

Planning Commission Report

April 18, 2017

TO: Borough Assembly
FROM: Planning Commission
Subject: Construction of a Pedestrian Trail

Recommendation: Recommends the Borough Assembly support construction and maintenance of a pedestrian trail from Haugen Drive to Severson's Subdivision as proposed by PIA and further recommends that parking areas be constructed at either end of the trail.

The Petersburg Planning & Zoning Commission makes this recommendation based on the following:

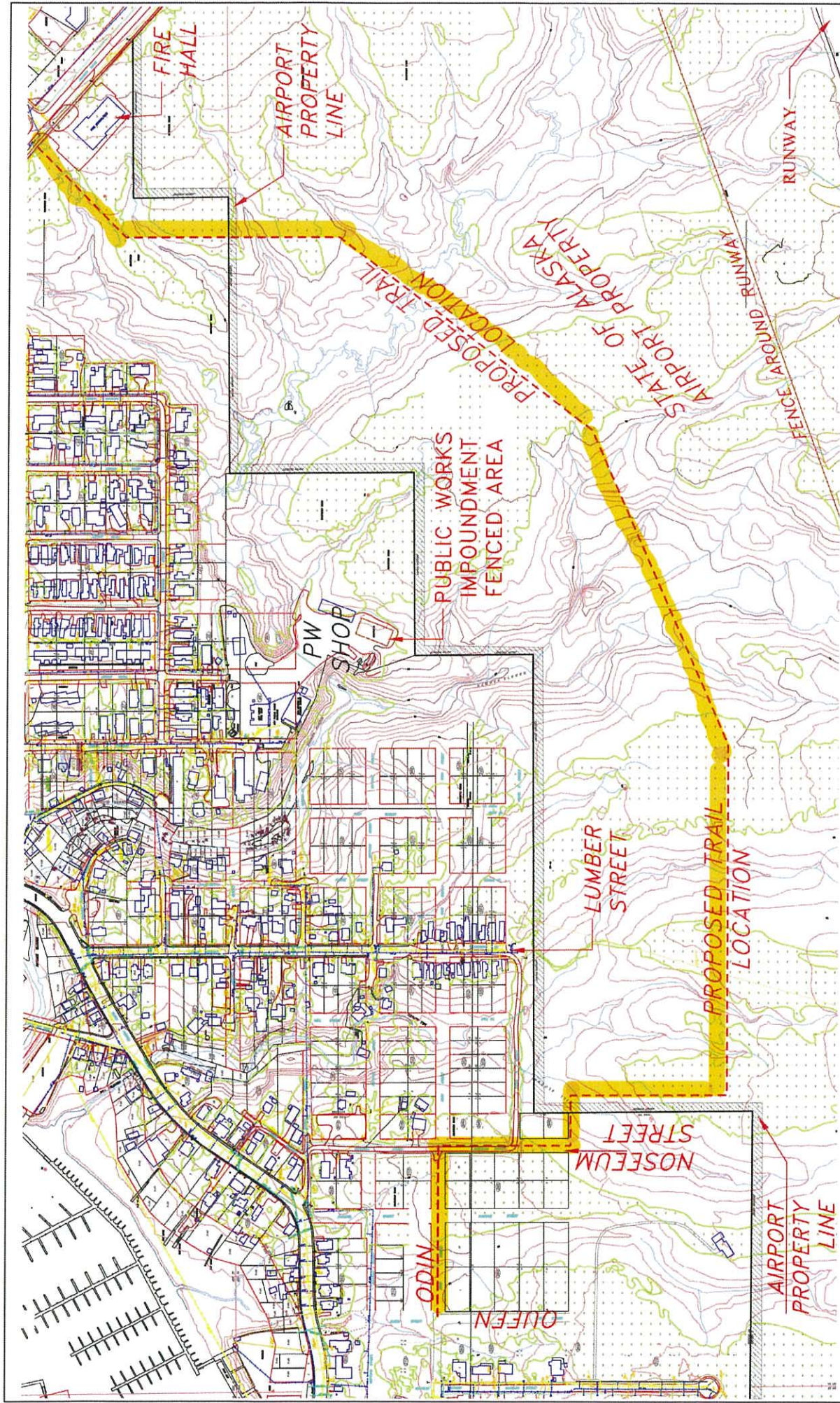
1. A proposed trail route between Haugen Drive and Severson's Subdivision was proposed by the Petersburg Indian Association in August, 2016.
2. Hearing notices were mailed to property owners within 600 feet of the route on August 30, 2016.
3. On September 27, 2016, a duly noticed public hearing was held by the Petersburg Borough Planning Commission. At the September 27, 2016 hearing, the PIA withdrew their proposed trail because the proposed route was not suitable.
4. PIA submitted a new proposed route. Hearing notices were mailed to property owners within 600 feet of the original trail route on March 6, 2017.
5. On April 18, 2017, a duly noticed public hearing was held by the Petersburg Borough Planning Commission.
6. At the public hearing, the Planning Commission considered and reviewed applicant materials, public comments and testimony, including:
 - a. Written comments from Donna Marsh, Ronn and Tina Buschmann, Sam Bunge, Sharon Smith, Alice and Thomas Crumps, and Molly Taiber.
 - b. Oral testimony from Rick Braun Joe Bertagnoli, and Sandy Dixon.
 - c. Petition signed by Tango St. residents.
7. The revised trail route begins on Haugen Drive (adjacent to the Fire Hall) and terminates at the corner of Odin Street and Queen Street in Severson's Subdivision. The majority of the proposed trail is located on airport property. (See attached map)
8. The proposed trail and parking areas would be constructed and maintained by the Petersburg Indian Association.
9. The proposed route would be located within:
 - a. borough-owned right-of-ways – trails are an allowable use of right-of ways;
 - b. airport property – PIA is working to obtain the necessary easements from DOT;
 - c. private property – property owner is willing to grant PIA an easement for the trail as well as providing sufficient area for a small parking area.

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10. Fire Department expressed concerns about location of trailhead adjacent to the Fire Hall particularly that it may encourage residents to park in the Fire Hall lot can be addressed by constructing a small parking area near the Haugen St. trailhead.
11. Neighbor concerns about lack of parking on the Severn's side of the trail can be addressed by constructing a small parking area on private property at the end of Noseeum St. The property owner expressed support.
12. Neighbor concerns about increased pedestrian traffic were discussed. The majority of the commission felt the trail route was located on existing borough right-of-ways, which could someday be developed for roads and sidewalks. The trail would not result in more traffic than a road/sidewalk.
13. Neighbor concerns about trail being used for illegal drug trade were discussed. The majority of the commission felt illegal activities occurs on existing trails, roads, and sidewalks. These are law enforcement concerns and are not caused by the existing infrastructure.
14. Concerns about trail design and construction materials are to be addressed during the design phase by PIA engineer, Susan Harai. Ms. Harai indicated PIA would provide public notice and a public meeting would be held about the proposed design.

Based on the preceding, the Petersburg Planning & Zoning Commission makes the following Recommendation: Recommends the Borough Assembly support construction and maintenance of a pedestrian trail from Haugen Drive to Severson's Subdivision as proposed by PIA and further recommends that parking areas be constructed at either end of the trail. .



SCALE: 1"=300'

**PROPOSED TRAIL LOCATION
FIRE STATION TO NOSEEUM STREET**

9 March 2017

Rec'd
3/24/17
(17)

Dear Planning and Zoning Commission,

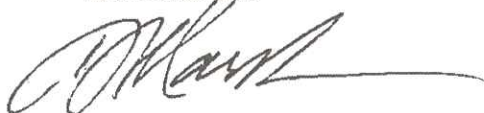
As a frequent user of the trails in and around Petersburg, I would like to share my thoughts on the proposed trail from Queen/Rambler Streets to Haugen Drive. While I am pleased at yet another option to enjoy this beautiful area we call home, I would urge the Commission to consider carefully the ramifications of the choice of trail built.

Accessibility to these trails makes them popular with walkers, runners, skiers and bicyclists, but the *type* of trail will either expand or limit their use. A crushed rock trail is much more functional than a board walk construction for several reasons listed here:

1. **Cost.** While I myself do not have numbers to verify this, it would be easy to conclude that a crushed rock surface by far is less expensive to both construct and maintain than a board walk trail in man hours, materials, and maintenance – even if a non-Borough entity bears the cost. It's costing the taxpayer regardless of who builds it.
2. **More cost.** The lower Raven's Roost Trail (crushed rock) was built using machines rather than people hauling the material in wheelbarrows. Its wider span helped to facilitate this as well as speed construction along, thus saving in labor costs. I have helped build a Petersburg trail using wheelbarrows, and it takes many many loads!
3. **Safety.** If you have not, please take the time to walk the nature trail between the elementary school and 8th Street. It doesn't have to be in snowy conditions, rainy weather or sub-freezing temperatures for the sections of that trail that are board-constructed to be extremely slippery.
4. **Versatility.** A crushed rock pathway can be easily and safely traversed by all users. Even those who wish to travel it on cross country skis have that option much more easily than on a board walk. It is also much easier to step off a rock path than an elevated board pathway.
5. **Surrounding terrain.** When winter conditions warrant, the muskeg around town is a great place for activities not on a trail. A board trail is an entire barrier in and of itself as it is not easily crossed without either damage to a machine or the trail, or cumbersome for a skier to work his way across the elevated board walk-way.

Thank you for the opportunity to submit my opinion and thank you for your consideration of the points presented here.

Sincerely,
Donna Marsh



Ronn and Tina Buschmann
P. O. Box 1367
Petersburg, Alaska 99833
(907) 723-1642

Rec'd
3/24/17
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Planning and Zoning Commission
Box 329
Petersburg, Alaska

March 10, 2017

Dear Commissioners,

I am writing to support the proposed trail/walkway from the Severson and RB subdivisions to the area of the Post Office. I believe this is a great opportunity to expand the walking trail system in town and promote good health and wellness for our citizens. I feel this strongly enough that I have offered to create a trail easement across my private land if that's what it takes to work out the routing.

Tina and I regularly drive to and walk on the trails from the school to Hungry Point, Sandy Beach to City Creek, Ravensroost, and Blind River Rapids. The potential for a trail from our neighborhood is very exciting. Rambler Street as well as the rest of these subdivisions have no sidewalks and parking is allowed on both sides of the streets so walking can become a matter of weaving around parked cars and traffic.

There is considerable neighborhood demand for places to walk for exercise as well as dog walking. My driveway is a long clear stretch with very little traffic and many in our neighborhood walk their dogs here. There is also an old trail from town to Scow Bay that crosses our property. Several people walk this trail; one fellow used to walk it every morning on his way to work at the Forest Service Building in Scow Bay. It has considerable use as a cross country skiing trail during the winter although we installed bollards to keep the four wheelers and snow machines from driving through our yard.

The reasoning I have heard behind about all the objections to this trail is the original trail's proximity to the end of Lumber Street. By rerouting the trail through my property, that objection should be eliminated. The balance of the trail is either on Odin and Noseum Street dedicated Right of Way which is "a strip of land occupied or intended to be occupied by a street, walkway, road ..., or for any other public purpose." (Petersburg Municipal Code.) or State of Alaska airport land.

We sincerely hope you will approve this project and that PIA can hurry and get it built.

Respectfully,

The block contains two handwritten signatures in blue ink. The first signature is for Ronn Buschmann and the second is for Tina Buschmann. They are written in a cursive, flowing style.

Ronn and Tina Buschmann

Liz Cabrera

From: Sharon <sharonpatzke@msn.com>
Sent: Monday, March 27, 2017 10:28 PM
To: Liz Cabrera
Subject: Regarding the Queen Street and Odin trail

Community & Economic Development and Planning and Zoning,

This is my second letter of objection to the proposed trail along side my private property on Queen street. I do not want this trail along side my property for several reasons..

Safety issues including: inability to patrol or monitor, lack of lighting (or too much light), increase foot traffic of unknown people.
Seasonal workers. Possible vagrancy. An increase of drug exchanges in wooded area, possible party sites in secluded woods on private properties along said trail.

Negative effect of resale of properties.

Garbage, dog walkers, loose dogs and dog poop.

Increase exposure to common routines of daily living.

Traffic at all hours of the day and night creating increased noise and disturbances.

Invasion of privacy due to increase of foot traffic.

I'm not opposed to trails in Petersburg as I am an avid walker myself and love the trails. However, I find this section of the trail inconsiderate to us home owners on Queen and Odin Streets. An alternative to this section of your trail could start on an existing roadway already established. A roadway is easily monitored by police car and well lit. As a homeowner and property tax payer I would very much appreciate your consideration to these concerns. Thank you

Sharon Smith

907-518-0217

11 March 2017

Planning and Zoning Commission
Petersburg Borough

Hi,

I am very pleased by the plan to build a new trail between Severson / RB Subdivision and the Fire Hall. This trail will be a fine addition to the network of trails that walkers already enjoy in Petersburg.

I note that the length of the trail, as shown on the map provided by the Borough, is about 4,200 feet – a nice distance through some very scenic and quiet terrain.

If I am in town when construction is underway, I will volunteer to help with the work. If there is a need to locate some of the state airport boundary along the trail route, I can do that.

I walk a lot. I intend to use this new trail every week.

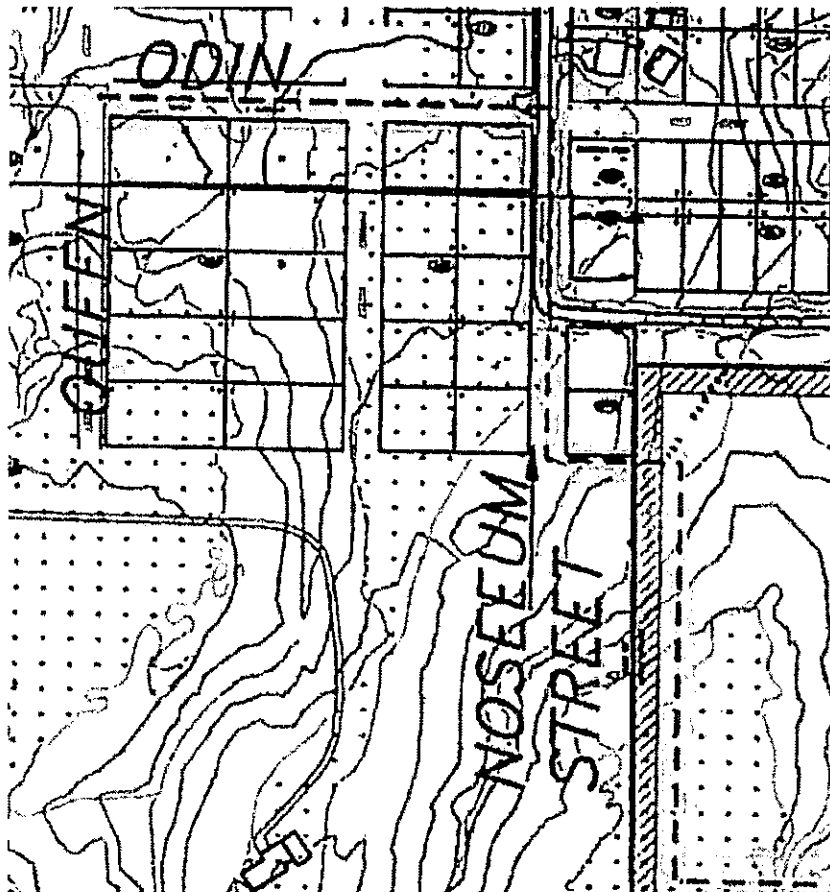
Let's do this!

Sam Bunge
P.O. Box 288

18 April 2017

Once again we are voicing our concerns about the proposal by PIA to construct a pedestrian trail between Haugen Drive and Odin Street. At a meeting in October 2016, we also expressed concern over the trail passing from our street, Noseeum, to Lumber Street. While we appreciate the fact that PIA took our initial concerns into consideration and have moved a portion of the trail, the newly proposed route brings up other concerns.

Namely, we are concerned with the portion of the trail from Severson subdivision (Odin Street) to Noseeum Street and along Noseeum Street into the muskeg up to the airport property line. This portion of the trail would border several private, residentially-zoned lots. (see picture below)



We are concerned that having a pedestrian trail border our properties, especially Lot 286B (1& 2) will encroach upon the privacy of a (future) residential home as well as infringe upon our ability to access our lots once the trail is in place. How would we be able to put in a driveway to a home if there is an existing trail bordering our property? Likewise, we also wonder what would happen to the trail once the Borough decides to develop Odin Street through to Noseeum Street and extend Noseeum Street. If so, the trailhead would be right at the corner of our property and the trail would start or end, running right along the south-facing aspect of our lot.

Additionally, we worry that increased foot traffic will impact our current residence. We already have to deal with litter strewn alongside the street and at the end of Noseeum. Not only do we pick up paper waste, beer cans and bottles, but we've also had to pick up dog poop which has just been left near our driveway or on our property nearby. So we are concerned that an increase in foot traffic may bring more unwanted garbage into our area. How does the PIA plan to monitor and maintain this trail?

We also worry that there will be an increase in car traffic. We imagine that folks who don't live in the Severson subdivision may drive to the end of Noseeum, park their cars and walk along the trail. Where will the cars park? Where will they turn around?

We would like to find out how the trail would be constructed. Would it be a gravel path or a raised boardwalk or a combination of the two? Some of the sections through the muskeg seem pretty steep when you look at the topography so how will those portion of the trail remain safe throughout the winter? Would the trail be accessible throughout the Fall, Winter and into early Spring?

As you can see we have concerns about this portion of the trail as well as several important questions. We would urge the Planning and Zoning Committee to consider removing this portion of the trail (through residential areas) before approving it for construction.

Thank you for allowing us to have this opportunity to voice our concerns.

Alice and Thomas Cumps

We the undersigned support the Petersburg Indian Association's Plan to build a trail from the Odin St./Queen St. intersection, along Odin Street and Noseeum Street and through the Airport Reserve to the Post Office.

Name	Date	Address
<u>Bl. Brann</u>	<u>4-15-17</u>	<u>705 PEARL F ST.</u>
<u>SR2</u>	<u>4-15-17</u>	<u>705 Pearl F. St.</u>
<u>WBT</u>	<u>4-15-17</u>	<u>606 Tango St.</u>
<u>[Signature]</u>	<u>4.15.17</u>	<u>606 Tango</u>
<u>K2MChye</u>	<u>4.15.17</u>	<u>20 BIRCH STREET</u>
<u>Brenda Norheim</u>	<u>4-15-17</u>	<u>718 Sandy Beach</u>
<u>Robin D. Jones</u>	<u>4-15-17</u>	<u>603 TANGO ST.</u>
<u>Austin Haley</u>	<u>4-15-17</u>	<u>605 Tango St.</u>
<u>Athena Haley</u>	<u>4/15/17</u>	<u>605 Tango St</u>
<u>R/L SL</u>	<u>4-15-17</u>	<u>702 Hangen Dr</u>
<u>Joe S</u>	<u>4-15-17</u>	<u>603 Tango St</u>