

PLANNING COMMISSION MINUTES
MARCH 14, 1996

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**City of Bethel
Planning Commission**

Regular Meeting of March 14, 1996

I. CALL TO ORDER

The meeting was convened at 7:30 PM, at the City Conference Room, Bethel, Alaska, by Chairman Guinn.

II. ROLL CALL

Present: Guinn, Herron, Andrew, Warner

Absent: Hickson, McComas, Hamilton

III. APPROVAL OF MINUTES

motion M/M by Warner, 2nd by Andrew to approve the minutes of the February 8, 1996, regular Commission meeting as presented. Voice vote. Motion carried unanimously.

IV. APPROVAL OF AGENDA

Items D and E were moved forward in the agenda to become Items A and B in order to accommodate Liz Riley. Item C (old Item A) was revised to read, "Request for variance to setback, separation, and minimum lot size requirements. Lot C13-3, USS 4117, Blueberry Subdivision, Ken Dostert."

motion M/M by Herron, 2nd by Andrew to approve the agenda as amended. Voice vote. Motion carried unanimously.

V. COMMUNICATIONS

Planner Hoppenworth conveyed further information regarding United Pentecostal Church, which had asked Hoppenworth to talk with the Commission about whether a vacation of a portion of the ROW (decreasing its width by 20 ft) was possible. However, the road as-built is quite

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different from the road as platted, and the Church is very close to traffic. Consequently, even if the City vacated a portion of the ROW, the Fire Marshall might not give approval. Planner Hoppenworth reported that he recommended to Loren Bradbury that he try to determine more about the Fire Marshall's requirements and depending on the results, then decide whether to petition for the vacation of the ROW.

Planner Hoppenworth reported a complaint made by Dorothy Rogers concerning encroachment by East Ave. on the properties of the Actives and Jungs. If the encroachment exists, it has existed for a long time. Planner Nolan had been assigned to visit the Recorder's office and look into the history of the matter. He had found nothing of note except that apparently the encroachment does exist. Planner Hoppenworth reported that he would investigate further.

VI. PLANNER'S REPORT

The barrels of "broken asphalt" on City land may actually be asphalt oil. There was some discussion about possible use of this material by the City. This is a question that Planner Hoppenworth had been pursuing for a while, and he reported that it was not as easy as it appears and that he would check further.

Planner Hoppenworth reported the results of his research on fees. Fees for site plan permits, variances, etc., in the other Alaskan cities called by Mr. Hoppenworth were not easily comparable to the system used by Bethel.

The CDBG grant to upgrade some honeybucket homes may be awarded soon.

Duplexes created from ASHA houses will be expected to have a common foundation in accord with the ordinance passed in November.

A question was asked about the capacity of the FAA sewer line and Mr. Hoppenworth reported that this question has been pursued with the engineers. They report that if the FAA sewer line were any larger, the amount of flow passing through it would be low and would be subject to freezing, causing very high operation and maintenance costs. There was some doubt expressed about this by Commission members. Planner Hoppenworth reported that he would check further. Mr. Herron suggested that these concerns about capacity be passed on to the City Manager and on to City Council.

Chairman Guinn reported that the Army Corps permits and DOT permit for Kasayuli Subdivision had been filed.

There was a brief discussion of the water and sewer masterplan, the need for a comprehensive plan, and how much of the comprehensive planning should be pursued internally by the City.

VII. PEOPLE TO BE HEARD

There were no people to be heard.

VIII. OLD BUSINESS

There was no old business.

IX. NEW BUSINESS

ITEM A: REQUEST FOR REPLAT, STEAMBOAT SLOUGH, MARGARET CHANEY

There was some discussion about whether this lot belonged to Margaret Chaney or not. Commissioner Herron disclosed a potential conflict of interest in that his wife owns a nearby fishcamp. There was general agreement that this conflict did not exist. The proposal was more clearly defined as an abbreviated plat.

motion M/M by Warner, 2nd by Guinn to approve the plat, on the condition that ownership be verified. Voice vote. Motion passed unanimously.

ITEM B: REQUEST FOR REPLAT, BIA ROAD SUBDIVISION, MARGARET CHANEY

The proposal was more clearly defined as a preliminary plat for a subdivision, since a ROW is platted, though it is very short. In all other respects, the plat would qualify as an abbreviated plat. A discussion took place of zoning classification of land outside the zones shown on the official map. No clear answer was available from research or the recollection of several community members who were contacted. It was assumed that lands outside the zones shown on the map are "general use", unless they are defined as wetland by the Army Corps, which would make the classification "preservation" more appropriate.

motion M/m by Herron and seconded to give preliminary approval to the plat. Voice vote. Motion passed unanimously.

ITEM C: REQUEST FOR VARIANCE TO SETBACK, SEPARATION, AND

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MINIMUM AREA REQUIREMENTS. LOT C13C-3, USS 4117, BLUEBERRY
SUBDIVISION, KEN DOSTERT.

Planner Hoppenworth reviewed the comments in the packet and recommended against granting the variance. The conditions for granting a variance were reviewed and Hoppenworth argued that the application did not meet any of these conditions. The land was acknowledged to be classified for general use. The fact that the State Fire Marshall does not require approval for residential structures of less than four units was noted. Planner Hoppenworth suggested that it would be unfair to other landowners to grant this variance. Hoppenworth questioned why the other lots, with their violations, were not submitted for variance proceedings. April Dostert, representing Ken Dostert, asked for clarification, and the purpose and requirements of variances was discussed. Commissioner Herron pointed out a way in which compliance could be increased: the vacation of two lot lines in order to possibly meet minimum area requirements for a planned unit development with the current number of buildings. It was also noted that the separation and setback violations are primarily between buildings and lots owned by the applicant. Planner Hoppenworth noted that with all the new development taking place, the City ought to be firm on requirements for new construction, especially fundamental requirements such as minimum lot size or minimum area required.

motion M/m and seconded to table the request. Voice vote. Motion passed unanimously.

In view of costly reconstruction possibly being necessary for compliance, the Planner was encouraged to work with Ken and April Dostert to find an acceptable compromise. Planner Hoppenworth agreed.

ITEM D: REQUEST FOR VARIANCE OF MINIMUM AREA REQUIRED FOR A
MAJOR PLANNED DEVELOPMENT, LOT 38A, MARTINA OSCAR
SUBDIVISION, KAP YONG CHOI

The information in the packet and the proposed placement of buildings were briefly discussed. Comments made by neighbors were relayed to the Commission. It was generally agreed that the variance could not be granted without further information from the applicant, who did not attend.

motion M/m and seconded to table the request. Voice vote. Motion passed unanimously.

ITEM E: REQUEST FOR A REPLAT OF LOT 1, BLOCK 3, TUNDRA RIDGE
SUBDIVISION, MARA KARGAS

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A brief discussion of the plat ensued. It was noted that duplexes were being constructed from ASHA houses on this particular lot. No technical problems were noted with the plat or design.

motion M/m and seconded to approve the plat. Voice vote. Motion passed unanimously.

Commissioner Guinn signed the plat.

X. ADJOURNMENT

motion M/M to adjourn the meeting. Voice vote. Motion carried unanimously.

PASSED AND APPROVED THIS ____ DAY OF _____, 1996.

John Guinn, Chairman

ATTEST:

James Hoppenworth, Planning Manager

c:\t\3-96min



CITY OF BETHEL

P.O. Box 388 • Bethel, Alaska 99559

543-2297—Area Code 907

November 23, 1993

Mr. Ken Dostert
P.O. Box 1875
Bethel, AK 99559

Dear Mr. Dostert:

It has come to my attention that several structures have been or are in the process of being built on your property at Alex Hately Drive without a site plan permit. These structures include Blueberry Motel, Red's Welding Shop and an unidentified structure on the north end of the property.

In order to remedy this situation, you must fill out a site plan application with the Planning Department. Because some of the buildings on the property are closer than 20 feet to one another, it will be necessary to either move them or to request a variance before the Planning Commission. Please contact Tom Bouillion, Planning Manager, regarding these requirements.

It has also come to my attention that not all of the structures on your property are being served by city sewer and water services. All new construction as of 1988 is required to have water and sewer tanks of a minimum size of 300 and 500 gallons, respectively.

My concern is that these structures may be being provided with water and sewage disposal in a dangerous and unsanitary manner. In order to clear up this concern, please indicate how these structures are being served with these essential services.

I appreciate your immediate attention in this matter.

Sincerely,

William J. Hunter,
City Manager

cc: Cindy Haines, Utility Billing
Tom Bouillion, Planning

BLUEBERRY FIELD
SUBDIVISION

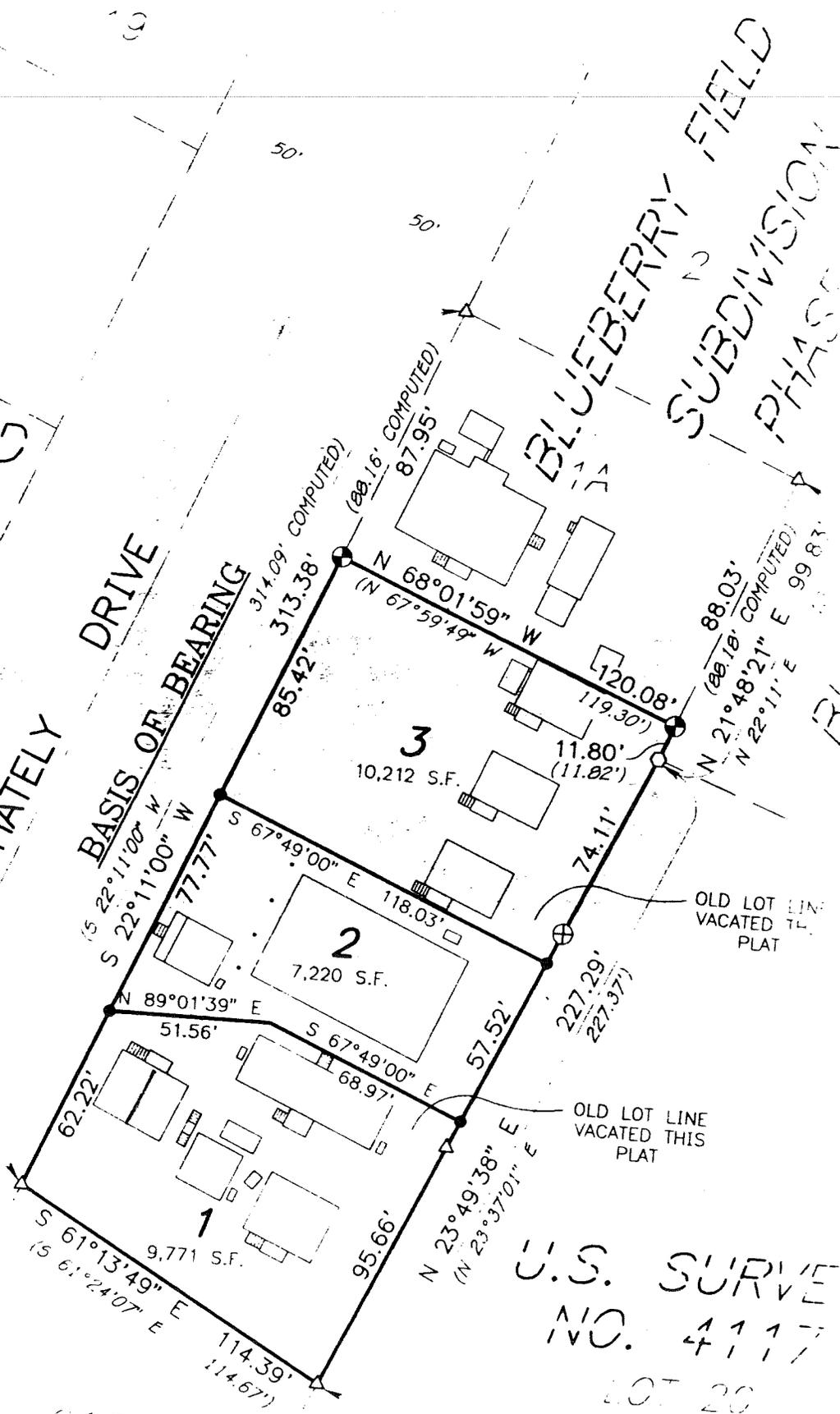
140
SE 1/4

ALEX

HATELY

DRIVE

BASIS OF BEARING



U.S. SURVEY
NO. 4117

LOT 20

BLUEBERRY FIELD
SUBDIVISION
PHASE

BLUEBERRY FIELD
SUBDIVISION
PHASE

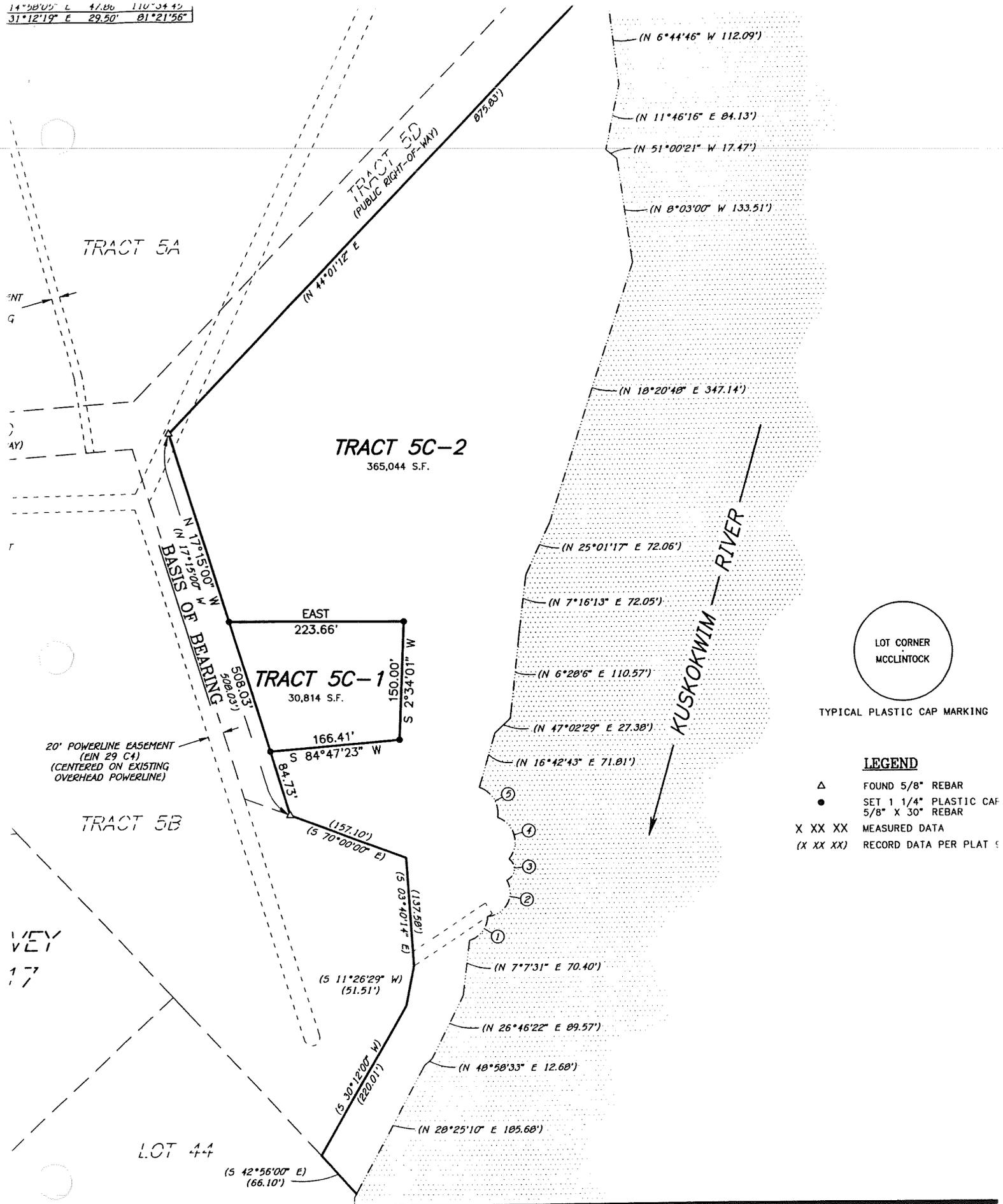
20

50'

50'

50'

14°58'05" E 47.86 110°34'45"
 31°12'19" E 29.50' 01°21'56"



VEY
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MEMORANDUM

CH2MHILL

Bethel FAA Sewer Capacity

TO: Jim Hoppenworth
 FROM: Matt Stephi
 DATE: March 19, 1996

Post-it® Fax Note	7671	Date	# of pages ▶ 2
To	Jim Hoppenworth	From	MATT STEPHEL
Co./Dept.	Bethel - City, of	Co.	
Phone #		Phone #	278-2551
Fax #	543-9171	Fax #	

It is our understanding that there is a potential for two new subdivisions to be constructed near the Airport in the future and you have received a number of questions concerning the future capacity of the new sewer line to carry these increased flows.

Based on my review of the design, I have the following recommendations:

- The new 4-inch diameter pipe will have the capacity to carry the proposed increased flow.
- In the future, as the flow increases, it is likely that the horsepower or impellers on the pumps in the new pump station would need to be modified to increase the pump station capacity.
- The existing, 5500 foot long, 6-inch diameter sewer pipe downstream of QII pump station will need to be increased in size as the subdivisions grow.

In the fall of 1995, Harry Parsi informed us about the potential of increased growth at the airport in the future. He recommended the new line be designed with some additional capacity. Therefore, the sewer pipe size was increased from 3-inch to 4-inch diameter during the design. The line to be constructed this summer will be 4-inch diameter.

It is my understanding the proposed subdivisions would have a total of 280 lots. At full development, it is estimated the 280 lots would create an average daily flow of 58,300 gallons per day (gpd), or an average instantaneous flow of 40 gallons per minute (gpm). This assumes 3.2 persons per house for a total of 896 persons and 65 gpd per person. At peak hourly flow (four times the average), the proposed subdivisions would produce 160 gpm.

The current sewer system design is based on an estimated wastewater flow from the airport area and new FAA subdivision of 13,905 gpd by the year 2015. The peak hourly flow is estimated to be 42 gpm in 2015. The new pump station will have a peak capacity of 80 gpm. The 80 gpm flow is required to maintain a flushing velocity in the new 4-inch pipe. Therefore, the new pump station will have 38 gpm of unused capacity that is available to pump incoming future increased flows.

It should be pointed out that increasing the flow to the new pump station may actually reduce the cost to operate the new force main. The flow through the new force main in the next few years will be very low. It will take quite a while for sewage to travel from the airport to QII pump station. A heat trace system will be installed to keep the line from freezing. As the flow increases in the future, the heat trace will be used less, which will reduce electric costs.

As part of the Bethel FAA study, we looked at the capacity of the existing Bethel sewer from QII pump station to the lagoon. In the study, we determined that the existing 6-inch line downstream of QII pump station is nearing capacity and may need to be upsized in the future.