



# CITY OF BETHEL

P.O. Box 388 • Bethel, Alaska 99559  
907-543-2087  
FAX # 543-4171

**PLANNING COMMISSION MINUTES**

**PAGE 1**

**DATE: Sept 21, 1995**

## City of Bethel Planning Commission

### Regular Meeting of

#### I. CALL TO ORDER

The meeting was convened at 7:35 PM, at the City Finance Conference Room, Bethel, Alaska, by Chairman Guinn.

#### II. ROLL CALL

Present: Guinn, Hickson, Hamilton, Warner

Absent: McComas, Andrew, Metcalfe

#### III. APPROVAL OF MINUTES

**motion** M/M by Warner, 2nd by Hamilton to approve the minutes of the August 17, 1995, regular Commission meeting as presented.

#### IV. APPROVAL OF AGENDA

**motion** M/M by Warner, 2nd by Hamilton to approve the agenda posted. Voice vote. Motion carried unanimously.

#### V. COMMUNICATIONS

There were no communications.

**VI. PLANNER'S REPORT**

The new Planning Manager, Franklin Etheridge, and City Manager, Ken Weaver, were introduced to the Planning Commission.

A recent Site Plan Permit for Bruce Larson was presented as an example of current problems with the permitting system and ordinances relating to the permitting process.

**VII. PEOPLE TO BE HEARD**

Joan Hamilton was concerned about activity along the unimproved portion of Tundra Street along the slough. The area in question belongs to James Randell and contains a lot of miscellaneous junk which could be causing runoff problems into the slough. Ordinances dealing with trash as a nuisance was discussed as a possible remedy. The Planning Department was asked to discuss the problem with the local DEC official.

**VIII. OLD BUSINESS**

**ITEM A: REQUEST FOR VARIANCE LOT 10 BLOCK 13, USS 3230 - UNITED PENTECOSTAL CHURCH**

Lauren Bradbury testified in support of the variance indicating the variance was needed to provide space for a growing congregation.

The commission expressed its concern that there might be a problem with impeding the flow of traffic on the State Highway. The parking problem on Sundays was discussed and found to have little impact.

The variance permitting process was discussed by the Commission. Variances should start being strictly enforced according to the procedures described in the ordinances. All options, such as moving the home or economics, should be looked at before variances are granted.

DATE: Sept 21, 1995

**motion** M/M by Warner 2nd by Hamilton to approve the variance for Lot 10, Block 13, USS 3230 to the United Pentecostal Church with the stipulation that the addition to the church meet the State Fire Marshall approval. Voice vote. Motion passed unanimously.

**ITEM B: RESUBDIVISION OF LOT 11A, USS 4117 - DON ELLIOTT**

Don Elliott testified in support of the subdivision.

Mr. Nolan indicated the need for a process by which the Planning Manager could approve short plats.

**motion** M/M by Warner 2nd by Hickson to approve the subdivision of Lot 11A, USS 4117 to create Lot 11C. Voice vote. Motion passed unanimously.

**IX. NEW BUSINESS**

**ITEM A: RESUBDIVISION OF LOT 13C, BLUEBERRY SUBDIVISION - KEN DOSTERT**

There was no one present to testify in behalf of the subdivision request. Ms. Dostert had been available at the previous meeting which was postponed.

The concerns of the Commission were discussed. The new subdivision was found to be needed to fit the existing buildings. There are two new buildings which have been built without Fire Marshall approval or a Site Plan Permit. These are all commercial structures and need to have Fire Marshall approval before the Commission can act on this request.

**motion** M/M by Warner 2nd by Hamilton to table any formal action for the resubdivision of Lot 13C, Blueberry Subdivision until next meeting. Voice vote. Motion passed unanimously.

**ITEM B: FINAL PLAT APPROVAL UIVUQ SUBDIVISION, ADDITION NO. 1 -  
BETHEL NATIVE CORPORATION**

In February the Commission gave preliminary approval for the plat with the condition that the entire 10% open space be included in the plat, fifteen foot utility easements where easements are indicated and all telephone and television cables will be buried.

The plat, which was presented for final approval, met the conditions imposed by the committee. The open space on the final plat makes up approximately 13% of the total area or 16% of the total area when the right-of-way is not included. The plat indicates utility and drainage easements of 15 feet on all lots. Note #2 states that all telephone and television cables will be installed underground.

**motion** M/M by Hamilton 2nd by Warner to approve the final plat for the Uiviq Subdivision, Addition No. 1. Voice vote. Motion passed unanimously.

**ITEM C: PROPOSED CHANGES TO TITLE 18**

A list of proposed changes to Title 18 was presented to the Commission by Tom Warner. Some of the changes were to simply clean up the language others were to make existing definitions easier to understand.

**motion** M/M by Warner 2nd by Hamilton to recommend the changes to Title 18 be introduced at the next City Council meeting. Voice vote. Motion passed unanimously.

**X. ADJOURNMENT**

**motion** M/M by Warner 2nd by Hamilton to adjourn the meeting. Voice vote. Motion carried unanimously.

**PLANNING COMMISSION MINUTES**

**PAGE 5**

**DATE: Sept 21, 1995**

**PASSED AND APPROVED THIS \_\_\_\_ DAY OF \_\_\_\_\_, 1995.**

\_\_\_\_\_  
**John Guinn, Chairman**

**ATTEST:**

\_\_\_\_\_  
**Richard Nolan, Acting Planning Manager**

## **COMMUNICATIONS**

The Planning Department has received a complaint from Dick Andrew and Louie Andrew against Carl Russell and the Acting Planning Manager.

The complaint against the Acting Planning Manager cites a flagrant deviation from City ordinances. Permission was given to build a porch addition behind Mr. Russell's building. It is in the road right-of-way but, as previously explained, permission was given to build this structure when it was promised that the area would be cleaned up and the new construction would be moved by November. The site has been monitored and there has been a significant improvement in the cleanliness of area. The addition is still to be removed next month.

Concerning the complaint against Mr. Russell the Planning Department has requested the City attorney's advice on the most expedient way to proceed.

## **PLANNERS REPORT**

The new Planning Manager, Franklin Etheridge, resigned on the 27th of September. The City is once again advertising for this position.

Quarterly reports have been sent to the Corps of Engineers and the Alaska Coastal Management Program (ACMP). The report for the Corps is to maintain our general permit and the ACMP report fulfills a requirement of our grant.

## **PEOPLE TO BE HEARD**

## **OLD BUSINESS**

There is no old business.

Mr. Ken Weaver, City Manager  
City of Bethel  
POBox 388  
Bethel, AK 99559

September 28, 1995

Mr. Weaver,

I would like for you to take notice of a flagrant deviation from the City ordinances.

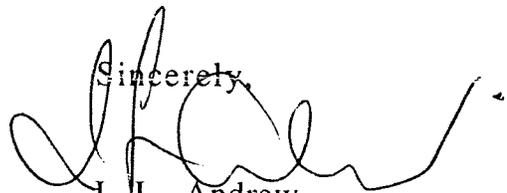
Recently the acting planning manager gave permission to a person to build a porch like structure on a dedicated road right of way and that building is complete and apparently seems that someone is living in it. There is also another shack on that road right of way.

I am a Planning Commission member and had brought this concern to the other members, first the shack and its surroundings and then the new structure. Certainly there are complaints from the other neighbors. If that person can build without a site permit or an approved plan, why then should they follow the ordinances?

These two buildings cause much concern for property owners on either side and especially with one elder whose access to water and sewer services are sometimes affected. Find a copy of his letter enclosed.

I request of your help to take immediate action and if possible to have these structures removed as soon as possible before winter.

Sincerely,



I. L. Andrew  
POBox 62  
Bethel, AK

c: Planning Department  
Letter copy  
East Bethel Addition copy

**NEW BUSINESS**

**ITEM A: REQUEST FOR VARIANCE LOT 14, BLOCK 3, TURNKEY III  
SUBDIVISION - GRACE LIEB  
(Public Hearing)**

The proposal calls for a 16' x 24' addition to the present structure plus an arctic entry.

The problem again is the undersize lot which is further decreased in usable area by the sewer and water pipes. The as built shows that the home is already in the side setback area.

The lot size and utility lines in the Turnkey complex continues to be a problem for people wishing to add living space to their homes. Moving the home would not enable the homeowner to build the addition without a variance. The Planning Department is inclined to ask for approval for this variance if the distance between the neighboring buildings is not decreased.



1087

# CITY OF BETHEL

P.O. Box 388 • Bethel, Alaska 99559  
907-543-2087  
FAX # 543-4171

## SITE PLAN APPLICATION

Title 18 of the Bethel Municipal Code requires the review of a Site Plan prior to the erection of any improvement on real property within the City Limits. Application for a Site Plan Review shall be filed with the City of Bethel Planning Department. Upon approval of the application a permit will be issued and is required to be displayed on the property to be improved. By submitting this application you are authorizing public access to the displayed site plan permit. Approval of plans submitted does not presume to give approval to oversights by the City of Bethel Planning Department nor grant authority to violate or cancel the provisions of any other State or Local law regulating the use and development of this land.

Name of Applicant: <b>GRACE LIEB</b>		Legal Description of Property: <b>LOT 14 BL 3 PL 87-6</b>	
Mailing Address: <b>PO BOX 381</b>		Phone: <b>543-4236</b>	<b>BETHEL HEIGHTS TURNKEY</b>
City: <b>BETHEL</b>	State: <b>AK</b>	Zip: <b>99559</b>	
Name of Property Owner: <b>SAME</b>		SUBDIVISION	
Authorization (Signature) of Property Owner: <i>Grace Lieb</i>		Date: <b>9-1-95</b>	Street Address: <b>130 ATSAQ</b>
Mail Approval/Permit To:			

Please **DO NOT WRITE BELOW THIS LINE**. The box below is to be filled out by Bethel Planning Department Staff.

Fire Marshall Approval Granted?	Flood Hazard Zone Status?		
Authorized and mandatory improvements:			
City of Bethel Reviewed: <i>Alfred N. La</i>	Date: <b>9-21-95</b>	City of Bethel Approved: <i>James Hopper</i>	Date: <b>2-23-96</b>

*"Deep Sea Port and Transportation Center of the Kuskokwim"*

**Draw to scale and show the following:**

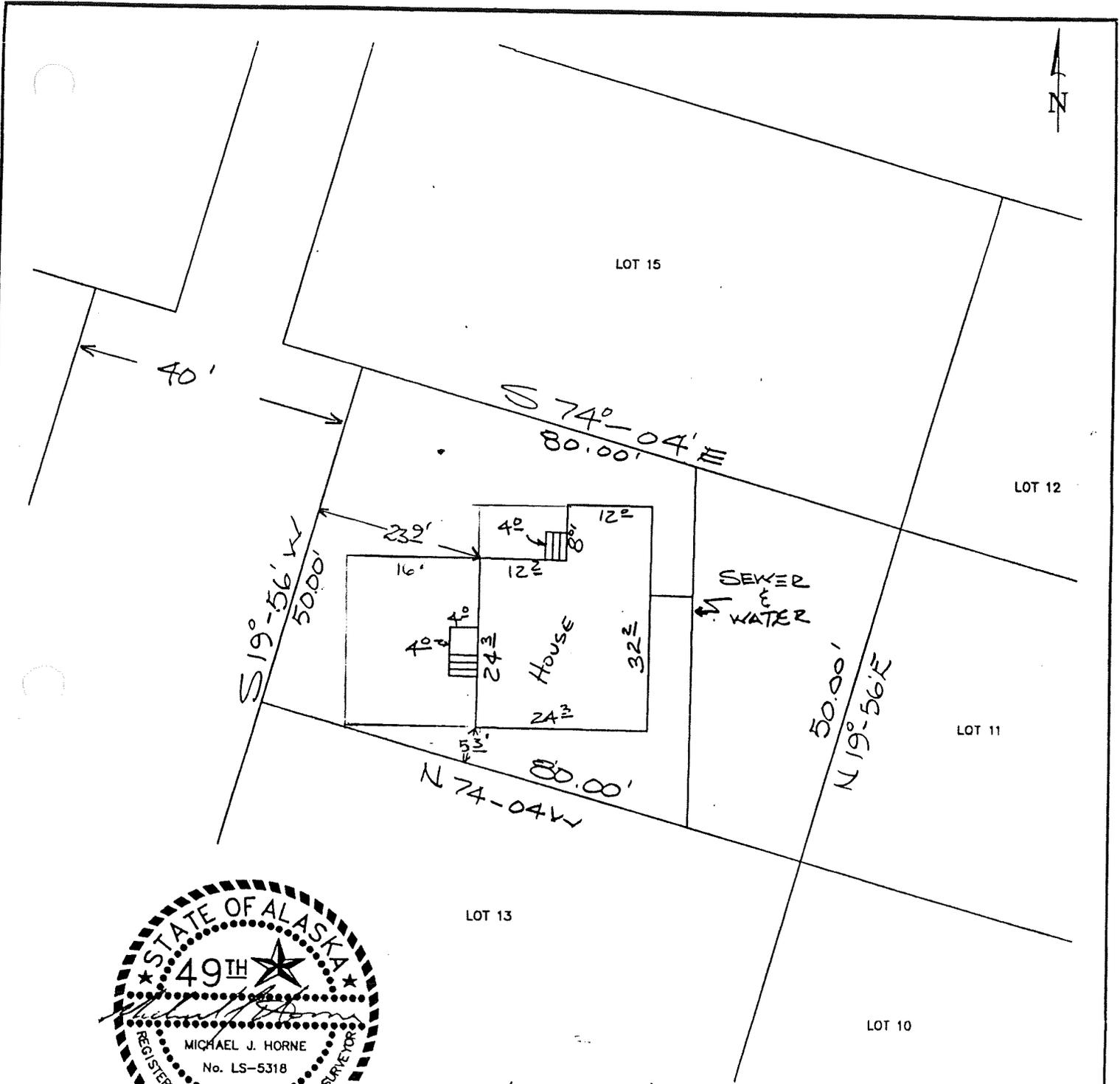
1. The location and dimension of the boundary lines, easements, and required setbacks.
2. The location and use of existing and proposed buildings on the site. The approximate location of existing structures on abutting property (within 50 ft.).
3. The location of existing and proposed improvements including parking and loading areas, pedestrian and vehicular access, landscaped areas, service and utility areas, fencing, signs and lighting. Proposed improvements/buildings must be clearly labeled.
4. The location of water courses and drainage features.
5. Illustration of existing and proposed changes to topography. A cross section drawing showing the length, height, width and type of fill material.

Intended Improvements: (please describe all improvements to be constructed)		
ADDITION 16 X 24 WILL BE BUILT		
ON THE WEST END OF HOME		
ARCTIC ENTRY ADDITION 8 X 24		
Intended Use of Improvements/New Buildings:		
Size of Lot:	4,000 80' x 50' = SQ.FT.	Proposed Total Number of Residential and Commercial Buildings on the Lot: 1
If Placing Fill Indicate: NONE		
Quantity of Fill:	Max. Height of Fill:	Method of Stabilizing Sandpiled Slope: (please circle) SEEDING      SANDBAGGING
If Improvements Include Construction, Renovation or Relocation of a Residence, or an Addition to a Residence, indicate:		
# of Bedrooms: 3	Size of Water Tank: CITY PIPED GALLONS	Size of Sewer Tank: CITY PIPED GALLONS

I attest that all information and measurements presented are correct,

*Grace Lick*

Signature of Applicant



NOTE: Lot Dimensions ARE RECORDED

I HEREBY CERTIFY THAT I HAVE SURVEYED LOT 14 BLOCK 3 TURNKEY SUBDIVISION SHOWN ABOVE AND THAT NO ENCROACHMENTS EXIST EXCEPT AS INDICATED. IT IS THE RESPONSIBILITY OF THE OWNER TO DETERMINE THE EXISTANCE OF ANY EASEMENTS, COVENANTS, OR RESTRICTIONS WHICH DO NOT APPEAR ON THE RECORDED SUBDIVISION PLAT. UNDER NO CIRCUMSTANCES SHOULD ANY DATA HEREON BE USED FOR CONSTRUCTION, OR FOR ESTABLISHING BOUNDARY OR FENCE LINES.

ASBUILT TURNKEY SUBDIVISION LOT 14 BLOCK 3 BETHEL ALASKA			
<b>SENTEC . Inc</b>			
7801 E 36 th Ave, Suite A ANCHORAGE, AK 99504 (907)333-6881 FAX (907)333-1085			
Drawn K.M.S.	Grid N/A	Scale 1" = 20'	W.O. # 195.3
Checked M.J.H	Date 3/27/95	F.B. 107 Pg. 50	C. File # 195-3

**ITEM B: REQUEST FOR VARIANCE TRACT A, TURNKEY III SUBDIVISION -  
YUKON KUSKOKWIM HEALTH CORPORATION  
(Public Hearing)**

The proposal calls for moving a duplex onto the lot which will require a lot line variance.

YKHC owns Tract A and Lots 10, 11, and 12. The Duplex would cross the lot line between Tract A and Lot 10. There will be the required distances to meet set back distances and at least 20' between all buildings.

The Planning Department has two problems with this plan. First, what happens if Lot 10 or Tract A is sold in the future. Secondly, is there space for vehicle parking.

The Planning Department recommends this variance with the following conditions:

1. An adequate plan for vehicle parking can be provided,
2. If either Tract A or Lot 10 is sold the duplex must be moved.



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Name of Applicant: <b>YKHC</b>		Legal Description of Property:	
Mailing Address: <b>BOX 528</b>	Phone: <b>543-6054</b>	TRACT A PTARMIGAN	
City: <b>BETHEL</b>	State: <b>AK</b>	Zip: <b>99559</b>	AND LOT 10 TURNKEY III
Name of Property Owner: <b>YKHC</b>		SUBDIVISIONS	
Authorization (Signature) of Property Owner: <i>[Signature]</i>	Date: <b>9/22/95</b>	Street Address: <b>227A/B PTARMIGAN</b>	
Mail Approval/Permit To:			

Please DO NOT WRITE BELOW THIS LINE. The box below is to be filled out by Bethel Planning Department Staff.

Fire Marshall Approval Granted? <b>N/A</b>	Flood Hazard Zone Status? <b>N/A</b>
Authorized and mandatory improvements:	
City of Bethel Reviewer: <i>[Signature]</i>	Date: <b>9-22-95</b>
City of Bethel Approved:	Date:

Draw to scale and show the following:

1. The location and dimension of the boundary lines, easements, and required setbacks.
2. The location and use of existing and proposed buildings on the site. The approximate location of existing structures on abutting property (within 50 ft.).
3. The location of existing and proposed improvements including parking and loading areas, pedestrian and vehicular access, landscaped areas, service and utility areas, fencing, signs and lighting. Proposed improvements/buildings must be clearly labeled.
4. The location of water courses and drainage features.
5. Illustration of existing and proposed changes to topography. A cross section drawing showing the length, height, width and type of fill material.

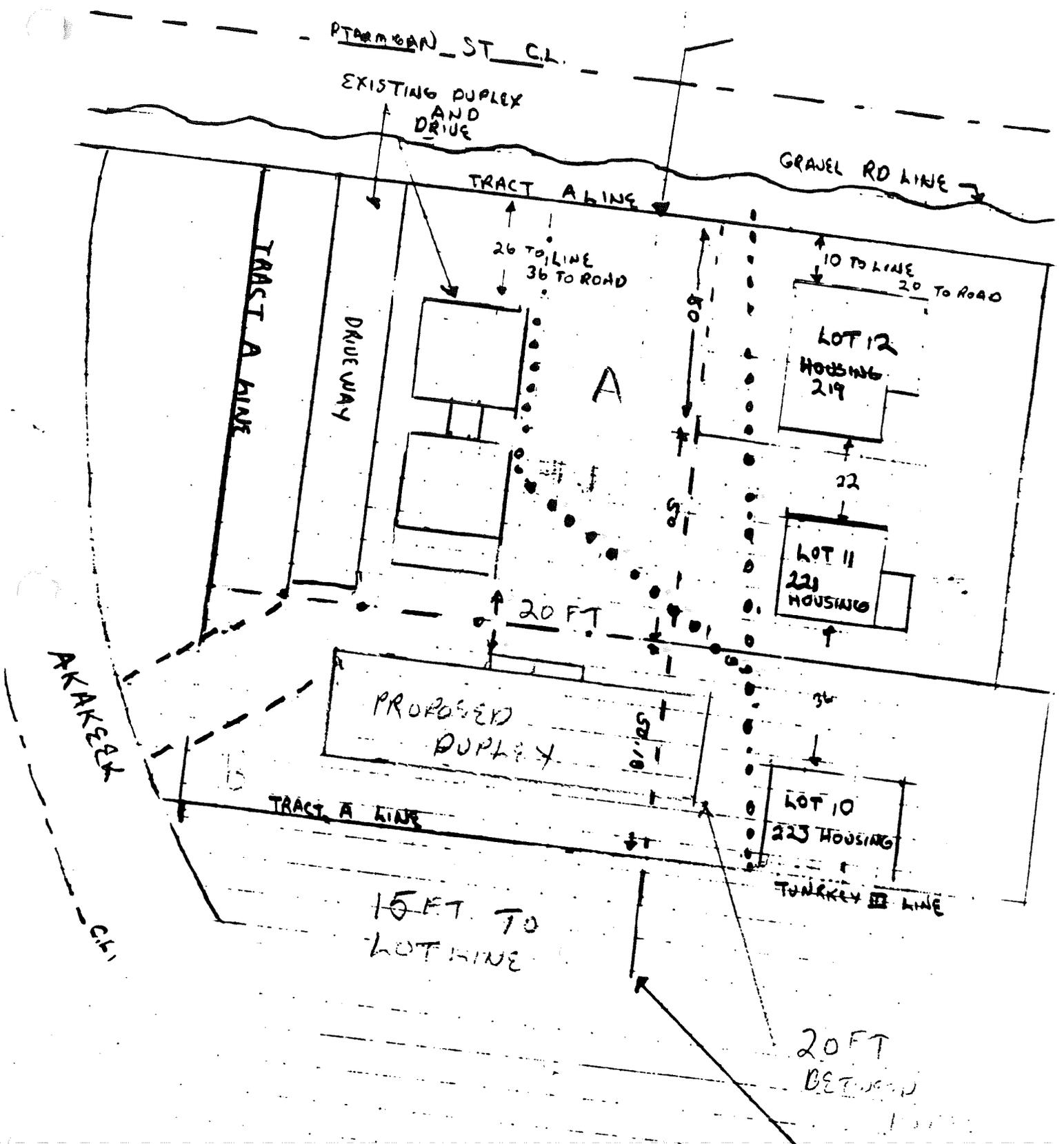
C03

5 FT E.S. PIPELINE  
10 FT INTERIOR LL  
15 FT ROAD LL

Intended Improvements: (please describe all improvements to be constructed)		
MOVE DUPLEX ONTO		
TRACT A WITH LOT		
LINE VARIANCE TO LOT 10		
TURNKEY III SUB. FILL		
FOLLOWING NATURAL DRAINAGE		
Intended Use of Improvements/New Buildings:		
BORROWING VARIANCE BETWEEN 227		
HOUSING		
Size of Lot: 17000 + SQ.FT.	Proposed Total Number of Residential and Commercial Buildings on the Lot:	
If Placing Fill Indicate:		
Quantity of Fill: 100 LOADS	Max. Height of Fill: 3 FT	Method of Stabilizing Sanaped Slope: (please circle) <u>SEEDING</u> <u>LANDSCAPING</u>
If Improvements Include Construction, Renovation or Relocation of a Residence, or an Addition to a Residence, indicate:		
# of Bedrooms:	Size of Water Tank: GALLONS	Size of Sewer Tank: GALLONS

ast that all information and measurements presented are correct,

Signature of Applicant



A = APPROX 4200 SQFT  
 B = 6500 SQFT

**ITEM C: REQUEST FOR VARIANCE PRELIMINARY PLAT BLOCK 2, MARTINA  
OSCAR SUBDIVISION - KARLUK DESIGN  
(Public Hearing)**

BMC 135.30.020 E2 and 135.030.040 require 70' radius cul-de-sac turn  
arounds. Karluk Designs requests a variance from this ordinance to a  
50' radii.

You will find in your packet a letter from Paul Whipple which  
provides, what the Planning Department considers, good justification  
for this request.

The Commission should consider changing the existing ordinance to  
provide standardization with other communities.

City of Bethel - Planning Department  
P.O. Box 388  
Bethel, Alaska 99559

9519

September 22, 1995

ATTN: City Planner  
RE: Martina Oscar Subdivision, Block 2  
SUBJ: Request for Variance

Dear sir,

We are herewith requesting that variance be granted by the planning commission from the requirement for seventy (70) foot radius cul-de-sac turn arounds as stipulated in Ordinance 135.30.020-Roads Paragraph E.2 and at Ordinance 135.30.040-Streets Paragraph 5. It is requested that fifty (50) foot radii be allowed for the cul-de-sac bulb and curve returns. The following are justifications for allowing the variance:

- A) The request for a variance to allow fifty foot radii does provide for the need of long wheel base vehicles to turn around without backing up or crossing property lines. The attached Exhibits A & B from the "Architectural Graphic Standard" demonstrates that this assertion is true. Wherein, it states that the larger turning radius of a standard school bus is 43'6" and that of a standard fire truck is 48'0". Please note that the requested radii will provide an additional two foot of radius for containment of roadway fill side slopes.
- B) The requirement for seventy foot radii severely impacts the usability of the surrounding lots and will increase the development cost of the project. The subdivision, as presently designed, provides sufficient lot sizes to allow the individual houses, on the cul-de-sac, to be sited to accommodate differing site conditions. Whereas, a seventy foot radius will restrict the location of the homes with minimal regard to site conditions. To demonstrate this, an edited site plan is attached as Exhibit C.

Costs of development are increased initially by the development of longer driveways. The housing authority's budget is currently stretched to its limit. Any additional costs will have to be addressed by cutting somewhere else in the project. Additionally, future costs to the City for development of sewer and water will be increased by either requiring additional lengths of pipe and/or by introducing more angles and bends to the system. The current costs of the City's sewer and water system are \$450 per foot and \$1800 per angle.

C) The requirement for seventy foot radii is not consistent with the general standards utilized by most communities in Alaska and other locations nationally. By example, please reference the cul-de-sac table contained on Exhibit B, wherein it references a fifty foot radius as a large cul-de-sac. Additionally, the standard of the State of Alaska when subdividing its own lands is for a fifty foot radius cul-de-sac. This standard is not borne out in either the Administrative Code nor in Statutes but is an internal policy of the Division of Natural Resources and no cite is provided herewith. However, there are numerous communities throughout the State that have codified the requirements for fifty foot radii on cul-de-sacs. The following examples are offered for your review and considerations as evidence that this is essentially the de facto standard:

- |    |                         |                |
|----|-------------------------|----------------|
| 1) | Kenai Peninsula Borough | Ord. 20.20.090 |
| 2) | Mat-Su Borough          | Ord. 16.50.020 |
| 3) | City of Wrangell        | Ord. 19.24.080 |
| 4) | City of Yukutat         | Ord. 8.28.030  |
| 5) | Muni of Anchorage       | Ord. 21.80.240 |

These are examples of communities for which I have the ordinances readily at hand. The above cities are attached as Exhibit D.

In my testimony before the planning commission during the plat hearing of August 17, 1995, I stated that perhaps the requirement for the seventy foot radius were possibly a typographical error and that the original intent was for a seventy foot diameter. I do not have the historical documents at hand in order to research this assertion. However, I believe that the record will bear this out.

It is prayed that the planning commission will take the above information in advisement when considering this request and will find justifiable cause to rule in favor of the request. Should the planning commission require additional information prior to rendering its ruling, please advise so that the appropriate information can be obtained and submitted for the commission's further consideration.

Transmitted herewith is a check in the amount of \$50.00 for the application fee. Please invoice for the reimbursable public notice costs.

Sincerely,



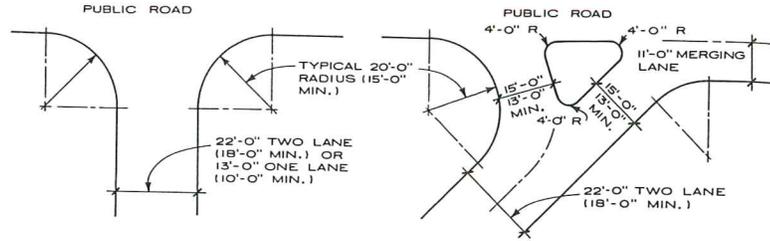
Paul D. Whipple, RLS

attachments, as listed

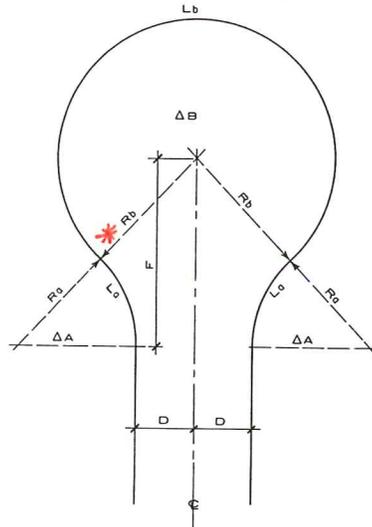
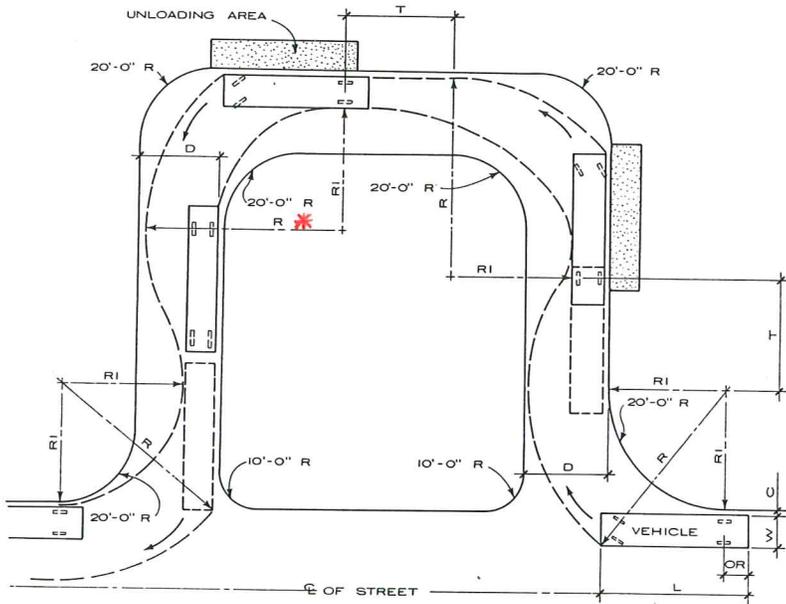
cc: George Osborne, Osborne/Kelly Ryan J.V.  
Bob Angaiak, AVCP

GENERAL NOTES

Examples shown are for easy driving at moderate speed. See the preceding page for vehicle dimensions (L, W, and OR). The "U" drive shown below illustrates a procedure for designating any drive configuration, given the vehicle's dimensions and turning radii. The T (tangent) dimensions given here are approximate minimums only and may vary with the driver's ability and speed.



PRIVATE ROADS INTERSECTING PUBLIC ROADS



"U" DRIVE AND VEHICLE TURNING DIMENSIONS

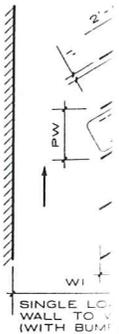
VEHICLE	R	RI	T	D	C
Small car	19'-10"	10'-9"	12'-0"	10'-0"	6"
Compact car	21'-6"	11'-10"	15'-0"	10'-10"	7"
Standard car	22'-5"	12'-7"	15'-0"	11'-2"	8"
Large car	23'-0"	12'-7"	15'-0"	12'-0"	9"
Intercity bus*	55'-0"	33'-0"	30'-0"	22'-6"	1'-0"
City bus	53'-6"	33'-0"	30'-0"	22'-6"	1'-0"
School bus	43'-6"	26'-0"	30'-0"	19'-5"	1'-0"
Ambulance	30'-0"	18'-9"	25'-0"	13'-3"	1'-0"
Paramedic van	25'-0"	14'-0"	25'-0"	13'-0"	1'-0"
Hearse	30'-0"	18'-9"	20'-0"	13'-3"	1'-0"
Airport limousine	28'-3"	15'-1 1/2"	20'-0"	15'-1 1/2"	1'-0"
Trash truck†	32'-0"	18'-0"	20'-0"	16'-0"	1'-0"
U.P.S. truck	28'-0"	16'-0"	20'-0"	14'-0"	1'-0"
Fire truck	48'-0"	34'-4"	30'-0"	15'-8"	1'-0"

\*Headroom = 14'.  
†Headroom = 15'.

William T. Mahan, AIA; Santa Barbara, California

NOTE: Small car dimensions designated for small lots that admit only small standard car parking dimension passenger vehicles. Large parking easier and faster luxury, a high turnover the parking angle is 60° add 3 to 6 ft to the lot for pedestrians walking cars. Local zoning is proceeding.

PW = SW/SINE θ



PARKING DIMENSIONS

Group I: small cars	
Group II: standard cars	
Group III: large cars	

CUL-DE-SAC

	SMALL	LARGE
O	16'-0"	22'-0"
F	50'-11"	87'-3"
A	46.71°	35.58°
B	273.42°	251.15°
Ra	32'-0"	100'-0"
Rb	38'-0"	50'-0"
La	26'-1"	61'-8"
Lb	181'-4"	219'-2"

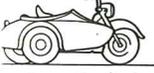
NOTE: R values for vehicles intended to use these culs-de-sac should not exceed Rb.

NOTE: θ angles greater than 90°.  
William T. Mahan, AIA, FAS  
Frederick J. Gaylord, AIA

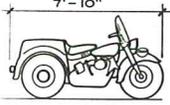


POWER

4 WHEELS
47 1/8"
11 1/4"
28 1/4"
102"
47"
68 3/4"
34"
34 5/8"
4 5/8"
24'-0"



consult manufacturers' information for width of motorcycle and sidcar.



POLICE TRICYCLE WIDTH AT BOX 4'-0"±

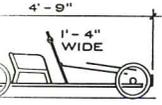
9'-9" TO 6'-10"



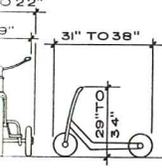
clearance width 7" and

weight about 400 to 500 lb

NET WEIGHT MOTORCYCLE



MAIL



SCOOTER

NOTE

Each design vehicle in Groups I, II, and III represents a composite of the critical dimensions of the real vehicles within each group below. Parking lot dimensions on the parking lot development page are based on these groups and dimensions. For parking purposes, both compact and standard size vehicles are in Group II. Turning dimensions R, R1, and C are shown on the private roads page.

DESIGN VEHICLE

GROUP I		SUBCOMPACTS
L	Length	13'-10"
W	Width	5'-5"
H	Height	4'-5"
WB	Wheelbase	8'-1"
OF	Overhang front	2'-6"
OR	Overhang rear	3'-9"
OS	Overhang sides	0'-7"
GW	Gross Weight	2100# to 2500#

GROUP II		COMPACTS
L	Length	14'-9"
W	Width	5'-8"
H	Height	4'-5"
WB	Wheelbase	8'-7"
OF	Overhang front	2'-8"
OR	Overhang rear	4'-3"
OS	Overhang sides	0'-8"
GW	Gross Weight	2300# to 2500#

GROUP III		INTERMEDIATE
L	Length	16'-8"
W	Width	6'-0"
H	Height	4'-6"
WB	Wheelbase	9'-0"
OF	Overhang front	2'-10"
OR	Overhang rear	4'-4"
OS	Overhang sides	0'-9"
GW	Gross Weight	2700# to 3200#

GROUP IV		LARGE CARS
L	Length	18'-5"
W	Width	6'-6"
H	Height	4'-9"
WB	Wheelbase	10'-2"
OF	Overhang front	2'-11"
OR	Overhang rear	4'-5"
OS	Overhang sides	0'-9"
GW	Gross Weight	3100# to 4030#

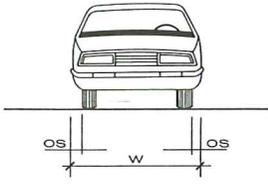
GROUP V		LARGE PICK-UP
L	Length	16'-4"
W	Width	6'-0"
H	Height	5'-8"
WB	Wheelbase	10'-5"
OF	Overhang front	2'-10"
OR	Overhang rear	4'-4"
OS	Overhang sides	0'-9"
GW	Gross Weight	3430#

LARGE VEHICLE DIMENSIONS\*

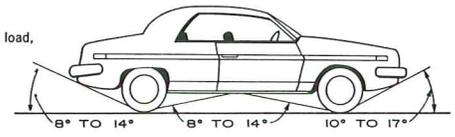
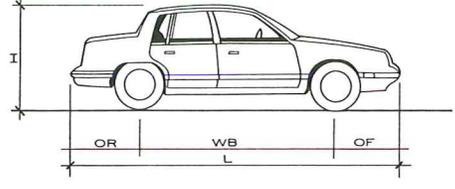
VEHICLE	(L) LENGTH	(W) WIDTH	(H) HEIGHT	(OR) OVERHANG REAR
Intercity bus	45'-0"	9'-0"	9'-0"	10'-1"
City bus	40'-0"	8'-6"	8'-6"	8'-0"
School bus	39'-6"	8'-0"	8'-6"	12'-8"
Ambulance	20'-10 1/4"	6'-11"	10'-0"	5'-4"
Paramedic van	21'-6"	8'-0"	6'-6"	4'-0"
Hearse	22'-1"	6'-8"	9'-3"	5'-4"
Airport limousine	22'-5 3/4"	6'-4"	5'-0"	3'-11"
Trash truck	28'-2"	8'-0"	11'-0"	6'-0"
U.P.S. truck	26'-3"	7'-11"	10'-8"	8'-5"
Fire truck	32'-0"	8'-0"	9'-8"	10'-0"

\*Exact sizes of large vehicles may vary  
For truck and trailer information, see pages on truck and trailer sizes.

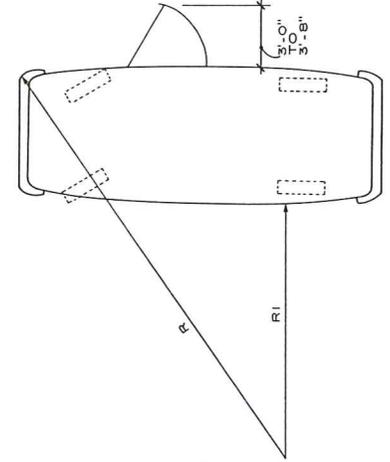
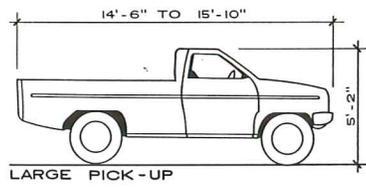
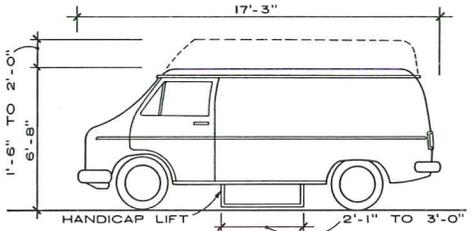
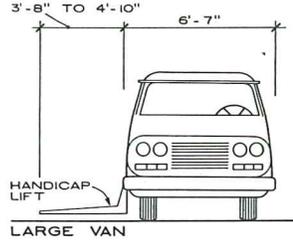
Harold C. Munger, FAIA; Munger Munger + Associates Architects, Inc.; Toledo, Ohio  
William T. Mahan, AIA; Santa Barbara, California



NOTE  
Angles shown below may vary depending on speed, load, tire pressure, and condition of shock absorbers.

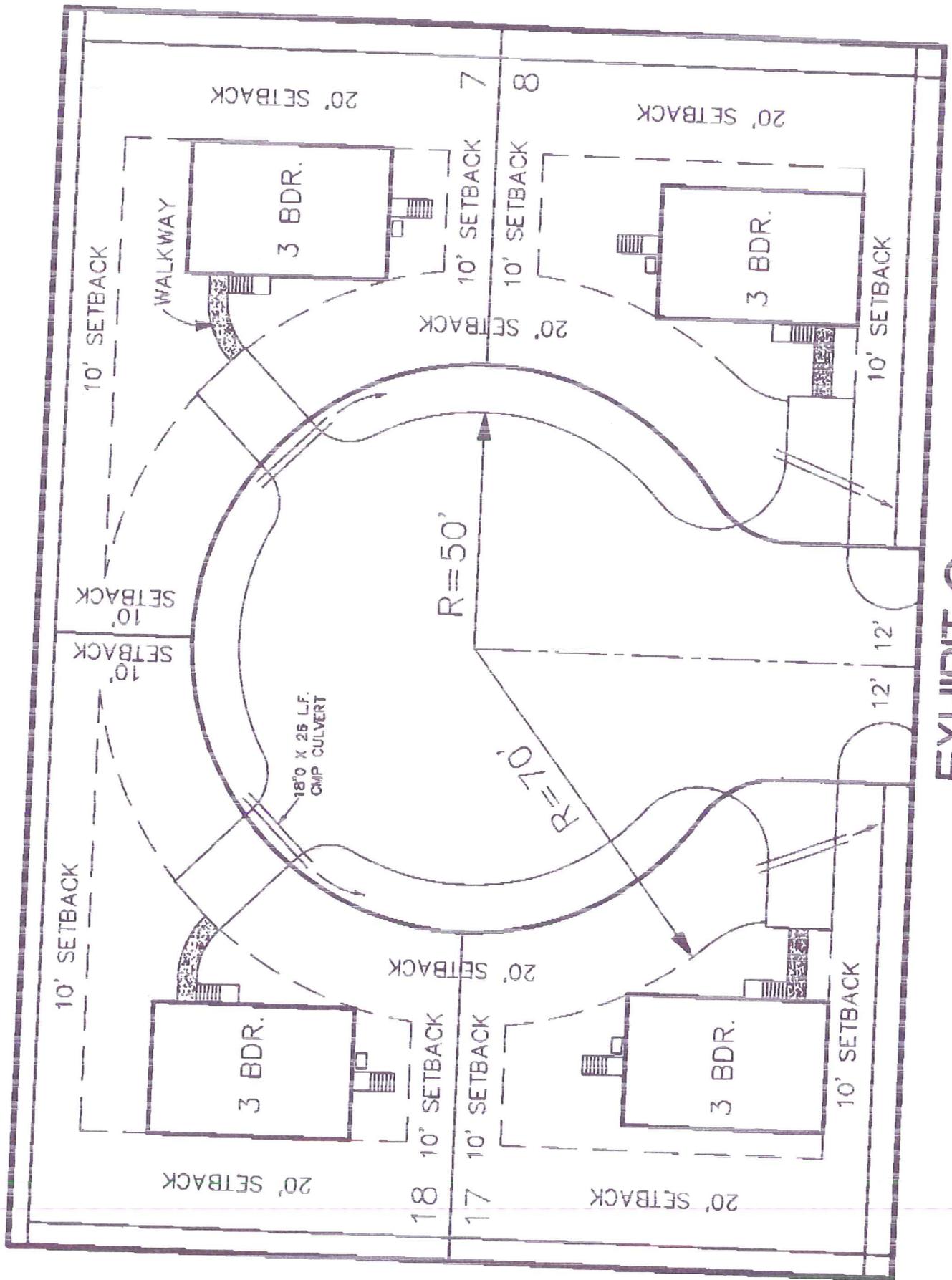


NOTE  
Composite vehicle is shown with maximum wheelbase, front overhang, and rear overhang.



NOTE  
For dimensions R and R1 see page on private roads. Typically parking for handicapped area requires 20 ft. x 12 ft.  
For further parking information, see pages on parking lot development and parking garages.  
See local codes and standards for parking requirements, size, and quantity of parking spaces and number of spaces required for the handicapped.

EXHIBIT B



# EXHIBIT C

NOT TO SCALE

# Municipality of Anchorage

Where topo and traffic circulation permit, the length of a cul-de-sac shall not exceed 600 feet in urban areas; 750 feet in suburban areas; and 900 feet in rural areas. The length shall be measured from centerline of intersecting through streets to radius point of cul-de-sac bulb. A cul-de-sac shall terminate with a turnaround having a minimum radius of 50 feet and a minimum return radius of 50 feet; commercial/industrial cul-de-sacs shall have a minimum radius of 65 feet; providing that the Platting Authority may permit a cul-de-sac street to terminate with a T- or Y-shaped turnaround when such a design is required by extreme environmental or topographical conditions or unusually or irregularly shaped tracted boundaries. (Adapted from GAAB 21.10.040A, AMC 21.80.045, am AO 83-142, AO 88-65).

## 21.80.250 Design--Alleys.

Dead-end alleys shall be prohibited. (Adapted from GAAB 21.10.040A, AMC 21.80.060, am AO 83-142).

## 21.80.260 Design--Street names.

- A. The subdivider shall provide names for all new streets in the subdivision, which names shall neither duplicate, nor be subject to confusion with, the spelling or the pronunciation of any existing street name in the municipality. The subdivider's selection of street names shall be subject to review by the Director of Public Works or his designee, who may reject any proposed street name that does not conform to this section or to any regulation promulgated pursuant to this section. The municipality shall name all streets that are peripheral to the subdivision and all extensions of existing streets into the subdivision.
- B. Pursuant to Chapter 3.40 of this code, the director of Public Works may promulgate regulation establishing a uniform street designation terminology. All street names shall conform to the terminology so established. (Adapted from GAAB 21.10.040A, AMC 21.80.065, am AO 83-142, AO 84-205, AO 92-160).

EXHIBIT D-1

# CITY OF YAKUTAT

8.28.030

B. General Statement of construction standards. All streets shall conform to the current standard specifications established by this Chapter or the Alaska Department of Transportation and Public Facilities' "Standard Specifications for Highway Construction", whichever is more stringent.

C. General policy by street type.

1. Major streets shall be properly integrated with the existing and proposed system of major streets and highways.

2. Collector streets shall be properly related to transit systems and special traffic generated by such uses as schools, churches, small shopping areas, population centers, and the access to major streets.

3. Minor streets shall be laid out to conform as much as possible to topography, to discourage use by through traffic, to provide the minimum amount of street necessary to provide convenient, safe access to residential lots, and to provide an efficient route for utility systems.

4. Alleys.

a. Commercial and industrial subdivisions. Alleys shall be provided in all commercial and industrial districts. The Platting Authority may waive the requirement where other definite and assured provisions are made for service access such as off-street loading and parking consistent with and adequate for the uses provided.

b. Residential subdivision. Alleys shall not be approved in residential areas unless necessitated by exceptional topographical circumstances.

→ 5. Cul-de-sacs and dead-end streets. Cul-de-sacs and dead-end streets shall be discouraged. If conditions necessitate the construction of a cul-de-sac, the street length will not exceed 500 feet and shall terminate with a turn-around having a diameter of at least 100 feet and a roadway of at least 75 feet in diameter.

EXHIBIT D-2

19.24.050 Width. The right-of-way of all streets shall be at least the width specified below, unless prohibited by unusual topographic, physical, or design features:

	<u>Right-of-Way</u>
Major streets and highways	80 feet
Minor streets	60 feet

(Ord. 276 §4(part), 1973: prior code §95.85.050(C)(4)).

19.24.060 Grades. The grade of major streets shall not exceed six percent, and the grade of other streets shall not exceed ten percent, unless a steeper grade is necessitated by exceptional topography and approved by the planning commission. The minimum grade of all streets shall be one-half percent. (Ord. 276 §4(part), 1973: prior code §95.85.050(C)(5)).

19.24.070 Names. New street names shall not be so similar to the names of existing streets so as to cause confusion, but streets that are continuations of others already in existence and named shall bear the name of existing streets. (Ord. 276 §4(part), 1973: prior code §95.85.050(C)(6)).

→ 19.24.080 Cul-de-sac or dead-end streets. Streets designed to have one end permanently closed shall not exceed five hundred feet in length and shall terminate with a turnaround having at least one hundred feet in diameter of right-of-way and roadway at least seventy-five feet in diameter. (Ord. 276 §4(part), 1973: prior code §95.85.050(C)(7)).

19.24.090 Half streets. Where a half street is adjacent to the subdivision, the other half of the street within the proposed subdivision shall be dedicated by the subdivider. (Ord. 276 §4(part), 1973: prior code §95.85.050(C)(8)).

19.24.100 Intersections. A. Streets shall intersect as nearly as possible at right angles and not more than two streets shall intersect at one point.

B. Property lines at street intersections shall be rounded with a radius of fifteen feet.

C. Street jogs with centerline offsets of less than one hundred twenty-five feet shall be avoided. Where streets intersect major streets, their alignment shall be continuous. (Ord. 276 §4(part), 1973: prior code §95.85.050(D)).

19.24.110 Alleys. A. Alleys shall be provided in all commercial and industrial districts. The planning commission may waive this requirement where other definite and assured provision is made for service access such as off-street loading and parking consistent with and adequate for the uses proposed.

B. Alleys shall not be approved in residential areas

# MATANUSKA - SUSITNA BOROUGH

F. Alleys are designed to provide secondary access to areas proposed for multiple dwellings, commercial or industrial uses or subdivisions where service access, rear parking or loading is desirable. (Ord. 81-68 ss 3(part), 1981).

G. Pioneer access Roads are roads used for access to individual subdivided properties created by other than a recorded subdivision plat or to provide access to rural areas for recreational or mining related activities.

## 16.50.020 Minimum right-of-way trafficway width.

A. Minimum right-of-way and trafficway width shall be as follows:

<u>Classification</u>	<u>Minimum R/O/W</u>	<u>Unpaved/ Paved Trafficway</u>	<u>Shoulder Each Side</u>
Residential	60 ft.	20 ft.	2 ft.
Collector Road	60 ft.	22 ft.	4 ft.
Arterial Road	80 ft.	24 ft.	8 ft.
Limited-Access	50 ft.	24 ft.	
Mountain Road	60 ft.	24 ft.	
Alley	20 ft.	18 ft.	
Pioneer Access Road	50 ft.	18 ft.	
Highway	150 ft.	24 ft.	10 ft.
Resource	100 ft.	20 ft.	4 ft.
Separated path	25 ft.		

The above requirements are minimum; rights-of-way shall meet the stricter standards of Section 16.25.140, including the standards of the Official Streets and Highways Plan, unless otherwise provided.

B. Turnaround requirements.

1. Cul-de-sacs, hammerheads and other permanent or temporary turnarounds shall be constructed to provide a minimum turning diameter of 85 feet contained within a 100 foot diameter right-of-way or, when necessary, contained within a right-of-way sufficient to encompass all construction.

2. All cul-de-sacs shall be a minimum of 50 feet in radius with 50 feet radius curve returns between the cul-de-sac bubble and the parallel right-of-way lines to which it attaches. (Ord 84-72, ss 7, 1984; Ord 84-009 ss 10(part) 1984; Ord 83-74 ss 10, 1983; Ord 81-68 ss 3(part), 1981).

## 16.50.025 Geometrics and profiles.

A. Horizontal curves. Changes in horizontal alignment of the roads shall be made through the use of horizontal circular curves. The radii of which shall not be less than:

1. Residential road, one hundred seventy-five feet;
2. Collector road, two hundred thirty-five feet;
3. Arterial road, four hundred twenty-five feet;
4. Mountain road, fifty feet.

7/23/84

EXHIBIT D-4

# KENAI PENINSULA BOROUGH

Supp. #23

20.20.040--20.20.100

20.20.040 Easements--Requirements. The planning commission may require easements it determines necessary for the provision of utilities. (Ord. 78-37 §2(part), 1979).

20.20.050 Lots on major streets--Access requirements. Lots fronting on arterial streets with less than 200 feet of right-of-way as identified in the arterial road plan adopted by the borough or, until such plan is adopted, lots fronting on state maintained roads with less than 200 feet of right-of-way may be required to be provided interior or frontage road access upon a definite finding by the commission that due to size, topography, physical characteristics, or an unusually heavy traffic flow, that a serious hazard to the safe utilization of the highway would result from direct access thereto. (Ord. 81-50 §1, 1981: Ord. 78-37 §2(part), 1979).

20.20.060 Intersections--Number required. There should be a minimum number of intersections of access streets with arterial streets or state maintained roads. (Ord. 78-37 §2(part), 1979).

20.20.070 Alleys. Alleys shall be provided as prescribed by city ordinance. (Ord. 78-37 §2(part), 1979).

20.20.080 Streets--Grades required. The subdivider shall demonstrate that streets can be readily constructed in accordance with current borough road standards and that the grades on any such roads shall not exceed 6 percent on arterial streets and 10 percent on other streets, nor 4 percent within 100 feet of any intersection. (Ord. 78-37 §2(part), 1979).

→ 20.20.090 Cul-de-sacs. Streets designed to have 1 end permanently closed shall be no more than 1000 feet long, shall be provided at the closed end with a suitable turnaround with a minimum radius of 50 feet to the property line, and the turnaround shall be able to be constructed to a 4 percent grade or less. (Ord. 78-37 §2(part), 1979).

20.20.100 Half streets. A. Half streets shall generally not be allowed except where 1 of the following circumstances applies:

1. The street is identified on the borough road plan as an arterial;
2. The street is a logical extension of an existing street;
3. The remaining half street can reasonably be expected to be dedicated.

B. When the applicable circumstance is per subdivision 2 or 3 of subsection A of this section, other lot owners

# CITY OF CRAIG

- C. Right-of-way and surface widths, unless otherwise specified by the Planning Commission, are:

	<u>Right-of-Way Width</u>	<u>Surface Width</u>
Major Streets	60'	30'
Collectors	40'	30'
Minor Streets*	30'	20'
Alleys	20'	16'

\*Cul-de-sacs shall have a turn-around with a right-of-way diameter of sixty feet. (Ord. 131 S5(part), 1976).

## 18.11.005 GRADES

- A. Street grades for major streets shall not exceed 8%. Street grades for collectors and minor streets shall not exceed 15%. The minimum grade of all streets shall not be less than 2% with a 2% crown to provide for proper drainage.

## 18.11.006 SIGHT DISTANCES

- A. A minimum sight distance, with visibility measured along the centerline of the street, shall be provided for both vertical and horizontal curves as follows:

	<u>Minor</u> <u>(Incl. Cul-De-Sac)</u>	<u>All Others</u>
Horizontal	100'	200'
Vertical	100'	200'

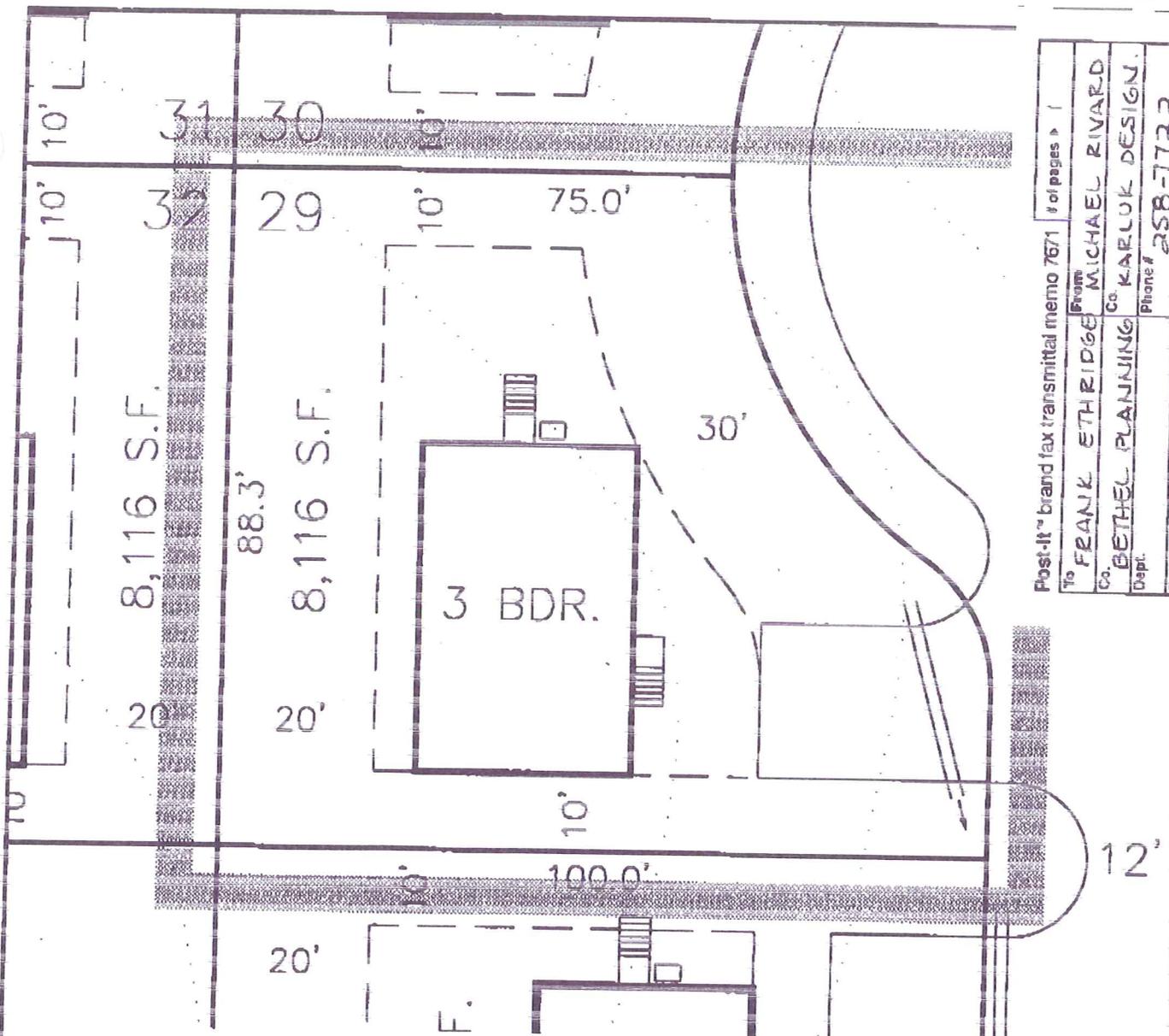
(Ord. 131 S5(part), 1976).

## 18.11.007 TANGENTS

- A. A straight section of street at least one hundred feet in length shall be built between reverse curves on major and collector streets. (Ord. 131 S5(part), 1976).

## 18.11.008 CUL-DE-SACS

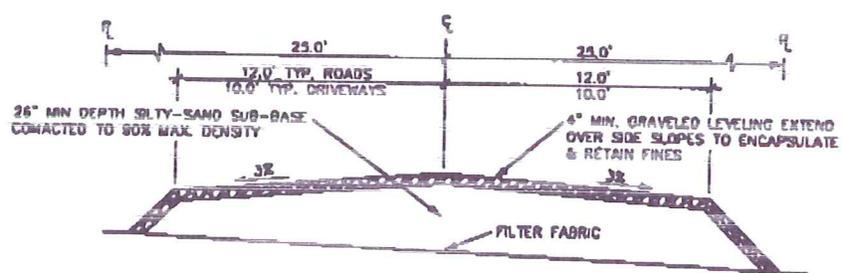
- A. Cul-de-sacs\* shall have a maximum length of six hundred feet and a right-of-way width of thirty feet with a turn-around diameter of sixty feet. Measurement of cul-de-sacs shall be along the centerline of the roadway from the near side of the intersecting street to the farthest point of the cul-de-sac.



Post-It™ brand fax transmittal memo 7671 # of pages 1

To: FRANK ETHRIDGE  
 From: MICHAEL RIVARD  
 Co. BETHEL PLANNING  
 Dept. Co. KARLUK DESIGN.  
 Phone # 258-7722  
 Fax # 453-4171 276-0879

NOTE: PROPERTY LIES OUTSIDE OF THE 100 YEAR FLOOD PLANE. ZONE "C".



▨ = THIS SITE

LOT: 29	BLOCK: 2	MARTINA OSCAR SUBDIVISION	PRELIMINARY PLAT
DATE: 25 SEPT. 1995	SCALE: 1" = 20'	W/O: 9519	
PREPARED FOR: OSBORNE CONSTRUCTION CO. KELLY RYAN INC. J.V.			
PREPARED BY: KARLUK DESIGN, INC. 1042 E. 6th Ave., Anchorage, AK 99501			