



Planning Commission Meeting Agenda

Regular Meeting Thursday, September 8, 2016– 6:30PM
City Hall Council Chambers 300 Chief Eddie Hoffman Highway

MEMBERS

Joy Shantz
Chair
Term Expires
12/2017

John Guinn
Vice-Chair
Term Expires
12/2016

Nikki Hoffman
Council Rep.
Term Expires
10/2017

Kathy Hanson
Commission Member
Term Expires
12/2017

Cliff Linderth
Commission Member
Term Expires
12/2017

Lorin Bradbury
Commission Member
Term Expires
12/2017

John Cochrane
Commission Member
Term Expires

Ted Meyer
Ex-Officio Member

Betsy Jumper
Recorder

AGENDA

- I. CALL TO ORDER
- II. ROLL CALL
- III. PEOPLE TO BE HEARD – (5 Minute Limit)
- IV. APPROVAL OF THE MINUTES FROM THE AUGUST 18, 2016 MEETING
- V. APPROVAL OF THE AGENDA
- VI. NEW BUSINESS
 - A. Church Zoning (for discussion)
 - B. Parking Spaces and Square Footage (for discussion)
 - C. Definitions of Private Roads, Streets, Driveways, etc. (for discussion)
- VII. PLANNER'S REPORT
- VIII. COMMISSIONER'S COMMENTS
- IX. ADJOURNMENT

City of Bethel, Alaska

Planning Commission Meeting

Aug 18, 2016

Regular re-scheduled Meeting

Bethel, Alaska

I. CALL TO ORDER

A regular re-scheduled meeting of the Planning Commission was held on Thursday, August 18, 2016, at 6:30 PM at the City Hall back room in Bethel, Alaska. Chair Shantz called the meeting to order at 6:30 pm.

II. ROLL CALL

Compromising a quorum of the Commission, the following members were present for roll call: Joy, Lorin, Kathy, and John (telephonically). Cliff Linderoth arrived at 6:32.

Also present was Planning Director Ted Meyer, Haley Hanson, and Betsy Jumper.

III. PEOPLE TO BE HEARD

Nobody wished to be heard.

IV. MOTION TO APPROVE THE MINUTES OF THE JUNE 9, 2016 MEETING & THE JULY 28 SPECIAL MEETING

MOVED:	Lorin Bradbury	To approve the June 2016 and the July 28, 2016 minutes.
SECONDED:	Kathy Hanson	
VOTE ON MOTION	All in favor 4 opposed. Motion carries.	

V. APPROVAL OF THE AGENDA

MOTION TO APPROVE THE AGENDA OF AUGUST 18, 2016

MOVED:	Kathy Hanson	To approve the agenda.
SECONDED:	Lorin Bradbury	
VOTE ON MOTION	All in favor 4 and 0 opposed. Motion carries.	

VI. OLD BUSINESS: PUBLIC HEARING: Applicant: Baba's Pizza is applying for a Conditional Use Permit (CUP) to obtain a liquor license. The Legal Description is United States Survey Number 4117, lot 38E of Park Place Subdivision. The physical address is 1725 State Highway. (Action Item)

Chair Shantz opened the public hearing.

The Planning Director gave his report on the Baba's Conditional Use permit application and his facts and findings.

Applicant Trey Chavez stated the reason why they submitted an application was to increase sales revenues in the restaurant.

People to be Heard: Nobody wished to be heard.

After much discussion, a motion was made.

MOTION TO DENY BABA'S CONDITIONAL USE PERMIT APPLICATION

MOVED:	Lorin Bradbury	To deny Baba's request for a CUP. The reasons for the denial were: 1. The site plan map was one space shy of the required 12 parking spaces (BMC 18.48.160 D16, off street parking); 2. The parking area entrance and exit driveways are within the required 50' distance of the nearest street intersection (BMC 18.48.200 E1, Driveway standards; and 3. Regarding compatibility with the neighborhood, the selling of alcohol would have an adverse impact on the high concentration of neighboring residences (68 trailers-- and 4 houses, located across the street in the trailer court--BMC 18.60.060).
SECONDED:	Kathy Hanson	
VOTE ON MOTION	All in favor 4 and 0 opposed. Motion carries.	

Chairman Shantz closed the public meeting.

VII. PLANNER'S REPORT: Ted went over the Planning Director's monthly activity report.

IX. COMMISSIONER'S COMMENTS: **Kathy:** These CUP hearings are good and fascinating. I appreciate how thorough the Planner and staff are. **Lorin:** I have several things; thank you to the Planner and staff. This is educational; we have to go by this much like a judge would do. Also, a couple of things that need to be worked on that I noticed; there's only one place in the BMC that the word "Church" even appears here, and that's under Public Lands and Institutions—typically in most codes, churches can be in residential, general use, etc. zones. Churches need to be included more than once in the BMC; I think we need to revisit this. And, the other item is, the trailer court area got me wondering, what are the definitions of streets, private roads, driveways, dedicated right-of-ways? Also we need to visit usable space/square footage and parking spots—we need to be consistent. **Cliff:** The only thing, in reference to the motion that I couldn't vote on, was that in general, people protest more than they support them. There's mass apathy about Baba's. The people I spoke to in the trailer court were against it for moral reasons, not land use issues—there were safety concerns expressed to me, but where are the parents to voice that here at this meeting? The very question too, if trailer court were modern apartments and if somebody wanted to open a pub there, rather than a rundown trailer court, I think the perception would be different. **John:** no comments. **Joy:** I think Cliff had a really good point, but I still feel that, for me, I didn't make an arbitrary decision—I took in the high impact residential area proximity. I think that if there were a high class pub neighborhood I would probably take in the exact same concerns and considerations that I took on with this. It's the density-I would use the same standards.

X. ADJOURNMENT

MOVED:	Kathy Hanson	Motion to adjourn the meeting at 8:15.
SECONDED:	Lorin Bradbury	
VOTE ON MOTION	5 yes and 0 opposed. Motion carries.	

The next meeting will be on Sept. 8, 2016

_____, Joy Shantz, Chairman
 ATTEST: _____, Betsy Jumper, Recorder

MEMO

TO: City of Bethel Planning Commission
FROM: Ted Meyer, Planner
SUBJECT: Summary of Current Bethel Zoning Districts that allow Churches and comparisons with other Municipalities
DATE: Sept 1, 2016

I. Introduction

At the August 18 Planning Commission meeting, there was a question from Commissioner Bradbury about the lack of adequate zoning for churches in Bethel. Below is a table showing which Bethel Zoning Districts that allow churches either as a Principle Use or as a Conditional Use, followed by the intent of each zoning district. Lastly are comparisons with other municipal codes.

BETHEL ZONING DISTRICTS	PRINCIPLE USE	CONDITIONAL USE
Preservation		
Public Lands & Institutional (PLI)		Yes
Open Space		
Residential		
General Use	* Yes	
Industrial		

* Line Item (J) of BMC Section 18.36 listed under Principle Uses for the General Use District states, "All uses listed as conditional uses in the PLI District" (*see attached Zoning District definitions and uses*). This means that Conditional Uses listed in the PLI District can be Principle Uses in the General Use District.

II. Location and Counts of Existing Churches on the Bethel Zoning Map

The *attached Zoning Map* shows existing church locations in Bethel. The map shows:

- 2 churches in the Residential District
- 2 churches in the Public Lands and Institutional District
- 9 churches in the General Use District

III. Comparisons of Church Zoning with Other Municipalities

City of Nome

General Use, Residential, and Commercial Zones.

Bristol Bay Borough

Residential Zone only.

Kodiak

Single Family and Multi Family Residential Zones, Business Zone (CUP required), Rural Commercial, and Urban Commercial (CUP required).

City of Fairbanks

Rural & Agricultural, Rural Residential, Single Family Residential, Multi Family Residential (CUP), Multi Family/Professional Office, Light Commercial.

ZONING DISTRICTS

Definitions, Principle Uses, and CUPs

1. 18.20 PRESERVATION DISTRICT

The preservation district is intended to apply to significant wetlands and drainage ways that should be preserved as open areas or to which careful attention must be given to development that would disturb the wetlands or affect the drainage ways.

Principle Uses

- A. Greenbelts.
- B. Trails and boardwalks that do not require the use of fill material.
- C. Subsistence and recreational uses that do not require the use of fill material.
- D. Any accessory use or structure that does not require the use of fill material. [Ord. 01-05 § 8.]

Conditional Uses

- 1. Subsistence, recreational, and accessory uses and structures that require fill;
- 2. Trail, walkways, boardwalks, and roads that require the use of fill;
- 3. Agricultural uses;
- 4. Single-family, duplex, triplex and apartment residential uses; provided, the use of freezer vans as residential units is prohibited;
- 5. Planned unit development;
- 6. Commercial uses permitted as a principal use in the GU district;
- 7. Public and institutional uses permitted as principal uses in the PLI district;
- 8. Landing strips and air taxi services.

2. 18.24 PUBLIC LANDS AND INSTITUTIONAL DISTRICT

The public lands and institutional district is intended to apply to undeveloped public lands not dedicated for open space, and public and quasi-public institutional uses, including government office buildings, facilities, and existing land reserves for public and institutional use. [Ord. 01-05 § 8.]

Principle Uses

- A. Greenbelts and land reserves.
- B. Trails and boardwalks.
- C. Sewer facilities and water supply facilities.
- D. Utility facilities.
- E. Any accessory use or structure associated with the principal use or structure on the lot. [Ord. 01-05 § 8.]

Conditional Uses

- A. Parks, playfields, and playgrounds.
- B. Museums, historic and cultural exhibits.
- C. Educational institutions, including public, private or parochial academic schools, colleges, and universities.
- D. Hospitals, sanitariums, children's homes, group homes, nursing homes, convalescent homes, homes for the aged, and similar homes.
- E. Cemeteries.
- F. Churches and synagogues, along with the customary accessory uses, including administrative offices, parsonages, day nurseries, kindergartens and meeting rooms.
- G. Headquarters or administrative offices for charitable organizations and similar quasi-public organizations of a noncommercial nature.

- H. Governmental office buildings.
- I. Radio and television transmission towers and antennas, not including amateur radio and citizen band radio antennas that are accessory to a residential use.
- J. Recreation uses.
- K. Governmental service shops, maintenance and repair centers, and equipment storage yards.
- L. Private roads and parking areas.
- M. Animal control facility.
- N. Other public buildings and uses.
- O. Landing strips and air taxi services.
- P. Other uses and structures that are compatible with existing development and support or supplement existing development. [Ord. 01-05 § 8.]

3. 18.28 OPEN SPACE DISTRICT

The open space district is intended to provide undeveloped open space, to protect trails, to provide open areas for recreation, and to provide buffers between incompatible districts. [Ord. 01-05 § 8.]

Principle Uses

- A. Trails and boardwalks.
- B. Nonmotorized public access areas to the Kuskokwim River or other areas that require public access.
- C. Public recreation areas.
- D. Greenbelts and buffers.
- E. Subsistence uses. [Ord. 01-05 § 8.]

Conditional Uses

- A. Parks, playgrounds and playfields.
- B. Parking area related to a permitted or conditional use.
- C. Moorage of skiffs in a designated area.
- D. Motorized vehicle (including snowmachine and four-wheeler) access areas to and from the Kuskokwim River.
- E. Landing strips and air taxi services. [Ord. 01-05 § 8.]

4. 18.32 RESIDENTIAL DISTRICT

The intent of the residential district is to provide protection to residential areas from encroachment from nonresidential activities.

Principle Uses

- A. Trails and boardwalks.
- B. Nonmotorized public access areas to the Kuskokwim River or other areas that require public access.
- C. Single-family dwelling units.
- D. Duplex uses.
- E. Greenbelts and land reserves.
- F. Subsistence activities.
- G. Any accessory use or structure associated with the principal use or structure on the lot. The use of a freezer van for any purpose is specifically prohibited; except, during the construction or substantial improvement of the primary structure on a lot, a freezer van used solely for storage of construction materials and equipment may be located on the lot for a period not to exceed twelve (12) months unless, for good cause shown, the time is extended in writing by the land use administrator.
- H. The facilities of sewer, water and other utilities required to serve the lots in the district.

I. Home occupations, but not more than two (2) per dwelling unit. [Ord. 01-05 § 8.]

Conditional Uses

The following uses and structures are permitted in the R district under the terms of a conditional use permit.

- A. Triplex and residential apartment buildings.
- B. Planned unit developments.
- C. Professional offices.
- D. Parks, playfields, and playgrounds.

5. 18.34 NEIGHBORHOOD COMMERCIAL (Not shown on Zoning Map)

The intent of the neighborhood commercial district is to establish and maintain places for limited retail sales and services that are accessible and convenient to nearby residents. The NC district is applied to areas serving only a limited, local market and is intended to permit only those uses which do not create adverse impacts that are incompatible with nearby residences. [Ord. 01-05 § 8.]

6. 18.35 DOWNTOWN COMMERCIAL (Not shown on Zoning Map)

The intent of the downtown commercial district is to create a concentrated area of retail, financial, and public institutional facilities in order to encourage the development of interrelated uses and functions, reduce pedestrian walking distance between activities, and ensure the development of compatible pedestrian-oriented uses in the downtown commercial district. [Ord. 01-05 § 8.]

7. 18.36 GENERAL USE DISTRICT

The general use district is intended to allow a mix of compatible residential and commercial uses. Noxious, injurious, or hazardous uses shall not be permitted in the GU district. [Ord. 01-05 § 8.]

Principle Uses

- A. Trails and boardwalks.
- B. Non-motorized public access areas to the Kuskokwim River or other areas that require public access.
- C. Single-family dwelling units.
- D. Duplex uses.
- E. Greenbelts and land reserves.
- F. Subsistence activities.
- G. Any accessory use or structure associated with the principal use or structure on the lot. The use of a freezer van as a residential unit is specifically prohibited, but its use as an accessory structure for storage is not prohibited.
- H. The facilities of sewer, water and other utilities.
- I. All uses listed as conditional uses in the PLI district.
- J. Triplexes and apartment buildings.

K. Commercial uses and structures, including:

- 1. Delicatessens, meat, seafood, and other food specialty shops.
- 2. Art and picture framing shops.
- 3. Shoe repair shops.
- 4. Bookstores, stationery, gift, novelty, souvenir, and card shops.
- 5. Drug stores.
- 6. Laundry and dry cleaning shops.

7. Beauty and barber shops.
8. Cafes, restaurants, drive-in and fast-food restaurants, and other places serving food and beverages.
9. Knit shops, yarn shops, dry goods, dressmaking and notions stores.
10. Small appliance repair shops.
11. Photography studios, art studios.
12. Sporting goods stores, bicycle sale shops.
13. Business, professional, and administrative offices.
14. Day care facilities.
15. Video stores.
16. Clothing, apparel, and shoe stores.
17. Hobby store.
18. Florist.
19. Tobacco store.
20. Wholesaling and distribution operations, including incidental assembly or processing of goods for sale at retail or wholesale on the premises, but not to include yards for storage or display of any scrap, junk, or salvaged materials or for any scrap or salvage operations.
21. Jewelry stores.
22. General merchandising store.
23. Wholesale and retail camera and photographic supply stores.
24. Funeral services, including crematoriums.
25. Motion picture theaters and live theaters.
26. Banking and financial institutions.
27. Medical and health services.
28. Business service establishments, including office supply and printing and publishing establishments.
29. Parking lots.
30. Taxicab and dispatching offices.
31. Hotels, motels, hostels, bed and breakfasts, bunk houses and boarding houses.
32. Radio and television studios.
33. Plumbing and heating service and equipment dealers.
34. Paint, glass and wallpaper stores.
35. Electrical or electronic appliances, parts and equipment.
36. Gasoline service stations.
37. Aircraft and marine parts and equipment stores, and outboard motor repair.
38. Antiques and secondhand stores, including auctions, pawnshops.
39. Automotive accessories, parts and equipment stores.
40. Automotive repair, services and garages.
41. Motor vehicle dealers, new and used.
42. Wholesale and retail fur repair, storage, and sales.
43. Automobile display lots, new and used.
44. Lumber yards and builders supply stores.
45. Nurseries and garden supply stores.
46. Automobile car washes.
47. Air passenger terminals.
48. Amusement arcades, billiard parlors, bowling alleys, roller and ice skating rinks.
49. Veterinary clinics and boarding kennels, with activities conducted in a completely enclosed building.
50. Vocational or trade schools.
51. Wholesale and retail furniture and home finishing stores.
52. Wholesale and retail radio and television stores.
53. Wholesale and retail household appliance stores.
54. Wholesale, industrial, and retail hardware stores.

55. Merchandise vending machines sales and service.
56. Frozen food lockers.
57. All-terrain vehicles remodeling or repair.
58. Boat building.
59. Sign shops.
60. Cabinet shops.
61. Cleaning, laundry or dyeing plants.
62. Other commercial uses of a character similar to those uses listed in this section. [Ord. 01-05 § 8.]

Conditional Uses.

- A. Industrial uses permitted in the I district.
- B. Radio and television towers and antennas, but not including amateur radio and citizen band radio antennas that are accessory to the principal use of the lot.
- C. Landing strips and air taxi services.
- D. Planned unit developments. [Ord. 01-05 § 8.]

8. 18.40 INDUSTRIAL DISTRICT

The industrial district is intended to apply to areas where industrial development is the predominant, or is expected to be the predominant use. [Ord. 01-05 § 8.]

Principle Uses

- A. Commercial uses permitted as principal uses in the GU district, except that all residential uses and structures are prohibited unless specifically authorized in this section.
- B. One dwelling unit occupied by the owner, the manager or a watchman of a principal use on the lot.
- C. Any accessory use or structure associated with the principal use or structure on the lot.

D. Industrial uses, including:

1. Airplane assembly, remodeling or repair.
2. Airports.
3. Machine shops.
4. Metal working or welding shops.
5. Sawmills.
6. Steel fabrication shops or yards.
7. Irethane foaming yards or plants.
8. Warehouses.
9. Shipping or receiving terminals.
10. Bulk fuel distribution and storage.
11. Cement manufacturing.
12. Distillation of wood, coal or bones.
13. Tannery.
14. Paper manufacturing.
15. Poison manufacturing.
16. Printing ink manufacturing.
17. Rock and stone crushing mill.
18. Natural resource extraction, such as a sandpit.
19. Cargo dock facility or freight transfer area.
20. Fish processing plants.
21. Fiberglass fabrication shops or yards.
22. Junk yards and salvage yards.
23. Land fills, solid waste processing facilities.
24. Sewage treatment facilities.
25. Other industrial uses of a character similar to those uses listed in this section.

26. Recreational uses, to include the Bethel shooting range. [Ord. 11-22 § 2; Ord. 01-05 § 8.]

Conditional Uses.

A. Planned unit developments. [Ord. 01-05 § 8.]

Overlay District **(Shown on Zoning Map, but not stated in the Code)**

churches

PRES

Memo

TO: City of Bethel Planning Commission
FROM: Haley Hanson, Planning Intern
SUBJECT: **Findings of Basis and Various Methods of Determining Off-street Parking Requirements for Municipalities.**
DATE: 9/1/16

Background

According to the article by Donald C. Shoup, included as **Attachment #1**, there are no standard formulas for calculating off-street parking requirements to meet peak business hours. Municipalities have taken it upon themselves to determine criteria that best fits their community. Most communities either use standards that neighboring towns have implemented or consult Institute of Transportation Engineers (ITE) handbooks. The article provided argues that parking requirements based on floor area typically don't fit the parking needs, nor is there evidence to back up this method as the best fit for communities and businesses.

Standards for Off-street Parking Calculation

The Biloxi, MS municipal code outlines the three main ways to calculate off-street parking requirements:

Seat-based- Where the minimum off-street parking space requirement is based on the number of seats, all computations shall be based on the design capacity of the areas used for seating.

Floor-area-based- Where the minimum off-street parking space requirement is based on square feet of floor area, all computations shall be based on gross floor area.

Occupancy- or capacity-based standards-Where the minimum off-street parking space requirement is based on the number of employees, students, or residents, all computations shall be based on the largest number of persons working on any single shift (for employees), maximum enrollment (for students), or the maximum fire-rated capacity (for residents), whichever is applicable.

Please refer to **Attachment #2**

After reviewing the municipal codes of Dillingham, Kotzebue, Homer, Bethel, Palmer, Juneau, and Anchorage, I have grouped them by the standards used:

Seat-based: Dillingham, Homer, Palmer, Anchorage

Floor-area-based: Bethel, Juneau

Occupancy- or capacity-based: Dillingham

Other: Kotzebue

For facilities without fixed seating, both Anchorage and Dillingham determine parking spaces based on maximum capacity, while Homer uses floor area.

Local Data

The data gathered in this table was collected from a field trip to restaurants in Bethel, and peak customer numbers were provided directly by the owners/employees.

Sample of Restaurants in Bethel

Name	Seats Available	Peak Customers
Snack Shack	36	27
Tundra Restaurant	25	25
Connie's	45	45
Front Street Cafe	50	20

If you refer to **Attachment #2**, you can see Bethel has the most stringent parking requirements of any of the other 6 towns listed. These examples were required so that you can roughly compare our parking requirements to those of other communities.

Based on the current BMC off-street parking requirement, Snack Shack was required to have 18 parking spaces in order to obtain a conditional use permit for alcohol, based on their gross floor area.

For comparison, if we apply the requirement of 1 parking space per 3 seats, like Homer and Anchorage, Snack Shack would need 12 parking spaces.

If we apply the requirement of 1 parking space per 4 seats, like Dillingham & Palmer, we can see Snack Shack would need 9 parking spaces.



PERGAMON

Transportation Research Part A 33 (1999) 549–574

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The trouble with minimum parking requirements

Donald C. Shoup *

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Abstract

Urban planners typically set the minimum parking requirements for every land use to satisfy the peak demand for free parking. As a result, parking is free for 99% of automobile trips in the United States. Minimum parking requirements increase the supply and reduce the price – but not the cost – of parking. They bundle the cost of parking spaces into the cost of development, and thereby increase the prices of all the goods and services sold at the sites that offer free parking. Cars have many external costs, but the external cost of parking in cities may be greater than all the other external costs combined. To prevent spillover, cities could price on-street parking rather than require off-street parking. Compared with minimum parking requirements, market prices can allocate parking spaces fairly and efficiently. © 1999 Elsevier Science Ltd. All rights reserved.

How can a conceptual scheme that one generation admiringly describes as subtle, flexible, and complex become for a later generation merely obscure, ambiguous, and cumbersome?

Thomas Kuhn

Urban planners set minimum parking requirements for every land use. These requirements typically ensure that developers will provide enough spaces to satisfy the peak demand for free parking. This article examines: (1) how urban planners set parking requirements, (2) how much the required parking costs, and (3) how parking requirements distort the markets for transportation and land. As a way to eliminate this distortion, I will propose that cities should price on-street parking rather than require off-street parking.

1. The shaky foundation of minimum parking requirements

Where do minimum parking requirements come from? No one knows. The “bible” of land use planning, F. Stuart Chapin’s *Urban Land Use Planning*, does not mention parking requirements in

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SELECTED LAND USES WITH MINIMUM PARKING REQUIREMENTS

Asylum	Indoor Soccer Facility	Rifle Range
Bingo Parlor	Junkyard	Slaughterhouse
Convent	Kennel	Taxi Stand
Diet Clinic	Landfill	Ultra-Light Flight Park
Exterminator	Massage Parlor	Veterinarian
Fraternity	Night Club	Wastewater Treatment
Gunsmith	Oil Change Shop	Zoo
Horse Stable	Pet Cemetery	

Source: Selected from the minimum parking requirements for 179 Land uses in Planning Advisory Service (1991, 3)

Fig. 1. Selected land uses with minimum parking requirements.

any of its four editions.¹ The leading textbooks on urban transportation planning also do not mention parking requirements.² This silence suggests that planning academics have not seriously considered – or even noticed – the topic.

This academic neglect has not prevented practicing planners from setting parking requirements for every conceivable land use. Fig. 1 shows a small selection of the myriad land uses for which planners have set specific parking requirements. Without training or research, urban planners know exactly how many parking spaces to require for bingo parlors, junkyards, pet cemeteries, rifle ranges, slaughterhouses, and every other land use.

Richard Willson (1996) surveyed planning directors in 144 cities to learn how they set parking requirements. The two most frequently cited methods were “survey nearby cities” and “consult Institute of Transportation Engineers (ITE) handbooks”. Both strategies cause serious problems.

1.1. Survey nearby cities

Although surveying nearby cities seems a sensible way to set parking requirements, the Planning Advisory Service (1971), pp. 1–3) explains a serious problem with this approach:

Since the establishment of the principle that zoning ordinances may legally require the provision of off-street parking, ordinance drafters have been asking questions like: “How many spaces should be provided for a drive-in restaurant?” – or any other land use for that matter. The question is typically answered by relying upon what ordinances for other jurisdictions require... The implicit assumption is that other areas must know what they are doing (the ordinances were adopted, after all) and so it is a relatively safe bet to adopt a parking standard “close to the average”. This may simply result in a repetition of someone else’s mistakes. Nevertheless, the planner who needs to present a numerical standard by the next planning commission meeting cannot answer the original question by saying, “I don’t really know” (italics added).

Setting parking requirements by relying on what other cities require not only risks repeating someone else’s mistakes, but also fails to reveal where the requirements came from in the first place.

¹ See Chapin (1957, 1965), Chapin and Kaiser (1979) and Kaiser et al. (1995).

² See Dickey (1983), Hanson (1995), Meyer and Miller (1984) and Papacostas and Prevedouros (1993).

1.2. Consult ITE handbooks

To base parking requirements on more objective data, planners consult *Parking Generation*, published by the Institute of Transportation Engineers. For each land use, this publication reports the “parking generation rate”, defined as the peak parking occupancy observed in surveys by transportation engineers.

A vast majority of the data... is derived from suburban developments with little or no significant transit ridership... The ideal site for obtaining reliable parking generation data would... contain ample, convenient parking facilities for the exclusive use of the traffic generated by the site... *The objective of the survey is to count the number of vehicles parked at the time of peak parking demand* (Institute of Transportation Engineers, 1987a, vii–xv, italics added).

The ITE summarizes the survey results and reports the average peak parking occupancy observed at each land use as the parking generation rate for that land use. Half of the 101 reported parking generation rates are based on four or fewer surveys of parking occupancy, and 22% of the parking generation rates are based on a single survey.

Because parking is free for 99% of all automobile trips in the United States, parking must be free at most of the ITE survey sites.³ Parking generation rates therefore typically measure the peak demand for parking observed in a few surveys conducted at suburban sites that offer ample free parking and lack public transit. Urban planners who use these parking generation rates to set minimum parking requirements are making a big mistake.

Parking Generation is a questionable resource for several reasons. First, parking generation rates are inflated by the ample free parking. Second, no information is provided on several key issues. Why and where were the surveys conducted? How long did the surveys last? How long did the peak parking occupancy last? Finally, nothing is said about off-peak parking occupancy. *Parking Generation* raises more questions than it answers.

Fig. 2 shows the *Parking Generation's* report for one land use, fast-food restaurants. At the 18 survey sites parking generation ranges from 3.55 to 15.92 parking spaces per 1000 square feet of floor area.⁴ The R^2 of 0.038 shows that the variation in floor area accounts for less than 4% of the variation in peak parking occupancy. **Parking generation is essentially unrelated to floor area in the sample.** Nevertheless, the *average* parking generation rate – normally interpreted as *the relationship between parking demand and floor area for a land use* – is reported as *precisely* 9.95 parking spaces per 1000 square feet of floor area.

Urban planners who consult ITE publications act like frightened natives before a powerful totem. **For example, the median parking requirement for fast-food restaurants in the US is 10 spaces per 1000 square feet of floor area, the same as the ITE's average parking generation**

³ For all automobile trips made on the previous day, the 1990 Nationwide Personal Transportation Survey (NPTS) asked 48,000 respondents, “Did you pay for parking during any part of this trip”? Ninety-nine percent of the 56,733 responses to this question were “No”.

⁴ Gross floor area is the building's total floor area, including cellars, basements, corridors, lobbies, stairways, elevators, and storage. Gross floor area is measured from the building's outside wall faces.

FAST FOOD RESTAURANT WITH DRIVE-IN WINDOW (836)Peak Parking Spaces Occupied vs: **1,000 GROSS SQUARE FEET LEASABLE AREA**On a: **WEEKDAY****PARKING GENERATION RATES**

Average Rate	Range of Rates	Standard Deviation	Number of Studies	Average 1,000 GSF Leasable Area
9.95	3.55-15.92	3.41	18	3

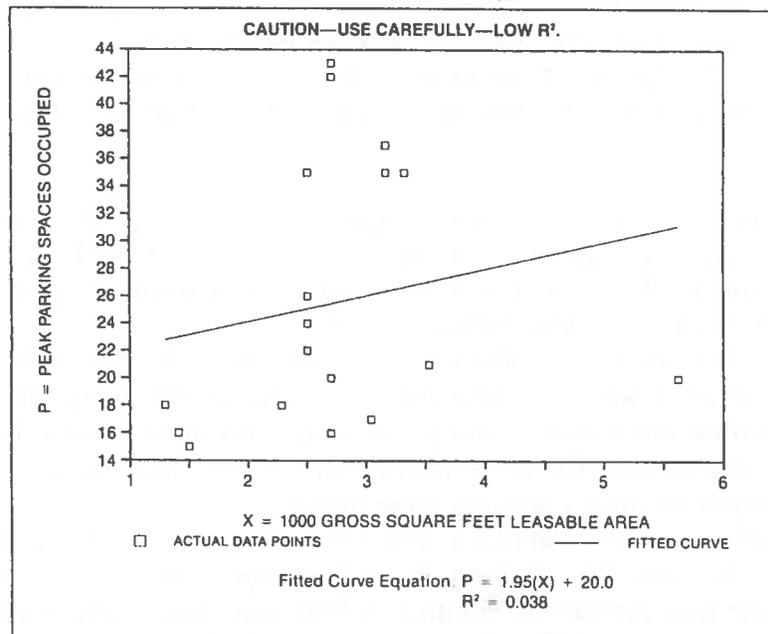
DATA PLOT AND EQUATION

Fig. 2. Parking generation at fast food restaurants with drive-in windows. Source: Institute of Transportation Engineers (1987a, p. 146).

rate.⁵ Beyond the ITE's impressive professional reputation, the ITE data appeal to urban planners because minimum parking requirements are intended to meet the peak parking demand, and no one else provides systematic data that relate peak parking demand to land use.

2. Minimum parking requirements inflate trip generation rates

How do minimum parking requirements affect the demand for vehicle trips? The ITE publishes *Trip Generation* to show the demand for vehicle trips associated with various land uses. For each

⁵ The Planning Advisory Service (1991) surveyed the parking requirements in 127 cities. The median of 10 spaces per 1000 square feet is for the cities that base their requirements on gross floor area.

Restaurants

Town	Population	Off-Street Parking Requirements
Dillingham	2,400	18.36.070 One space per four seats based on maximum seating capacity; or one space per four occupants based on maximum capacity as calculated under the provisions of the Uniform Building Code
Kotzebue	3,200	17.28.080 There shall be sufficient off-street parking to accommodate all vehicular traffic associated with the use, either on the same lot as the use or within two hundred feet of that lot.
Homer	5,300	21.55.090 One per three indoor seats. If there is no fixed seating, one per 100 square feet. One per 10 seats of seasonal outdoor seating.
Bethel	6,300	18.48.160 One space per 100 square feet of gross floor area
Palmer	6,400	17.64.031 One parking space for each four seats based on maximum seating capacity
Juneau	32,500	49.40.210 One space per 200 square feet of gross floor area
Anchorage	300,000	21.45.080 One per every three seats. Parking space requirements for such facilities without fixed seating shall be based on maximum capacity under the provisions of the Uniform Building Code.

Chapter 18.48 SUPPLEMENTAL REGULATIONS

Sections:

Article I. Zero Lot Line Development

[18.48.030](#) Zero lot line development.

Article II. Off-Street Parking and Loading

[18.48.150](#) Purpose of off-street parking, loading and driveway requirements.

[18.48.160](#) Off-street parking requirements.

[18.48.170](#) Parking area location.

[18.48.180](#) Off-street parking design standards.

[18.48.190](#) Disabled parking standards.

[18.48.200](#) Driveway standards.

[18.48.210](#) Loading standards.

Article III. Height Restrictions

[18.48.250](#) Air navigation hazards – Purpose.

[18.48.260](#) Height restrictions.

[18.48.270](#) Airport height map.

Article I. Zero Lot Line Development

18.48.030 Zero lot line development.

A. The purpose of this section is to allow more flexibility in site design and to provide for increased open or yard space.

B. The planning commission may approve a residential zero lot line development following the conditional use procedures pursuant to Chapter [18.60](#) BMC. Except as provided in subsection C of this section, the development requirements shall be in conformance with all other requirements of the district. The required yard on the side of the lot opposite the property line on which the party wall rests shall be increased by the amount of yard otherwise required adjacent to the party wall property line. A site plan permit is required prior to construction of a structure exempted from a yard requirement under this section.

C. Single-family, duplex and triplex residential structures may be exempted from a side or the rear yard requirements by the planning commission if:

1. The party wall of the separate residential units rests on the lot line;
2. A signed party wall agreement is submitted to the planning commission and approved by the commission; and

3. The planning commission determines that the yard adjacent to the party wall lot line is not necessary for drainage, access, circulation, parking or for use as a buffer area from adjacent uses. [Ord. 01-05 § 8.]

Article II. Off-Street Parking and Loading

18.48.150 Purpose of off-street parking, loading and driveway requirements.

The purpose of off-street parking, loading and driveway requirements is to establish and maintain areas for efficient and convenient driveway access and parking for residential, civic, commercial and industrial uses, and to provide a safe means for discharging people and products from ground transportation. BMC 18.48.150 through 18.48.210 may be referred to as the off-street parking and loading code. [Ord. 01-05 § 8.]

18.48.160 Off-street parking requirements.

A. No parking area provided for the purpose of complying with the provisions of this code shall be eliminated, reduced, or converted to another use unless equivalent facilities are provided in conformance with this chapter and approved by the planning department on a site plan permit. New structures or uses on a lot must provide parking space as required by this chapter. Additions or expansions to any structure or a change in use on a property shall be accompanied by parking facilities to replace parking lost or to achieve conformance with this chapter.

B. Space computations for any parking requirements that result in fractional requirements shall be increased to the next higher whole number.

C. Parking requirements for types of structures or uses not specifically listed in this section shall be determined by the land use administrator based on comparable uses listed in this chapter or on standards recommended by a professional planning or engineering organization.

D. Off-street parking space shall be provided as set out in this subsection:

1.	Single-family and duplex	2 spaces per dwelling unit
2.	Multifamily, including triplex	1.5 spaces per dwelling unit
3.	Religious assembly	1 space per 4 seats or 8 feet of bench in the main assembly
4.	Library, cultural exhibits	1 space per 400 square feet gross floor area

5.	Primary and secondary schools	1 space per classroom plus 1 space per administrative employee, and 1 space per 6 students design capacity or 1 space per 4 seats/8 feet of bench in the main auditorium, whichever is greater
6.	College/trade school	1 space per 1 faculty FTE plus 1 space per 5 student FTE design capacity
7.	Stadium/fairground	1 space per 4 seats or 1 space per 8 feet of bench, whichever is greater
8.	Other public assembly, recreation, or entertainment	1 space per 4 seats or 1 space per 8 feet of bench, or 1 space per 100 square feet of gross floor area, whichever is greater
9.	Hospital	1 space per two beds
10.	Professional/administrative offices	1 space per employee plus 1 space per 400 square feet gross floor area
11.	Medical offices and clinics	1 space per employee plus 1 space per 200 square feet gross floor area
12.	Retail sales and service	1 space per 300 square feet gross floor area
13.	Retail sales and service of large items such as furniture and appliances	1 space per 750 square feet gross floor area
14.	Personal service	1 space per 300 square feet gross floor area

15.	Shopping center/department store	5 spaces per 1,000 square feet gross floor area, except restaurant space shall be provided as set out in subsection (D)(16) of this section
16.	Restaurant	1 space per 100 square feet gross floor area
17.	Motel, hotel, bed and breakfast, boarding and lodging facilities	1 space per guestroom
18.	Warehouse, wholesale, distribution, manufacturing	1 space per employee plus 1 space per commercial vehicle plus 1 space per 700 square feet of patron service area
19.	Heavy industrial	1 space per each 1.5 employees

[Ord. 01-05 § 8.]

18.48.170 Parking area location.

A. Required parking facilities for long-term residential uses shall be located on the same lot as the use the parking facilities are intended to serve.

B. Required parking facilities shall be located on the same lot as the use such parking facilities are intended to serve or, except for uses other than long-term residential use on a lot under the same ownership if such parking is located adjoining or in close proximity to the actual use or uses served, and there is a safe, convenient pedestrian connection between the lots.

C. Except for long-term residential uses, required parking facilities of two (2) or more uses, structures or contiguous lots or parcels may be satisfied by the same parking facilities used jointly if the parking facility meets the total requirement for all uses and situations; provided, an overlap of up to twenty (20) percent of the highest overlapping single user's requirement may be permitted if, but only for so long as, the hours of operation of the overlapping users do not overlap and the right of joint use is evidenced by a deed, lease, contract, or similar written instrument establishing the joint use which remains effective for so long as the users' requirements must be met by overlapping use. [Ord. 01-05 § 8.]

18.48.180 Off-street parking design standards.

A. All off-street parking spaces shall be no less than nine (9) feet by twenty (20) feet in size, except that all parallel parking spaces shall be no less than nine (9) feet by twenty-two (22) feet in size.

B. The aisle width between parking spaces shall be no less than:

1. Sixteen (16) feet between rows of parking spaces angled thirty (30) degrees or less;
2. Eighteen (18) feet between rows of parking spaces angled at greater than thirty (30) degrees but not greater than sixty (60) degrees;
3. Twenty-five (25) feet between rows of parking spaces angled at greater than sixty (60) degrees;
4. Twelve (12) feet for one-way aisles and twenty-four (24) feet for two-way aisles between parallel parking spaces.

C. Each parking space shall have access to a circulation isle which shall access a street or alley.

D. Maneuvering and access aisle area shall be sufficient to permit vehicles to enter the space in a forward motion except that residential and employee parkers may back in from alleys.

E. Parking lots with four (4) or more stalls shall have an improved surface approved by the city engineer; provided, the overall finished grade of a parking lot shall not exceed a five (5) percent slope.

F. The lot shall be graded so that it will drain as required by the city engineer.

G. All boundaries of the lot directly abutting public or private property shall have a landscaped setback of at least eight (8) feet or shall have a suitable barrier to prevent vehicle encroachment beyond the property line.

H. Neither the landscaped setback required in subsection G of this section nor any landscaping or sign shall block the visibility of drivers exiting across a public sidewalk or entering a public street. If located closer than eight (8) feet to the nearest sidewalk or twenty (20) feet from the nearest improved edge of the street, any closed fence, wall, ground-mounted sign, bush, or hedge line shall not exceed twenty-four (24) inches in height along any side having a driveway exit across a sidewalk or to a street.

I. Parking facilities available for night use by employees or patrons shall be lighted during the night hours of use.

J. Covered parking spaces shall have a vertical clearance of a least seven (7) feet six (6) inches above the parking lot surface for all uses except residential. [Ord. 01-05 § 8.]

18.48.190 Disabled parking standards.

A. Parking lots which contain six (6) to twenty-five (25) required spaces shall provide one (1) space for restricted use of disabled persons. Parking lots that contain twenty-six (26) to fifty (50) required spaces shall contain two (2) spaces for restricted use of disabled persons. Parking lots which contain more than fifty (50) required spaces shall contain one (1) additional space for restricted use of disabled persons for each additional one hundred (100) parking spaces or fraction thereof that are required.

B. Parking spaces required by this section shall be at least nine (9) feet wide and shall have an adjacent aisle that is at least six (6) feet wide. Two (2) adjacent parking spaces that meet the requirement of this section may share an aisle.

C. A sign shall be posted for each disabled person parking space. The sign shall be clearly visible, and be marked with the international symbol of handicap access.

D. All other design considerations must comply with the Americans With Disabilities Act. [Ord. 01-05 § 8.]

18.48.200 Driveway standards.

A. Driveways serving residential uses on lots served by piped sewer and water shall have a minimum width of not less than nine (9) feet when serving four (4) or fewer dwelling units and a driveway width of not less than sixteen (16) feet when serving five (5) or more dwelling units or in lieu thereof, two (2) separate driveways not less than nine (9) feet in width.

B. Driveways serving other than residential uses on lots served by piped sewer and water shall have a minimum width of fifteen (15) feet to accommodate one-way traffic and a minimum width of twenty-five (25) feet to accommodate two-way traffic.

C. Driveways serving any use on a lot that is not served by both piped water and piped sewer shall have a minimum width of not less than twenty-five (25) feet unless the land use administrator determines that practical considerations such as lot frontage, proximity to a street intersection, lot size, lot topography, drainage patterns, the location of preexisting structures or the proposed principal structure and other considerations require a lesser width be provided. Before authorizing a lesser width, the land use administrator shall obtain and consider the recommendations of the director of public works.

D. Parking areas for two (2) or more vehicles shall be designed to prevent or discourage cars from backing out into a public street, public or private pedestrian walk, or public alley, in order to leave the area or to maneuver out of the parking space. Parking lots shall be designed and improved so as to prevent ingress and egress at any point other than designated entrance or exit drives.

E. Access driveways to parking areas containing four (4) or more spaces shall be located and designed as follows:

1. Parking area entrance and exit driveways shall be located a minimum of fifty (50) feet from the nearest street intersection, as measured from the centerline of the driveway to the nearest line of the nearest travel lane of the intersecting street.
2. Driveways crossing the street property line of a single lot shall be limited to one (1) entrance and one (1) exit driveway along the frontage of a single street. The centerline of the driveways on the same lot shall be separated by a minimum of thirty (30) feet.
3. A combined entrance and exit driveway shall be perpendicular to the street centerline for a distance of twenty-five (25) feet from the street property line.

F. Driveways that cross drainageways are subject to the requirements of BMC 15.12.040(B)(3) and 15.12.050(A)(11). [Ord. 01-05 § 8.]

18.48.210 Loading standards.

A. Structures that are constructed, altered or used which receive or distribute materials or merchandise by truck shall provide off-street loading berths as follows:

Gross Floor Area of Structure in Square Feet	Number of Required Berths
1 – 4,999	0
5,000 – 19,999	1
20,000 – 50,000	2
Greater than 50,000	Two plus one for each additional 50,000 square feet

B. A loading berth shall contain a space not less than ten (10) feet wide and fifty (50) feet long, and have an overhead clearance of not less than fourteen (14) feet. In no case shall a loading berth be designed such that any truck using the berth would interfere with a public street or occupy any area designated to meet off-street parking requirements. [Ord. 01-05 § 8.]

Article III. Height Restrictions

18.48.250 Air navigation hazards – Purpose.

BMC 18.48.250 through 18.48.270 may be referred to as the air navigation hazards regulations or the airport height restrictions. It is the purpose of these sections to promote the safety of aircraft using public airports for landing and departures by providing a mechanism whereby the city's regulation of land use within the vicinity of a public airport may complement the height restrictions established by the Federal Aviation Administration. [Ord. 01-05 § 8.]

18.48.260 Height restrictions.

A. No structure may exceed the lower of the height or elevation limits provided in other parts of this code or the height or elevation limits as determined from the applicable airport height map that meets the requirements of BMC 18.48.270.

B. A development proposed for a site within the boundaries of any approach surface or approach zone shown on an approved airport height map may not be approved if any structure in the proposed development exceeds the height or elevation restriction shown on the airport height map for that location; provided, if the Federal Aviation Administration or the airport operator provides a certification or other statement that the proposed development does not exceed the federal height limitations applicable to that location or provides a waiver, variance or other form of a permit authorizing the

intrusion of the structure into the prohibited air space, the structure may be approved with respect to the limitations on height or elevation set out in this article. [Ord. 01-05 § 8.]

18.48.270 Airport height map.

A. The owner or manager of a public airport may prepare for filing with the planning department and approval of the land use administrator a proposed airport height map. A proposed airport height map becomes an approved airport height map upon the written approval of the map as meeting the requirements of this section by the land use administrator set out upon or appended to the map.

B. The map shall be prepared in a manner that shows the airspace zones as defined and set forth in Federal Aviation Regulations, Part 77, subpart C, that are applicable to the airport. The map may consist of more than one (1) sheet, shall be to scale and shall accurately show the following:

1. The exterior boundaries of the applicable air space zones;
2. The name or other identification of each of the airspace zones;
3. A legend that provides a description of the location of each zone or surface, including a reference to the paragraph in the Federal Aviation Regulations that describes the zone or surface;
4. The reference points within or outside the airport from which distance, elevation, height, bearing, vertical angle or other measurements are made in describing the airspace zones or surfaces;
5. Existing topography, if available;
6. Existing subdivisions, streets, roads and other rights of way, U.S. Surveys, section lines and similar features of land that will be useful in determining the location of a proposed development with respect to the boundaries of any airspace zone.

C. The map required by subsection A of this section shall accurately show the airspace zones. Airspace zones that have a sloping surface shall be shown in ten- (10-) foot increments unless the land use administrator requires more frequent contour lines close to the airport or permits larger increments in areas farther from the airport. Separate maps may be submitted for the different airspace zones. Before submission to the land use administrator for final approval, the map must have been certified by the Federal Aviation Administration as accurately depicting the requirements of the relevant Federal Aviation Regulations, Part 77, subpart C. Upon reasonable intervals, and upon learning of a change in the airport or applicable regulations, the land use administrator may request Federal Aviation Administration review and recertification of the airport height map. [Ord. 01-05 § 8.]

The Bethel Municipal Code is current through Ordinance 16-18, passed June 14, 2016.

Disclaimer: The City Clerk's Office has the official version of the Bethel Municipal Code. Users should contact the City Clerk's

To: Ann Capela, City Manager
From: Ted Meyer, Planner
Subject: August 2016 Activity Report
Date: Sept 1, 2016

Mapping

The conversion of the Bethel quad maps from AutoCad to GIS by WHPacific was completed and submitted to the City on August 16.

Site Plan Permits

Ongoing processing of Site Plan Permits. We've processed 63 applications to date.

ONC Proposed Easement to Lot 15

Continuing correspondence with RPK Engineering for getting proper documentation for an agreement between ONC and the City for the easement. Currently waiting for BLM authorization.

Land Use Inventories

We completed windshield land use inventories of Kasayuli and Larson Subdivisions to satisfy a portion of the land use data requirements needed for zoning these subdivisions. Also, as a response to concerns stated to the Planning Department regarding new land uses that may be potentially incompatible with residential neighborhoods located in the General Use Zones, we inventoried dominant residential neighborhood sections of the City's General Use District for potential rezoning to residential. Planning Commissions hearings for zoning are anticipated to start in November or January.

BMC Parking Space Requirements

Staff initiated research on BMC parking requirements and the method used to calculate, and then compared to other municipal codes. In progress.

Code Enforcement

Continually responding to a variety of complaints and contacting violators to correct the problem.

2016 SITE PLANS ISSUED

Number	Housing Type	Date arrived In Planning	Approval Date	Cubic Yards Fill	Lot	Block	Subdivision	Name of Applicant	Land Owner	Address
16-01	Construct entryway	11/15/15	3/23/16		38AA		Park Place	Bethel Trailer Park	Bethel Trailer Park	1510 Chief Eddie Hoffman Hwy. "O-2"
16-02	void									
16-03	Driveway improvements	4/13/16	4/15-16	300	20, 21	1	Blueberry	ONC	ONC	117 Alex Halley
16-04	infill	4/13/16	4/14/16	550	21	4	USS 3230 A	James Flemings	James Flemings	870 7th Ave
16-05	infill	4/13/16	4/15/16	660	29	1	Blueberry	Steven Sorg	Steven & Mandy Sorg	168 Blackberry
16-06	Relocate 2 temporary classrooms	4/18/16	4/22/16		Tract A		City Subdivision	Yuut Elnaurvat	Yuut Elnaurvat	610 Aklachak
16-07	Relocate building	4/29/16	5/22/16		1	10	USS 3230 A	Greg Hood	International Pentacostal	381 4th Ave.
16-08	Infill, addition	4/26/16	5/2/16	44	22	1	Uvluq	Brenda Green	Brenda Green	9440 Avaginar
16-09	Groundwork-PHASE 1	8/3/16	8/12/16	10000	2		USS 4000	Y.K.H.C.	Y.K.H.C.	900 CEH-Paul John Cairicarag Project (hospital)
16-10	Construct a smokehouse	4/29/16	5/2/16		4	8	Tundra Ridge	Brian & Mary Kay Henry	Brian & Mary Kay Henry	9353 Nenggeraitia
16-11	void									
16-12	Infill	5/6/16	5/9/16	240	18	10	Kasaayul	Travis & Judith Burks	Travis & Judith Burks	5414 Neal Polly
16-13	Infill	5/9/16	5/9/16	600	4	2	Uvluq	William Kohl	Henry Kohl	1308 Qugyuk
16-14	Infill, addition	5/10/16	5/10/16	1200	14	3	Tundra Ridge	Nicholette Watson	Nicholette Watson	9358 Nenggeraitia
16-15	Infill	5/10/16	5/10/16	60	1B	5	USS 3230 A	Tundra Hotel	Chin Soo Kim	473 Ridgecrest Dr
16-16	Infill	5/11/16	5/12/16	240	9	10	USS 3230 A	Kathleen Kreider	Kathleen Kreider	211 4th Ave.
16-17	Infill	5/11/16	5/12/16	96	2	22	Tundra Ridge	Kathleen Kreider	Kathleen Kreider	9320 Nenggeraitia
16-18	Infill	5/11/16	5/12/16	33	10	9	Tundra Ridge	Paul & Marlena Dhaemers	Paul & Marlena Dhaemers	9321 Nenggeraitia
16-19	Infill	5/12/16	5/16/16	60	14	1	Tundra Ridge	Phillip Gulleben	Phillip Gulleben	9456 Ayaginar
16-20	Demo, Construct new house	5/16/16	5/18/16		22	6	City Subdivision	ONC	Grace Nichols	516 Mission Drive
16-21	Demo, Construct new house	5/16/16	5/19/16	33	13	3	Uvluq	ONC	Glenn Pellola	1013 Naun Raq
16-22	infill, construct a fence	5/16/16	5/17/16	120	16	5	City Subdivision	Ron Norling	Ron Norling	108 Quinagak
16-23	Construct a house	5/16/16	5/18/16		1	4	Uvluq	ONC	Howard & Nellie Wassilie	1013 Almak

2016 SITE PLANS ISSUED

Number	Housing Type	Date arrived In Planning	Approval Date	Cubic Yards Fill	Lot	Block	Subdivision	Name of Applicant	Land Owner	Address
16-24	construct a driveway	5/17/16	6/24/06				BIA	Faulkner Walsh	BNC	BN/NERby Sand pit
16-25	infill	5/16/16	5/20/16	120	17	4	Blueberry	Doug Wade	Doug Wade	211 Alex Halley
16-26	infill	5/20/16	5/23/16	156	37	1	Martina Oscar	Xenia Short Corner	Xenia Short Corner	605 A & B Plammygan
16-27	infill	5/25/16	5/26/16	60	7	4	City Subdivision	Ann Glasheen	Ann Glasheen	437 Napakiak
16-28	infill	5/31/16	6/1/16	300	7	1	Martina Oscar	Bruce Claypool	Bruce Claypool	442 Plammygan
16-29	infill	6/6/16	6/7/16	100	1	5	USS 3770	Bob Angalak	Bob Angalak	351 7th Ave
16-30	infill	6/5/16	6/7/16	500	13	6	City Subdivision	Nathan DeHaan	Nathan DeHaan	410 Napakiak
16-31	infill	6/7/16	6/8/16	300	11	4	Blueberry	Russell Lamont Jr.	Russell Lamont Jr.	240 Alex Halley
16-32	construct a storage shed	6/12/16	6/13/16		32	4	Blueberry	Mersin Pellumbi	Mersin Pellumbi	223 Blackberry
16-33	infill	6/13/16	6/14/17	240	18-A	5	USS 3230 A	Matt Scott	Matt Scott	921 6th Ave
16-34	infill	6/20/16	6/24/16	1728	C-15C-E	1	Blueberry	UUU	UUU	109 Blackberry St.
16-35	void									
16-36	Recreational Field	7/20/16	7/21/16	8870	Tract A		City Subdivision	City of Bethel	COB - Pinky's Park	Between YE and ONC Multiuse bldg.
16-37	infill, install a fence	6/24/16	6/28/16	480	18 C1		Blueberry	Kiserelik Unlirited	Kiserelik Unlirited	1810 CEH Hwy.
16-38	infill	6/24/16	6/27/16	180	5	6	City Subdivision	Robert Herron	Robert & Margaret Herron	246 Akiak
16-39	infill	6/21/16	6/24/16	50	2A	14	USS 3230 A	Robert Lindsey	Robert Lindsey	281 Alder Street
16-40	Demo, Construct new house	6/24/16	6/27/16	562	7B	3	City Subdivision	ONC	Martha Guest-Beaver	448 B Napakiak Drive
16-41	Demo, Construct new house	6/24/16	6/27/16	177	9	1	USS 3790	Richard Westdahl	Richard Westdahl	438 Hanger Lake Rd.
16-42	Demo, Construct new house	6/24/16	6/30/16	88	8	1	USS 3790	Edward Chief	Edward Chief	442 Hanger Lake Rd.
16-43	Infill, relocate bldg.	7/11/16	8/9/16	32	D-24		Blueberry	William Howell	William Howell	1220 CEH
16-44	Construct a modular bldg.	7/12/16	7/15/16	4700	Tract D		USS 3230 A	AT & T	AT&T	285 Main St.
16-45	DOT- State of AK.	7/12/16	7/18/16				Bethel Airport	DOT- State of AK.	DOT- State of AK.	Near Alaska Airlines
16-46	Snack Shack	7/14/16	7/19/16	920	9	1	USS 3230 A	Snack Shack	Snack Shack	520 3rd Ave.

