2018-012**

---

**Applicant:**
- **Contact Name:** Paula Hicks
- **Business Name:** Northland Surveying and Consulting LLC
- **Mailing Address:** 328 Driveway, Street, Suite 102
- **City, State Zip:** Fairbanks, Alaska 99705
- **Phone:** 451-7141
- **E-mail:** phicks.nlsr@gmail.com

**Property Owner:**
- **Name:** Alnay International Memorial Fund LLC
- **Mailing Address:** PO Box 58881
- **City, State Zip:** North Pole, AK 99705
- **Phone:** 488-4010 Jerry Koerner
- **E-mail:** jeriko@jerikovalestate.com

---

**Property Information:**
- **Property Description:** A portion of Tract B North Star subdivision
- **Street Address:** NSN
- **Lot Size:** 40.6 acres
- **Parcel Account Numbers (PAN):** 0622620
- **Zoning District:** LI
- **Existing Use(s):** vacant land

---

**Conditional Use Request Information:**
- **Proposed Use(s):** Natural Resource extraction
- **Request Description and Reasons for the Request:**
The owner would like to develop a gravel extraction pit to provide material for road construction and development in the community.

---

**APPLICANT SIGNATURE:**

**DATE:** 3/12/18

**OWNER SIGNATURE (if different):**

**DATE:** 3/12/18

If the applicant is not the sole property owner, written consent of all property owners must be provided (FNSBC 18.104.050(B)).

---

*Fairbanks North Star Borough is subject to the Alaska Public Records Act, AS 40.25 et seq. and this document may be subject to public disclosure under state law.*

---

*Planning Commission 197 April 24, 2018*
**Planning Commission**

**Department of Community Planning**

907 Terminal Street/P.O. Box 71267

Fairbanks, Alaska 99707-1267

(907) 459-1260 Fax: (907) 205-5169

planning@fnfb.us

---

**CONæDENTIAL USE PERMIT APPLICATION**

**File No. 4112018-012**

---

**FEES:**

- $800 conditional use permit application
- $200 sign deposit

---

**Applicant:**

- Contact Name: Paula Hicks
- Business Name: Northland Surveying and Consulting LLC
- Mailing Address: 326 Driveway Street, Suite 102
- City, State Zip: Fairbanks, Alaska 99701
- Phone: 451-7411
- E-mail: phicks.nlsc@gmail.com

**Property Owner:**

- Name: Anley International Memorial Fund LLC
- Mailing Address: PO Box 50381
- City, State Zip: North Pole, AK 99705
- Phone: 488-4010 Jerry Koerner
- E-mail: jenko@jenkoarealestate.com

---

**Property Information:**

- Property Description: A portion of Tract B North star II subdivision
- See attached legal description: Proposed tract 6
- Street Address: NSN
- Lot Size: 40.6 acres
- Parcel Account Numbers (PAN): 0622620
- Zoning District: LI
- Existing Use(s): vacant land

---

**Conditional Use Request Information:**

- Proposed Use(s): Natural Resource extraction

**Request Description and Reasons for the Request:**

The owner would like to develop a gravel extraction pit to provide material for road construction and development in the community.

---

**APPLICANT SIGNATURE:**

[Signature]

**DATE:**

7/10/18

**OWNER SIGNATURE (if different):**

[Signature]

**DATE:**

7/10/18

---

*Fairbanks North Star Borough is subject to the Alaska Public Records Act, AS 40.25 et seq. and this document may be subject to public disclosure under state law.*

*W:\Community Planning\Admin\Files & Handbooks\FY18\Applications\Application_CUP.docx*
To whom may concern,

RE: AUTHORIZED SIGNERS

WHEREAS, the Ainley International Memorial Fund, LLC ("AIMF") desires to grant signing and authority to certain person(s) described hereunder.

RESOLVED, that the Managers of AIMF are hereby authorized to have approved signing authority to conduct business. The foregoing signing authority granted shall include, but shall not be limited to, the execution of Deeds, transfers, assignments, contracts, obligations, certificates, banking, loans, and other instruments of whatever nature entered into by this LLC.

The undersigned hereby certifies that he is the duly elected and qualified Deputy Manager and the custodian of books and records and seal of AIMF, a LLC duly formed pursuant to the laws of the State of Alaska, and that the foregoing is a true record of the February 28, 2014 organizational meeting held at the law offices of Cook, Schuhmann and Groseclose and that said meeting was held in accordance with state law and the Operational Agreement dated October 21, 2013, and that said document is now in full force and effect without modification or rescission.

IN WITNESS WHEREOF, I have executed my name as Deputy Manager and have hereunto affixed the corporate seal of the above-named Corporation.

Deputy Manager

Date: Sept 11, 2017

SEAL:

Notary Public
MATT SHULTZ
State of Alaska
My Commission Expires July 13, 2019

AUTHORIZED SIGNERS SHALL BE, UNTIL MODIFICATION OR RESCISSION:

Gerald (Jerry) Koerner, General Manager
Jesse Garn, Assistant Manager
Alan Corrick, Deputy Manager

But remember the LORD your God, for it is He who gives you the ability to produce wealth, and so confirms his covenant, which he swore to your forefathers, as it is today. Deuteronomy 8:18
CONDITIONAL USE PERMIT (CUP) INTAKE CHECKLIST

1. A completed conditional use permit application including the following:
   - Property description and address.
   - Specific type of conditional use being requested as defined in FNSBC 18.04.010
   - Property owner's signature or signed letter authorizing use of the property.

2. A legible site plan drawn to a verifiable scale (i.e. 1” = 10’ or 1” = 20’, etc.), with
   north arrow and dimensions in feet including all of the following:
   More than one site plan of different scales may be used to illustrate the site.
   - Location and dimensions of property lines.
   - Location and dimensions of utility easements and access easements including section
     line easements.
   - Name of the access road and any other roads adjacent to the property lines and widths
     of all right-of-ways.
   - Location and dimensions of all existing and proposed buildings and structures. Include
     any proposed additions. Label each building or structure as existing, proposed, or to be
     demolished/removed. Provide number of stories for all buildings to be utilized for the
     conditional use.
   - Uses of all existing and proposed buildings and structures, portions of buildings, and
     areas of the property, clearly identifying which uses are included in the CUP and which
     are not included.
   - Setback distances of all existing and proposed buildings and structures from property
     lines, except in the General Use (GU) zones.
   - Distances between all existing and proposed buildings and structures.
   - Location of well on-site, if applicable.
   - Location of septic on site, if applicable.
   - Location and dimensions, including height, of all existing and proposed signage.
   - Location of all outdoor lighting.
   - Location of trash dumpster(s).
Location of security fencing and gates including clearance width of all gates; if applicable.

Location, type and depth of surface material and dimensions of existing and proposed driveways including any aprons and distances to property corners. Include location and dimensions of existing and proposed curb cuts and sidewalks; if applicable.

Location, type and depth of surface material and dimensions of each off-street parking space. Off-street parking spaces are required to be at least 9' by 18', with sufficient back-up and maneuvering area such that all back-up and maneuvering actions occur on the site (FNSBC 18.96.060). Label parking spaces with dimensions.

Location, type and depth of surface material and dimensions of loading areas; if applicable.

Location, and type and depth of surface material of all traffic circulation areas. Provide dimensions of drive aisles, backing and maneuvering areas and all areas where motor vehicles will travel on the site.

Show any obstructions located within the parking and vehicle maneuvering areas, such as a wall, post, guard rail, or other obstruction.

Location and area of existing or proposed landscaping, screening, and existing vegetation to be retained; if applicable.

Show any buffer and open space areas; if applicable.

Vehicle maneuvering diagram(s) may be required to demonstrate adequate fire and emergency vehicle access.

3. OTHER REQUIRED INFORMATION:

NA Provide a floor plan drawn to scale for each floor utilized. Label specific use of each portion of floor area and provide square footage for each type of use. If using a portion of a building, show how that portion of the building is separated from other portions (i.e. wall with person door, etc.).

4. NARRATIVE

Provide a typed narrative addressing the following:
- Total (maximum) number of employees expected to be working on the site, including full and part-time, temporary and seasonal
- Type and frequency of other vehicle trips to the site such as customers, deliveries, security, visitors, etc.
- Hours of operation
- Activities occurring on the site on a daily, weekly, monthly, periodic, seasonal, occasional and annual basis
- Phases of development, if applicable
Fairbanks North Star Borough
P.O. Box 71267
Fairbanks, Alaska 99707

RE: North Star II, Tract B, Light Industrial Conditional Use Permit

February 9, 2018

Additional narrative:

We are requesting a conditional use permit to allow natural resource extraction for the Light industrial area within Tract B of North Star II subdivision.

The number of employees expected to be working on the site will vary with the construction season. There will be two-three (maximum) workers in the peak construction season, and less or none in the winter.

The number of trips will vary depending on the season. For the majority of the construction season, the number of trips per day will be between zero and twenty. Occasionally during the peak season, the number of trips per day may go as high as fifty (maximum). In the winter, most days will see no activity at the site. Any activity in the winter will generally be limited to moving stockpiled gravel offsite.

The type of traffic would include dump trucks transporting gravel, and some passenger vehicles for onsite equipment operators. Other heavy equipment will occasionally be transported, and water trucks would be on site for dust control.

Hours for extraction would be from 7:00 am to 8:00 pm seven days a week. The Dragline would operate in months when the ground is thawed. Some gravel will be stockpiled for use possible use during the winter.

Gravel extraction is a seasonal business. The amount of activity depends mainly on the demand for high quality gravel product for local development. The initial phase of development would include clearing of approximately 10 acres. Once a quality gravel source is verified, the project area may need to move or expand to access the best quality mineral resources.
No chemicals are expected to be used on-site. Energy source is expected to be a generator. No water or sewer service is expected to be needed. A portable restroom will be provided during the active resource extraction period. If emergency services are needed, this area is within the City of North Pole fire service area.

Adding a gravel source at this location will provide nearby development with a local source of gravel. This has two main benefits for the community, and contributes to the general welfare of the public. First, a local source of gravel helps to lower the cost of material. Secondly, shorter dump truck and/or side loader transportation times will generally lead to less road congestion. As well, shorter transportation times make for safer roads. In addition, stockpiled gravel would allow for faster emergency road repairs or the shoring up of dikes in case of flooding. To reiterate, with the creation of this pit, the needs for gravel in the immediate area can be filled with fewer miles traveled from pit source to construction site.

Gates exist on all entrances to the current two hundred acre area. These were put in place to keep the site safe during the gravel extraction and creation of Beaver Springs Pond which lies to the east of this proposed gravel pit. These gates will stay in place, and an additional gate will be installed separating this new site from any development within the proposed Brookside Park subdivision. The wetlands area in the Proposed Tract G will not be impacted with this gravel pit. The waterway protection area and vegetative buffer protects the riparian zone along Beaver Springs creek. The final product is proposed to be a similar pond that can eventually be developed with a plan for residential homes around it. The pond is also expected to be deep enough to provide a natural habitat for fish, and provide recreational opportunities once the pit is closed.
The expected termination date for Natural Resources extraction is September 1st, 2038

Thank you,

Paula Hicks, PLS & Steven Lowry, PLS
February 8, 2018

Fairbanks North Star Borough Assembly
PO Box 71267
Fairbanks, Alaska 99707

RE:  Conditional Use permit:
Parcel #622620, SW portion of Lot 1515, Section 15, T2S, R2E, Fairbanks Meridian

Dear Sirs,

In a continuing effort to make more property available for the military buildup at Eielson Air Force Base, and to bring uses in alignment with the highest and best use of the land, this organization desires to extract gravel on a portion of our over 215 acres of property to serve area needs. The area’s proposed initial use is as a natural resource extraction project. The temporary Light Industrial use would later be followed by a mixed commercial/residential/office use that conforms with the North Pole Land Use Plan. Initially a Light Industrial zone is the highest and best use of the land, with a 25-foot Waterway overlay to protect Beaver Springs Creek.

On January 25, 2018 the Borough Assembly approved the applicants request to rezone the above referenced property to Light Industrial, limited to “natural resource extraction”. The old zones were a mix of TF-10, MF, General Commercial, and Outdoor Recreation.

Purpose: Extracted material will be for public projects, new streets, residential developments, and commercial projects.

Objective: The plan incorporates gravel extraction and developing a recreational lake for summer and winter sports, to include a residential development.

Facts: The nearest occupied residential dwellings are over 1,000 feet away. Moderate noise is expected however the applicant will limit extraction from 7am to 8pm. Anticipated extraction method is the traditional dragline.

Department of Army, Regulatory Division file: POA-2016-412 determined there are no wetlands. Letters are dated: August 15, 2016 and September 30, 2016.

Applicant agrees to a sufficient vegetative buffer to protect the existing city utility system, nearby streams and future subdivisions.

GVEA and the applicant have no objection to existing power line relocation.

There are no other viable extraction projects on site. Beaver Springs Pond is in a reclamation process under the Corp of Army permit POA-2016-412. Gravel on site is

Planning Commission 204
April 24, 2018
not only needed for public safety but helps keep development costs down for area builders.

Access will be via Blanket Blvd (local traffic only), Psalms Blvd to Buzby Road, possibly use of Grange Road, and/or an old unused ROW to Laurence Road. Project entrances will be gated to protect public.

A street maintenance was signed with the City of North Pole on September 22, 2017.

**Timeline:** Pit development to begin in spring of 2018 with initial site clearing of approximately 10 acres.

Our goal is to provide a safe environment for families raising their kids, properties where supporting businesses can thrive, and subdivisions that enhance quality of life. Thank you for your consideration. If you have any questions, please call me at 488-4010.

Sincerely,

Jerry Koerner
General Manager

*But remember the LORD your God, for it is he who gives you the ability to produce wealth, and so confirms his covenant, which he swore to your forefathers, as it is today.*

*Deuteronomy 8:18*
RE: Brookside Park (preliminary plat)

1 message

Julie L. Karl <JLKarl@gvea.com>  
To: Paula Hicks <phicks.nlsc@gmail.com>  

Paula,

I apologize for letting this slip through the cracks. My mind must still have been in vacation mode. I haven’t been able to get an answer with regards to the existing poles, but removing them is no problem. The powers that be just have to let me know if there is a cost involved. I will poke them again tomorrow.

Thanks for your patience.

Julie

From: Paula Hicks [mailto:phicks.nlsc@gmail.com]  
Sent: Tuesday, September 12, 2017 5:02 PM  
To: Julie L. Karl  
Subject: Re: Brookside Park (preliminary plat)

[EXTERNAL]

Yup this one is not going to FNSB until Sept 25.

--

Paula Hicks, PLS  
Northland Surveying & Consulting  
(Formerly RCH Surveys)  
(907) 451-7411

On Tue, Sep 12, 2017 at 5:00 PM, Julie L. Karl <JLKarl@gvea.com> wrote:

Hey Paula,

Looks like it matches. I am out of the office for a week, but will respond with a letter next Thursday or Friday. If that works?

Julie

From: Paula Hicks [mailto:phicks.nlsc@gmail.com]  
Sent: Tuesday, September 12, 2017 4:16 PM  
To: Julie L. Karl  
Subject: Brookside Park (preliminary plat)
CAUTION: Do not open attachments or links if you are uncertain about the sender.

Please review the attached preliminary plat. I know Jerry Koerner has been working with CVEA on this one. I hope this matches up with whoever was working on it this summer.

Thanks,

--

Paula Hicks, PLS
Northland Surveying & Consulting
(Formerly RCH Surveys)
(907) 451-7411

Brookside.pdf
983K
PRELIMINARY LEGAL DESCRIPTION FOR TRACT ‘G’ OF THE PROPOSED BROOKSIDE PARK BEING A PORTION OF TRACT B NORTH STAR II SUBDIVISION

The purpose of the description is to provide a provisional legal description for the proposed Tract ‘G’, and shall not be used for the conveyance of real property.

COMMENCING at the Southwest corner of Tract B as shown on the Plat of North Star II Subdivision, Recorded as Plat Number 2010-81, Records of the Fairbanks Recording District, Fourth Judicial District, State of Alaska. Said corner being the TRUE POINT OF BEGINNING:

Thence along the Westerly boundary of said Tract B N00°04'13"W a distance of 346.16 feet to the approximate centerline of Beaver Springs Creek;

Thence along the approximate centerline of Beaver Springs Creek S76°02'44"E a distance of 189.59 feet;

Thence along the approximate centerline of Beaver Springs Creek N80°48'51"E a distance of 711.47 feet:

Thence along the approximate centerline of Beaver Springs Creek S82°35'06"E a distance of 263.54 feet;

Thence along the approximate centerline of Beaver Springs Creek S65°09'42"E a distance of 320.29 feet;

Thence along the approximate centerline of Beaver Springs Creek S45°02'44"E a distance of 329.37 feet;

Thence along the approximate centerline of Beaver Springs Creek S30°26'52"E a distance of 242.42 feet;

Thence along the approximate centerline of Beaver Springs Creek S18°04'26"W a distance of 231.94 feet more or less to the Northerly line of an existing City of North Pole Easement as described in Book 265, Page 173, Records of the Fairbanks Recording District, Fourth Judicial District, State of Alaska;

Thence along the Northerly line of the aforementioned City of North Pole Easement N83°16'18"W a distance of 220.54 feet;

Thence along the Westerly line of the aforementioned City of North Pole Easement S06°41'27"W a distance of 107.14 feet;
Thence along a curve to the right on the aforementioned City of North Pole Easement, said curve having a radius of 255.80 feet, and an arc length of 91.62 feet;

Thence along the Westerly line of the aforementioned City of North Pole Easement S27°12'46"W a distance of 386.51 feet;

Thence along a curve to the left on the aforementioned City of North Pole Easement, said curve having a radius of 201.06 feet, and an arc length of 98.38 feet;

Thence along the Westerly line of the aforementioned City of North Pole Easement S00°49'37"E a distance of 97.25 feet;

Thence along the Northerly line of the aforementioned City of North Pole Easement S89°54'36"W a distance of 136.10 feet;

Thence along a curve to the left on the aforementioned City of North Pole Easement, said curve having a radius of 173.29 feet, and an arc length of 118.55 feet;

Thence along the Westerly line of the aforementioned City of North Pole Easement S50°43'13"W a distance of 113.64 feet more or less to the Easterly Right of Way of the Alaska Railroad;

Thence along the Easterly Right of Way of the Alaska Railroad N37°09'24"W a distance of 1492.79 feet;

Thence along a curve to the right on the Easterly Right of Way of the Alaska Railroad, said curve having a radius of 2193.25 feet, and an arc length of 52.07 feet more or less. The end of said curve is coincident with the True Point of Beginning, and at the TERMINUS of this description.

The area contained within this description is 40.6 acres more or less.

SUBJECT to the final plat for Brookside Park, and all easements of record.
Notes:

1. This site plan is for use with the conditional use permit process.
2. The Owner, Developer, and/or any Future Owner reserves the right to change the location of the Gravel Extraction area, Vegetative Buffer area, and Stockpile/access area as needed to access the best quality mineral resources.
Notes:
1. This site plan is for use with the conditional use permit process.
2. The Owner, Developer, and/or any Future Owner reserves the right to change the location of the gravel extraction area, vegetative buffer area, and Stockpile/access area as needed to access the best quality mineral resources.

PROPOSED TRACT G

STOCKPILE / ACCESS AREA

PROPOSED GRAVEL MINING SITE PLAN
TRACT 'G',

OF PROPOSED BROOKSIDE PARK
A SUBDIVISION OF
TRACT B OF NORTH STAR II SUBDIVISION
(PLAT #2010-81)

LOCATION:
WITHIN SEC 15, T.35S, R.2E, F.M. AK

OWNER:
AINLEY INTERNATIONAL MEMORIAL FUND LLC
P.O. BOX 56881
NORTH POLE, AK 99705

SURVEYOR:
NORTHLAND SURVEYING & CONSULTING LLC
326 DRIVEWAY STREET STE 102
451-7411 FAIRBANKS, ALASKA 99701

SCALE: 1" = 200'
DRAWN: PH
DATE: 8-25-18
APPLICATION
MATERIAL
SUBMITTED ON

February 12, 2018
Northland Surveying & Consulting LLC.
326 Driveway Street, Suite #102
Fairbanks, Alaska 99701
voice 907-451-7411
fax 907-451-7413
phicks.nlsc@gmail.com

Fairbanks North Star Borough
P.O. Box 7126?
Fairbanks, Alaska 99707

RE: North Star II, Tract B, Light Industrial Conditional Use Permit

February 12, 2018

Second Additional narrative:

1) The proposed conditional use conforms to the comprehensive plan. The City of North Pole land use plan designates this area as mixed commercial/residential/office. The natural resource extraction use can provide gravel for any residential/commercial/office development in the area. Future residential/commercial/office development of this area is expected after natural resource extraction is completed.

2) The natural resource extraction use is not expected to impact public sewer, water or other utilities. No buildings are planned at this time. Any emergency services would be provided by City of North Pole. Access is planned to be from Buzby Road along Psalms Boulevard. This road is currently a private gravel road with an approximate 25’ width. Psalms Boulevard is expected to be dedicated to the public with phase 1 of Brookside Park subdivision.

3) This use will protect the public health, safety and welfare. Gates will be maintained to keep the job site safe. A local source of gravel helps to lower the cost of material. Shorter dump truck and/or side loader transportation times will generally lead to less road congestion. As well, shorter transportation times make for safer roads. In addition, stockpiled gravel would allow for faster emergency road repairs or the shoring up of dikes in case of flooding.

For further clarification:
A). The season for operation of the dragline in the gravel extraction pit will be April-October.
B). The minimum vegetative buffer area will remain 25’ from the top bank of the creek if the gravel pit needs to be moved closer than the site plan shows.
C). In the case of a phase 2 expansion of the gravel extraction pit, the pit will not exceed 21 acres in size.

Thank you,

Paala Hicks, PLS
Notes:
1. This site plan is for use with the conditional use permit process.
2. The Owner, Developer, and/or any Future Owner reserves the right to change the location of the Gravel Extraction area, Vegetative Buffer area, and Stockpile/access area as needed to access the best quality mineral resources.
APPLICATION
MATERIAL
SUBMITTED ON

February 22, 2018
1) I will ask
2) There was not any expected need for electricity at all, if any is needed it would be by generator. There is not a need to use GVEA service for gravel extraction.
3) i will ask
4) i will ask
5) What is a dust control plan? do you have an example? The plan is for a water truck to be on site during operations.
6) The primary access is Psalms BLVD. We don't have any agreement to use any other road at this time, no easements are in place for any other access route currently. Other possible routes for local traffic are currently gated off (private road within AKRR land or a future easement across Blanket BLVD). Some time in the future a subdivision may be built along blanket boulevard (prelim plat is pending final plat). A public dedication may allow for local traffic along this route. We do not have any response from AKRR at this time in regard to our request to use their road along the Railroad tracks. We were not given permission to cross the tracks to the old richardson highway.

--
Paula Hicks, PLS
Northland Surveying & Consulting
(Formerly RCH Surveys)
(907) 451-7411

On Wed, Feb 21, 2018 at 3:06 PM, Stacy Wasinger <SWasinger@fnsb.us> wrote:

Hi Paula,

In review of the CU application, I have a few questions I wanted to clarify:

- In terms of the extraction method, I know we discussed previously, but I don’t see mention of a crusher in the narrative. Will a crusher or other equipment beyond the dragline extractor be utilized?

- The existing GVEA line is being removed and a generator is going to be utilized. Is there a need for or ability to use GVEA service in the gravel extraction use?

- The time frame given is 20 years, but in terms of expected yield, do you happen to have any estimate as to how deep the pit is planned or expected to be?
• In terms of on-site lighting, will there be outdoor lighting utilized at all? The checklist submitted with the application notes it as not applicable, but I just wanted to confirm. The requirement by code is that lighting not be directed toward residentially zoned property, but if utilized, will it be on 24/7?

• Is there a dust control plan for during operations? Including for the stockpile and access areas?

• My understanding was that the primary access for heavy vehicle traffic was intended to be Psalms Blvd. The narrative also notes that Blanket Blvd. may be used for local traffic and an “old unused ROW” to Laurance Road to the south or Grange Road to the north could be used. Is the access to the latter two via easements? If so, who is responsible for maintenance of that access and the roads?

If you have any questions, please just let me know.

Thanks!

Stacy

Stacy Wasinger
Planner III | FNSB Community Planning
swasinger@fnsb.us
907-459-1262

Fairbanks North Star Borough
PO Box 71267 / 907 Terminal Street
Fairbanks, AK 99707-1267
APPLICATION MATERIAL SUBMITTED ON

February 26, 2018
From: Paula Hicks <phicks.nlsc@gmail.com>
Sent: Monday, February 26, 2018 9:23 AM
To: Stacy Wasinger
Subject: Re: CU2018-012 (gravel extraction)

1) The equipment on site will include: crusher, loader, screening plant, dump trucks & dragline
3) There will not be any site lights, equipment headlights will be limited to 7am-8pm
4) The gravel extraction pit will have a maximum depth of 45 feet.

Please let me know if you have any further questions.

--
Paula Hicks, PLS
Northland Surveying & Consulting
(Formerly RCH Surveys)
(907) 451-7411

On Wed, Feb 21, 2018 at 3:06 PM, Stacy Wasinger <SWasinger@fnsb.us> wrote:

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- Is there a dust control plan for during operations? Including for the stockpile and access areas?
- My understanding was that the primary access for heavy vehicle traffic was intended to be Psalms Blvd. The narrative also notes that Blanket Blvd. may be used for local traffic and an “old unused ROW” to Laurance Road to the south or Grange Road to the north could be used. Is the access to the latter two via easements? If so, who is responsible for maintenance of that access and the roads?
If you have any questions, please just let me know.

Thanks!

Stacy

Stacy Wasinger
Planner III | FNSB Community Planning
swasinger@fnsb.us
907-459-1262

Fairbanks North Star Borough

PO Box 71267 / 907 Terminal Street
Fairbanks, AK 99707-1267
APPLICATION
MATERIAL
SUBMITTED ON

February 28, 2018
FYI, Alaska Railroad response from September. I did not ever reach Blake Adolfae.

--
Paula Hicks, PLS
Northland Surveying & Consulting
(Formerly RCH Surveys)
(907) 451-7411

---------- Forwarded message ----------
From: Douglas Stephens <StephensD@akrr.com>
Date: Wed, Sep 13, 2017 at 12:49 PM
Subject: RE: Brookside Park (preliminary plat) approximate ARRC MP G17
To: Paula Hicks <phicks.nlsc@gmail.com>
Cc: Blake Adolfae <AdolfaeB@akrr.com>, Andrew Donovan <DonovanA@akrr.com>, Brian Lindamood <LindamoodB@akrr.com>, Douglas Stephens <StephensD@akrr.com>

Paula,

I have reviewed the Brookside Park Preliminary plat on behalf of the Alaska Railroad Corporation (ARRC). ARRC has no objections, comments or concerns regarding the Brookside Park preliminary plat.

Regarding the potential for gravel trucks to access this subdivision via the ARRC ROW, I believe ARRC views this quite unfavorably, however, I have cc:d this email to Blake Adolfae, the ARRC Manager of ROW and Public Projects, to discuss with you. FYI, Blake is out of town until 9/25.

Best regards,

Douglas A. Stephens, PLS
Manager, Land Services, Real Estate Department
From: Paula Hicks [mailto:phicks.nlsc@gmail.com]
Sent: Tuesday, September 12, 2017 4:12 PM
To: Douglas Stephens
Subject: Brookside Park (preliminary plat)

Douglas,

Please review the attached preliminary plat. We are still hoping to get an answer about access from the dirt road along the tracks to Tract G. This is in regard to the request I sent on May 10th about the proposed gravel pit access. As different phases of the subdivision develop with the gravel pit, we are hopeful that the gravel trucks may be allowed to access along the tracks instead of through the proposed residences.

Thanks!

--

Paula Hicks, PLS
Northland Surveying & Consulting
(Formerly RCH Surveys)

(907) 451-7411
APPLICATION MATERIAL
SUBMITTED ON
March 1, 2018
Current response from the Alaska Railroad.

--
Paula Hicks, PLS
Northland Surveying & Consulting
(Formerly RCH Surveys)
(907) 451-7411

---------- Forwarded message ----------
From: Blake Adolfae <AdolfaeB@akrr.com>
Date: Wed, Feb 28, 2018 at 2:55 PM
Subject: RE: Brookside Park (preliminary plat) approximate ARRC MP G17
To: Paula Hicks <phicks.nlsc@gmail.com>
Cc: Douglas Stephens <StephensD@akrr.com>, Brian Lindamood <LindamoodB@akrr.com>

Paula,

This has been discussed in ARRC’s ROW Committee (Real Estate, Engineering, Maintenance, Operations, Project Management and Legal) and it is the view of the Alaska Railroad that we will not allow truck access or a gravel haul road in the ARRC Right of Way to or from the proposed location near ARRC’s Eielson Branch MP G 17. Currently there is a main line and siding track, maintenance road for train switching and track maintenance, bike path, underground pipelines and utility line in the ROW. To add truck activity at this location would cause issues to railroad operations.

I suggest contacting the adjacent land owner to get access outside the ARRC ROW and DOT for a driveway permit off Laurance Road or continue to use Psalm Blvd and Buzby Road.
Questions let me know,
Blake Adolfae

Manager ROW and Public Projects

907-265-2662 office

mailing: PO Box 107500, Anchorage, AK 99510-7500

physical: 327 W Ship Creek Ave, Anchorage, AK 99501

web: www.AlaskaRailroad.com

From: Paula Hicks [mailto:phicks.nlsc@gmail.com]
Sent: Wednesday, February 28, 2018 10:19 AM
To: Blake Adolfae
Subject: Brookside Park (preliminary plat) approximate ARRC MP G17

Blake Adolfae,

I am in the midst of a conditional use permit application for gravel extraction and need a clear response on weather ARRC would allow truck access to this site (proposed Tract G on the attached). I think we are able to use Psalm BLVD for the first few years, but need an alternate access after the residential development is built.

Thanks

--

Paula Hicks, PLS

Northland Surveying & Consulting
(Formerly RCH Surveys)

(907) 451-7411
From: Douglas Stephens <StephensD@akrr.com>
Date: Wed, Sep 13, 2017 at 12:49 PM
Subject: RE: Brookside Park (preliminary plat) approximate ARRC MP G17
To: Paula Hicks <phicks.nlsc@gmail.com>
Cc: Blake Adolfae <AdolfaeB@akrr.com>, Andrew Donovan <DonovanA@akrr.com>, Brian Lindamood <LindamoodB@akrr.com>, Douglas Stephens <StephensD@akrr.com>

Paula,

I have reviewed the Brookside Park Preliminary plat on behalf of the Alaska Railroad Corporation (ARRC). ARRC has no objections, comments or concerns regarding the Brookside Park preliminary plat.

Regarding the potential for gravel trucks to access this subdivision via the ARRC ROW, I believe ARRC views this quite unfavorably, however, I have cc:d this email to Blake Adolfae, the ARRC Manager of ROW and Public Projects, to discuss with you. FYI, Blake is out of town until 9/25.

Best regards,

Douglas A. Stephens, PLS
Manager, Land Services, Real Estate Department

907.265.2469 office

mailing: PO Box 107500, Anchorage, AK 99510-7500
physical: 327 W. Ship Creek Ave, Anchorage, AK 9951

web: www.AlaskaRailroad.com

From: Paula Hicks [mailto:phicks.nlsc@gmail.com]
Sent: Tuesday, September 12, 2017 4:12 PM
To: Douglas Stephens
Subject: Brookside Park (preliminary plat)
Douglas,

Please review the attached preliminary plat. We are still hoping to get an answer about access from the dirt road along the tracks to Tract G. This is in regard to the request I sent on May 10th about the proposed gravel pit access. As different phases of the subdivision develop with the gravel pit, we are hopeful that the gravel trucks may be allowed to access along the tracks instead of through the proposed residences.

Thanks!

--

Paula Hicks, PLS
Northland Surveying & Consulting
(Formerly RCH Surveys)

(907) 451-7411
APPLICATION MATERIAL SUBMITTED ON

March 8, 2018
March 8, 2018

Fairbanks North Star Borough Assembly
PO Box 71267
Fairbanks, Alaska 99707

RE: Modified Application Narrative
Conditional Use permit:
Parcel #622620, SW portion of Lot 1515, Section 15, T2S, R2E, Fairbanks Meridian

Dear Sirs,

In a continuing effort to make more property available for the military buildup at Eielson Air Force Base, and to bring its uses in alignment with the highest and best use of the land, this organization desires to extract gravel on a portion of our property to serve area needs. The area’s proposed initial use is as a natural resource extraction project. The temporary Light Industrial use will later be followed by a mixed commercial/residential/office use that conforms with the North Pole Land Use Plan. Initially, a Light Industrial zone is the highest and best use of the land, with a 25-foot Waterway Protection overlay to protect Beaver Springs Creek.

On January 25, 2018 the Borough Assembly approved the applicant’s request to rezone the above referenced property to Light Industrial, limited to “natural resource extraction”. The old zones were a mix of TF-10, MF, General Commercial, and Outdoor Recreation.

**Purpose:** Extracted material will be for public projects, new streets, residential developments, commercial projects, and area needs.

**Objective:** The plan incorporates gravel extraction and developing a recreational lake for summer and winter sports, to include a residential development.

**Facts:** The nearest occupied residential dwellings are over 1,000 feet away. Moderate noise is expected, however, the applicant will limit extraction from 7am to 7pm. Product transported on and off site will generally be limited to daytime eight-hour days. Anticipated extraction method is the traditional dragline. Typical transport will by end and side dump.

Department of Army, Regulatory Division file: POA-2016-412 determined there are no wetlands. Letters are dated: August 15, 2016 and September 30, 2016.

Applicant agrees to a sufficient vegetative buffer to protect the existing city utility system, nearby streams, and future subdivisions.

GVEA and the applicant have no objection to existing power line relocation.
There are no other viable extraction projects on site. Beaver Springs Pond is in a reclamation process under the Corp of Army permit POA-2016-412. Gravel on site and within the vicinity of a project is not only needed for public safety but helps keep development costs down for area builders.

Access will be via Blanket Blv (local traffic only), Psalms Blv to Buzby Road, possible use of Grange Road, and/or an old ROW to Laurence Road. The City of North Pole will support a City permitted Grange Road extension to provide an alternate haul route with any permit request for the ARRC. Project entrances will be gated to protect public.

The City of North Pole proposed, and Developer agreed, to a plan whereby Developer will remain responsible for maintenance of Psalms Blv. Conditions of maintenance are spelled out in the September 18, 2017 Developer Agreement. After the Developer has reached the agreed number of lot sales, the Developer will finalize and bond the roads according to the Developer Agreement. The Developer will bring roads to City of North Pole standards when 80% of lots 1-33 are sold. After the roads are paved, the frequency of product export off site will be limited to three to four truckloads per hour, with focus on alternative export routes, if needed.

Without the pit operating, with the revenue it generates, the capital outlay for development of Brookside Park's residential and commercial areas are cost prohibitive in this market.

**Timeline:** Pit development to begin in spring of 2018. The duration of the project is as unknown as market demand. If the product is of exceptional quality, and demand high, the extraction project will be of shorter duration. If there is a low product demand it could reach out 20 years. A low demand means less traffic annually for a longer period, however higher demand means more traffic annually over a short period of time. Considering the F-35 project, we anticipate a shorter-lived extraction project than has been reflective of earlier similar projects. We hope North Pole attracts investors and pulls out of these years of slow growth.

Our goal is to provide a safe environment for families raising their kids, properties where supporting businesses can thrive, and subdivisions that enhance quality of life. Thank you for your consideration. If you have any questions, please call me at 488-4010.

Sincerely,

Jerry Koerner
General Manager

*But remember the LORD your God, for it is he who gives you the ability to produce wealth, and so confirms his covenant, which he swore to your forefathers, as it is today.*

Deuteronomy 8:18
Stacy, Mayor Bryce Ward meet with the team and proposed a plan to enable CONP support. The team accepted his plan as did the extraction project developer. Attached is our modified narrative. Northland Survey reviewed the proposal and are to communicate with you to ensure all concerns were addressed. Paula will be out tomorrow. Bryce will be in town through tomorrow. If agreeable, we would like the CUP application back on the agenda for the April hearing.

We need to move forward with site preparations shortly to make this work.

Jerry Koerner

General Manager, AIMF, LLC
Real Estate Broker, JeriKo Real Estate
Accountant, Small Businesses

PLEASE NOTE MY NEW EMAIL ADDRESS IS: jeriko@jerikorealestate.com

Stacy, Everyone on the team locally and stateside is working on alternative solutions some of which were discussed on the onset of this extraction project. We will come up with a solution pleasing to the City, FNSB, shareholders and the Lord (not in that order).

Jerry Koerner

General Manager, AIMF, LLC
Real Estate Broker, JeriKo Real Estate
Accountant, Small Businesses

PLEASE NOTE MY NEW EMAIL ADDRESS IS: jeriko@jerikorealestate.com
Good afternoon Paula and Jerry,

As part of the analysis of conditional use permit applications, Community Planning receives input from relevant agencies, including the City of North Pole in this case. We received written comments from the City and had a follow up conversation with them this afternoon, specifically in regards to the access and use of Psalms Boulevard as the primary route for gravel pit access and traffic. The main concerns are: one, that the heavy truck traffic will be routed through a residential neighborhood on a residential street, which could result in damage to the road itself and conflicts with residences; and two, that the existing Developer’s Agreement with the City did not consider that this road would be utilized for non-residential, heavy truck traffic and that was not considered in the maintenance agreement.

The conditional use criteria in FNSBC 18.104.050(C) includes the requirement that adequate transportation facilities be shown to exist to serve the conditional use. Based on the comments from the City, as well as a lack of specificity on other possible accesses, we have concern that this burden has not been met with the current application. At this time, with the application as submitted, it is likely that Community Planning would not be able to recommend approval of the conditional use.

When you get a chance, please give us a call to further discuss these issues and possible options in more detail.

Thanks,
Stacy

Stacy Wasinger
Planner III | FNSB Community Planning
swasinger@fnsb.us
907-459-1262

Fairbanks North Star Borough
PO Box 71267 / 907 Terminal Street
Fairbanks, AK 99707-1267
APPLICATION MATERIAL
SUBMITTED ON

March 12, 2018
CONDITIONAL USE PERMIT APPLICATION

File No. CUP 2018-012

FEES:
[X] $800 conditional use permit application
[X] $200 sign deposit

Applicant:
Contact Name: Paula Hicks
Business Name: Northland Surveying and Consulting LLC
Mailing Address: 328 Driveway Street, Suite 102
City, State Zip: Fairbanks, Alaska 99705
Phone: 451-7411
E-mail: phicks.nlsc@gmail.com

Property Owner:
Name: Ainsley International Memorial Fund LLC
Mailing Address: PO Box 56881
City, State Zip: North Pole, AK 99705
Phone: 488-4010 Jerry Koerner
E-mail: jarko@jarkorea1estate.com

Property Information:
Property Description: A portion of Tract B North Star subdivision
See attached legal description
Proposed tract 6
Street Address: NSN
Lot Size: 40.6 acres
Parcel Account Numbers (PAN): 0622620
Zoning District: L1
Existing Use(s): vacant land

Conditional Use Request Information:
Proposed Use(s): Natural Resource extraction

Request Description and Reasons for the Request:
The owner would like to develop a gravel extraction pit to provide material for road construction and development in the community.

APPLICANT SIGNATURE: ___________________________ DATE: 7/5/18
OWNER SIGNATURE (if different): ___________________________ DATE: 7/5/18

If the applicant is not the sole property owner, written consent of all property owners must be provided (FN5BC 18.104.050(B)).
APPLICATION MATERIAL SUBMITTED ON

April 2, 2018
Stacy Wasinger

From: Jerry Koerner <jeriko@jerikorealestate.com>
Sent: Saturday, March 31, 2018 11:59 AM
To: Stacy Wasinger
Subject: RE: AIMF FW: CU2018-012 (gravel pit CU)

Stacy, Excellent question. Realistically it would be done first thing in the morning and then periodically through the day when the roadbed starts to dry and create dust. The pit operator will water from pit to Buzby Road. See Bryce’s comments below.

We have in place a Road Maintenance Agreement with City and pit developer and it says: “Provide dust control when dusty, including watering as needed.” The City has specific language in our agreement with them that AIMF is responsible for all road maintenance until paved. Any calls the City gets will be transferred to my office. We have a contract with the pit operator and they will provide watering as needed and we will hold them to it! Truckers hate dust too as it is very hard on equipment and engines. They demand it be kept to a minimum too. So there are four parties demanding dust be kept at a minimum: public, truckers, City, AIMF. Our pit operator owns his own watering equipment, so he does not have to relay on someone else. I believe the public is covered.

Jerry Koerner

General Manager, AIMF, LLC
Real Estate Broker, JeriKo Real Estate
Accountant, Small Businesses

PLEASE NOTE MY NEW EMAIL ADDRESS IS: jeriko@jerikorealestate.com

From: Bryce Ward <Bryce.Ward@northpolealaska.org>
Sent: Friday, March 30, 2018 4:38 PM
To: Jerry Koerner <jeriko@jerikorealestate.com>
Subject: Re: AUMF FW: CU2018-012 (gravel pit CU)

These would be better determined by the pit operator, when I was working in a pit, it would be as needed, or when the truckers complained... but realistically we would do it first thing in the morning and then periodically through the day when the roadbed started to dry and create dust.

Sent from my iPhone

On Mar 30, 2018, at 3:36 PM, Jerry Koerner <jeriko@jerikorealestate.com> wrote:

Bryce, Below is more focused concerns Stacy has with dust.

Jerry Koerner

General Manager, AIMF, LLC
Real Estate Broker, JeriKo Real Estate
Accountant, Small Businesses
Great – thank you for following up. In terms of the staff report, the topic of dust control fits under the consideration of public health, safety, and welfare. I understand that it’s difficult to estimate since it’s a lot is based on the conditions, but are there any industry standards or recommendations that you are aware of? Such as a saturation amount or a typical number of hours between using water (whether it be via rain or man-made sources)?

Thanks again!

Stacy

Stacy Wasinger
Planner III | FNSB Community Planning
swasinger@fnsb.us
907-459-1262

Fairbanks North Star Borough
PO Box 71267 / 907 Terminal Street
Fairbanks, AK 99707-1267

Stacy, I will bring this to Bryce Ward’s attention. He already provided language he finds acceptable. I will ask for his input on your questions and get back with you.

What kind of summer are we going to have? Two years ago, we had so much rain all the watering trucks a nearby contractor has sat in his lot unused all summer. Three of them have sat for two years and they are brand new watering trucks. Another friends gravel extraction project. It came to an end early in the summer because it flooded the loading area. I don’t know how to word these kind of variables.

Jerry Koerner

General Manager, AIMF, LLC
Real Estate Broker, JeriKo Real Estate
Accountant, Small Businesses

PLEASE NOTE MY NEW EMAIL ADDRESS IS:  jeriko@jerikorealestate.com
Good morning,

In the process of writing the staff report, I wanted to clarify regarding the dust mitigation and the water truck. The application indicates a water truck is on-site as needed for dust mitigation, but can you estimate how often this may be needed? For instance, will there be use once a day? Would it be standard practice to water at the beginning or end of operations daily? And will this be done for the driveway/access out to Buzby as well as the pit area? Any additional detail or estimates would be helpful to understand this part of the operation.

If you have any questions, please just let me know.

Thanks,
Stacy

Stacy Wasinger
Planner III | FNSB Community Planning
swasinger@fnsb.us
907-459-1262

Fairbanks North Star Borough
PO Box 71267 / 907 Terminal Street
Fairbanks, AK 99707-1267
APPLICATION MATERIAL SUBMITTED ON

April 10, 2018
DEAR PROPERTY OWNER
“INTERESTED PERSONS”

CU2018-012
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