



PLANNING COMMISSION

Wednesday, August 20, 2025 at 5:30 PM

AGENDA

Our Vision. To have an infrastructure and city workforce that supports a sustainable, diversified and growing economy. We will partner with others to achieve economic development and other common goals that assure a high quality of living, and excellence in education.

MEETING INFORMATION

AGENDA

PLANNING COMMISSION MEETING

CITY HALL COUNCIL CHAMBERS / 5:30 p.m.
141 Main Street, Dillingham, AK 99576 (907) 842-5212

This meeting will also be available at the following online location

Zoom Meeting ID: 920 483 0480; passcode: 99576 dial 1(719) 359-4580

CALL TO ORDER

ROLL CALL

APPROVAL OF MINUTES

- [1.](#) May 22, 2025 Minutes

APPROVAL OF AGENDA

COMMUNICATIONS

Planner's report

- [2.](#) Report for June and July 2025

Citizen's comments

UNFINISHED BUSINESS

NEW BUSINESS

- [3.](#) City of Dillingham Streets and Roads

COMMISSIONER COMMENTS

ADJOURNMENT

DILLINGHAM CITY PLANNING COMMISSION

MEETING MINUTES

May 22, 2025

CALL TO ORDER

A regular meeting of the Dillingham City Planning Commission was held on May 22, 2025, at the Dillingham City Council Chambers and via video conferencing, in Dillingham, Alaska. Chair Kaleb Westfall called the meeting to order at 5:35 P.M.

ROLL CALL

Members Present:

- Kaleb Westfall, Chair (Seat A)
- Gregg Marxmiller (Seat C)
- Jenniffer DeWinne (Seat D)
- Susan Isaacs (Seat E)
- Michael Bennett (Seat F)
- Misa Webber (Seat G)
- Cade Woods (Seat B) - arrived late

APPROVAL OF MINUTES

The minutes from the previous meeting were considered. Commissioner DeWinne moved to approve the minutes with amendments to include Michael Bennett's complete commissioner comments regarding welcoming new and returning commissioners and adding corrections to spelling (adding 'T' to Bennett and 'G' to Gregg on page 3). Commissioner Isaacs seconded.

Motion carried unanimously.

APPROVAL OF AGENDA

Commissioner DeWinne moved for an open agenda. Commissioner Isaacs seconded. A prior motion by Commissioner Marxmiller to move elections to new business and seat new officers at the next meeting was approved.

Motion carried unanimously.

STAFF REPORTS

Planning Director Chris Maines provided an oral report covering:

- Agnew Beck visit scheduled for first week of June to discuss comprehensive plan
- Walkability Action Institute project for safer pedestrian walkways and bike paths
- Downtown traffic configuration experiments including potential D Street modifications
- Population data: Dillingham currently at 2,048 residents (declined 4% since 2000)
- Housing survey indicating need for 100 additional units despite population decline
- Fish tax status: 2.5% tax remains in code but unenforced since annexation ruling overturn

Follow-up Actions:

- Staff to email commissioners about Agnew Beck meeting details
- Staff to prepare freight traffic solution for harbor area
- Staff to coordinate comprehensive plan public outreach

CITIZEN COMMENTS

No citizens were present for public comment.

PUBLIC HEARINGS

None.

UNFINISHED BUSINESS

None.

NEW BUSINESS

Item 1: Comprehensive Plan Discussion

Staff presented the seventh version executive summary of the comprehensive plan. Discussion focused on public outreach strategies including:

- Public meetings after fishing season
- Survey tools and QR codes
- Community event information boards
- Lunch and learn sessions

No formal motion was made. Staff will coordinate public feedback collection.

Item 2: Election of Planning Commission Officers

Motion to elect Cade Woods as Chair: Nominated and seconded (nominees not clearly identified in record). **Vote:** 6 Yes (Webber, Bennett, Isaacs, DeWinne, Marxmiller, Woods), 1 No (Westfall) **Motion carried.**

Motion to elect Gregg Marxmiller as Deputy Chair: Nominated and seconded (nominees not clearly identified in record). Commissioner Webber was initially nominated but declined. **Vote:** Unanimous approval **Motion carried.**

Note: Newly elected officers will assume positions at the next meeting.

COMMISSIONER COMMENTS

- Commissioner Isaacs thanked Chair Westfall for outstanding leadership
- Commissioner Marxmiller expressed appreciation for diverse perspectives
- Commissioner DeWinne offered community health needs assessment materials
- Commissioner Webber thanked staff for comprehensive plan information
- Commissioner Woods expressed appreciation for opportunity to serve
- Commissioner Bennett had no comments

CHAIR'S CLOSING REMARKS

Chair Westfall thanked commissioners for their volunteer service and acknowledged the significant time commitment required. He emphasized the unique opportunity to shape Dillingham's future growth, address community needs, and execute the will of the people through planning work.

ADJOURNMENT

Chair Westfall adjourned the meeting at 6:52 P.M.

NEXT MEETING

Date to be determined - discussion of June meeting before fishing season or July/August meeting after fishing season. Staff will coordinate schedules.

Mayor
Alice Ruby

City Manager
Daniel Decker Sr.



Dillingham City C

Section . Item #2.

Bertram Luckhurst
Michael Bennett
Steven Carriere
Curt Armstrong
Kaleb Westfall

MEMORANDUM

Date: July 25, 2025
To: Daniel Decker Sr., City Manager
From: Christopher Maines, Planning Director
Subject: June and July 2025 Monthly Report

Upcoming Planning Commission Activity:

The Planning Department, in collaboration with the Planning Commission, has nearly completed the work on the 2025 Comprehensive Plan Update, representing one of the most significant planning undertakings for our community. The project timeline includes public engagement meetings scheduled for fall 2025, with the goal of presenting a finalized plan to the City Council for adoption before winter 2025.

Key Planning Issues Identified for Review For Fiscal Year 2026:

Property Management and Code Enforcement:

- Abandoned Property policies and procedures
- Property condemnation policies and procedures
- Setback requirements standardization and clarification

Infrastructure and Right-of-Way Management:

- Classification and documentation of Dillingham-owned roads versus dedicated public use roads
- Clarification of dedicated right-of-way designations
- Road maintenance and responsibility matrices

Development Standards and Procedures:

- Comprehensive review and modernization of subdivision standards
- Streamlining of platting procedures for new plats and replats
- Development of efficient approval processes

Future Growth Management:

- Creation of defined zoning areas to support strategic community expansion
- Establishment of clear development guidelines for different community zones

Collaborative Process: These policy areas will require joint coordination with the Code Committee, as the review process may result in proposed language changes to existing municipal codes. Regular joint meetings will be scheduled to ensure comprehensive review and community input integration.

Planning Department Activity:

Dillingham Community Action Plan

The Dillingham Community Action Plan has been successfully submitted to the Alaska Wellness Association Initiative (AWAI) and has received formal acceptance. The plan is now being forwarded to the Centers for Disease Control and Prevention (CDC) for final review and approval. This achievement represents a significant milestone for our community, as CDC acceptance will unlock new federal funding streams for future projects. Many transportation grants now require an approved community action plan as a prerequisite for funding consideration, positioning our community advantageously for future grant opportunities.

Acknowledgments: Special recognition is extended to Conor Downey and the Bristol Bay Area Health Corporation (BBAHC) for their exceptional dedication and collaborative efforts throughout this process. The Planning Department looks forward to continued partnership on future initiatives that promote health and safety for our citizens.

EPA Landfill Appropriation - NEPA Process

Key Milestone: NEPA Process initiated on June 5, 2025

During the reporting period, the Department successfully launched the National Environmental Policy Act (NEPA) review process for the landfill appropriation project with the Environmental Protection Agency (EPA). Despite experiencing staffing transitions with our grants specialist replacement and turnover within the EPA Region 10 offices over the summer months, project momentum has been maintained. The Public Works Director and I conducted a comprehensive meeting with our newly assigned grants specialist, who provided reassurance that all project documentation remains in order and that no negative comments have been received during the initial review phase. Based on current projections, we anticipate receiving the grant agreement within the next 60 days.

EPA Brownfields Inventory Grant

Following the successful award of the Brownfields Inventory Grant through the EPA, the Planning Department participated in the project kick-off meeting alongside CaSandra Johnson from Bristol Bay Native Association (BBNA). This collaborative approach ensures comprehensive coverage and expertise throughout the project implementation.

Project Objectives:

- Identify and systematically catalogue sites with potential for Brownfields designation
- Conduct preliminary assessments of identified locations
- Develop strategic plans for seeking remediation funding
- Position sites for future beneficial public use

Regular updates on project status and milestones will be provided to the council as work progresses through the coming months.

Rural Professional Housing Grant Application

The Planning Department has successfully submitted the City of Dillingham's pre-application to the Alaska Housing Finance Corporation (AHFC) for the Rural Professional Housing Grant program. This competitive annual funding initiative is specifically designed to create affordable rental housing for essential rural professionals, including teachers and healthcare workers who are critical to our community's well-being and economic stability.

Program Overview:

- Purpose: Create affordable rental housing for essential rural professionals
- Target Recipients: Teachers, healthcare workers, and other critical service providers
- Eligible Applicants: School districts, local governments, regional health corporations, housing authorities, and nonprofit organizations

Additional Housing Funding Opportunities

The Department continues to actively monitor AHFC's funding cycles, particularly the upcoming round of the Last Frontier Housing Program, which represents another potential avenue for securing resources to develop affordable housing within our community. This proactive approach ensures the City remains positioned to capitalize on available funding opportunities as they become available.

Next Steps: Regular updates on application status and additional funding opportunities will be provided to the Council as information becomes available, and decisions are rendered.

Looking Ahead

The Planning Department remains committed to advancing these critical environmental and community development initiatives while simultaneously undertaking the comprehensive planning process. Upcoming priorities include:

Ongoing Environmental Projects:

- Monitoring the EPA grant agreement timeline for the landfill appropriation project
- Tracking CDC review progress for the Community Action Plan
- Coordinating ongoing Brownfields inventory activities with BBNA partners
- Exploring additional grant opportunities that may become available through newly established funding streams

Comprehensive Plan and Policy Development:

- Coordinating with the Planning Commission on comprehensive plan update activities
- Scheduling and conducting joint meetings with the Code Committee
- Organizing fall public engagement meetings for community input
- Developing draft policy language for identified planning issues
- Preparing final comprehensive plan document for Council consideration

Executive Summary

The City of Dillingham faces a significant municipal infrastructure crisis that has been decades in the making. Despite having clear subdivision code requirements for street acceptance and maintenance responsibilities, the city has been operating under an inconsistent and legally problematic approach to road maintenance that directly contradicts its own municipal code.

The core problem: The city maintains some streets without formal acceptance agreements while refusing to maintain others, claiming they "are not city roads" - creating an arbitrary, unfair, and legally indefensible system that violates the city's own regulations.

The Current Crisis

Inconsistent Maintenance Practices

For decades, Dillingham has been maintaining various streets throughout the community without following the formal acceptance procedures required by **Municipal Code Section 17.23.090**, which clearly states:

"The city shall approve the quality and installation of all improvements which will be dedicated to the city... The city shall inspect all improvements to insure that the requirements of this chapter are met."

Meanwhile, **Section 17.23.100** explicitly requires formal written acceptance before the city assumes maintenance responsibility, stating that performance guarantees remain in place "until the city notifies the bank in writing of its acceptance of the required subdivision improvements."

The Legal and Financial Exposure

This inconsistent approach creates multiple serious problems:

1. Legal Liability

- The city may be maintaining streets it has no legal obligation to maintain, exposing taxpayers to unnecessary costs
- Conversely, the city may be refusing to maintain streets where it does have legal obligations
- Inconsistent treatment of similarly situated property owners creates potential equal protection violations

2. Financial Uncertainty

- Unknown scope of actual maintenance obligations makes budgeting impossible
- Property owners lack clarity on their rights and responsibilities
- Potential liability for past maintenance decisions made without proper authority

3. Code Compliance Failure

- Current practices directly violate the city's own subdivision regulations
- Undermines the integrity of the planning and development process
- Creates confusion for future subdivisions and development

Root Causes of the Problem

Historical Development vs. Modern Code

Many of Dillingham's streets were developed before the current comprehensive subdivision code was adopted in 1990 (**Ordinance 90-03**). The code establishes clear procedures for:

- **Preliminary consultation** (Section 17.07.010)
- **Construction plan approval** (Section 17.07.060)
- **Formal inspection and acceptance** (Section 17.23.090)
- **Performance guarantee release** (Section 17.23.100)

However, streets developed before 1990 never went through these procedures, creating a "grandfathered" category that the code doesn't explicitly address.

Lack of Systematic Street Inventory

The city appears to lack a comprehensive inventory of:

- Which streets have been formally accepted for maintenance
- Which streets are maintained without formal acceptance
- Which dedicated streets are not maintained
- The construction standards and condition of each street
- The legal basis for current maintenance decisions

Absence of Clear Acceptance Policy

While the code requires formal acceptance, it doesn't provide guidance for:

- How to handle pre-1990 streets
- Criteria for accepting existing streets that meet or don't meet current standards
- Process for declining to accept substandard streets
- Timeline for resolving the status of existing streets

Impact on Property Owners and Community

Unfair Treatment

Property owners face dramatically different outcomes based on arbitrary factors:

Group A: Owners on city-maintained streets without formal agreements

- Receive free city maintenance despite unclear legal obligation
- May have built to lower standards than current code requires
- Benefit from taxpayer-funded services without meeting current requirements

Group B: Owners on non-maintained dedicated streets

- Must privately maintain roads despite dedicating right-of-way to city
- May have met historical standards that were adequate when built
- Effectively subsidize Group A's maintenance through tax payments

Group C: Owners on formally accepted streets

- Followed proper procedures and met full code requirements
- Receive appropriate city maintenance
- Treatment consistent with code requirements

Economic Development Impacts

This inconsistency undermines economic development by:

- Creating uncertainty for new subdivisions about actual requirements
- Generating distrust in city development processes
- Making infrastructure planning and budgeting unpredictable
- Potentially deterring investment due to unclear municipal obligations

The Legal Framework for Resolution

Existing Code Provides the Foundation

The current municipal code actually provides the framework for resolving this crisis:

Formal Acceptance Process (Section 17.23.090)

- City has authority to inspect and accept qualified improvements
- Acceptance triggers maintenance responsibility
- Process can be applied to existing streets that meet standards

Exception Road Framework (Section 17.07.090.E)

- Provides model for streets where city accepts right-of-way but not maintenance
- Requires clear notification to property owners
- Establishes ongoing private maintenance responsibility

Vacation Authority (Chapter 17.15)

- Allows city to formally abandon streets it should not maintain
- Provides due process for affected property owners
- Transfers maintenance responsibility back to adjacent owners

Recommended Path Forward

Phase 1: Comprehensive Street Audit (6 months)

Street Inventory and Assessment

1. Create comprehensive database of all city streets including:
 - Legal status (dedicated, easement, fee simple)
 - Construction history and standards
 - Current maintenance practices
 - Property owner information
 - Connection to utility systems
2. Engineering assessment of each street:
 - Compliance with current construction standards (Chapter 17.19)
 - Structural condition and maintenance needs
 - Public safety and access requirements
 - Integration with overall street system
3. Legal analysis of each street:
 - Formal acceptance history
 - Subdivision approval documents
 - Performance guarantee status
 - Deed restrictions or covenants

Phase 2: Develop Acceptance Criteria and Policies (3 months)

Establish Clear Standards

1. Create objective criteria for street acceptance based on:
 - Structural adequacy and safety
 - Compliance with minimum standards
 - Public necessity and benefit
 - Integration with city street system
 - Available city resources
2. Develop formal acceptance procedures for existing streets:

- Inspection protocols
- Community notification requirements
- Property owner input process
- Appeal and review mechanisms
- 3. Create non-acceptance procedures for substandard streets:
 - Clear notification to property owners
 - Transition timeline for ending city maintenance
 - Resources and assistance for private maintenance
 - Option for property owners to upgrade streets for acceptance

Phase 3: Community Engagement and Legal Process (6 months)

Public Transparency and Input

1. Community meetings to explain the situation and proposed solutions
2. Individual notification to all affected property owners
3. Public comment period on proposed acceptance policies
4. City Council consideration and adoption of formal policies

Legal Documentation

1. Formal acceptance resolutions for streets meeting criteria
2. Non-acceptance notifications for substandard streets
3. Maintenance agreements where appropriate
4. Updates to city asset inventory and budget

Phase 4: Code Amendments and Ordinance Adoption (3 months)

Codify the Resolution

1. Amend municipal code to address existing street acceptance
2. Create clear procedures for future acceptance decisions
3. Establish maintenance standards and responsibilities
4. Adopt comprehensive street maintenance ordinance listing:
 - All city-maintained streets
 - All private-maintenance streets
 - Clear legal basis for each designation

Implementation Timeline

1. Immediate cessation of maintenance on non-accepted streets (with reasonable notice)
2. Gradual transition for affected property owners
3. Annual review and update process
4. Clear procedures for future street dedication and acceptance

Proposed Ordinance Framework

New Municipal Code Chapter: "Street Maintenance Responsibilities"

Section 1: Comprehensive Street Inventory

- Official listing of all city-maintained streets
- Legal basis for each street's acceptance
- Annual update requirements

Section 2: Acceptance Criteria for Existing Streets

- Objective standards for evaluating existing streets
- Formal acceptance procedures
- Community input requirements

Section 3: Non-Acceptance Procedures

- Clear notification requirements
- Transition timelines
- Property owner responsibilities
- Appeal process

Section 4: Ongoing Maintenance Standards

- City maintenance obligations for accepted streets
- Property owner obligations for non-accepted streets
- Emergency access requirements
- Utility access provisions

Section 5: Future Street Development

- Reaffirmation of existing subdivision code requirements
- Clear acceptance procedures for new streets
- Performance guarantee requirements
- Exception road procedures

Benefits of This Approach

Legal Compliance and Risk Reduction

- Brings city practices into compliance with municipal code
- Eliminates arbitrary and inconsistent treatment
- Reduces legal liability and financial exposure
- Creates defensible, objective decision-making process

Financial Clarity and Budgeting

- Clear understanding of actual maintenance obligations
- Predictable budget requirements for street maintenance
- Elimination of unaudited maintenance commitments
- Fair allocation of costs between public and private responsibility

Community Transparency and Fairness

- Equal treatment for all property owners
- Clear communication of rights and responsibilities
- Objective, consistent application of standards
- Public input on major policy decisions

Economic Development Benefits

- Clear, predictable development requirements
- Restored confidence in city planning processes
- Improved infrastructure planning and coordination
- Enhanced property values through certainty

Conclusion

The City of Dillingham's inconsistent street maintenance practices represent a significant municipal crisis that requires immediate, comprehensive action. The current system violates the city's own code, creates unfair treatment of property owners, and exposes the city to substantial legal and financial risks.

However, the existing municipal code provides the legal framework necessary to resolve this crisis. What's needed is the political will to conduct a comprehensive audit, develop fair and objective policies, engage the community in the solution, and codify the results in clear, enforceable ordinances.

The path forward is challenging but straightforward: audit all streets, apply consistent standards, formally accept appropriate streets, clearly designate private maintenance responsibilities for others, and codify these decisions in municipal ordinance. This approach will restore legal compliance, ensure fair treatment, provide budget clarity, and create a solid foundation for future development.

The cost of action is significant, but the cost of continued inaction - in legal liability, community distrust, and municipal dysfunction - is far greater. Dillingham must act decisively to resolve this decades-old problem and restore integrity to its infrastructure management.

Dillingham Streets and Roads: Standards, Construction, and Maintenance

Complete Reference for Street Development and Maintenance Responsibilities

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Overview

This guide covers all aspects of street and road development in Dillingham subdivisions, focusing on construction standards, city acceptance procedures, and maintenance responsibilities.

The key principle: dedication of right-of-way does not automatically mean city maintenance responsibility.

Critical Distinction:

- **Dedication** = Transfer of right-of-way to public use (automatic upon plat recording)
- **Acceptance** = City assumes maintenance responsibility (requires formal inspection and written acceptance)

Street Classification & Standards

Street Types and Right-of-Way Requirements (Section 17.19.050)

A. Arterial Road

- Right-of-Way: 100 feet (public dedicated)
- Improved Width: 26 feet
- Purpose: Major traffic movement, primary utility corridors

B. Collector Street

- Right-of-Way: 60 feet (public dedicated or easement)
- Improved Width: 26 feet
- Purpose: Main access routes to arterials, major utility corridors

C. Major Local Streets

- Right-of-Way: 60 feet (public dedicated or easement)
- Improved Width: 24 feet
- Purpose: Primary residential access to collectors/arterials

D. Minor Local Streets

- Right-of-Way: 50 feet (public dedicated or easement)
- Improved Width: 20 feet
- Purpose: Residential access to major local streets

E. State Highways

- Subject to appropriate state standards
- Not governed by city subdivision requirements

F. Private Access Streets

- Easement: Minimum 50 feet
- Improved Surface:
 - Up to 6 lots: 12 feet
 - Up to 10 lots: 14 feet
 - More than 10 lots: 20 feet
- **Maintenance Requirement:** Right-of-way maintained 10 feet on either side of finished surface

Construction Requirements

General Design Standards (Section 17.19.060)**Street Location Considerations:**

- Integration with existing and planned street systems
- Conformance to topographical conditions and natural features
- Public convenience and safety
- Compatibility with proposed land uses

Street Layout Requirements:

- Major streets properly integrated with existing system
- Minor streets conform to topography for efficient drainage/sewer systems
- Street names cannot cause confusion with existing names
- Dead-end streets longer than 150 feet prohibited
- Half streets prohibited

Geometric Design Standards (Section 17.19.080)**Curves:**

- Streets $\geq 100'$ ROW: Minimum 300' centerline radius
- Other streets: Minimum 200' centerline radius
- Deflection $> 10^\circ$: Curve required

Reversed Curves (S-curves):

- Minimum 100' straight section between curves
- Exception: If curve radii $\geq 300'$

Sight Distances (Section 17.19.080.D):

- Minor/Major Local Streets: 125 feet minimum
- Arterials/Collectors: 225 feet minimum

Grades (Section 17.19.100.J):

- Arterial/Collector streets: Maximum 6%
- Other streets: Maximum 10% (unless exceptional topography approved)
- All streets: Minimum 0.5%

Cul-de-Sac Standards (Section 17.19.060.F)**With Community/City Utilities:**

- Maximum length: 600 feet
- Minimum turnaround diameter: 60 feet

With On-site Systems Only:

- Maximum length: 1,300 feet
- Measurement: Centerline from near side of intersecting street to farthest point

Intersection Requirements (Section 17.19.090)

Angles:

- Intersections as close to 90° as possible
- Minimum angle: 60°

Corner Rounding:

- Property lines rounded with minimum 20' radius

Separation:

- Opposite street intersections: Minimum 150' separation (centerline to centerline)
- Prefer 3-way over 4-way intersections

Maximum Streets per Intersection:

- Two streets maximum unless Planning Commission approval

Intersection Sight Distances:

- Local roads: 200' minimum from intersecting road centerline
- Collector roads: 275' minimum
- Arterial roads: 415' minimum

Grades Near Intersections:

- Local streets: Maximum 5% within 50 feet of intersection
- Collector streets: Maximum 3% within 100 feet

Road Maintenance Responsibility

City Acceptance Process (Section 17.23.090)

Key Requirements:

- A. "The city shall approve the quality and installation of all improvements which **will be dedicated to the city**"
- B. "The city shall inspect all improvements to insure that the requirements of this chapter are met"

When City Assumes Maintenance

Standard Process:

1. Subdivider constructs streets to full city standards
2. City inspects completed improvements
3. City formally accepts improvements in writing (Section 17.23.100)
4. Performance guarantees released
5. City assumes maintenance responsibility

Timeline: City acceptance required before performance guarantee release

What City Maintains After Acceptance

Accepted Streets Include:

- Road surface and subsurface
- Drainage structures and culverts
- Street signs and traffic control devices
- Right-of-way maintenance

City Does NOT Accept:

- Streets that don't meet construction standards
- Exception roads (see below)
- Private access streets
- Streets not formally inspected and accepted

Exception Roads & Private Maintenance

Exception Road Authority (Section 17.07.090)

Eligibility Requirements:

- Subdivision creates 4 lots or fewer
- Subdivision has never before been granted road standard exception
- Required findings of fact can be made

Required Findings (Section 17.07.090.C):

1. Exception won't be detrimental to public welfare or injurious to other property
2. Road doesn't provide only/most practical access to adjacent future development
3. Strict application of road standards would cause undue and substantial hardship

Private Maintenance Agreements (Section 17.07.090.E)

Mandatory Requirements:

- **Plat notation required:** "That the road granted the exception does not conform to the road standards of this title"
- **Deed restrictions required:** Must be attached to all subdivided lot deeds
- **City position stated:** "the city, while accepting the dedication of the right-of-way, does not accept responsibility for road improvement or maintenance"

Ongoing Obligations:

- Property owners responsible for all road maintenance
- City has no obligation to improve, plow, grade, or repair
- Property owners must maintain road access for emergency services

Prohibition on Future Subdivision (Section 17.07.090.D)

No Additional Lots: "No subsequent subdivision of lots or tracts included in the original subdivision granted an exception to road standards shall be permitted unless the road granted the exception is constructed to conform to the standards required by this title."

Performance Guarantees for Streets

Guarantee Requirements (Section 17.23.100)

When Required:

- If street improvements not completed before final plat approval
- Guarantee amount equals city's cost estimate for all required street improvements

Guarantee Methods:

Performance Bond (Section 17.23.100.C.1):

- Surety bond approved by city
- Amount equal to improvement cost estimate
- 2-year completion deadline
- Full release upon city acceptance

Bank Deposit/Certificate of Deposit (Section 17.23.100.C.2):

- Funds held in trust for city
- Subdivider earns interest
- 2-year completion deadline
- Release upon city written acceptance notice

Guarantee Release Process

Step 1: Subdivider completes street construction **Step 2:** City inspects improvements **Step 3:** City formally accepts improvements in writing **Step 4:** Guarantee fully released **Step 5:** City assumes maintenance responsibility

If Subdivider Fails:

- City uses guarantee funds to complete improvements
- Subdivider charged for any cost overruns
- Any remaining funds returned to subdivider

Street Naming Requirements**Naming Standards (Section 17.28.010)****Duplication Prohibited:**

- Cannot duplicate existing street names in spelling OR sound
- Different suffixes (Ave, St, Ct) do NOT avoid duplication
- Different directional prefixes (N, S, E, W) do NOT avoid duplication

Grid System Integration:

- Streets crossing base line or meridian receive directional designations (N, S, E, W)

Continuity Requirement:

- Extended streets must continue existing names when following same alignment

Naming Process Options**Option 1: During Subdivision**

- Subdivider proposes names on preliminary plat
- Names approved as part of plat process (Section 17.23.050.B)

- Subdivider installs signs before city acceptance

Option 2: Post-Dedication Naming (Chapter 17.28)

Who Can Initiate:

- Any property owner along the street
- Planning Commission
- Planning Director

Application Requirements (Section 17.28.020):

- 51% petition from adjoining property owners
- Three name options (preferred + 2 alternates)
- Map showing street location
- Appropriate fee
- 15-day advance submission

Approval Process:

- Planning Commission public hearing
- 10-day notice to adjoining owners
- State recording of approved name
- Applicant pays for all street sign costs

Sign Installation Requirements (Section 17.23.050)

Standards:

- Alaska Traffic Manual compliance
- Metal construction per State Sign Code
- Stop signs at all collector/arterial intersections
- Subdivider responsible for installation cost

Street Vacation Process

Vacation Authority (Section 17.15.010)

Who Can Petition:

- The state
- The city
- Public utility

- Owners of majority of land fronting the area to be vacated

Vacation Process (Sections 17.15.020-17.15.030)

Application Requirements:

- Petition filed with Planning Commission
- Copy of existing plat showing proposed vacation
- Existing buildings and distances from lot lines

Public Process:

- Public hearing within 60 days
- Notice posted 5 days in advance
- Certified mail notice to affected non-petitioning owners (7 days prior)

City Street Vacations:

- Planning Commission recommendation to City Council
- City Council has 45 days to act or consent is assumed

Title Transfer After Vacation (Section 17.15.040)

General Rule: Title attaches to bordering lots in equal proportions

Exceptions:

- Original boundary lines maintained if dedicated by different persons
- Public squares vest in city
- Fair market value paid to city if street acquired for consideration

Reference Tables

Street Standards Summary

Classification	ROW Width	Improved Width	Minimum Sight Distance
Arterial	100'	26'	225'
Collector	60'	26'	225'
Major Local	60'	24'	125'
Minor Local	50'	20'	125'
Private Access (1-6 lots)	50' easement	12'	N/A

Classification	ROW Width	Improved Width	Minimum Sight Distance
Private Access (7-10 lots)	50' easement	14'	N/A
Private Access (>10 lots)	50' easement	20'	N/A

Curve and Grade Standards

Street Type	Min. Curve Radius	Max. Grade	Min. Grade
Streets \geq 100' ROW	300'	6% (Arterial/Collector)	0.5%
Other Streets	200'	10% (Local)	0.5%

Intersection Sight Distances

Intersecting Road Type Required Sight Distance

Local Roads	200' from centerline
Collector Roads	275' from centerline
Arterial Roads	415' from centerline

Construction Specifications (Section 17.19.100)

Component	Requirement
Gravel Depth	Minimum 18" compacted
Compaction	95% compaction
Road Slope	2% from centerline to shoulder
Shoulder Slope	3:1 (horizontal:vertical)
Backslope Ratio	2:1 (horizontal:vertical)
Minimum Culvert Size	18"

Maintenance Responsibility Matrix

Street Type	Right-of-Way Owner	Maintenance Responsibility
Standard Streets (Accepted)	City	City
Exception Roads	City	Property Owners
Private Access Streets	Private Easement	Property Owners
State Highways	State	State
Unaccepted Dedicated Streets	City	Subdivider/Property Owners

Key Takeaways

1. **Dedication ≠ Maintenance:** Dedicating right-of-way does not automatically mean city maintenance responsibility.
2. **Formal Acceptance Required:** City must formally inspect and accept improvements in writing before assuming maintenance.
3. **Exception Roads Stay Private:** Roads granted standard exceptions remain private maintenance responsibility permanently.
4. **Performance Guarantees Protect All:** Guarantee system ensures streets get built properly and protects city, buyers, and subdividers.
5. **Standards Are Mandatory:** Streets must meet full technical standards to qualify for city maintenance acceptance.
6. **Private Streets Require Agreements:** Property owners must maintain private access streets and exception roads.
7. **Future Development Restricted:** Exception roads cannot serve additional lots unless upgraded to full standards.

Road Name	Private/City/State	How long is this Road?
Squaw Creek Road	Private	
West Main St. Downtown (Starting at Firehall-finishig at Downtown Fire station)	City	
Denny Way (to Peter Pan)	State	
West A Street	City	
Needaname1Rd (road next to Sea Inn)	City	
West 2nd Ave. (behind N&N Market to Dock area)	City	
Alaska Street	City	
West 1st Ave (Road with Downtown cemtery to waterfront)	City	
Central Ave	City	
C Street (By Moravian Church)	City	
East B Street	City	
East 1st Ave (Road between Carlson's and the Morivan Church).	City	
East Main Street	City	
East 1st Ave DUPLICATIVE NAME (Between BBEDC and Chog Apartments).	City	
West D Street (Up the hill passed the Post Office)	City	
East Main Street (in front of Chog Apts all the way to beach passed Johnsons)	City	
East D Street (infront of Senior housing connects to Lil' Larry Road)	City	
West and East E Streets (road next to water tower to the Tribe)	City	
West 2nd Ave. DUPLICATIVE NAME (Next to City Shop all the way to Tuckers)	City	
Lil Larry Rd (Hud Housing Main Road)	City	
Tower Loop Road	Private	
Kokwok Circle (1st drive in HUD)	City	
Okstokok Circle	City	
Harbor Road	City	
Waskey	City	
Nerka Drive	City	
Nerka Loop (entrance to Nerka)	City	
Sandhill Lane (backside of Nerka loop)	City	
Mallard Lane (offshoot of Nerka Loop)	City	
Teal Lane (backside of Nerka Loop)	City	
Nina Way	Private	
Bea Ave	City	
Columbine Circle	City	

Lupine Dr	City	
South Emperor Way	City	
Airport Spur Road	State	
North Airport Boundary Road (Most of this is around the airport and on State Lands)	State	
West Airport Road	State	
Trumpeter Drive	City	
Canada Court	City	
Arctic Ave	City	
Lake Road Fire Station Lot	City	
Cessna	City	
Stinson Road (Off of Cessna)	City	
Navajo Circle	City	
Caroline	City	
Highbush Dr (backside of Caroline Road)	City	
Creek Side Lane (backside of Caroline Road)	City	
Shannons Lake Road (Stops at the gate)	City	
Diamond Willow - Black Spruce	City	
Birch Circle	City	
Alder Circle	City	
Unicorn Lane	City	
Aulawok Court	City	
Raspberry Circle	City	
Mossberry Circle	City	
Blueberry Street	City	
Blackberry Circle	City	
Crowberry Lane	City	
Aspen Street	City	
Alder Street	City	
Landfill Access	City	
North Emperor Way	City	
Char Lane	Private	
Olsonville Road	Private	
Fireweed Circle (this states City, but is on private land of Hospital)	Private	
Cottonwood Bud Lane (This states City, but is on private land of the Hospital)	Private	
Antenna Road (States City but is on private land behind the hospital and is accessed by the State of Alaska for the Vortex Access)	Private	
Camomile Lane (This states City but is on private land of the Hospital)	Private	

Labrador Tea Lane (this states City but is on private land of the Hospital)	Private	
Martin Street	State	
Sutherland Road	City	
Woodriver Road	City	
Pleier Road	City	
John L Pearson Lane	City	
Oganuk Street	Private	
Kleepuk Hill Rd	Private	
William Tennyson Road	City	
McClure's Way	City	
Maqi Circle	City	
Yako Road	City	
Dragnet Drive	City	
Gauthier Way	City	
Birch Lane	Private	
Sunny Drive (off of Birch Lane)	Private	
Fairview Road	Private	
Windmill Hill Road	City	
North Pacific Court (Scandianian Road)	Private	