



CITY OF BETHEL

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Planning Commission Minutes

Regular Monthly Meeting November 13, 1997

CITY OFFICES, CONFERENCE ROOM

7:30 PM

I. CALL TO ORDER

Meeting was called to order by Chairman Guinn at 7:32 PM

II. ROLL CALL

Commission Members Present: Notti, Hamilton, Hickson, Guinn, Herron, Andrew, Warner
Absent: None

Others Present: Sally Boggs and John McPherson, HDR Alaska; Mark Mayo, Donna Price, and Rex Young, Alaska DOT; Sharon McClintock, McClintock Land Associates; Marc Stemp, BNC; Martha Scott; Leonard Mendola; Carl Berger; Bob Carlson, Alaska DEC; Thor Williams; Willie Peterson; Mike Secor; Agnes Phillips.

III. APPROVAL OF MINUTES

M/M Herron/Hickson Approve the minutes of the meeting of October 9, 1997

Unanimous

IV. APPROVAL OF AGENDA

M/M Notti/Hamilton Approve agenda without amendment.

Unanimous

V. COMMUNICATIONS

Additional to those contained in meeting packet.

1. Copy of ordinance introduced at Nov 11 council meeting adopting Comprehensive Plan.
2. November 7, 1997 Memo from City Manager to Planning Commission RE: Extension of City of Bethel Land-Use Authority over the airport.

"Deep Sea Port and Transportation Center of the Kuskokwim"

VI. PLANNER'S REPORT

1. The planner has all but completed the document research on various city owned lands for credit towards the city's portion of the seawall project. The cover memo should be completed on Friday November 15 and the research packet will be forwarded to Tom Evans of Hicks, Boyd, Chandler & Falconer law firm who has been representing the city in this matter before the U.S. Army Corps of Engineers. Our response deadline for presenting arguments for these additional land credits is December 1.
2. The planner was going to report on the recent Statewide Transportation Improvement Program (STIP) Bethel road improvement project nominations currently in the STIP Final Draft. However, Rex Young of DOT Central Planning was in attendance and was prepared to brief the commission on these.

VII. PEOPLE TO BE HEARD

Leonard Mendola addressed the commission regarding the property on which he resides between First and Second Ave., which has no access at present. Mr. Mendola had previously been using a private lot on First Ave. for his access. This lot is a restricted Alaska Native Deed lot that now has been fenced therefore denying Mr. Mendola access to his lot. Mr. Mendola sought a solution to the problem from the commission. As the City does not own any of the adjacent properties, and, as the adjacent property owners cannot be compelled to provide easements to the property on which Mr. Mendola resides, there was no solution available to Mr. Mendola from the commission.

VIII. OLD BUSINESS

**ITEM A: INTRODUCTION OF PROPOSED AMENDED FINAL PLAT FOR KASAYULIE
SUBDIVISION**

Commissioner Guinn stated that he had a conflict of interest in this agenda item as both an employee of YKHC and project manager for the subdivision under discussion. He would remove himself as the chair.

M/M Hamilton/Hickson Tom Warner chair the meeting for this agenda item.

Unanimous

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John Guinn introduced the amended final plat for Kasayulie Subdivision, along with a memorandum addressing eight additional points which are to be included in the plat. The public hearing is scheduled for the next regular Planning Commission meeting.

Mr. Guinn also addressed a previously discussed issue involving retention of a consulting engineer to determine the dollar amount of public improvements including roads to be completed for the purpose of executing the agreed upon escrow account security agreement. Mr. Guinn offered that it was YKHC's position that the City should retain said engineer to avoid any appearance of impropriety, but that action had not yet been taken in this area. Mr. Guinn requested staff to pass along this request to the City Manager with the recommendation that Jordan Suhr of Montgomery-Watson was highly preferred do to his long experience in the Bethel area.

Mr. Warner noted that on the proposed amended final plat the marshlands have now been separated from the designated open space per the commissions discussions at its October 9, 1997 meeting.

M/M Herron/Notti To introduce the amended final plat with the attached eight point addendum memorandum for public hearing at the Commissions next regularly scheduled meeting.

Passed: Six in favor, one abstention (Guinn)

IX. NEW BUSINESS

ITEM A: BRIEFING ON DEVELOPMENT OF REVISED AIRPORT MASTER PLAN BY REPRESENTATIVES OF THE ALASKA DEPARTMENT OF TRANSPORTATION AND HDR ALASKA (PUBLIC FORUM AND INFORMATION)

Sally Boggs, Staff Scientist from HDR Alaska briefly outlined three projects scheduled for Summer 1998. HDR is under contract to the state for the update to the Airport Master Plan and other airport development projects:

1. Expansion of the north apron
2. Extension of the north-south main taxiway
3. Runway stabilization (correct/repair runway heaving on south end of north-south runway)

Thor Williams expressed the concern that the airport seems to be expanding, while it should be consolidating to reduce the distance between facilities.

John McPherson of HDR Alaska opened the public forum regarding the revised airport master plan. He identified some possible community concerns including safety issues, land use, and increased aviation demands.

Mr. Notti suggested consideration be given to constructing a common passenger terminal, and separation of cargo operations. Marc Mayo of Alaska DOT suggested the State might give funding

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for a central terminal facility feasibility study if it were determined such a facility beneficial, and if there were an entity willing and able to operate it, preferably a governmental body. Mr. Warner stated that if a common terminal is not given serious consideration in the master plan revision, the various carriers will look into building their own facilities, adding that there are currently three major carriers, nine other carriers, and an undetermined number of on-demand air taxi services currently operating at the airport all requiring terminal services.

Ms. Hamilton reiterated the serious need to consolidate the airport facility, and to make it more compact. She noted the cost of taking a taxi from Hageland Aviation to Alaska Airlines has run as high as five dollars per person.

Mr. Williams pointed out that Anchorage International is undertaking an upgrade estimated at a cost of more than three hundred million dollars, adding that he is concerned the Bethel airport is rapidly outgrowing itself, especially as regards parking and taxi congestion. He also noted that, although Bethel is Alaska's third busiest airport, it lacks modern nav aids such as radar. Mr. Warner responded that the FAA is the responsible authority for navigation equipment. He added that even if the FAA were to take up consideration of new navigation technology for the Bethel Airport today, it would be ten years before its installation.

Marc Stemp noted there are problems with the current location of the VORTAC navigation system, as there is a 2,200 foot diameter no development zone surrounding this nav aid. This no development zone affects a large piece of BNC's property on the easterly side of the airport. Mr. Mayo noted that a request for the VORTAC to be relocated can be included in the new master plan.

Both Mr. Hickson and Mr. Williams expressed concerns regarding land development adjacent to the airport, recommending consideration be given to limiting such development to uses appropriate to lands adjacent to an airport facility.

Bob Carlson requested inclusion of sites for private hangars and leased T-hanger space for owners of private aircraft in the revised master plan.

Mr. Herron asked about budgeting for the master plan revision. Mr. McPherson reported he would be returning to Bethel for additional public input at each milestone of the various phases of the master plan development, and that there would be numerous opportunities for public comment, adding that written comments are welcome throughout the process, as well.

Mr. Guinn closed the public forum at this point.

A report on the Final Draft Report of the Statewide Transportation Improvement Program (STIP) nominations for Bethel roads and trails was provided by Rex Young, DOT Central Planning. Bethel road improvement projects that have been nominated are: Akakeek St., Ptarmigan St, H-Marker Rd., and Tundra Ridge Rd. Pedestrian walk-ways that have been nominated are: Repairs to existing boardwalk on north side of Third Ave. between Main St. and Tundra St., repairs to boardwalk in Pinky's Park, separate new boardwalks from Pinky's Park to Ridgecrest Dr. and

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Ptarmigan St. and new Separated Pathway from the airport to the high school. The Draft Report comment period ends December 18th. The Final Report is scheduled for release before the end of December. The additional secondary roads nominated by council resolution are presently in the "needs" category according to Mr. Young. Mr. Young expressed confidence that DOT would give final approval to Bethel's STIP proposals noting that the Bethel projects received high project scores and further noting it was "Bethel's time" to receive such improvements.

Mr. Notti described problems with the roads leading to and within Haroldson Subdivision, and asked if DOT could help. Mr. Young noted that a significant portion of STIP funding is federal (approximately 97%), and is primarily used to upgrade major thoroughfares; subdivision road development is typically the responsibility of the developer.

Ms. Hamilton pointed to the serious problem of blowing dust, adding that no new roads should be built that might add to the problem. Mr. Young responded that STIP is designed to upgrade existing roads, and not for new construction. He added that all STIP improvements include paving, which would reduce dust.

ITEM B: SMALL BOAT HARBOR: ADDITIONAL ANSCA 14(c)(3) SELECTION, AND RESOLUTION FOR CITY COUNCIL TO ADOPT MAP OF BOUNDARIES FOR TRANSMITTAL TO BUREAU OF LAND MANAGEMENT

A draft resolution prepared by planning staff and Bethel Native Corporation was included within the meeting packet. This resolution pertained to the original small boat harbor land selection under ANCSA 14 (c)(3) for City Council adoption. The adoption by the council would begin the final steps through BLM in concluding this selection process.

Marc Stemp of BNC pointed out that immediate consideration need be given this resolution to insure that the necessary land survey can be performed by BLM at no cost to the city.

M/M Warner/Notti Recommend City Council adoption of the proposed draft resolution and Map of Boundaries for the Small Boat Harbor.

Passed Six in favor, one opposed (Andrew)

Mr. Andrew stated for the record his "no" vote is a product of very mixed feelings he has concerning the small boat harbor. Living next to the Small Boat Harbor, Mr. Andrew stated, he wouldn't mind at all if the Small Boat Harbor was never expanded.

The second portion of this agenda item was an additional selection of land at the Small Boat Harbor under ANCSA 14(c)(3). Within the meeting packet was a planning staff and port director recommended additional selection map and justification letter for this to BNC.

M/M Warner/Hickson Future ANSCA 14(c)(3) community needed land selections should be negotiated between the City and BNC.

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Sharon McClintock recounted the history of the land selection process between the City and BNC, noting that over the past two decades nearly a thousand acres had been transferred to the City. It was her contention that this Map of Boundaries (original Small Boat Harbor) should represent the final land conveyance from BNC to the City.

Mr. Warner asked Mr. Stemp if he understood the recommendation of the Planning Commission to the City Council to include the intent that the aforementioned transfer would be the final land selection under ANSCA 14(c)(3). Mr. Stemp answered in the affirmative.

At this point Mr. Warner addressed the chair requesting that the commission reconsider the previous motion recommending that the city council adopt the Small Boat Harbor Map of Boundaries resolution approved earlier. Mr. Guinn stated such a request could not be approved unless the motion currently on the floor were withdrawn.

Mr. Warner withdrew his current motion..

Mr. Warner requested again that the commission reconsider the motion passed earlier. He asked for a clarification from staff if the recommendation as adopted carried with it any connotation that the Map of Boundaries for the Small Boat Harbor would represent the final land selection under ANSCA 14(c)(3). Staff reported that the previously passed motion for the city council to adopt the proposed resolution pertaining to the Map of Boundaries of the original Small Boat Harbor selection bore no such connotation. Future land selections are a negotiable issue between the City and BNC.

No further action was taken on this agenda item.

ITEM C: SURFACE TRANSPORTATION PLAN: DISCUSSION OF FUTURE PEDESTRIAN WALKWAYS AND ACCESS

John McPherson of HDR Alaska stated he was present to receive public input on the topic of trails and walkways as part of HDR Alaska's in-depth surface transportation study.

Martha Scott introduced a petition to the Planning Commission signed by 45 Bethel residents concerning delineating and preserving public pathways throughout the city.

Martha Scott addressed the commission on the topic of traditional pathways. She pointed to the issue of a pathway crossing a property owned by Stuart Greydanus, who recently blocked the path. Ms. Scott admitted Mr. Greydanus is fully within his rights as a property owner, but expressed concern that other trails winding through the City may be blocked, creating serious problems for pedestrians, especially those who rely on walking as their sole means of transportation.

The Planner was requested to research/investigate pathways that were created as part of the seawall project and report on these. The Planner responded that there were no designated public pathways created on top of the seawall banks in the area addressed by Ms. Scott, as part of the seawall project.

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It was the intent of the City, as reflected by the fence rail system installed on top of these banks to discourage any use of these slopes in order to prevent degradation of the seedbed.

These issues would be examined by HDR Alaska during the course of their transportation study and further public forums will be held as a proposed plan is developed.

No formal action taken.

ITEM D: PROPOSED ROAD FROM CHIEF EDDIE HOFFMAN HWY IN VICINITY OF EAST SIDE OF BETHEL AIRPORT TO PROVIDE ACCESS TO LAND SOUTH OF HIGHWAY. (CONSULTATION)

Marc Stemp, CEO of BNC, introduced a preliminary plat of a proposed road ROW through BNC land from Chief Eddie Hoffman Hwy south along the easterly boundary of the airport survey . Do to the previously mentioned VORTAC restricted development zone (NEW BUSINESS - ITEM A) a small portion of this ROW would have to be reduced to approximately 48 feet from 60 feet that is currently required in ordinance where it passes between the VORTAC restricted zone and a private property owner.

It was noted in discussion that all lands currently south of the highway, not contiguous to the highway, are presently land locked due to lack of public access. If this ROW were approved it would provide access to many of these.

Further discussion was directed at questions the commission wished answered before entertaining a decision on this matter. These included a formal response from the FAA as to whether the FAA would permit a portion of such a ROW within the restricted development zone, and if so, under what development restrictions. Whether allowing access this close to the airport where residential development was likely to first occur was prudent. Any liability matters that the city may incur in allowing a ROW that's boundary is contiguous to this restricted zone, and further allowing residential development before first examining land use needs more suitable to the airports operation.

No formal action taken at this time.

X. ADJOURNMENT

M/M Hamilton/Notti Adjourn Meeting.

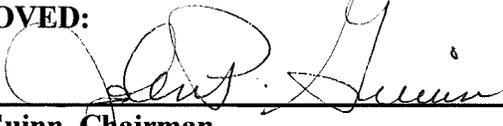
Unanimous

Meeting adjourned 10:30PM

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PREPARED BY: John F. Malone, City Planner

APPROVED:



John Guinn, Chairman

DATE: