

FNSB PLATTING BOARD
ACTION MEMO
NOVEMBER 21, 2018
BOROUGH ASSEMBLY CHAMBERS
6:00PM

Any action taken during this meeting is subject to reconsideration during this meeting or at the next. A request for reconsideration at the next meeting must be submitted in writing by a Platting Board member (who voted on the prevailing side) by the close of business the day following the meeting.

There is a seven-day appeal period for any preliminary action of the Platting Board other than those regarding vacations.

APPLICATIONS

Preliminary Applications

- 1. SD009-15/RP010-15 Moonshine Subdivision (Extension)** A request by Pat Kalen for a two-year extension to the Platting Board's October 19, 2016 approval of Moonshine Subdivision, the replat of Lots 1-3, Block 1 Esterview Subdivision, Tract B Northridge Subdivision, TL-1706, and TL-1707, a total of approximately 20.87 acres, into ten lots ranging in size from 1.81 to 2.59 acres. The lots are located within the SE $\frac{1}{4}$ SE $\frac{1}{4}$ Section 17, T1S, R2W FM (located on Moonshine Run, Chena Ridge Road and Northridge Road). **Staff Contact: George Stefan**

The Board gave preliminary approval to the request, subject to the following conditions:

1. The final plat application of the first phase shall be submitted by October 19, 2020, and the final plat of the last phase shall be submitted by October 19, 2024 or the preliminary approval will become void.

Furthermore, the Platting Board adopted the following Findings of Fact in support of the approval:

- a) The Platting Board approved the subdivision on October 19, 2016.
- b) The applicant submitted a two-year extension request on October 19, 2018, the same day for which the preliminary plat approval expired.
- c) FNSB Community Planning supports the extension request.
- d) FNSBC 17.12.030.J states, "Upon approval of a preliminary plat by the platting board under this section, the applicant shall have 24 months in which to satisfy all conditions of platting board approval and submit an application for final plat approval."
- e) As codified in FNSBC 17.12.030.J.1, the Platting Board may provide for the later submittal of one or more phases or segments of the subdivision.
- f) FNSBC 17.12.030.J.1 has been consistently interpreted to include the extension of the entire subdivision request.
- g) There does not appear to be any change to the subject property or surrounding development that would warrant a new preliminary review by the Platting Board.

APPROVED ON CONSENT

- 2. VR003-19/SD005-18 Golden View Subdivision** A request by Degerlund Engineering, LLC, on behalf of Karl and Florine Benson, for a variance from FNSBC 17.56.100.C.1 to allow the intersection angle of Chena Valley View Lane and a private access easement to be less than 60 degrees. The subdivision request was originally granted preliminary approval on October 25, 2017 by the FNSB Platting Board. The property is located within the SE $\frac{1}{4}$ SW $\frac{1}{4}$ Section 21, T1N, R2E, FM (located on Chena Valley View Lane). **Staff Contact: George Stefan**

The Platting Board adopted the following Findings of Fact in support of the approval:

- a) The subdivision, with the variance, can be developed consistent with public welfare and safety because:
 - i. The applicant's registered professional has designed the new subdivision road, Chena Valley View Lane, to provide as safe as possible road given the existing topography.
 - ii. Chena Valley View Lane will provide a much safer and practical connection between the properties to the west and the ADL ROW to the north compared to the private access easement.
 - iii. The substandard trail within the private access easement may only be used by the dominant estate properties, and Chena Valley View Lane may be used by the general public.
- b) The requirement is unnecessary due to the following specific circumstances of the subdivision:
 - i. The private access easement is no longer necessary due to the construction of Chena Valley View Lane.
 - ii. The substandard trail within the private access easement will likely become overgrown and unusable for vehicular traffic over time since Chena Valley View Lane will be used.
 - iii. It is very likely that the few parties who benefit from the private access easement will instead use Chena Valley View Lane for access.
- c) FNSB Public Works and the Transportation Planner support the variance.

APPROVED

3. SD056-07/RP069-07 Northside Business Park (Extension) A request by Stutzmann Engineering Associates, Inc, on behalf of North Side Investors Limited Partnership, for a four-year extension to the Platting Board's May 16, 2012 approval of Northside Business Park, the subdivision of Tract C, Bentley Trust North Subdivision, a total of approximately 89.8 acres, into 34 lots and two tracts ranging in size from 1.0 acre to 9.7 acres in four phases. The property is located within the NE¼ Section 2, T1S, R1W FM (located on Northside Boulevard, Harold Bentley Avenue, Johansen Expressway, and Steese Highway). **Staff Contact: George Stefan**

The Board gave preliminary approval to the request, subject to the following condition:

1. The final plat of the last phase shall be submitted no later than December 17, 2022 or the preliminary approval will become void.

Furthermore, the Platting Board adopted the following Findings of Fact in support of the approval:

- a) FNSBC 17.08.050.B states, "Whenever 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."
- b) Northside Business Park is within the City of Fairbanks, and the subdivision road corridors are required to meet City of Fairbanks standards per the conditions approved by the Platting Board prior to final plat approval. All existing and future road corridor construction, including roadways, gutters, and sidewalks, is of a significantly higher standard than what is required by Title 17.
- c) The FNSB Public Works Engineer and City of Fairbanks have no objection to the extension.
- d) The Platting Board approved the most recent modification for Northside Business Park on September 19, 2012.
- e) The preliminary plat expires on December 17, 2018.
- f) FNSB staff supports the extension request.
- g) Per FNSBC 17.12.030.J.1, the Platting Board may provide for the later submittal of one or more phases or segments of the subdivision.
- h) FNSBC 17.12.030.J.1 has been interpreted by staff to include the extension of the entire subdivision request.
- i) There does not appear to be any change to the subject property or surrounding development that would warrant a new preliminary review by the Platting Board.

APPROVED

4. VA001-19 (Pagh Subdivision) A request by Ralph Mathews, RLS, on behalf of Maud Lee Pagh for the Pagh Trust, to vacate portions of the 50-foot public access easement created by Deed recorded in Book 216, Page 128 F.R.D. The proposed vacation area is located within Lots 3 & 7, Pagh Subdivision, lying west of the Steese Highway and intersecting with Maud Lee Court, within NW $\frac{1}{4}$ Section 6, T1N R1W FM. **Staff Contact: Daniel Welch**

The Board gave preliminary approval to the request, subject to the following conditions:

1. The term "RESERVED" shall be removed from annotation for the P.U.E located on the east side of the subdivision.
2. GVEA, ACS, and ADOT&PF shall have a maximum of 30 calendar days to review and comment on the final plat.
3. The labels showing "New Steese Highway" shall be corrected to read "Steese Highway."

Furthermore, the Platting Board adopted the following Findings of Fact in support of the approval:

- a) In 2014 Pagh Subdivision established the dedication and construction of Maud Lee Court which provided other access more beneficial to the public. This satisfies the requirements of FNSBC 17.32.030.E.1 and 11 AAC 51.065.
- b) Pagh Subdivision was created by the recording of Plat No. 2014-126 on November 19, 2018.
- c) The 50ft wide combined public access and utility right-of-way proposed for vacation does not have any roads constructed within it.
- d) No adjoining property owner will be denied access by vacation of the 50ft wide public access and utility right-of-way.
- e) The Pagh Trust is the applicant and owner of the dominant estates (4 out of 7 parcels) connected to the proposed vacation. Because of this, FNSBC 17.32.030.E.2 is satisfied.
- f) 30-foot wide Public Utility Easements were reserved within Lots 3 and 7, Pagh Subdivision with the recording of Plat No. 2014-126.
- g) The FNSB Transportation Planner and Public Works engineer do not object to the vacation request.
- h) With the three recommended conditions, this vacation meets the applicable requirements of Title 17.

APPROVED

5. VR002-19/SD028-15 North River Bend Estates A request by 3 Tier-Alaska, Corp., on behalf of North River Bend, LLC and the University of Alaska, for a variance from FNSBC 17.44.010.A.2.b to allow a second one-year time extension to the bond for construction of a temporary turnaround on Dieringer Avenue. The subdivision request was originally granted preliminary approval on September 16, 2015 by the FNSB Platting Board. The property is located within the W $\frac{1}{2}$ of Section 5 T1S R2E FM (located on Nordale Road, Dieringer Avenue, Colt Drive and Chief Nickoli Loop). **Staff Contact: George Stefan**

The Platting Board adopted the following Findings of Fact in support of the approval:

- a) The requirement is impractical because there is no mechanism other than a variance which allows for extension of a surety bond for subdivision improvements.
- b) The requirement is impractical because the applicants have constructed the adjoining proposed subdivision roads, Chena Bend Drive and River Park Drive, including a permanent turnaround and an alternative temporary turnaround which lie beyond the platted Dieringer Avenue temporary turnaround.

- c) Chena Bend Drive and River Park Drive are platted rights-of-way that have been constructed and are proposed to serve as legal, constructed access for Chena Bend Recreational Tracts 2nd Addition, approved by the Platting Board on May 16, 2018, which lies beyond North River Bend Estates.
- d) The Dieringer Avenue temporary turnaround will be automatically vacated upon extension of the road and approval of the extension of Dieringer Avenue, Chena Bend Drive and River Park Drive by FNSB.
- e) FNSB Public Works and the Transportation Planner support the variance.
- f) Approval of this variance is consistent with public welfare and safety because although not yet approved by the FNSB, Chena Bend Drive and River Park Drive, which lie beyond the temporary turnaround location, are well-functioning roads which can support emergency vehicle apparatus and provide for turnarounds in two locations.

APPROVED

6. MD001-19/SD037-11/RP032-11 Karamea Heights A request by Alonzo Kelly, on behalf of Pelican Properties, LLC, to modify the approved preliminary plat and phasing plan of Karamea Heights, a subdivision of Tract A Moose Mountain South Subdivision, a total of approximately 33.02 acres, into 11 lots ranging in size from 1.62 acres to 4.44 acres in four phases. The subdivision request was granted preliminary approval on May 18, 2011 by the FNSB Platting Board. The modification is to create one additional lot and to extend completion of the final two phases by two years. The property is located within the SE $\frac{1}{4}$ NE $\frac{1}{4}$ Section 8 and SW $\frac{1}{4}$ NW $\frac{1}{4}$ Section 9, T1N R2W FM (located on Jackson Hole Road and Moose Mountain Road). **Staff Contact: George Stefan**

The Board gave preliminary approval to the request, subject to the following condition:

1. The final plat application for Phase III shall be submitted by May 18, 2019. The final plat for Phase IV shall be submitted by July 19, 2021.

Furthermore, the Platting Board adopted the following Findings of Fact in support of the approval:

- a) FNSBC 17.12.030.J.1 allows the Platting Board to provide for the later submittal of one or more phases or segments of the subdivision.
- b) There does not appear to be any change to the subject property or surrounding development that would warrant a new preliminary review by the Platting Board.
- c) The FNSB Public Works Engineer and Transportation Planner have no objection to this modification request.

APPROVED

7. MD002-18/SD037-18 Arctic Winter Adventures Subdivision A request by 3 Tier-Alaska, Corp., on behalf of Sven Haltmann and the Fairbanks North Star Borough, to modify the approved preliminary plat of Arctic Winter Adventures Subdivision, a request to subdivide TL-1401, a total of approximately 342.00 acres, into one lot of approximately 19.30 acres and a remainder tract of approximately 322.90 acres. The subdivision request with a variance was granted preliminary approval on August 15, 2018 by the Platting Board. The modification is to include four additional variances to the subdivision approval. The variances request relief or modification from requirements for the monumentation, two foot road shoulders, a temporary turnaround, and the base and sub-base inspection. The property is located within Section 14, T2N R1W FM on Old Murphy Dome Road. **Staff Contact: Daniel Welch**

The Platting Board approved the following four (4) variances:

- #1 VR004-19, a variance from FNSBC 17.60.030.B to allow that no monuments are required to be set for the remainder parcel, Tract A.

Furthermore, the Platting Board adopted the following Findings of Fact in support of the approval:

- a) The applicant has the burden of proof to demonstrate that the required variance criteria have been met.
- b) The applicant has submitted a variance application that requests relief for proposed Tract A from FNSBC 17.60.030.B, which requires monumentation on the exterior angle points of the tract because:
 - i. The total area of the subdivision is approximately 340 acres in size.
 - ii. The purpose of the proposed subdivision is to create a single 19.3 acre lot that follows an existing lease boundary
 - iii. The subdivision is not part of a master plan to create more lots from the remainder parcel, Tract A.
 - iv. Tract A is unlikely to be further subdivided because a large percent of the property contains wetlands and is classified as high mineral potential land.
 - v. Approval of the variance will not endanger public welfare and safety because the exterior boundary of Tract A will not change from what is show on State of Alaska Patent No. 5312, which defines the boundary of the parent parcel.
 - vi. The exterior boundary of the proposed Tract A will remain the same as shown on State of Alaska Patent No. 5312.
 - vii. Proposed Lot 1 will be fully monumented.
- c) The mandatory public welfare and safety requirement of the variance criteria has been met. The subdivision, with the variance, can be developed consistent with public health safety and welfare because:
 - i. The lack of monumentation will not endanger the public.
 - ii. The boundary of Lot 1 following the lease boundary will be monumented.
 - iii. The exterior boundary of Tract A will not change from what is show on State of Alaska Patent No. 5312.
- d) The variance granting process requires that either criteria 1 or 2 of FNSBC 17.64.010.A is met. Criterion 2 states "The requirement is impractical or unnecessary due to specific circumstances or conditions of the subdivision or surrounding development."
- e) The variance application meets the requirement of FNSBC 17.64.010.A.1 and 17.64.010.A.2 because:
 - i. The total area of the subdivision is approximately 340 acres in size.
 - ii. The purpose of the proposed subdivision is to create a single 19.3 acre lot that follows and existing lease boundary
 - iii. The requirement to monument the boundary of propose Tract A is not proportionally equal to the purpose of the subdivision.
 - iv. The subdivision is not part of a master plan to create more lots from the remainder parcel, Tract A.
 - v. The exterior boundary of the proposed Tract A will remain the same as shown on State of Alaska Patent No. 5312.
 - vi. Proposed Lot 1 will be fully monumented.
- f) The FNSB staff supports the variance.
- g) The applicant has met the burden of proof to demonstrate that the Title 17 variance criteria have been met.

#2 VR005-19, a variance from FNSBC 17.56.080.C to allow for less than 2-foot shoulders on approximately 234 feet of Old Murphy Dome Road.

Furthermore, the Platting Board adopted the following Findings of Fact in support of the approval:

- a) The applicant has the burden of proof to demonstrate that the required variance criteria have been met.
- b) The applicant has submitted a variance application that requests relief for Old Murphy Dome Road from FNSBC 17.56.080.C, which requires a minimum of 2-foot wide shoulders on either side of the trafficway because:
 - i. Old Murphy Dome Road is a major collector road and requires 28-foot wide roadway, which includes 2-foot wide shoulders.

- ii. The narrowest part of Old Murphy Dome Road of the required frontage for this subdivision is 26.6 feet in total width, which includes the shoulders less than 2-feet wide.
 - iii. The road only has 234 linear feet of substandard road width.
- c) The mandatory public welfare and safety requirement of the variance criteria has been met. The subdivision, with the variance, can be developed consistent with public health safety and welfare because:
- i. Old Murphy Dome Road has a low traffic volume for a road with a major collector classification at 500 daily trips.
 - ii. DOT Federal Highways Administration shows Major Collectors in rural areas should have 300 – 2,600 daily trips.
 - iii. Old Murphy Dome Road has been functioning well in its current condition with some areas of 1.5ft shoulders
 - iv. The AASHTO Accident Modification Factors for shoulder width on rural highways indicates a .03 factor increase for roads with no shoulder as opposed to two-foot shoulders.
 - v. The road is continually maintained by the O'Connor Creek Road Service Area.
- d) The variance granting process requires that either criteria 1 or 2 of FNSBC 17.64.010.A is satisfied.
- e) Criterion 2 states "The requirement is impractical or unnecessary due to specific circumstances or conditions of the subdivision or surrounding development."
- f) The variance application meets the requirement of FNSBC 17.64.010.A.2 (Criterion 2) because the requirement is unnecessary or impractical due to:
- g) Old Murphy Dome Road has low traffic volume for a major collector road (500 daily trips).
- h) A major collector road requires a total road width of 28 feet, which includes 2-foot wide shoulders on either side of the trafficway.
- i) At its narrowest point, the total road width is 26.6 feet.
- j) Of the area of road required for frontage, only 234 linear feet of that 600-foot section is considered substandard as it pertains to road shoulder width.
- k) Old Murphy Dome Road is maintained by the O'Connor Creek Road Service Area.
- i. Because of the road service area, Old Murphy Dome Road is likely to be maintained at its current state without severe narrowing of the total road width.
 - ii. Old Murphy Dome Road is functioning well in its current state.
- l) The road service area has no concerns or issues with this subdivision request.
- m) The FNSB Staff supports the variance.
- n) The applicant has met the burden of proof to demonstrate that the Title 17 variance criteria have been met.

#3 VR006-19, a variance from FNSBC 17.56.120.G to waive the requirement for road inspections at the time subbase and base were completed on the subdivision roads.

Furthermore, the Platting Board adopted the following Findings of Fact in support of the approval:

- a) The applicant has the burden of proof to demonstrate that the required variance criteria have been met.
- b) The applicant has submitted a variance application that requests relief for Old Murphy Dome Road from FNSBC 17.56.120.G, which requires a specific standards for base and subbase inspections because:
 - i. Old Murphy Dome Road is an existing road receiving continued maintenance.
 - ii. When and how the road was constructed is still undetermined by the staff or applicant.
 - iii. There have been no known inspections of the base or subbase of the road.
- c) The mandatory public welfare and safety requirement of the variance criteria has been met. The subdivision, with the variance, can be developed consistent with public health safety and welfare because:
 - i. Old Murphy Dome Road has a low traffic volume for a road with a major collector classification at 500 daily trips.
 - ii. DOT Federal Highways Administration shows Major Collectors in rural areas should have 300 – 2,600 daily trips.
 - iii. Old Murphy Dome Road has been functioning well in its current condition.
 - iv. The road is continually maintained by the O'Connor Creek Road Service Area.

- d) The variance granting process requires that either criteria 1 or 2 of FNSBC 17.64.010.A is met. Criterion 2 states "The requirement is impractical or unnecessary due to specific circumstances or conditions of the subdivision or surrounding development."
- e) The variance application meets the requirement of FNSBC 17.64.010.A.2 because:
 - i. Old Murphy Dome Road functions well in its current state.
 - ii. It is impractical and unnecessary to deconstruct and rebuild a road that is functioning safely.
- f) The FNSB staff supports the variance.
- g) The applicant has met the burden of proof to demonstrate that the Title 17 variance criteria have been met.

#4 VR007-19, a variance from FNSBC 17.56.080.D to not construct a temporary turnaround within the Old Murphy Dome Road rights-of-way.

Furthermore, the Platting Board adopted the following Findings of Fact in support of the approval:

- a) The applicant has the burden of proof to demonstrate that the required variance criteria have been met.
- b) The applicant has submitted a variance from FNSBC 17.56.080.D to not construct a temporary turnaround on Old Murphy Dome Road because:
 - i. The portion of Old Murphy Dome Road required for access by this subdivision has not been approved by the subdivision process, deemed constructed, or connect to adjacent roads.
- c) The mandatory public welfare and safety requirement of the variance criteria has been met. The subdivision, with the variance, can be developed consistent with public health safety and welfare because:
 - i. Old Murphy Dome Road has a low traffic volume for a road with a major collector classification at 500 daily trips.
 - ii. DOT Federal Highways Administration shows Major Collectors in rural areas should have 300 – 2,600 daily trips.
 - iii. Old Murphy Dome Road has been functioning well in its current condition.
 - iv. There have been no reported crashes on Old Murphy Dome Road in the last 5 years (2013-2017).
 - v. The road is continually maintained by the O'Connor Creek Road Service Area.
 - vi. The road continues to O'Connor Creek Subdivision.
 - vii. As part of the subdivision requirements, O'Connor Creek Subdivision constructed temporary turnarounds to Title 17 standards.
- d) The variance granting process requires that either criteria 1 or 2 of FNSBC 17.64.010.A is met. Criterion 2 states "The requirement is impractical or unnecessary due to specific circumstances or conditions of the subdivision or surrounding development."
- e) The variance application meets the requirement of FNSBC 17.64.010.A.2 because:
 - i. The road functions, as constructed, beyond the subdivision boundary to the existing O'Connor Creek Subdivision.
 - ii. Public trespass over private land is not an issue since the road extends to adjacent public roads or turnarounds.
 - iii. Construction of an 85-foot diameter turnaround would unnecessarily make changes to the existing drainage of the road.
 - iv. Construction of an 85-foot diameter turnaround would result in unnecessary additional maintenance costs to the O'Connor Creek Road Service Area.
- f) The FNSB staff supports the variance.
- g) The applicant has met the burden of proof to demonstrate that the Title 17 variance criteria have been met.

The Board gave preliminary approval to the modification request, subject to the following condition:

1. Each approved variance shall be referenced separately as a note on the final plat.

Furthermore, the Platting Board adopted the following Findings of Fact in support of approval:

- a) Artic Winter Adventures Subdivision received preliminary plat approval on August 15, 2018.

- b) The final plat of the subdivision could not be approved under Title 17 regulations as designed by the preliminary plat without additional variances.
- c) The proposed modification of Arctic Winter Adventures Subdivision only includes four variances.
- d) Old Murphy Dome Road provides the proposed lots with legal and physical access.
 - i. Old Murphy Dome Road is not constructed to Title 17 standards.
 - ii. Old Murphy Dome Road is maintained by the O'Connor Creek Road Service Area.
- e) FNSBC 17.56.080.B requires that major collector roads have a minimum trafficway width of 24 feet with a minimum of 2-foot shoulders, for a total of 28 feet in road improvements.
 - i. Approval of Variance #2 waives this requirement.
- f) FNSBC 17.56.120.G states "Inspections shall be performed by the developer's registered professional during construction to ensure that all the required improvements meet the specification of this title and the requirements of preliminary plat approval. At a minimum, inspections shall occur upon completion of the subbase, the base, and the surface course phases of construction and include review of the road crown, width, and depth; type of material; drainage; and sign placement."
 - i. All features of Old Murphy Dome Road have been constructed without an inspection during road construction.
 - ii. Old Murphy Dome Road constructed over 15 years ago and has been in continuous use since construction.
 - iii. Variance #3 waives this requirement.
- g) FNSBC 17.56.080.D "Roads that do not connect to adjacent roads shall end in a cul-de-sac or temporary turnaround."
 - i. Variance #4 waives this requirement.
- h) FNSBC 17.60.030.B states "All exterior angle points in the subdivision shall be marked with primary monuments permanently set..."
 - i. The plat intends to monument proposed Lot 1.
 - ii. Variance #1 waives this condition for proposed Tract A.
- i) With the four variances and eight conditions recommended by staff, this subdivision meets the applicable requirements of Title 17.

APPROVED

8. SD004-19 Breckenridge Subdivision A request by 3 Tier-Alaska, Corp., on behalf of Ryan and Sabrina Binkley, to subdivide TL-2318, a total of approximately 6.29 acres, into three lots ranging in size from 0.92 acre to 4.45 acres. The request includes dedication of a corner rounding at the intersection of Cheyenne Court and Chena Pump Road. The property is located within the NW¼ Section 23, T1S R2W, FM. **Staff Contact: George Stefan**

The Board gave preliminary approval to the request, subject to the following conditions:

1. CUC shall be given a maximum of 30 calendar days to review and comment on the final plat.

2. ACS and ADOT shall be given a maximum of 10 calendar days to review and comment on the final plat.
3. A note shall be placed on the final plat which states, "No subdivision lot may be further subdivided until such time as legal, constructed road access is available to the boundary of the lot proposed to be resubdivided."
4. A note shall be placed on the final plat which states, "Access from Lot 1A onto Chena Pump Road is restricted to the existing access within the 83ft wide section line easement corridor. Additional access is prohibited. Any modification to the existing access onto Chena Pump Road will require an ADOT&PF driveway permit prior to construction."
5. The benchmark requirements of FNSBC 17.52.040.D.18 shall be met prior to final plat approval.

Furthermore, the Platting Board adopted the following Findings of Fact in support of the approval:

- a) The subdivision request is exempt from improving Cheyenne Court to current Title 17 road standards as allowed by FNSBC 17.56.020.G because:
 - i. The proposed subdivision creates fewer than five lots.
 - ii. Legal access exists to the subdivision boundary from Chena Pump Road and Cheyenne Court.
- b) Per FNSBC 17.56.020.G a lot created under this subsection may not be further subdivided until such time as legal, constructed road access is available to the boundary of the lot proposed to be resubdivided. Condition #3 satisfies this.
- c) FNSBC 17.56.010.F states, "Direct lot access onto a major collector road or arterial shall not be allowed unless topography allows no reasonable alternative. Where double-frontage lots are platted, lots shall not access onto major collector or arterial roads unless topography allows no reasonable alternative. Restricted access shall be noted on the plat." Condition #4 satisfies this restriction.
- d) Access to Chena Pump Road is restricted to the section line easement corridor because:
 - i. Chena Pump Road is classified as an arterial road.
 - ii. The section line easement corridor is an allowable access point to the subdivision since section line easements are public rights-of-way.
 - iii. Condition #4 satisfies this restriction.
- e) FNSBC 17.52.040.D.18 requires elevation benchmark monuments be established for subdivisions within Flood Zone AE, and that data is required to be depicted on the final plat. This subdivision is partially within Flood Zone AE, and Condition #5 satisfies this requirement.
- f) With the five conditions recommended by staff, this subdivision request meets the applicable requirements of Title 17.

APPROVED

Further information can be obtained from *FNSB Platting* at 459-1260 or 907 Terminal Street, Fairbanks, AK 99701.