

Northwood At The Park

**New Multifamily Housing
Development for Anchorage**

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MUNICIPALITY OF ANCHORAGE



Community Development Department

Phone: 907-343-7931
Fax: 907-343-7927

Mayor Ethan Berkowitz

Title 21 Code Selection

For review and approval of my project, Northwood At The Park,
I choose to be regulated by:

- "Old" Title 21 (expires December 31, 2015)
- "New" Title 21 (becomes effective January 1, 2014)

I understand that my application will be reviewed and acted on using the provisions of the code version I have selected, and that this selection is final.*

Lee Henry *August 5, 2015*
Signature of Petitioner or Petitioner's Representative Date

Lee Henry
Printed Name

*Should the petitioner wish to switch the applicable version of code at any time after this form is submitted, a new application is required and new application fees will be assessed. The case will then be scheduled as a new application in accordance with the cut-off date schedule.

For office use only:

2015-0093
Permit/Case Number

10/30/14

Application for Zoning Map Amendment

Municipality of Anchorage
 Planning Department
 PO Box 196650
 Anchorage, AK 99519-6650

Please fill in the information asked for below.

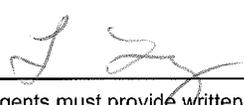
PETITIONER*		PETITIONER REPRESENTATIVE (IF ANY)	
Name (last name first) Brian and Young Hae Choi		Name (last name first) Lee Henry	
Mailing Address 1888 Kalakaua Ave., #2501		Mailing Address 3350 Midtown Place	
Honolulu HI 96815		Anchorage AK 99503	
Contact Phone: Day: Night:		Contact Phone: Day: 727-4400 Night: 907-727-4400	
FAX:		FAX: 801-770-4400	
E-mail:		E-mail: lee@investinginalaska.com	

*Report additional petitioners or disclose other co-owners on supplemental form. Failure to divulge other beneficial interest owners may delay processing of this application.

PROPERTY INFORMATION		
Property Tax #(000-000-00-000): 010-244-28		
Site Street Address: NHN Northwood Drive, Anchorage Alaska 99517		
Current legal description: (use additional sheet if necessary) Tract 3, Boettcher Subdivision, Anchorage Recording District, Anchorage, Alaska		
Existing Zoning: R-3 SL	Acreage: Approximately 9.96 acres	Grid # SW1827

PROPOSED ZONING
R-4

I hereby certify that (I am)(I have been authorized to act for) owner of the property described above and that I petition to rezone it in conformance with Title 21 of the Anchorage Municipal, Code of Ordinances. I understand that payment of the application fee is nonrefundable and is to cover the costs associated with processing this application, and that it does not assure approval of the rezoning. I also understand that assigned hearing dates are tentative and may have to be postponed by Planning Department staff, the Planning and Zoning Commission or the Assembly for administrative reasons.

August 5, 2015	
Date	Signature (Agents must provide written proof of authorization)

Accepted by: FM	Poster & Affidavit: 1 + affidavit	Fee: \$14,895.50	Case Number: 2015-0093
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COMPREHENSIVE PLAN INFORMATION			
Anchorage 2020 Urban/Rural Services: <input checked="" type="checkbox"/> Urban <input type="checkbox"/> Rural			
Anchorage 2020 West Anchorage Planning Area: <input checked="" type="checkbox"/> Inside <input type="checkbox"/> Outside			
Anchorage 2020 Major Urban Elements: Site is within or abuts:			
<input type="checkbox"/> Major Employment Center	<input type="checkbox"/> Redevelopment/Mixed Use Area	<input type="checkbox"/> Town Center	
<input type="checkbox"/> Neighborhood Commercial Center	<input type="checkbox"/> Industrial Center		
<input checked="" type="checkbox"/> Transit - Supportive Development Corridor			
Eagle River-Chugiak-Peters Creek Land Use Classification:			
<input type="checkbox"/> Commercial	<input type="checkbox"/> Industrial	<input type="checkbox"/> Parks/opens space	<input type="checkbox"/> Public Land Institutions
<input type="checkbox"/> Marginal land	<input type="checkbox"/> Alpine/Slope Affected		<input type="checkbox"/> Special Study
<input type="checkbox"/> Residential at _____ dwelling units per acre			
Girdwood- Turnagain Arm			
<input type="checkbox"/> Commercial	<input type="checkbox"/> Industrial	<input type="checkbox"/> Parks/opens space	<input type="checkbox"/> Public Land Institutions
<input type="checkbox"/> Marginal land	<input type="checkbox"/> Alpine/Slope Affected		<input type="checkbox"/> Special Study
<input type="checkbox"/> Residential at _____ dwelling units per acre			

ENVIRONMENTAL INFORMATION (All or portion of site affected)				
Wetland Classification:	<input type="checkbox"/> None	<input type="checkbox"/> "C"	<input type="checkbox"/> "B"	<input checked="" type="checkbox"/> "A"
Avalanche Zone:	<input checked="" type="checkbox"/> None	<input type="checkbox"/> Blue Zone	<input type="checkbox"/> Red Zone	
Floodplain:	<input type="checkbox"/> None	<input checked="" type="checkbox"/> 100 year	<input type="checkbox"/> 500 year	
Seismic Zone (Harding/Lawson):	<input type="checkbox"/> "1"	<input checked="" type="checkbox"/> "2"	<input type="checkbox"/> "3"	<input type="checkbox"/> "4" <input type="checkbox"/> "5"

RECENT REGULATORY INFORMATION (Events that have occurred in last 5 years for all or portion of site)	
<input type="checkbox"/> Rezoning - Case Number:	
<input type="checkbox"/> Preliminary Plat <input type="checkbox"/> Final Plat - Case Number(s):	
<input type="checkbox"/> Conditional Use - Case Number(s):	
<input type="checkbox"/> Zoning variance - Case Number(s):	
<input type="checkbox"/> Land Use Enforcement Action for	
<input type="checkbox"/> Building or Land Use Permit for	
<input type="checkbox"/> Wetland permit: <input type="checkbox"/> Army Corp of Engineers <input type="checkbox"/> Municipality of Anchorage	

APPLICATION ATTACHMENTS	
Required:	<input checked="" type="checkbox"/> Area to be rezoned location map <input type="checkbox"/> Signatures of other petitioners (if any)
(35 Sets)	<input checked="" type="checkbox"/> Narrative statement explaining need and justification for the rezoning; the proposed land use and development; and the probable timeframe for development.
	<input checked="" type="checkbox"/> Draft Assembly ordinance to effect rezoning. <input checked="" type="checkbox"/> Original, signed application
	<input checked="" type="checkbox"/> Ownership and beneficial interest form
Optional:	<input type="checkbox"/> Building floor plans to scale <input checked="" type="checkbox"/> Site plans to scale <input type="checkbox"/> Building elevations
	<input type="checkbox"/> Special limitations <input type="checkbox"/> Traffic impact analysis <input type="checkbox"/> Site soils analysis
	<input type="checkbox"/> Photographs

APPLICATION CHECKLIST	
1. Zoning map amendments require a minimum of 1.75 acres of land excluding right-of-way or a boundary common to the requested zone district.	
2. The petitioning property owner(s) must have ownership in at least 51% of property to be rezoned.	

STANDARDS FOR ZONING MAP AMENDMENTS

The petitioner must provide a written narrative which addresses the following standards. Zoning map amendment applications which do not address these items will be considered invalid and will not be accepted for public hearing by the Department of Community Planning and Development. (Use additional paper if necessary).

A. Conformance to Comprehensive Plan.

1. If the proposed zoning map amendment does not conform to the land use classification map contained in the applicable Comprehensive Plan, explain how the proposed rezoning meets one or more of the following standards:
 - a. The proposed use is compatible because of the diversity of uses within the surrounding neighborhood or general area;
 - b. The proposed use may be made compatible with conforming uses by special limitations or conditions of approval concerning such matters as access, landscaping, screening, design standards and site planning; or
 - c. The proposed use does not conflict with the applicable Comprehensive Development Plan goals and policies.

See attached written narrative.

2. If the proposed zoning map amendment does not conform to the generalized residential intensity (density) of the applicable Comprehensive Plan map, explain how the proposed rezoning meets the following standards:
 - a. In cases where the proposed rezoning would result in a greater residential intensity (density), explain how the rezoning does not alter the plan for the surrounding neighborhood or general area, utilizing one of the following criteria:
 - i. The area is adjacent to a neighborhood shopping center, other major high density mode, or principal transit corridor.
 - ii. Development is governed by a Cluster Housing or Planned Unit Development site plan,

See attached written narrative.

- b. In cases where the proposed rezoning would result in a lesser residential intensity (density), explain how the rezoning would provide a clear and overriding benefit to the surrounding neighborhood.

See attached written narrative.

- c. Explain how the proposed residential density conforms with the applicable Comprehensive Development Plan goals and policies pertaining to the surrounding neighborhood or the general area.

See attached written narrative.

B. A zoning map amendment may be approved only if it is in the best interest of the public, considering the following standards:

- 1. Describe the effect of development under the amendment and the cumulative effect of similar development on (a) the surrounding neighborhood, (b) the general area, and (c) the community with respect to the following (The discussion should include the degree to which proposed special limitations will mitigate any adverse effects.):

a. Environment:

See attached written narrative.

b. Transportation:

See attached written narrative.

c. Public Services and Facilities:

See attached written narrative.

d. Land Use Patterns;

See attached written narrative.

Note:	Surrounding neighborhood	=	500-1000' radius
	General Area	=	1 Mile radius
	Community	=	Anchorage as a whole

- 2. Quantify the amount of undeveloped (vacant) land in the general area having the same zoning or similar zoning requested by this application. Explain why you feel the existing available land is not sufficient or is not adequate to meet the need for land in this zoning category?

See attached written narrative.

- 3. When would development occur under the proposed zoning? Are public services (i.e., water, sewer, street, electric, gas, etc.) available to the petition site? If not, when do you expect that it will be made available and how would this affect your development plans under this rezoning?

See attached written narrative.

- 4. If the proposed rezoning alters the use of the property from that which is indicated in the applicable Comprehensive Plan, explain how the loss of land from this use category (i.e., residential, commercial, industrial) might be regained elsewhere in the community?

See attached written narrative.

July 14, 2015

Ms. Erika McConnell
Current Planning Section Supervisor
Community Development Department - Planning Division
Municipality of Anchorage
PO Box 196650
Anchorage, Alaska 99519-6650

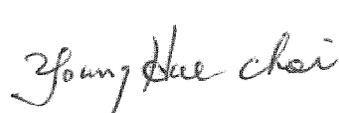
Subject: Letter of Authorization for Rezone Application
Northwood at the Park

Dear Ms. McConnell:

I am Brian Choi and my wife, Young Hae Choi, and I own one tract of vacant land in Anchorage legally known as Tract 3, Boettcher Subdivision. The property is generally located to the north of Northwood Park, to the south of Spenard Road and to the west of Northwood Drive.

Please accept this letter as our authorization for Mr. Lee Henry of Alaska Real Estate Development Advisors to act on our behalf in regards to submitting a Zoning Map Amendment application for the above-referenced parcel. Thank you for your attention to this matter and please don't hesitate to contact Mr. Henry at 907-727-4400 with any questions or concerns.

Sincerely,

 
Brian and Young Hae Choi

Owner

NARRATIVE STATEMENT

Alaska Real Estate Development Advisors (AREDA), on behalf of Mr. and Mrs. Brian Choi, is requesting approval of a zoning map amendment from R-3 with Special Limitations to R-4. This request is for an approximately 10 acre tract of land generally located south of Spenard Road, west of Northwood Drive, and north of International Airport Road (Exhibit 1, Plat Map). The vacant parcel is currently identified in the Municipality of Anchorage's Public Inquiry Parcel Detail online system as 010-244-28-0001.

Background

The subject property was originally developed as Vagabond Trailer Court. The trailer court was decommissioned as part of a rezoning effort by a previous owner in the mid-1980's. In 1991, the subject property was rezoned to R-3 with Special Limitations. The limitations were consistent with the conditions in that area of Spenard and also with the economics of housing in that era.

The roadway conditions in the area of Spenard Road and Northwood Drive when the Special Limitations were placed on the property were not up to the standards that they are today. As a result, access was required to Spenard Road across two other adjacent parcels in order to minimize traffic on Northwood Drive. All three parcels were owned by the same owner. The demand for additional multifamily housing at that time was still limited. This was primarily due to 1) the fact that housing was still relatively inexpensive because of Alaska's 1980's economic crash, 2) there was a lot of rental housing available because of the wave of foreclosed housing that became available at greatly reduced prices at that time, and 3) our population had just grown back to what it had been during the mid-1980's so the demand for all types of housing was generally in balance with the existing supply.

The two adjacent parcels that were required as part of the Special Limitations of the 1991 rezone to provide access for the subject

property to Spenard Road were sold to another party. In 2007, the owner of these two subservient parcels re-platted and rezoned these properties into one parcel that currently fronts on Spenard Road. The replat and rezone of these adjacent properties removed the cross-access requirement that these subservient lots were to have provided to the subject property. As a consequence, the subject parcel became functionally landlocked and undevelopable under the existing Special Limitations on the property. The subject property will need to be rezoned in order to be developed as a result of this past activity.

After careful analysis of the subject property, it became clear that any rezone of the property should consider the highest and best use of the property for both the owner as well as the community that this parcel serves (see Exhibit 2, Drive Time Map). This request for a rezoning of this parcel to R-4 was initiated due to the fact that the development of the property has been negatively impacted due to the previous rezone and replat of the two adjacent parcels. It is also being requested because it is clear that this area of the community needs a great deal more rental housing than the remaining developable vacant land in the area (see Exhibit 3, Housing Demand Study Data and Maps). The 2012 McDowell Report which was commission by the Municipality confirmed several thousand new housing units will need to be provided to make up for the demand in the near future.

Proposed Development

This parcel is expected to be developed with “Northwood at the Park,” an approximately 680-unit complex of residential multifamily buildings. The development is projected to consist of six buildings which will be built in two phases, with each phase constructed above a one story parking garage (see Exhibit 4, Preferred Concept Site Plan). The unit mix is projected to meet the needs of the area residents. Currently the unit mix that is being considered is 60% one bedroom units, 25% studio efficiencies, and 15% two bedroom units. This is based on housing market information for the area and census data described in Exhibit 3.

The buildings will be built close to the center of the subject property to minimize the effect of the size of the buildings on the adjacent residential properties (see Exhibit 5, Preferred Concept Site Shadow Study). The site was studied for the purpose of building above the Base Floodplain Elevation (BFE) in accordance with FEMA guidelines. It is feasible to elevate the building above the BFE according to FEMA guidelines. Because of the very high cost of raising the buildings out of the floodplain, the economics of the project depend on a higher density than would be possible in the standard R-3 zoning.

The initial traffic engineering Trip Generation Report combined with State of Alaska Traffic Counts (see Exhibit 6, Initial Traffic Count Study) supports the position that the more recent roadway improvements to both Spenard Road and Northwood Drive have improved the ability of the area, particularly Northwood Drive, to bear a larger sustained traffic load.

The preliminary development is projected to break ground with initial site development work in late 2017. The process will consist of engaging the Corps of Engineers, the Municipality of Anchorage, FEMA, an appropriate financing entity (AHFC, HUD/FHA, institutional or conduit market), and the local community to prepare and implement a cost effective, neighborhood sensitive site plan that meets the rental housing needs of the Spenard area and the West Anchorage community.

The initial engineering of the soils investigations, the wetlands reclamation, floodplain management, the Fish Creek pedestrian trail connectivity, the building foundation, and the full traffic impact analysis (TIA) have been started. Further work on these areas will be part of the development process that is expected to allow the commencement of site development starting in 2017 with building construction commencing in 2018.

NARRATIVE RESPONSES

A. Conformance to Comprehensive Plan.

1. If the proposed zoning map amendment does not conform to the land use classification map contained in the applicable Comprehensive Plan, explain how the proposed rezoning meets one or more of the following standards:

a. The proposed use is compatible because of the diversity of uses within the surrounding neighborhood or general area;

The site is adjacent to the Spenard Transit Supportive Development Corridor. The variety of uses in the area of the Spenard Transit Supportive Development Corridor include residential and hospitality complexes as well as small to mid-size commercial structures. In addition to these uses, the proposed development is in close proximity to the Lake Hood Floatplane base and its associated recreational uses. It is also in the area of a large scale transportation hub with its associated industrial uses at Ted Stevens Anchorage International Airport (TSAIA).

b. The proposed use may be made compatible with conforming uses by special limitations or conditions of approval concerning such matters as access, landscaping, screening, design standards and site planning;

The proposed development will be subject to major site plan review. A portion of the property will be committed to a landscape buffering to protect the Northwood Park wetlands. The development will probably utilize under-building parking to reduce the need for surface parking. More landscaping than is required by code is proposed around the perimeter of the property to buffer the adjacent lower density residential uses. This includes the existing natural vegetation as well as additional buffering landscaping. The proposed development is projected to relocate an existing trail easement along the south property line and the development will use this to buffer the proposed

multifamily residential use from the adjacent stream and Northwood Park.

2. If the proposed zoning map amendment does not conform to the generalized residential intensity (density) of the applicable Comprehensive Plan map, explain how the proposed rezoning meets the following standards:

a. In cases where the proposed rezoning would result in a greater residential intensity (density), explain how the rezoning does not alter the plan for the surrounding neighborhood or general area, utilizing one of the following criteria:

i. The area is adjacent to a neighborhood shopping center, other major high density mode, or principal transit corridor.

The site is adjacent to the Spenard Transit Supportive Development Corridor. The Spenard Technical Report of 2007 indentifies two commercial intersections within 1/4 mile of this proposed development as possible "Renaissance Catalyst" locations similar to what has been developed in the North Spenard Corridor area. This rezoning will enhance the plans for revitalizing the surrounding area by enabling increased transit viability for the bus route serving Northwood Drive and Spenard Road as well as helping to increase pedestrian connectivity with the surrounding area.

ii. Development is governed by a Cluster Housing or Planned Unit Development site plan.

Not applicable.

b. In cases where the proposed rezoning would result in a lesser residential intensity (density), explain how the rezoning would provide a clear and overriding benefit to the surrounding neighborhood.

Not applicable.

c. Explain how the proposed residential density conforms with the applicable Comprehensive Development Plan goals and

policies pertaining to the surrounding neighborhood or the general area.

The broad goals of the WADP and the 2020 Plan are met primarily by providing affordable housing for Anchorage residents in a location that provides good transit connectivity with access to neighborhood and area amenities. This rezoning will also allow the economically efficient use of some of the last of our remaining large tract, vacant multifamily residential land resource with the purpose of maximizing the efficiency of the utilization of this land resource in a manner designed to attract large scale private investment in our community. This investment will help meet the goals of the WADP and the 2020 Plan by revitalizing an older area of Anchorage and helping to improve area employment.

Policies that are adhered to are:

- Policy 3 - The Municipality shall employ development strategies for the Anchorage Bowl in order to accommodate approximately 31,600 additional dwelling units by the year 2020.

This rezoning would help meet that goal.

- Policy 9 - New residential development located within 1/4 mile of the major street at the center of a Transit-Supportive Development Corridor shall achieve an overall average of equal to or greater than 8 dwelling units per acre.

This development results in a density greater than 8 units per acre.

- Policy 12 - New higher density residential development, including that within Transit-Supportive Development Corridors, shall be accompanied by the following:

- a) Building and site design standards;
- b) Access to multi-modal transportation, to include transit, and safe pedestrian facilities; and,
- c) Adequate public or private open space, parks or other public recreational facilities located on site or in close proximity to the residential developments.

This rezoning will meet all the criteria listed in Policy 12. First, it will be subject to the required Major Site Plan Review process and the new Title 21 Design Standards requirements which will ensure the project is compliance with all applicable building and site design standards. Second,

pedestrian and transit connectivity will be increased because of the enhanced pedestrian access to the public transit system. The site is served by People Mover Bus Route 36, the U-Med to Midtown to Spenard to Downtown Route, and People Mover Bus Route 7, the Airport to Spenard to Downtown Route. Route 36 runs in front of the site and Route 7 stops within 2 blocks of the site. These routes serve all of the Major Employment Centers in Anchorage. Finally, Northwood Park to the south of the property as well the other nearby neighborhood parks, along with the Spenard Recreational Center, the nearby dog park, the Javier de la Vega ball fields, and other public recreational amenities all provide more than adequate support for this proposed development.

- Policy 20 - Medium and high-density residential development, as well as commercial mixed use, is encouraged in aging and underutilized areas within and adjacent to Major Employment Centers as shown on the Land Use Policy Map.

This rezoning meets the intent of this Policy. The property is in close proximity to Ted Stevens Anchorage International Airport. This development would provide housing for employees of the TSAIA employer base. TSAIA is a major, and growing, employment generator for Anchorage (see Exhibit 8, 1998 Versus 2007 ISER Airport Employment Study excerpts). This development also serves all of the Major Employment Centers in Anchorage with both direct bus route service as well as a reasonable drive time (see Exhibit 2).

- Policy 50 - Healthy, mature trees and forested areas shall be retained as much as possible.

This rezoning and the subsequent development of the property will allow for additional natural buffering between all of the adjacent uses, including Northwood Park to the south of the property. This will help retain much of the natural vegetation that isn't committed to development.

- Policy 60 - Design attractive affordable housing that is suited to its environs.

This rezoning is designed to allow for construction of a modern, visually appealing apartment building complex. It will allow the development to be visually separate from the adjacent uses through natural buffering, but it will also allow for connectivity to the neighborhood and the general area. It is conceptually

designed with under-building parking, which will account for 20% to 35% of the necessary parking for the complex. As a result, it will allow for a greater portion of the property to be dedicated to landscape and other site amenities. A portion of the property along the southern property line will be re-dedicated to natural greenbelt landscaping. The development of the site will be governed by Major Site Plan Review criteria and also will be required to meet aesthetic constraints based on the MOA Design Standards. The final development is expected to be a model for future development of other projects that are similar in density and design.

B. A zoning map amendment may be approved only if it is in the best interest of the public, considering the following standards:

1. Describe the effect of development under the amendment and the cumulative effect of similar development on (a) the surrounding neighborhood, (b) the general area, and (c) the community with respect to the following (The discussion should include the degree to which proposed special limitations will mitigate any adverse effects).:

a. Environment: *The neighborhood, the area, and the community will benefit from this development. The environment will be enhanced by the proposed conservation easement along the southeastern part of the site, which is adjacent to Northwood Park. Wetlands will be protected and enhanced on the site. The site drainage will be managed better than is currently the case and the lowering of the site to create more parking area in the floodplain may slow floodwater from traveling downstream in the event of a major flooding event. In addition, this is a rare opportunity to add to the community's watershed that cannot be easily duplicated on this scale (See Exhibit 9 - Conservation Easement Area). Any area development which would add to the impact of this development would be subject to all of the constraints as will be applied to this development.*

b. Transportation: *This property is centrally located and adjacent to the Spenard Transit Supportive Development Corridor. Pedestrian amenities will be added to the area, which will allow for better connectivity with the area transit system. The property will also feature internal pedestrian amenities that will allow for connectivity with the area transit system. Currently the site is served by bus service within 1/2 block as well as by a multi-use pedestrian facility that connects to Spenard Road.*

The site is bounded to the east by Northwood Drive, which is designated as a Neighborhood Collector (Class IC) in the Official Streets and Highways Plan (OSHP), to the north by West 44th Court, a local street that is undeveloped and of which only one half has been dedicated. The site is bounded by residential properties to the north, east, and west. It is bounded on the south by Northwood Park, a Class A wetlands preserve.

The OSHP defines a Neighborhood Collector as a facility to collect traffic from local streets of all types and move this traffic to the arterial street system or to important trip generating activities within small residential areas. Local streets have a defined primary function in the OSHP of providing access to abutting properties, while also providing space for on-street parking. Northwood Drive is developed and will provide two points of access to the site. West 44th Court is not developed and will not be needed for access for the development of the site. The initial Traffic Count Study (see Exhibit 6) has indicated that the neighborhood traffic infrastructure is probably capable of serving the proposed development. A full Traffic Impact Analysis has been started to verify this conclusion.

The only other property in the area that could cumulatively add to the impact of the proposed development this property is currently zoned for between 150 units to 225 units. At this density, the other parcel should not place undue stress on the area transportation systems. It is currently required under the existing special limitations to receive approval from the MOA Traffic Engineer prior to any proposed development. The cumulative effect of this type of development in the area and the community would most likely be to shift traffic from single car residential use to more mass transit use.

c. Public Services and Facilities: *The site is served by the Anchorage Fire Department and the Anchorage Police Department. This development is not expected to place an undue strain on these services. The property is served by several area schools and the impact on these schools will be to expand enrollment as the proposed phased development is completed. Future planned expansions and renovations to these schools should account for this increase in school enrollment.*

d. Land Use Patterns: *This proposed development does not change the use of the property from residential zoning. The density of the proposed project is greater than is suggested by the WADP, however the size of the parcel lends itself to the use of the property in a way that allows it to generally conform with the intent of the 2020 Plan by using both distance from the residential uses as well as building height transitioning to minimize the impact of the development on adjacent residential uses. In addition, the development will seek to preserve and enhance the park to the south of the property. The proposed development will provide an additional buffer to the residential uses to the north and west of the property as well as the park to the south from the traffic generated by the site. This will be accomplished by keeping the internal roads a reasonable distance from the adjacent uses.*

2. Quantify the amount of undeveloped (vacant) land in the general area having the same zoning or similar zoning requested by this application. Explain why you feel the existing available land is not sufficient or is not adequate to meet the need for land in this zoning category?

There is very little vacant land in this area of West Anchorage which is currently zoned to allow for the density that is being proposed. Most of the land that is zoned for this type of development has been built on and would most likely be cost prohibitive to recycle into an assemblage of land that could provide sufficient housing to meet the needs of the area. A study of the MOA tax database (see Exhibit 7, Vacant

Multifamily Land in Area) suggests that, exclusive of the subject property land, about 655 multifamily housing units in this area might be made available if all of this other vacant land were developed. This study was not comprehensive; however it is indicative of the general availability of vacant land that could be used for this type of development.

Much of the land in other areas of the community which is zoned for this type of housing has been developed with lower density housing. As a result, the 2020 Plan policy to preserve housing densities at the level of prescribed zoning housing densities has not been achieved. In short, the available land resource in the West Anchorage area does not appear to be sufficient to meet 2010 US Census or ACS projected rental housing needs.

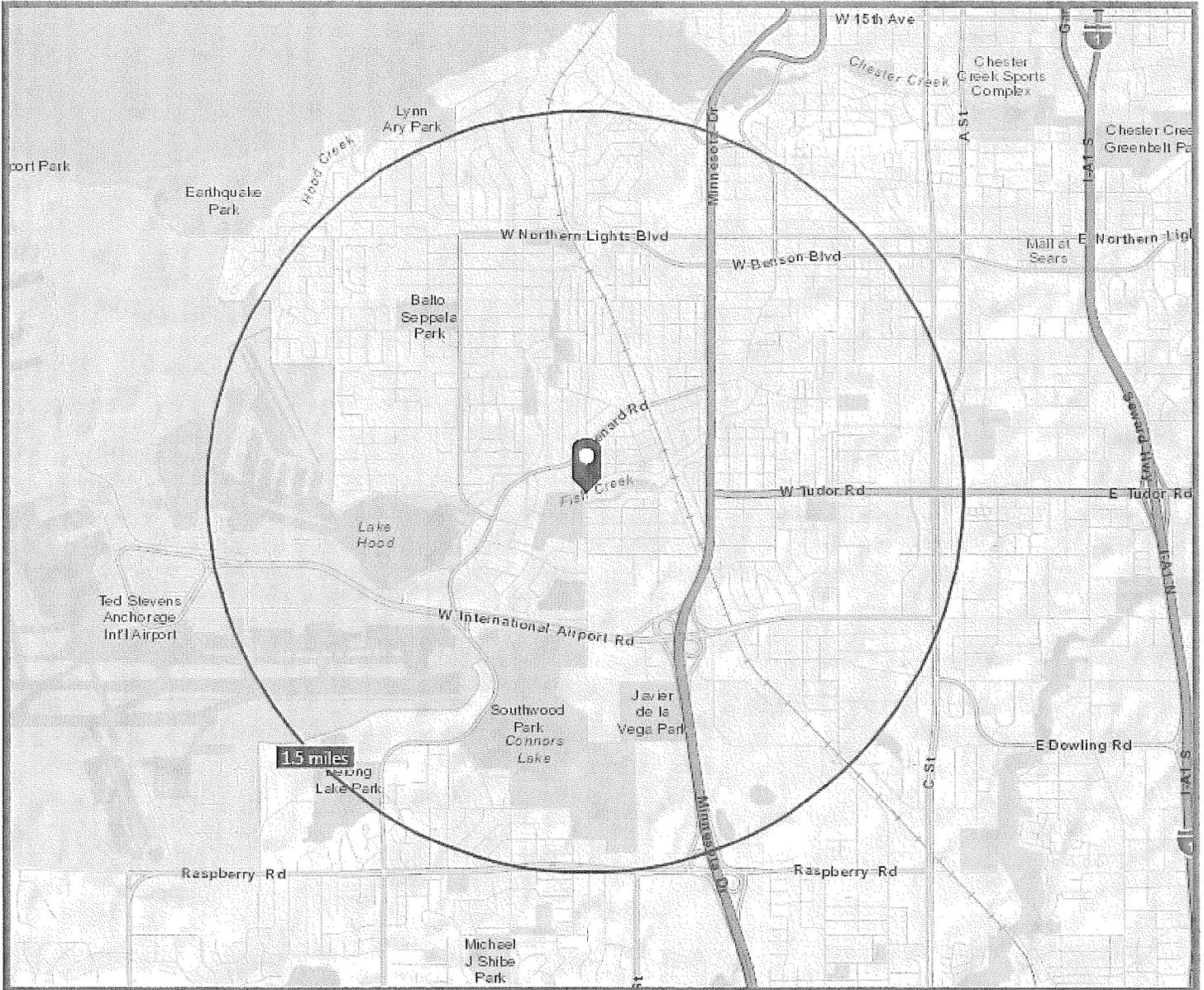
3. When would development occur under the proposed zoning? Are public services (i.e., water, sewer, street, electric, gas, etc). available to the petition site? If not, when do you expect that it will be made available and how would this affect your development plans under this rezoning?

Development is projected to commence within three years of the proposed rezoning. All utilities are available to the site. Water, sewer, gas, electric, telecommunication services, and facilities are all readily available to the site. They are either already on the site or can easily be extended into the site.

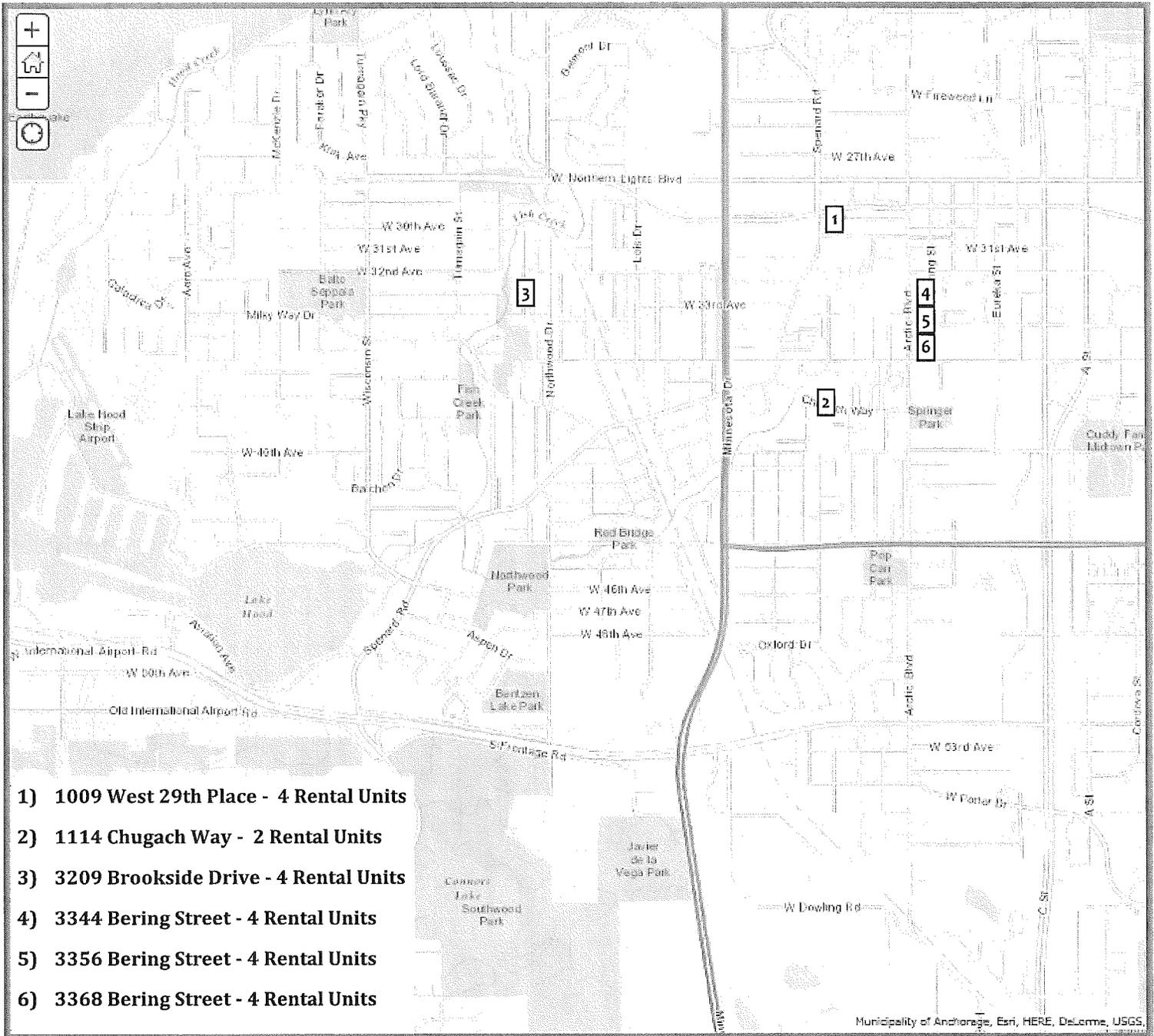
4. If the proposed rezoning alters the use of the property from that which is indicated in the applicable Comprehensive Plan, explain how the loss of land from this use category (i.e., residential, commercial, industrial) might be regained elsewhere in the community?

The proposed use remains consistent with the residential character of the existing use.

EXHIBIT 3 - Housing Demand Study Data and Maps



1.5 Mile Radius - Housing Survey Map



1.5 Mile Radius - Rental Housing Survey Map - 22 Rental Units Built Since 2000



Housing Profile

Northwood Housing Report
 4400 Northwood Dr, Anchorage, Alaska, 99517
 Ring: 1.5 mile radius

Prepared by Lee Henry, CCIM

Latitude: 61.18074

Longitude: -149.92787

Almost 640 more new rental housing units are projected to be needed by 2020

Population		Households	
2010 Total Population	27,427	2015 Median Household Income	\$56,430
2015 Total Population	27,982	2020 Median Household Income	\$64,281
2020 Total Population	28,744	2015-2020 Annual Rate	2.64%
2015-2020 Annual Rate	0.54%		

Housing Units by Occupancy Status and Tenure	Census 2010		2015		2020	
	Number	Percent	Number	Percent	Number	Percent
Total Housing Units	12,347	100.0%	12,719	100.0%	13,123	100.0%
Occupied	11,658	94.4%	11,963	94.1%	12,320	93.9%
Owner	5,522	44.7%	5,427	42.7%	5,545	42.3%
Renter	6,136	49.7%	6,536	51.4%	6,775	51.6%
Vacant	689	5.6%	756	5.9%	803	6.1%

Owner Occupied Housing Units by Value	2015		2020	
	Number	Percent	Number	Percent
Total	5,427	100.0%	5,544	100.0%
<\$50,000	15	0.3%	13	0.2%
\$50,000-\$99,999	42	0.8%	32	0.6%
\$100,000-\$149,999	185	3.4%	115	2.1%
\$150,000-\$199,999	356	6.6%	225	4.1%
\$200,000-\$249,999	616	11.4%	302	5.4%
\$250,000-\$299,999	866	16.0%	392	7.1%
\$300,000-\$399,999	1,626	30.0%	1,254	22.6%
\$400,000-\$499,999	821	15.1%	1,630	29.4%
\$500,000-\$749,999	674	12.4%	1,090	19.7%
\$750,000-\$999,999	104	1.9%	316	5.7%
\$1,000,000+	122	2.2%	175	3.2%
Median Value	\$338,961		\$426,933	
Average Value	\$381,242		\$465,571	

Data Note: Persons of Hispanic Origin may be of any race.
Source: U.S. Census Bureau, Census 2010 Summary File 1.





Housing Profile

Northwood Housing Report
 4400 Northwood Dr, Anchorage, Alaska, 99517
 Ring: 1.5 mile radius

Prepared by Lee Henry, CCIM
 Latitude: 61.18074
 Longitude: -149.92787

Census 2010 Owner Occupied Housing Units by Mortgage Status		
	Number	Percent
Total	5,522	100.0%
Owned with a Mortgage/Loan	4,071	73.7%
Owned Free and Clear	1,451	26.3%

Census 2010 Vacant Housing Units by Status		
	Number	Percent
Total	689	100.0%
For Rent	250	36.3%
Rented- Not Occupied	21	3.0%
For Sale Only	69	10.0%
Sold - Not Occupied	15	2.2%
Seasonal/Recreational/Occasional Use	184	26.7%
For Migrant Workers	5	0.7%
Other Vacant	156	22.6%

Census 2010 Occupied Housing Units by Age of Householder and Home Ownership			
	Occupied Units	Owner Occupied Units	
		Number	% of Occupied
Total	11,657	5,521	47.4%
15-24	843	72	8.5%
25-34	2,246	624	27.8%
35-44	2,070	937	45.3%
45-54	2,719	1,390	51.1%
55-64	2,257	1,372	60.8%
65-74	944	650	68.9%
75-84	446	360	80.7%
85+	132	116	87.9%

Census 2010 Occupied Housing Units by Race/Ethnicity of Householder and Home Ownership			
	Occupied Units	Owner Occupied Units	
		Number	% of Occupied
Total	11,658	5,523	47.4%
White Alone	8,164	4,368	53.5%
Black/African American	479	120	25.1%
American Indian/Alaska	975	294	30.2%
Asian Alone	958	406	42.4%
Pacific Islander Alone	185	32	17.3%
Other Race Alone	272	109	40.1%
Two or More Races	625	194	31.0%
Hispanic Origin	737	274	37.2%

Census 2010 Occupied Housing Units by Size and Home Ownership			
	Occupied Units	Owner Occupied Units	
		Number	% of Occupied
Total	11,658	5,522	47.4%
1-Person	4,092	1,545	37.8%
2-Person	3,690	1,925	52.2%
3-Person	1,748	906	51.8%
4-Person	1,142	630	55.2%
5-Person	518	270	52.1%
6-Person	249	136	54.6%
7+ Person	219	110	50.2%

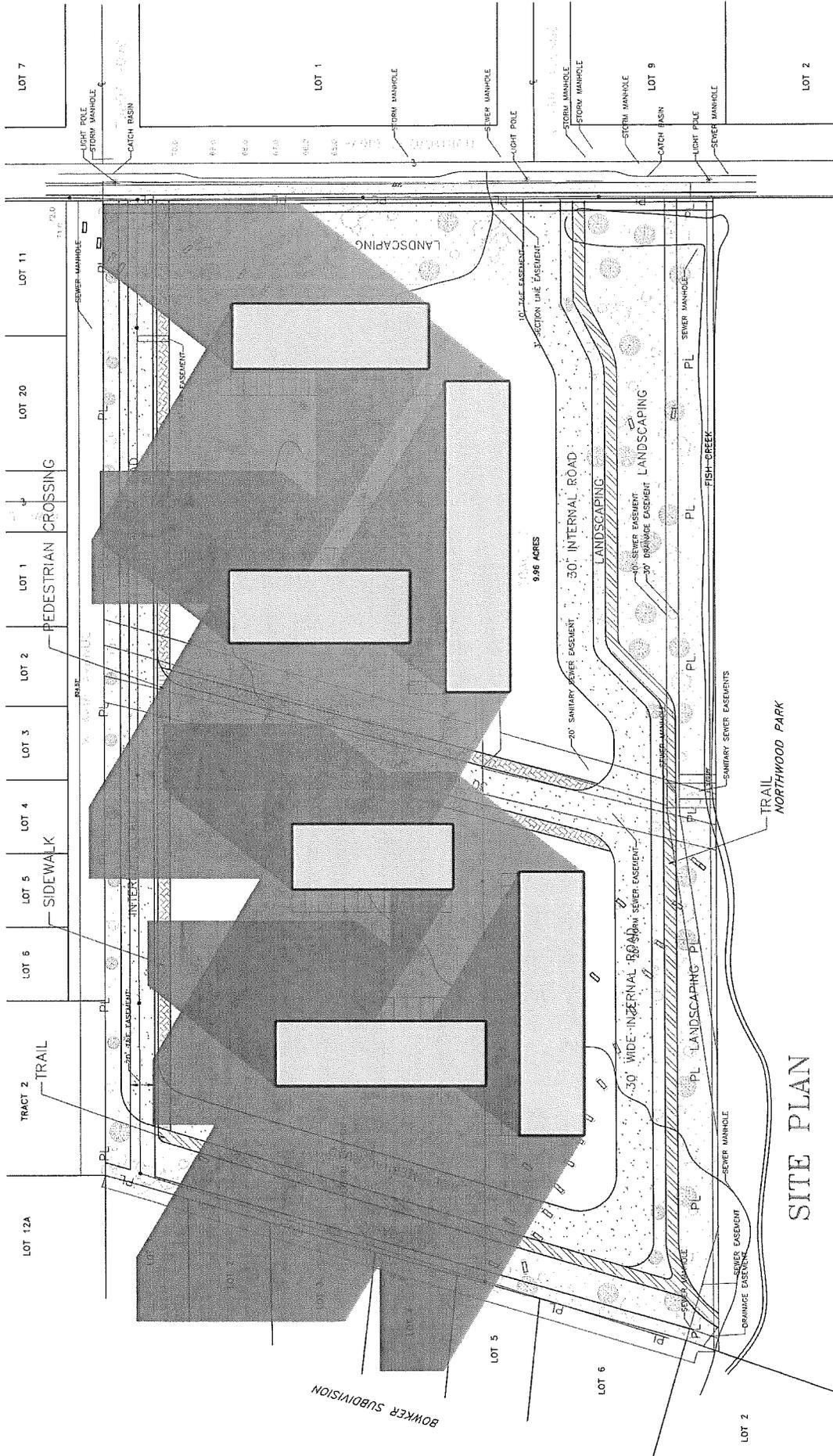
A large portion of the area households are smaller than average for Anchorage



Data Note: Persons of Hispanic Origin may be of any race.
 Source: U.S. Census Bureau, Census 2010 Summary File 1.

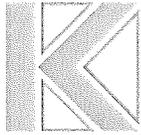


EXHIBIT 5 - Preferred Concept Site Shadow Study



SITE PLAN

EXHIBIT 6 - Initial Traffic Count Study



KITTELSON & ASSOCIATES, INC.
TRANSPORTATION ENGINEERING / PLANNING
880 H Street, Suite 202, Anchorage AK 99501 P 907.646.7995

July 22, 2015

Project #: 17976

Lee Henry
AK Real Estate Development Advisors
3350 Midtown Place
Anchorage, AK 99503

RE: Boettcher Subdivision – Tract 3 Trip Generation Analysis

Dear Lee,

This letter addresses the trip generation estimate associated with the proposed Boettcher Subdivision – Tract 3 development in Anchorage, Alaska.

PROJECT DESCRIPTION

On behalf of the owner of the property, AK Real Estate Development Advisors (AREDA) is proposing an apartment complex development located on the west side of Northwood Drive between Tudor Road (44th Avenue) and W 45th Avenue in Anchorage, Alaska. The proposed site is currently vacant. Exhibit 1 shows the proposed site and surrounding area.

The proposed development requires a zone change to R-4. The site is currently zoned R-3 with special limitations (SL) and is not developable with the special limitations in place. The proposed development, provided by AREDA, consists of 680 dwelling units. Access will be provided on Northwood Drive at Tudor Road and W 45th Avenue. A full site plan has not been developed at this time.



Source: Google

Exhibit 1: Site Vicinity Map

TRIP GENERATION

A trip generation analysis was completed for the proposed development scenario to evaluate the potential impacts associated with the proposed development. The projected weekday daily, a.m., and p.m. peak-hour vehicle trip ends for the proposed development were based on the *Trip Generation Manual*, 9th Edition. Table 1 summarizes the estimated trip generation for the development scenario.

Table 1. Summary of ITE Trip Generation for Apartments under R-4 Zoning

Land Use	ITE Code	Dwelling Units	Weekday Daily Trips	Weekday AM Peak Hour			Weekday PM Peak Hour		
				Total	In	Out	Total	In	Out
Apartment	220	680	4,522	347	69	278	422	274	148

As shown in Table 1, over 4,500 weekday daily trips are estimated under the proposed development scenario.

CONCLUSIONS

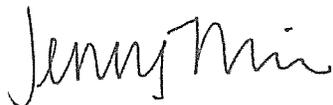
Based on the results of the trip generation analysis, the proposed Boettcher Apartment development is forecast to generate the following trips based on the R-4 zoning development scenario:

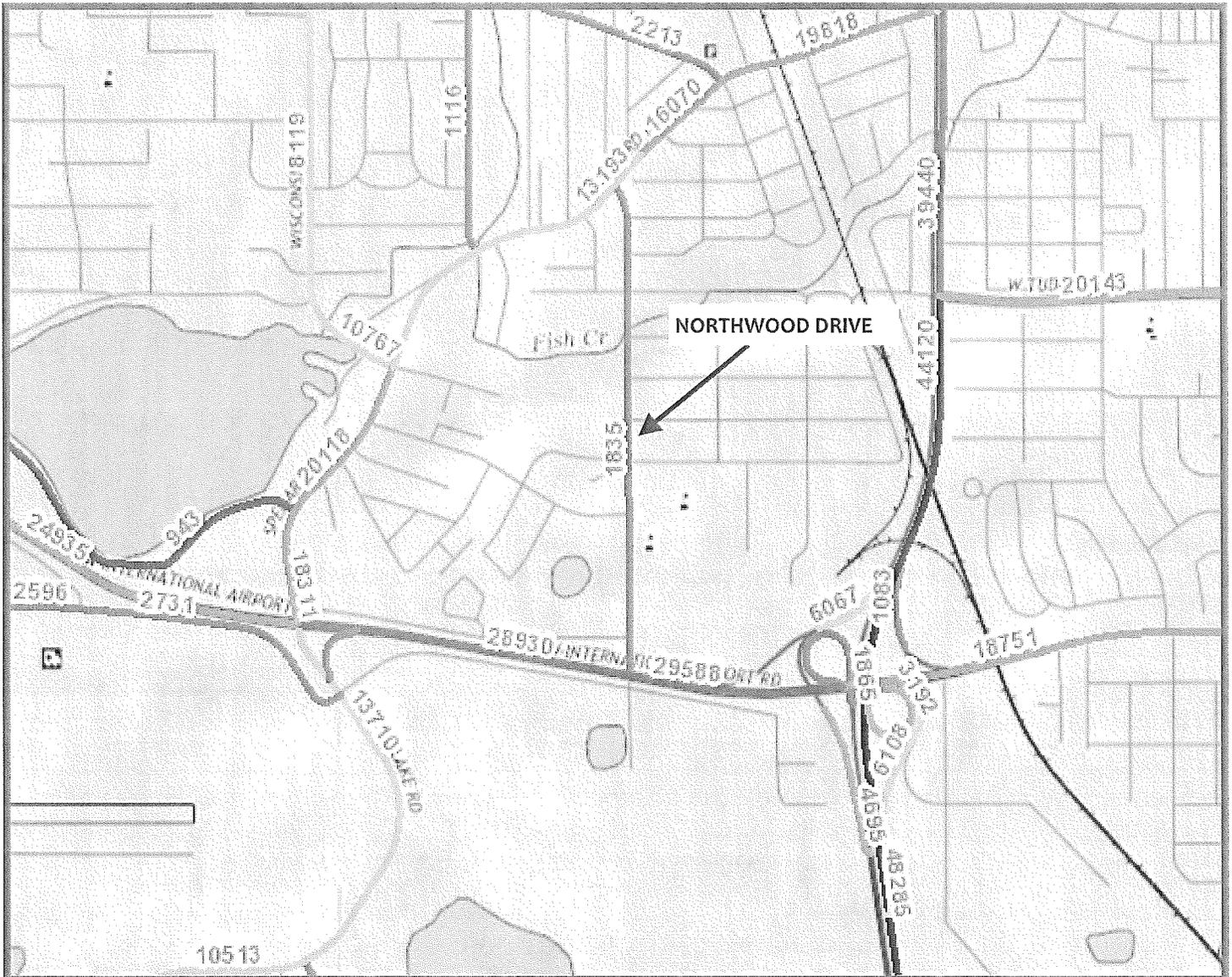
- 4,522 daily trips, 347 a.m. peak hour trips, and 422 p.m. peak hour trips.

Based on the Municipality of Anchorage's (MOA's) Traffic Impact Analysis (TIA) requirements, a full TIA is required when 100 trips or more are forecast in the peak hour. Since both peak hours exceed 100 trips, a full TIA will be required as part of the development application process. The specific requirements of the TIA will be determined by the MOA Traffic Division representative following the pre-application meeting.

Sincerely,
KITTELSON & ASSOCIATES, INC.


Gary Katsion, PE
Senior Principal Engineer


Jenny Miner, EIT
Transportation Analyst



State of Alaska Annual Daily Traffic Counts for 2013

Roadway Name	Beginning Point	Terminus	Facility Type	Class
Minnesota Drive	Internat'l Airport Rd	'C' St	Freeway	V
Mountain View Drive	East 5th Ave	Bragaw St	Minor Arterial	II
Mountain View Drive	Bragaw St	Boniface Pkwy	Comm'l/Industrial Collector	IA
Muldoon Road	Glenn Hwy	Tudor Rd	Major Arterial (divided)	III
'N' Street	5th Ave	7th Ave	Country Lane	
Nettleton Drive	Hillside Dr	Lodge Pole Court	Country Lane	
New Seward Highway	15th Ave	Rabbit Creek Rd	Freeway	V
New Seward Highway	Rabbit Creek Rd	MOA Boundary	Major Arterial (undivided)	IIIB
NLB / Pt Worzonof	west terminus	Postmark Dr	Comm'l/Industrial Collector	IA
Northern Lights Blvd	Postmark Dr	Wisconsin St	Minor Arterial	II
Northern Lights Blvd	Wisconsin St	Benson Blvd (west terminus)	Major Arterial (divided)	III
Northern Lights Blvd	Benson Blvd (west terminus)	Benson Blvd (east terminus)	Major Arterial (undivided)	IIIB
Northern Lights Blvd	Benson Blvd (east terminus)	Muldoon Rd	Major Arterial (divided)	III
Northern Lights Blvd	Muldoon Rd	East MOA boundary	Neighborhood Collector	IB
Nordic Street	White Dr	Downhill Circle	Country Lane	
Northwood Drive	Raspberry Rd	Dimond Blvd	Minor Arterial	II
Northwood Drive	Spenard Rd	Internat'l Airport Rd	Neighborhood Collector	IC
'O' Street	7th Ave	8th Ave	Country Lane	
O'Malley Road	'C' St	New Seward Hwy	Freeway	V
O'Malley Road	New Seward Hwy	Lake Otis Pkwy	Major Arterial (undivided)	IIIB
O'Malley Road	Lake Otis Pkwy	Hillside Dr	Minor Arterial	II
Ocean Dock Road	Tidewater Rd	North 'C' St	Minor Arterial	II
Oceanview Drive	High View Dr	Cross Rd	Neighborhood Collector	IC
Oceanview Drive	Cross Rd	Mars St	Country Lane	
Old Internat'l Airport Rd	west terminus	Jewel Lake Rd	Comm'l/Industrial Collector	IA
Old Seward Highway	New Seward / 34th Ave	Huffman Rd	Major Arterial (divided)	III
Old Seward Highway	Huffman Rd	New Seward Hwy	Minor Arterial	II
Old Seward Highway	New Seward Hwy	Rabbit Creek Rd	Residential Collector	I
Oklahoma Street	Boundary Ave	East 6th Ave	Neighborhood Collector	IC
Our Road	98th Ave	O'Malley Rd	Country Lane	
Our Road	O'Malley Rd	Klatt Rd	Country Lane	
Panorama Drive	Lodge Pole Court	Port Orford Dr	Country Lane	
Passage Way	Bragaw St	Wilderness Rd/Dr	Country Lane	
Patterson Street	DeBarr Rd	20th Ave	Neighborhood Collector	IC
Patterson Street	Chandalar Dr	Tudor Rd	Neighborhood Collector	IC
Penland Parkway	Airport Heights Rd	Bragaw St	Comm'l/Industrial Collector	IA
Pine Street	3rd Ave	DeBarr Road	Neighborhood Collector	IC
Pine Street	DeBarr Road	Reka Drive	Neighborhood Collector	IB
Port Access Road	Ocean Dock / Loop Rd	3rd Ave	Major Arterial (undivided)	IIIC
Port Orford Drive	Panorama Dr	White Dr	Country Lane	
Post Road	3rd Ave	Reeve Blvd	Minor Arterial	II
Postmark Drive	Northern Lights Blvd	Internat'l Airport Rd	Minor Arterial	II
Potter Drive	Arctic Blvd	Dowling Rd	Comm'l/Industrial Collector	IA
Potter Valley Road	Old Seward Hwy	east terminus	Residential Collector	I

**TABLE 2
RIGHT-OF-WAY STANDARDS**

Facility Type	Street Class	# of Lanes	Minimum ROW Width	Average Daily Traffic (a)
FREEWAY	V	Variable	150' (b)	Over 40,000
EXPRESSWAY	IV	4 - 6	130'	Over 20,000
MAJOR ARTERIAL				
Divided (c)	III	4	100'	Over 20,000
	IIIA	4-6	130'	Over 20,000
Undivided	IIIB	4	100'	Over 20,000
	IIIC(d)	4	60'	Over 20,000
MINOR ARTERIAL	II	2 - 4	80'	10,000 - 20,000
	IIA(d)	2 - 4	60'	10,000 - 20,000
COLLECTOR				
Residential	I	2	80'	2,000 - 10,000
Industrial/Commercial	IA	2 - 4	80'	2,000 - 10,000
Neighborhood	IB(e)	2	70'	2,000 - 10,000
Neighborhood	IC(d)	2	60'	2,000 - 10,000
Local (f)	-	2	50' - 60'	Less than 2,000

Footnotes:

- (a) Average number of vehicle trips per day.
- (b) Does not include right-of-ways required for frontage roads or interchanges.
- (c) Width of divider strip may vary.
- (d) Classification applicable only in area bounded by and including 'L' Street, 3rd Avenue, Karluk Street, and 15th Avenue.
- (e) Minimum 70' right-of-ways required if direct driveway access is permitted.
- (f) Includes Country Lanes. See also Title 21, Subdivision Street Standards.

3.4 Study Areas

In some cases, not enough information is available to make a reasonable prediction of the future collector and arterial needs of an area. These areas will require additional study prior to identifying any functional designations. A total of nine such study areas have been designated in the Anchorage Bowl and Chugiak-Eagle River areas.

Anchorage Bowl Study Areas

A. Sand Lake Area

This area comprises a complex terrain, including the Sand Lake Gravel Pits. Actual patterns and densities associated with the development of this area are uncertain and cannot be identified at this time. The area is intended to be developed through Master Development Plan. A Roadway Circulation Plan, identifying the type and general alignment of collectors shall be prepared at



**TABLE 1
SPACING AND LANE REQUIREMENTS**

Facility Types	Area Types	Spacing ³	AADT ⁵	# of Lanes
Freeway	All	2 miles	Over 40,000	Variable
Expressway	All	2 miles	Over 20,000	4 - 6
Major Arterials	Central Business District	1/4-mile	Over 20,000	4 - 6
	Commercial/Industrial Districts	1/4-mile	Over 20,000	4 - 6
	Residential (high density) ¹	1 mile	Over 20,000	4 - 6
	Residential (low density) ²	1 mile	Over 20,000	4 - 6
Minor Arterials	Central Business District	1/8-mile	0 - 20,000	2 - 4
	Commercial/Industrial Districts	1/4-mile	0 - 20,000	2 - 4
	Residential (high density) ¹	1/2-mile	0 - 20,000	2 - 4
	Residential (low density) ²	1 mile	0 - 20,000	2 - 4
Collectors	Central Business District	1/8-mile	2,000 - 10,000	2 - 4
	Commercial/Industrial Districts	1/8-mile	2,000 - 10,000	2 - 4
	Residential (high density) ¹	1/4-mile	2,000 - 10,000	2
	Residential (low density) ²	1/2-mile	2,000 - 10,000	2
Local ⁴	All	Variable	Less than 2,000	2

Footnotes:

- 1 High density residential = 5 dwelling units or more per acre.
- 2 Low density residential = 4 dwelling units or less per acre.
- 3 Spacing values are to be considered minimums. Standard may vary to conform to geographical constraints.
- 4 Includes Country Lanes. See also Title 21, Subdivision Standards.
- 5 Annual Average Daily Traffic.

The functional requirements of the classes of streets listed in Table 1 are summarized as follows:

Freeways: These streets will be serving over 40,000 trips a day. They should be built to freeway design standards with full grade separations of intersecting streets. Careful attention should be given to all details related to their design and the surrounding land. In cities of moderate size, spacing of freeways does not become a critical issue. However, an average minimum spacing of two miles should be followed where possible.

Expressways: Typically serving over 20,000 trips per day these streets are

distinguished by their higher speeds, heavy traffic and the allowance of a limited number of at-

grade intersections. Spacing between expressways should be limited to a minimum average of 2 miles. Lower design standards than for freeways are typically followed.

Major Arterials: Since the volumes on these streets will be over 20,000 trips a day, there should be at least four moving lanes, paved shoulders (for emergency parking), and a divider wherever possible. Access should be controlled very carefully. Residential development should be served from side streets, and a detailed traffic analysis should

EXHIBIT 7 - Vacant Multifamily Land in Area

655 RENTAL UNITS TO BE BUILT IF ALL AVAILABLE LAND IN 1 MILE RADIUS +/- WERE DEVELOPED

<u>Land Value</u>	<u>Units</u>	<u>Land Size</u>	<u>Zoning</u>	<u>Legal Description</u>	<u>Grid</u>	<u>Parcel #</u>	<u>Land Use Code</u>
\$44,200	2	13,786	R2A	SATELLITE PARK TR A	SW1625	0100611500001	Vacant Land
\$52,700	2	12,150	R2A	AERO ACRES BLK 8 LT 11	SW1726	0101822200001	Vacant Land
\$52,700	2	12,150	R2A	AERO ACRES BLK 8 LT 10	SW1726	0101822300001	Vacant Land
\$52,700	2	12,150	R2A	AERO ACRES BLK 8 LT 9	SW1726	0101822400001	Vacant Land
\$52,700	2	12,150	R2A	AERO ACRES BLK 8 LT 8	SW1726	0101822500001	Vacant Land
\$52,700	2	12,150	R2A	AERO ACRES BLK 5 LT 4	SW1726	0101830300001	Vacant Land
\$52,700	2	12,150	R2A	AERO ACRES BLK 5 LT 3	SW1726	0101830400001	Vacant Land
\$54,800	2	13,500	R2A	AERO ACRES BLK 5 LT 2	SW1726	0101830500001	Vacant Land
\$63,300	2	12,150	R2A	AERO ACRES BLK 8 LT 7	SW1726	0101822600001	Vacant Land
\$73,900	2	6,075	R2A	AERO ACRES BLK 4 LT 5A	SW1726	0101842900001	Vacant Land
\$73,900	2	6,075	R2A	AERO ACRES BLK 4 LT 5B	SW1726	0101843000001	Vacant Land
\$86,500	2	12,150	R2A	AERO ACRES BLK 4 LT 6	SW1726	0101840200001	Vacant Land
\$86,500	2	12,150	R2A	AERO ACRES BLK 4 LT 5	SW1726	0101840300001	Vacant Land
\$89,700	2	12,150	R2A	AERO ACRES BLK 8 LT 12	SW1726	0101822100001	Vacant Land
\$91,200	2	9,008	R2A	BIRCHWOOD PARK BLK E LT 5A	SW1829	0102234200001	Vacant Land
\$91,300	2	10,843	R2A	SATELLITE PARK TR B	SW1625	0100616700001	Vacant Land
\$94,900	2	12,150	R2A	AERO ACRES BLK 8 LT 6	SW1726	0101820100001	Vacant Land
\$94,900	2	12,150	R2A	AERO ACRES BLK 8 LT 5	SW1726	0101820200001	Vacant Land
\$94,900	2	12,150	R2A	AERO ACRES BLK 8 LT 4	SW1726	0101820300001	Vacant Land
\$94,900	2	12,150	R2A	AERO ACRES BLK 8 LT 3	SW1726	0101820400001	Vacant Land
\$94,900	2	12,150	R2A	AERO ACRES BLK 8 LT 2	SW1726	0101820500001	Vacant Land
\$100,500	2	14,175	R2A	AERO ACRES BLK 8 LT 1	SW1726	0101820600001	Vacant Land
\$104,100	2	13,500	R2A	AERO ACRES BLK 2 LT 7	SW1726	0101851700001	Vacant Land
\$105,500	2	12,150	R2A	AERO ACRES BLK 1 LT 3	SW1726	0101850400001	Vacant Land
\$108,000	2	12,960	R2A	AERO ACRES BLK 1 LT 15	SW1726	0101850700001	Vacant Land
\$44,900	2	6,964	R2D	WOODLAND PARK LT 24T	SW1627	0100351300001	Vacant Land
\$84,200	2	6,600	R2D	BENTZEN BLK 2 LT 36	SW1827	0103121000001	Vacant Land
\$85,400	2	7,000	R2D	WOODLAND PARK LT 20R	SW1627	0100343300001	Vacant Land
\$85,400	2	7,000	R2D	WOODLAND PARK LT 15R	SW1627	0100343800001	Vacant Land
\$85,400	2	7,000	R2D	BENTZEN BLK 2 LT 25	SW1827	0103131300001	Vacant Land
\$87,700	2	7,800	R2D	BENTZEN BLK 2 LT 24	SW1827	0103131200001	Vacant Land
\$97,600	2	11,231	R2D	BENTZEN #3 BLK 1 LT 5A	SW1827	0103122100001	Vacant Land
\$8,200		877	R2M	KIRCHNER TR A N66'	SW1727	0101342000001	Vacant Land
\$19,100	2	7,000	R2M	WOODLAND PARK LT 19BR	SW1628	0100940900001	Vacant Land
\$26,900	2	7,116	R2M	WOODLAND PARK LT 15CR	SW1628	0100942500001	Vacant Land
\$29,000		4,445	R2M	TUNDRA PARK LT 7A	SW1827	0102422300001	Vacant Land
\$29,400	7	19,500	R2M	WOODLAND PARK RESERVE #3 E 150'	SW1628	0100941100001	Vacant Land
\$33,100		3,639	R2M	PRICE LT 108 PTN	SW1729	0101120200001	Vacant Land
\$41,500	3	10,338	R2M	NEW MCRAE BLK 2 LT 12H	SW1627	0100831900001	Vacant Land
\$42,200	2	7,080	R2M	WOODLAND PARK LT 14CR	SW1628	0100942400001	Vacant Land
\$50,300	2	6,000	R2M	A B MICHELS LT 16A S 30'	SW1727	0101961000001	Vacant Land
\$50,800	3	10,338	R2M	NEW MCRAE BLK 2 LT 12G	SW1627	0100832000001	Vacant Land
\$52,100	2	6,550	R2M	MACKENTIE LT 1E	SW1828	0102333200001	Vacant Land
\$52,100	2	6,550	R2M	MACKENTIE LT 1D	SW1828	0102333300001	Vacant Land
\$53,600		5,095	R2M	LINCOLN PARK BLK 8 LT 2	SW1728	0102071500001	Vacant Land
\$56,500		5,698	R2M	ESTELLE LT 1 SC 39'	SW1729	0101141500001	Vacant Land
\$57,300	2	7,020	R2M	LINCOLN PARK BLK 7 LT 9	SW1728	0102070500001	Vacant Land
\$60,400	2	7,500	R2M	A B MICHELS LT 13	SW1727	0101960600001	Vacant Land
\$62,600	2	4,699	R2M	BENTZEN BLK 1 LT 2 E2	SW1827	0102422800001	Vacant Land
\$64,900	2	7,000	R2M	WOODLAND PARK LT 28M	SW1628	0100230500001	Vacant Land
\$65,100	2	6,075	R2M	SASSE #1 LT 13	SW1729	0101131300001	Vacant Land
\$65,500		4,635	R2M	WOODLAND PARK LT 17N	SW1628	0100221600001	Vacant Land
\$65,700	2	6,250	R2M	WOODLAND PARK #2 BLK 5 LT 28	SW1628	0100955600001	Vacant Land
\$66,100	2	8,370	R2M	SLOTE LT 4	SW1729	0101131500001	Vacant Land
\$68,800	2	7,000	R2M	WOODLAND PARK LT 21M	SW1628	0100231200001	Vacant Land
\$68,800	2	7,000	R2M	WOODLAND PARK LT 22Q	SW1627	0100332700001	Vacant Land
\$68,800	2	7,000	R2M	LINCOLN PARK BLK 8 LT 16	SW1728	0102072900001	Vacant Land
\$69,300	2	6,250	R2M	WOODLAND PARK #2 BLK 5 LT 15	SW1628	0100954800001	Vacant Land
\$70,400	2	6,500	R2M	ROOSEVELT PARK BLK 1 LT 13	SW1728	0101211900001	Vacant Land



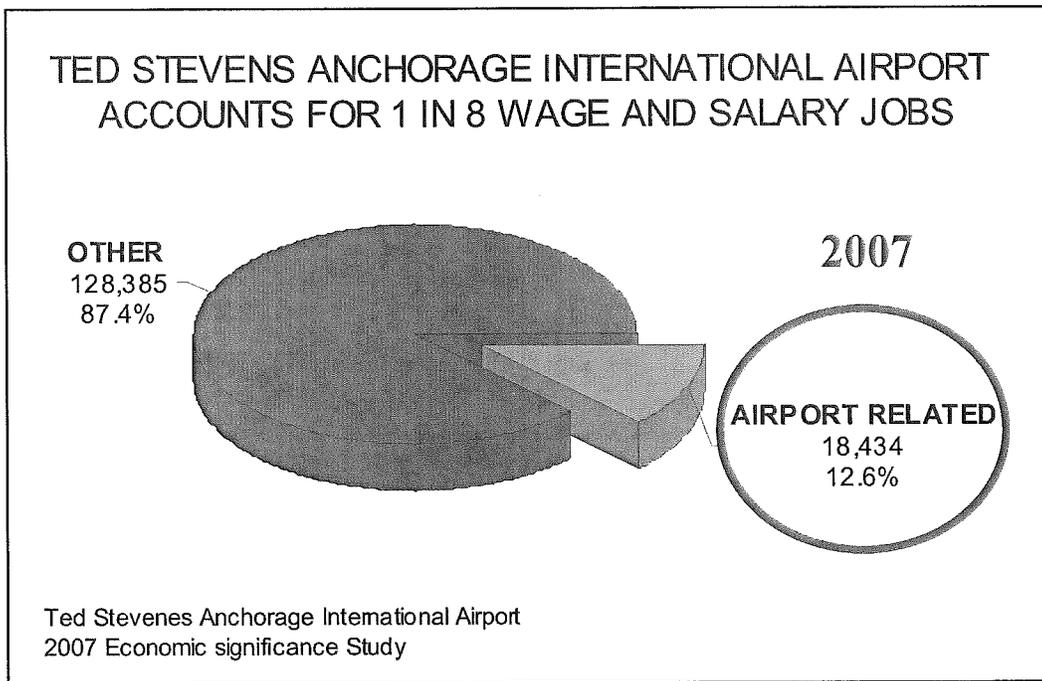
<u>Land Value</u>	<u>Units</u>	<u>Land Size</u>	<u>Zoning</u>	<u>Legal Description</u>	<u>Grid</u>	<u>Parcel #</u>	<u>Land Use Code</u>
\$70,500	2	8,443	R2M	PRICE LT 108A	SW1729	0101120100001	Vacant Land
\$72,000	2	9,938	R2M	SPENARD ACRES BLK B LT 2 S2E2	SW1729	0101152900001	Vacant Land
\$72,100	2	6,900	R2M	LINCOLN PARK BLK 8 LT 19	SW1728	0102073200001	Vacant Land
\$72,600	2	7,000	R2M	WOODLAND PARK LT 12K	SW1628	0100240200001	Vacant Land
\$72,600	2	7,000	R2M	WOODLAND PARK LT 6K	SW1628	0100240800001	Vacant Land
\$72,600	2	7,000	R2M	WOODLAND PARK LT 4K	SW1628	0100241000001	Vacant Land
\$72,600	2	7,000	R2M	WOODLAND PARK LT 11J	SW1628	0100242500001	Vacant Land
\$72,600	2	7,000	R2M	WOODLAND PARK LT 7S	SW1627	0100341500001	Vacant Land
\$72,600	2	7,000	R2M	WOODLAND PARK LT 6S	SW1627	0100341600001	Vacant Land
\$72,600	2	7,017	R2M	RUSSELL E KNODEL LT 5	SW1627	0100856100001	Vacant Land
\$72,600	2	7,017	R2M	RUSSELL E KNODEL LT 6	SW1627	0100856200001	Vacant Land
\$72,600	2	7,000	R2M	WOODLAND PARK LT 1C	SW1628	0100930200001	Vacant Land
\$72,600	2	7,000	R2M	WOODLAND PARK #2 BLK 8 LT 29	SW1628	0100980200001	Vacant Land
\$72,600	2	7,000	R2M	EVERGREEN BLK 10 LT 8	SW1729	0102122900001	Vacant Land
\$72,600	2	7,000	R2M	EVERGREEN BLK 6 LT 2	SW1729	0102131100001	Vacant Land
\$73,300	2	7,200	R2M	LINCOLN PARK BLK 5 LT 12	SW1728	0102062400001	Vacant Land
\$73,600	2	7,250	R2M	H J PIKE LT 38	SW1629	0101072500001	Vacant Land
\$73,600	2	7,260	R2M	WILLOW CREST LT 14C	SW1729	0102151000001	Vacant Land
\$74,700	2	7,500	R2M	LAKEWAY BLK 2 LT 9	SW1727	0101963200001	Vacant Land
\$75,700	3	9,750	R2M	ROSELAND LT 5	SW1828	0102312700001	Vacant Land
\$76,100	2	7,849	R2M	MCRAE HOMESTEAD (SUBD OF LT33) LT 1 (OF LT 33)	SW1627	0100840900001	Vacant Land
\$76,100	2	7,855	R2M	MCRAE HOMESTEAD (SUBD OF LT33) LT 8	SW1627	0100845000001	Vacant Land
\$76,200	2	6,970	R2M	CREST VIEW BLK B LT 30	SW1828	0102322300001	Vacant Land
\$76,400	2	7,000	R2M	WOODLAND PARK LT 20M	SW1628	0100231300001	Vacant Land
\$76,900	2	7,913	R2M	LAMOUREUX LT 1	SW1627	0100817900001	Vacant Land
\$77,100	2	7,158	R2M	MCRAE HOMESTEAD LT 12B (TY CLARK P-72-H)	SW1627	0100312000001	Vacant Land
\$77,200	2	8,100	R2M	WOODLAND PARK LT 1L	SW1628	0100234100001	Vacant Land
\$77,300	3	10,119	R2M	ESTELLE LT 1 NC 39' & SW 39'	SW1729	0101143500001	Vacant Land
\$78,200	2	8,320	R2M	LAKEWAY BLK 2 LT 3	SW1727	0101962600001	Vacant Land
\$79,000	2	8,505	R2M	CONNOLLY LT 4	SW1627	0100823000001	Vacant Land
\$80,500	2	8,817	R2M	FATHREE (SUBD OF MCRAE LT 31) LT 1 (OF LT 31)	SW1627	0100840200001	Vacant Land
\$81,000	2	8,938	R2M	EVERGREEN BLK 16 LT 5	SW1729	0102112300001	Vacant Land
\$81,000	2	8,950	R2M	EVERGREEN BLK 4 LT 5	SW1729	0102134400001	Vacant Land
\$81,200	2	8,999	R2M	CONNOLLY LT 7	SW1627	0100823300001	Vacant Land
\$81,300	2	8,100	R2M	WOODLAND PARK LT 6L	SW1628	0100233600001	Vacant Land
\$82,800	3	9,349	R2M	CONNOLLY LT 6	SW1627	0100823200001	Vacant Land
\$82,900	3	9,375	R2M	CREST VIEW BLK A LT 11	SW1828	0102311700001	Vacant Land
\$82,900	3	9,375	R2M	SPENARD LAKE PARK BLK 4 LT 9	SW1827	0102430400001	Vacant Land
\$87,300	3	9,375	R2M	SPENARD LAKE PARK BLK 4 LT 21	SW1827	0102424900001	Vacant Land
\$87,300	3	9,375	R2M	SPENARD LAKE PARK BLK 4 LT 22	SW1827	0102425000001	Vacant Land
\$87,700	4	10,338	R2M	NEW MCRAE ADDN BLK 2 LT 12A SUBD OF LT 12	SW1627	0100830500001	Vacant Land
\$90,100	4	10,750	R2M	OLMSTEAD LT 21	SW1729	0101123500001	Vacant Land
\$91,200	4	10,150	R2M	SAND WILLHOLTH BLK 1 LT 3	SW1629	0101052600001	Vacant Land
\$93,700	4	12,311	R2M	ROOSEVELT PARK BLK 14 LT 15D	SW1728	0102014300001	Vacant Land
\$96,800	4	12,890	R2M	LINCOLN PARK BLK 8 LT 2A	SW1728	0102073900001	Vacant Land
\$100,100	5	13,500	R2M	SPENARD ACRES BLK D LT 4B	SW1729	0101160200001	Vacant Land
\$107,700	8	28,000	R2M	BROOKSIDE LT 15	SW1627	0100850300001	Vacant Land
\$86,500	4	10,175	R2M	LINCOLN PARK BLK 8 LT 3	SW1728	0102071600001	Vacant Land
\$111,000	5	15,530	R2M	WOODLAND PARK BLK N LT 13N-1	SW1628	0100223600001	Vacant Land
\$117,500	5	15,600	R2M	SPENARD ACRES BLK B LT 9A W80'	SW1729	0101153000001	Vacant Land
\$125,100	5	15,822	R2M	ANDERSONS (SUB OF MCRAE LT 29) LT C (OF LT 29)	SW1627	0100812200001	Vacant Land
\$133,900	7	18,495	R2M	SPENARD ACRES BLK E LT 2 W2	SW1729	0101140500001	Vacant Land
\$137,700	8	19,140	R2M	T13N R4W SEC 25 SW4SE4SE4SE4 PARCEL 45	SW1729	0102161700001	Vacant Land
\$145,100	8	29,610	R2M	ROOSEVELT PARK BLK 14 LT 8	SW1728	0102012600001	Vacant Land
\$150,300	8	20,120	R2M	MARQUARDT LT 1	SW1627	0100823900001	Vacant Land
\$153,800	8	24,600	R2M	WILLARD #2 TR 7	SW1727	0101940500001	Vacant Land
\$565,000	8	160,099	R2M	PRICE LT 107A	SW1729	0101123600001	Vacant Land
\$52,200	4	6,820	R3	ROBERTS BLK 2 LT 11	SW1629	0101062300001	Vacant Land
\$66,100	4	6,820	R3	ROBERTS BLK 2 LT 12	SW1629	0101062400001	Vacant Land



<u>Land Value</u>	<u>Units</u>	<u>Land Size</u>	<u>Zoning</u>	<u>Legal Description</u>	<u>Grid</u>	<u>Parcel #</u>	<u>Land Use Code</u>
\$66,200	4	3,375	R3	ALGOT STROM LT 12 E2	SW1629	0100155600001	Vacant Land
\$66,600	4	6,750	R3	ALGOT STROM LT 15	SW1629	0100157600001	Vacant Land
\$71,400	4	6,750	R3	ALGOT STROM LT 14	SW1629	0100157700001	Vacant Land
\$76,400	4	6,796	R3	ROBERTS BLK 3 LT 10	SW1629	0101062200001	Vacant Land
\$76,600	4	6,820	R3	ROBERTS BLK 3 LT 8	SW1629	0101062000001	Vacant Land
\$76,600	4	6,820	R3	ROBERTS BLK 3 LT 9	SW1629	0101062100001	Vacant Land
\$83,300	1	63,703	R3	CAPTAIN COOK ESTATES TR A	SW1628	0100226100001	Vacant Land
\$86,100	4	6,820	R3	ROBERTS BLK 2 LT 13	SW1629	0101062500001	Vacant Land
\$89,900	4	7,500	R3	OLMSTEAD LT 5C	SW1729	0101121800001	Vacant Land
\$90,400	4	6,750	R3	ALGOT STROM LT 5	SW1629	0100154900001	Vacant Land
\$90,400	4	6,750	R3	ALGOT STROM LT 6	SW1629	0100155000001	Vacant Land
\$90,400	4	6,750	R3	ALGOT STROM LT 7	SW1629	0100155100001	Vacant Land
\$90,400	4	6,750	R3	ALGOT STROM LT 11	SW1629	0100155500001	Vacant Land
\$90,900	4	6,820	R3	ROBERTS BLK 3 LT 5	SW1629	0101061700001	Vacant Land
\$90,900	4	6,820	R3	ROBERTS BLK 3 LT 6	SW1629	0101061800001	Vacant Land
\$90,900	4	6,820	R3	ROBERTS BLK 3 LT 7	SW1629	0101061900001	Vacant Land
\$92,000	4	7,000	R3	EVERGREEN BLK 1 LT 12	SW1729	0102113700001	Vacant Land
\$95,200	4	6,750	R3	ALGOT STROM LT 20	SW1629	0100156500001	Vacant Land
\$95,800	6	8,545	R3	OLMSTEAD LT 6A	SW1729	0101121700001	Vacant Land
\$108,100	6	9,688	R3	SPERSTAD BLK G LT 7-AA	SW1929	0103462200001	Vacant Land
\$108,600	6	9,774	R3	SPERSTAD BLK G LT 8-AA	SW1929	0103462300001	Vacant Land
\$113,000	8	12,745	R3	SPERSTAD BLK G LT 9A	SW1929	0103462100001	Vacant Land
\$120,100	8	11,700	R3	NELS SAND TR 4 W78'	SW1629	0100160400001	Vacant Land
\$120,900	8	12,945	R3	OLMSTEAD LT 6B	SW1729	0101121500001	Vacant Land
	12	16,890	R3	LINTNER LT 35A	SW1728	0101232500001	Vacant Land
\$1,715,400	NA	434,009	R3SL	BOETTCHER TR 3	SW1827	0102442800001	Vacant Land
\$2,082,600	<u>225</u>	473,883	R4SL	CROSSROADS BUSINESS PARK TR 5B-1	SW1828	0105112100001	Vacant Land

**655 TOTAL ESTIMATED UNITS THAT MIGHT BE BUILT IF
ALL OTHER VACANT LAND IN 1 MILE RADIUS +/- WERE DEVELOPED**

Figure 2



The airport is about 5 times the size one would expect for a community of 260 thousand, but only partly because most of the travel between Anchorage and the rest of the United States is by air. Most of the activity at the airport is associated with international air cargo, non-Alaska visitors, and non-Anchorage residents of Alaska. Together, these activities at the airport, which bring new money into the economy and contribute directly to the economic base of Anchorage, account for 7,021 jobs and \$377 million of payroll. If we add the offsite activity generated by these onsite jobs, the total impact of these basic activities is 12,695 jobs and \$570 million of payroll. The basic activities at the airport are clearly one of the important components of the economic base of the community.

As significant as these figures are, the contribution of the airport to the economy of the community and the state goes beyond the generation of jobs and payroll from providing air transport and other services. The airport is part of the transportation infrastructure that links Alaskans and Alaska businesses to each other and to the rest of the world. Without those links, both the cost of doing business and the cost of living would be much higher than they are today, precluding many economic activities and making Alaska a less attractive place to live and work. Although we cannot put a dollar figure on the value of these services, they are clearly substantial.

resulting from this re-circulation of dollars flowing out into the community from the airport amounts to 5,300 additional jobs. The majority of those jobs are in the trade, service, and finance sectors of the economy. The payroll associated with these jobs is \$130 million.

Adding the offsite and onsite jobs together results in a **total number of jobs** in the Anchorage economy attributed to the activities at the airport of 13,400. The total payroll associated with the airport is \$446 million annually (Table 11).

1998

Table 11. ANCHORAGE INTERNATIONAL AIRPORT: TOTAL COMMUNITY EMPLOYMENT AND PAYROLL (MILL \$) FROM ONSITE ACTIVITIES						
	ANNUAL SUM	INTERNATIONAL CARGO	ANCHORAGE RESIDENTS	OTHER ALASKANS	NON-ALASKA VISITORS	TENANTS
Onsite Jobs	8,163	2,485	1,659	1,584	1,147	1,289
Offsite Jobs	5,256	1,710	1,109	965	639	833
Total Jobs	13,419	4,194	2,868	2,548	1,786	2,122
Onsite Payroll	\$316	\$98	\$65	\$63	\$41	\$49
Offsite Payroll	\$130	\$42	\$27	\$24	\$12	\$25
Total Payroll	\$446	\$140	\$92	\$87	\$53	\$74
Source: ISER						
Onsite includes flight crews based in Anchorage. Offsite includes impact of flight crew layovers.						

But not all the people working at the airport are in the business of delivering **air transport services**. To develop an estimate of the economic significance of just the air transport activities at the airport and in the community, we must net out the jobs at the post office, the regional headquarters of the Alaska Department of Transportation, and at several smaller private businesses. The remaining 7,400 jobs at the airport, with a combined payroll of \$286 million, are air transport dependent. If at some time the airport were to relocate outside the city, this is the probable number of jobs that would directly be lost to the community. The offsite employment loss that would accompany such a move would be 4,800 additional jobs, with a payroll of \$115 million. The combined job loss would be 12,100, with a payroll of \$401 million (Table 12).

Table 12. ANCHORAGE INTERNATIONAL AIRPORT: DIFFERENT WAYS TO CHARACTERIZE ECONOMIC SIGNIFICANCE



EXHIBIT 9 - Conservation Easement Area

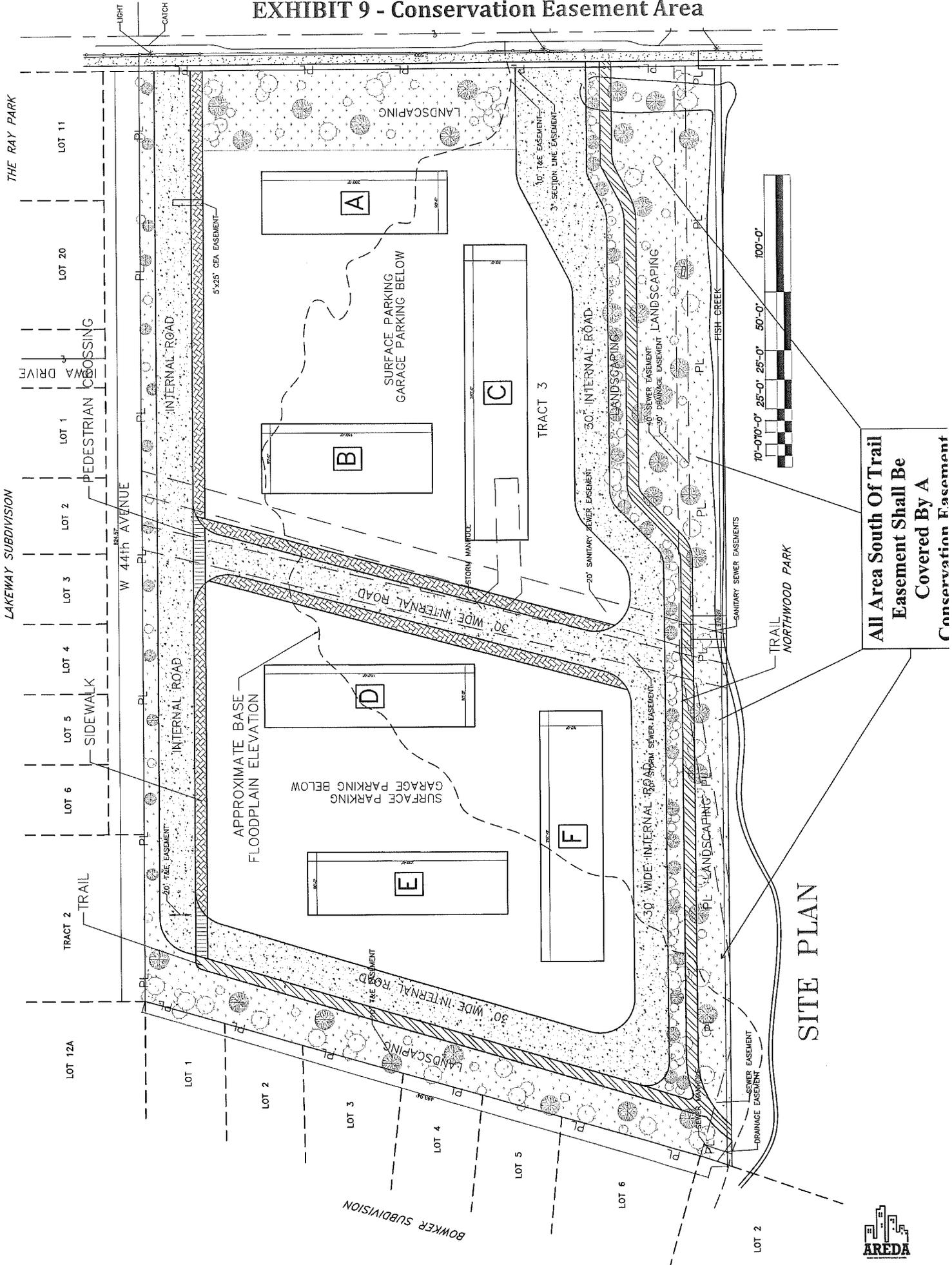


EXHIBIT 10 - Approved Watercourse Mapping Summary Form

WMS Archive File Name: 15 Boettcher Tr 3

WMS WATERCOURSE MAPPING SUMMARY

Per the requirements for watercourse verification outlined in Project Management and Engineering Operating Policy and Procedure #8 and Planning Department Operating Policy and Procedure #1 (effective June 18, 2007), MOA Watershed Management Services has inspected the following location for the presence or absence of stream channels or other watercourses, as defined in Anchorage Municipal Code (21.35).

- Project Case Number or Subdivision Name: Boettcher Subivision
- Project Location, Tax ID, or Legal Description: Tract 3 Boettcher Subdisision,
Anchorage Alaska, Third Judicial, Anchorage Recording District, MOA Tax ID 01024428
- Project Area (if different from the entire parcel or subdivision): NA

In accordance with the requirements and methods identified, WMS verifies that this parcel, project area, or application:

- DOES NOT** contain stream channels and/or drainageways, as identified in WMS field or archival mapping information.*
- DOES** contain stream channels and/or drainageways **AND** these are located and identified on submittal documents in general congruence with WMS field and archival mapping information.
*New or additional mapping **IS NOT REQUIRED**.**
- Contains stream channels and/or drainageways **BUT** one or more streams or other watercourses:
 - are **NOT** shown on submittal documents, or
 - are **NOT** depicted adequately on submittal documents for verification, or
 - are **NOT** located or identified on submittal documents in general congruence with WMS field and archival mapping information.*New or additional mapping **IS REQUIRED** and must be re-submitted for further review and verification.**
- Presence of stream channels and/or drainageways is unknown **AND** field verification is not possible at this time. WMS will verify as soon as conditions and prioritized resources allow.

* Streams omitted in error by WMS or others remain subject to MOA Code and must be shown in new mapping upon identification of the error.

ADDITIONAL INFORMATION:

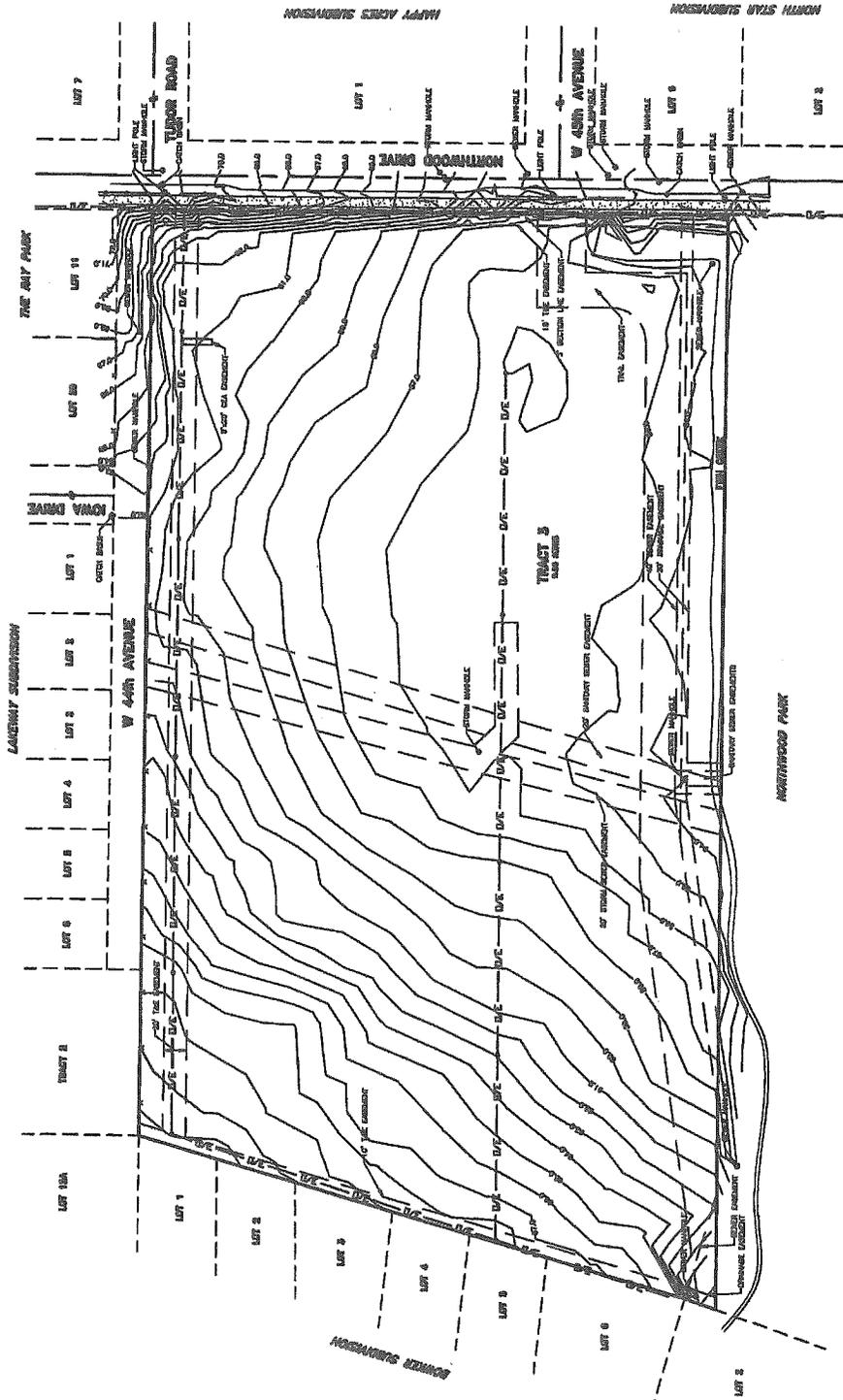
- | | | | | |
|--|--|--|---|---|
| <input checked="" type="checkbox"/> Y | <input checked="" type="checkbox"/> N | WMS written drainage recommendations are available. | <input type="checkbox"/> Preliminary | <input checked="" type="checkbox"/> Final |
| <input checked="" type="checkbox"/> Y | <input checked="" type="checkbox"/> N | WMS written field inspection report or map is available. | <input checked="" type="checkbox"/> Preliminary | <input checked="" type="checkbox"/> Final |
| <input type="checkbox"/> Y | <input checked="" type="checkbox"/> N | Field flagging and/or map-grade GPS data is available. | | |

Inspection Certified By:

Date:


Kyle Cunningham

7/17/15



Topographic Map of
BOETTCHER SUBDIVISION
 Tract 3 - CONTAINING 9.98 Acres
ANCHORAGE RECORDING DISTRICT
 Lang & Associates, Inc.
 Registered Land Surveyors
 11500 Daryl Avenue
 Anchorage, Alaska 99511
 (907) 522-6476 Fax
 (907) 522-4825 For

Prepared by
Lang & Associates, Inc.
 Professional Land Surveyors
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 (907) 522-4825 For
 DATE: April 2015
 DRAWN: TAW
 SHEET 1 OF 1
 PROJECT # 15-098
 JOB FILE: L15098T.dwg

EXHIBIT 11 - Area Zoning Map

