

**COMMUNITY DEVELOPMENT DEPARTMENT
PLANNING DEPARTMENT
REZONING**

DATE: June 06, 2016

CASE NO: 2015-0093

APPLICANT: Brian and Young Hae Choi

REPRESENTATIVE: Lee Henry

REQUEST: Petition to rezone Tract 3, Boettcher Subdivision from R-3 SL (multiple-family residential with special limitations) district to R-4 (multiple-family residential) district

APPLICABLE ZONING CODE: 'Old' Title 21

LOCATION: Generally located south Spenard Road, west of Northwood Drive and north of International Airport Road

SITE ADDRESS: N/A

COMMUNITY COUNCILS: Spenard

PARCEL I.D. NO.: 010-244-28

GRID: SW1827

ATTACHMENTS:

1. Zoning & Location Maps
2. Application
3. Department and Public Comments
4. Posting Affidavit
5. Historical

RECOMMENDATIONS SUMMARY:

Approval of the request to rezone from R-3 SL (multiple-family residential with special limitations) district to R-4 SL (multiple-family residential) district with special limitations.

SITE:

Acres: 9.96 acres
 Vegetation: None
 Zoning: R-3 SL (multiple-family residential with special limitations) district
 Topography: Level sloping to the North
 Existing Use: Undeveloped
 Utilities: Served by public water and sanitary sewer

COMPREHENSIVE PLAN:

Classification: Medium Intensity per the *West Anchorage District Plan*
 Density: >15-35 or up to 40 DUA

APPLICABLE LAND USE REGULATIONS:

<p>R-3 Mixed Residential District (New Title 21)</p>	<p>R-4 Multiple-Family Residential District (New Title 21)</p>
<p>Intent: The R-3 district is a multifamily residential district with gross densities between 15 and 40 dwelling units per acre, provided, however, that housing allowed in the R-1, R-1A, R-2A, and R-2D are a permitted use. It is intended primarily for multifamily and townhouse dwellings characterized by low-rise multistory buildings. It allows a higher percentage of lot coverage than the R-2M zone, while also maintaining the residential living environment with landscaping, private/common open spaces, and other amenities for residents. This district provides greater housing opportunities and efficient use of residential land near commercial, community activity centers, town centers, and areas well served by transit.</p>	<p>Intent: The R-4 district is a multiple-family medium to high density residential district, intended primarily for multifamily and multi-story residential buildings, but also allows single-family, duplex, and townhouse residential development. For multi-story buildings, the maximum size of buildings and intensity of use is regulated by floor area ratio (FAR) and other site development standards. Multi-story development is to be applied in areas served by transit and/or arterial streets, commercial services and employment centers in downtown and midtown. Some commercial development is allowed within a residential development; however, the district is intended to be primarily residential. Multi-story development is intended to be oriented to the sidewalk with windows, entrances, and walkways to provide strong pedestrian connections to nearby services.</p>

R-3 Mixed Residential District (New Title 21)		R-4 Multiple-Family Residential District (New Title 21)	
Minimum lot size:		Minimum lot size:	
SF-attached:	3,000 SF	SF-attached:	3,000 SF
SF-detached:	6,000 SF	SF-detached:	6,000 SF
Townhouse:	2,000 SF	Townhouse:	2,000 SF
Two-family	6,000 SF	Multifamily:	6,000 SF
Multifamily, three to four units:	6,000 SF	All other uses:	6,000 SF
Multifamily, five or six units:	8,500 SF		limited by a floor area ratio (FAR) of 2.0
Multifamily, seven or more units:	9,000 +1,000 for every unit over 7 units		
All other uses:	6,000 SF		
Minimum lot width:		Minimum lot width:	
SF-attached:	35' (40' on corner lots)	SF-attached:	35' (40' on corner lots)
SF-detached:	50'	SF-detached:	50'
Townhouse:	20' (30' on corner lots)	Townhouse:	20' (30' on corner lots)
Two family:	50'	Multifamily:	50'
Multifamily:	50'	All other uses:	50'
All other uses:	50'		
Maximum lot coverage:		Maximum lot coverage:	
SF-Attached:	40%	SF-Attached:	40%
SF-Detached:	40%	SF-Detached:	40%
Townhouse:	60%	Townhouse:	60%
Two family:	40%	Multifamily:	50%
Multifamily:	50%	All Other Uses:	50%
All Other Uses:	50%		
Minimum Setback Requirement:		Minimum Setback Requirement:	
<u>Front:</u>		<u>Front:</u>	
SF-Attached:	20'	SF-Attached:	20'
SF-Detached:	20'	SF-Detached:	20'
Townhouse:	20'	Townhouse:	10'
Two-family	20'	Multifamily:	10'
Multifamily, three to four units:	10'	All Other Uses:	10'
Multifamily, five or six units:	10'		

Multifamily, seven or more units: All Other Uses:	10' 20'		
<u>Side:</u> SF-Attached: SF-Detached: Townhouse: Two family Multifamily: All Other Uses:	N/A on common lot line; otherwise 5' 5' N/A on common lot line; otherwise 5' 5' 5' unless the abutting lot has a lower-density residential zoning, which case 10' 10'	<u>Side:</u> SF-Attached: SF-Detached: Townhouse: Multifamily and All Other Uses:	N/A on common lot line; otherwise 5' 5' N/A on common lot line; otherwise 5' 5' plus one foot for each 5 feet in height exceeding 35 feet

R-3 Mixed Residential District (New Title 21)		R-4 Multiple-Family Residential District (New Title 21)	
<u>Rear:</u> SF-Attached:	10'	<u>Rear:</u> SF-Attached:	10'
SF-Detached:	10'	SF-Detached:	10'
Two family:	10'	Townhouse:	10'
Townhouse:	10'	Multifamily:	10'
Multifamily:	10' if abutting an alley; otherwise 20'	All Other Uses:	10'
All Other Uses:	20'		
Maximum Height: All uses:	35'	Maximum Height: SF-Attached:	35'
		SF-Detached:	35;
		Townhouse:	35
		Multifamily:	45'
		All Other Uses:	45'

SURROUNDING AREA:

	<u>NORTH</u>	<u>EAST</u>	<u>SOUTH</u>	<u>WEST</u>
Zoning:	R-2M/B-3SL	R-2M	R-1	R-2M
Land Use:	Single-family residential/ Commercial	Single-family	Northwood Park	Single-family residential

PROPERTY HISTORY:

3-24-69	Zoning	Petition area zoned R-2 by GAAB.
8-29-84	Rezone	Petition site rezoned to R-3 SL by AO 84-148S
11-26-84	Site Plan	PZC approved a site plan, case 84-056, for redevelopment of the nonconforming Vagabond Trailer Court. Trailer Court since removed, site was never redeveloped.
9-29-86	Section Line Plat	Plan number 86-74 recorded, defining petition area.
7-23-90	Plat	Plat number 90-53 recorded, creating petition site, per case S-8907.
5-23-91	Rezoning	Petition site rezoned to R-3 SL (to modify the special limitations) by AO 91-84.
8-13-01	Site Plan	PZC approved on 8/13/01 for 101 units, site plan was never implemented.
3-08-04	Rezoning	Denied request to rezone from R-3 SL to R-3 SL per case 2003-012.

SITE DESCRIPTION AND PROPOSAL:

The petitioner is proposing to rezone the site from R-3 SL to R-4. The parcel is expected to be developed as "Northwood at the Park," an approximately 680-unit complex of residential 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. The project will be a mix of two-bedroom units, one-bedroom units and studio efficiencies. The petition site is Tract 3, Boettcher Subdivision, located at the southwest corner of Northwood Drive and West 44th Avenue.

This site is just outside the Spenard Road Transit Supportive Development Corridor as shown on the *Anchorage 2020 Anchorage Bowl Comprehensive Plan*. The site is also governed by the *Spenard Commercial District Development Strategy* plan, which is an adopted element of the comprehensive plan, per AMC 21.05.030A. The site is within the *2012 West Anchorage District Plan*, which classifies the property land use as Medium Intensity.

The near 10 acre petition site is composed of one tract. Tract 3 is a 9.963 acre tract, relatively square in shape, and generally level. It is located directly at the southwest corner of Northwood Drive and West 44th Avenue.

Tract 3 has no physical constraints, except for an access route required by the special limitations (SL's) in the zoning for ingress/egress to both Spenard Road and Northwood Drive. The two adjacent parcels that were required as part of the 1991 special limitations rezone to provide this access were sold to another property owner in 2007. The subject parcel then became undevelopable under the existing special limitations. The subject property will need to be rezoned in order to be developed as a result of this past activity.

The petitioner states that in combination with the 2012 McDowell Housing Report which confirmed several thousand housing units will be needed to make up demand and the community needs more rental housing than the remaining available vacant land in the area supports and justifies the need for the property to be rezoned to R-4.

Tract 3 has some limitations on the property. Fish Creek runs along the southern boundary of the tract. A minimum 25-foot wide creek protection setback is required along the high water mark of each side of the stream, both required by AMC 21.45.210, as well as the existing SL's. Also, Tract 3 is encumbered by a flood plain, which covers most of the eastern 2/3rds of the tract. CityView Property Appraisal information reports that drainage is poor on this tract.

The zoning for this site is R-3 SL, per AO 91-84. The special limitations require public hearing site plan review as outlined in AMC 21.15.030, subject also to special limitations described in the ordinance.

The special limitation includes the following design standards:

- Number of dwelling units limited to 180.
- There shall be ingress and egress to both Spenard Road and Northwood Street with the intersections aligned with Barbara Street and West 45th Avenue.
- There shall be a 25-foot setback from Fish Creek, with the first 15 feet north of Fish Creek returned to a condition which will allow regrowth of natural vegetation.
- Maximum 35-foot building height.
- There shall be a minimum 30% useable open space.

- The west boundary of the site and the boundary of the site adjacent to Lakeway Subdivision shall be fenced. Landscaping to be determined in the site plan review process.
- A 20-foot buffer shall be provided along Northwood containing a sidewalk and vegetated landscaping.
- Development on this parcel is subject to a public hearing site plan review by Planning and Zoning Commission as outlined in AMC 21.15.030.

There are a few similarities and differences between the existing and requested zoning; 50% lot coverage in the R-3 vs. 50% in the R-4, 45 feet height in the R-4 versus 35 feet under the existing zoning; R-4 allows motels, hotels, and extended-stay lodgings; and the existing SL's have requirements for improving creek bank conditions and requiring usable open space, which the R-4 proposal does not.

Another important difference is that the existing SL's require access to both Spenard Road and Northwood Drive. At the time this zoning was put into place, there were parcels in connection of the petition site and the one lot between them and Spenard Road were under the same ownership. The parcels were replatted and rezoned which removed the access that would have been provided to the subject property. Thus, this special limitation requirement encumbers the lot and the lot has been unable to develop over the years, and remains vacant. However, as a part of this request, a traffic impact analysis (TIA) was required by the Traffic Department. With the previous upgrades to Northwood Drive, and current traffic counts, they do not find that this dual access requirement is necessary anymore, and have no objection to removing this vehicular access requirement.

21.20.090 Standards for Zoning Map Amendments.

A. Conformance to the Comprehensive Plan.

1. *Spenard Commercial District Development Strategy* (Spenard Plan)

The goals of the Spenard Plan are met.

The intent of the Spenard Plan is "to balance the objectives of fostering commercial development and protecting residential neighborhoods."¹ The Spenard Plan identified those areas where commercial expansion would most likely occur and identified areas that would remain residential.

The subject parcel is identified as residential on Figure D-1 of the Spenard Plan. The plan calls for "trailer courts on the south side of Spenard Road should be redeveloped as multi-family housing." Page D-4 Land Use Strategy Plan.

Given the current focus and planning effort for the Spenard Transit Supportive Development Corridor, this site provides a major housing opportunity which the applicant is seeking to provide.

¹ *Spenard Commercial District Development Strategy*, March 1986, page D-1

2. *West Anchorage District Plan (WADP)*

The goals of the WADP are met.

Objective #2: Maintain an adequate supply of residential housing of varying densities and affordability levels that promote quality residential living and stable long-term land values.

Objective #3: Locate higher residential densities primarily near mixed-use development districts and along major public transportation corridors.

Tract 3, Boettcher Subdivision is identified for residential use at a Medium Intensity of >15-35 or up to 40 dwelling units per acre on Exhibit 4-1c: West Anchorage Land Use Plan of the *West Anchorage District Plan*.

“The *WADP* land use map residential density ranges are generalized descriptions of the density of development considered appropriate for a broadly defined area. The measure of housing units per gross acre is based on area wide densities rather than specific densities for individual parcels”

Densities up to 40 housing units per acre are encouraged if they are near a designated neighborhood or town center or where an existing development project already reflects these densities. The subject property is not located near any of these designated land use classifications.

In describing the *Anchorage 2020*'s projection of a housing shortage, “the *WADP* attempts to add new housing in appropriate locations. The *WADP* assigns higher densities to underutilized land where development is practical. Higher density development also benefits housing availability and diversity by being more affordable, and yielding more housing units per acre of land.”²

Effective siting of higher density development can yield benefits that extend beyond providing additional housing. Public transportation ridership, shopping, entertainment, and pedestrian interaction all benefit from higher density development which in turn can lead to convenient, effective pedestrian access without automobile dependence, supporting the goals of the *WADP* and *Spenard Transit Supportive Development Corridor*.

3. *Anchorage 2020 Comprehensive Plan*

² *West Anchorage District Plan*, adopted July 12, 2012 AO 2012-47 as amended, pg. 84

This standard has been met.

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 with the allocation of the dwelling units by planning sectors.*

The petition site is one of the few remaining large tracts that will allow for maximizing the land use to attract large scale investment in housing. The property is currently vacant and development of the site will help revitalize the area while providing for additional dwelling units in the area.

Policy 9: *New residential development located within ¼ mile of the major street at the center of a Transit-Supportive Development Corridor shall achieve an overall average to or greater than 8 dwelling units per acre. Individual lot densities shall be further defined through development of implementation strategies.*

The rezone and site development will meet the overall average greater than 8 dwelling units per acre. This is currently provided for with the existing zoning. Development of the site will support the planning goals for the Spenard TSDC.

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.*

The rezone and development of the site will meet the listed criteria. The property is located next to Northwood Park, Spenard Rec Center, ball fields, close to schools and transit which all provide more than adequate support for this proposed development. The petition site is served by Route 36. The major site plan review process required under Title 21 in conjunction with the Title 21 design standards requirements will address and resolve any issues related to the site and building standards.

Policy 14: *Conservation of residential lands is a high community priority. New residential development at densities less than identified in the Neighborhood or District Plans is discouraged.*

The petition site is residentially zoned, but the site is now vacant. The plan calls for retention of residentially zoned land at the density identified in an adopted plan, in this case the *West Anchorage District Plan*. The plan calls for medium intensity residential that will provide for a compatible mix of multi-family housing in an area that is either underutilized or adjacent to major streets where transition to more intensive residential use is appropriate.

Policy 35: Major new residential, commercial, industrial, and institutional developments shall be assessed for traffic impacts such as congestion and air pollution.

The petitioner has completed and submitted a TIA to the Traffic Department. The transportation system in relation to the impact of this development was evaluated in the approved TIA. The intersection levels-of-service will continue to be acceptable and the Traffic Department will review after initial development the TIA of the then existing development to validate and potentially modify the assumptions found in the April 2016 TIA.

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

1. The effect of development under the amendment, and the cumulative effect of similar development, on the surrounding neighborhood, the general area and the community; including but not limited to the environment, transportation, public services and facilities, and land use patterns, and the degree to which special limitations will mitigate any adverse effects.

Environment and Land Use Patterns

This standard has been met.

The land use patterns surrounding the petition site are well established. The abutting land uses are a mix of residential densities and subject to the same noise limits regardless of zoning. Fish Creek is currently protected by an easement that was purchased by the Municipality that allows a 15'-25' tree buffer from edge of trail.

Transportation/Drainage

This standard has been met.

West Northern Lights Boulevard is designated a Class IC Neighborhood Collector on the *OS&HP*. The petitioner will be required to dedicate a 30-foot wide Public Use Easement (PUE) and construct improvements of West 44th Avenue to an urban standard where it abuts the proposed development under any future Platting Action (21.80 & 21.85) or Building Permit Application (21.15.150). The

petitioner will be required to dedicate a PUE and construct West 44th Avenue from the proposed development's driveway to the intersection of West 44th Avenue and Northwood Drive. If the proposed driveway accesses West 44th Avenue at or west of Iowa Drive, the petitioner shall construct the intersection of Iowa Drive and West 44th Avenue. The petitioner will be required to also enter into an Improvement to Public Place Agreement to construct the improvements in the right-of-way.

There are pedestrian facilities on both sides of Northwood Drive.

The #36 Bus Route travels west along Northwood Drive, connecting the downtown transfer station to the U-Med District. The #7 travels along Spenard Road, connecting the airport to the downtown transfer station.

Drainage requirements are addressed during review of any required building permit for development of the site. Project specific full drainage analysis and calculations will be required to Private Development.

Public Services and Facilities

This standard has been met.

Development of the petition site is not expected to have an adverse impact on existing public services and utilities.

The petition site is located in the Building Safety Service Area, the Fire Service Area, the Anchorage Roads and Drainage Service Area (ARDSA), and the Parks and Recreation Service Area.

Public water and sanitary sewer services are available to the petition site in Northwood Drive.

Telephone, electric, gas and cable services are available to the petition site.

The petition site is served by public transportation services.

2. The supply of land in the economically relevant area that is in the use district to be applied by the zoning request or in similar use districts, in relationship to the demand for that land.

The petition site is one of the few remaining large vacant tracts of land identified in the *West Anchorage District Plan*. Based on the existing site and housing market conditions this site provides a major development opportunity.

3. The time when development probably would occur under the amendment, given the availability of public services and facilities, and the relationship of supply to demand found under paragraph 2 above.

The intent is to begin construction within 1-2 years of approval depending on the completion of the Municipality's planning and permitting process.

4. The effect of the amendment on the distribution of land uses and residential densities specified in the Comprehensive Plan, and whether the proposed amendment furthers the allocation of uses and residential densities in accordance with the goals and policies of the Plan.

If approved, the rezone to R-4 will not change the residential use of the property. It will change the density at which the property is developed. The property has been identified by the district plan as Medium Intensity 15-35 gross units per acre.

PUBLIC AND AGENCY COMMENTS:

On October 7, 2015, 150 public hearing notices were mailed. three public comments were returned opposed to the request. On April 11, 2015, 150 public hearing notices were mailed. There were eight public comments returned in opposition to the request. The Spenard Community Council submitted a resolution opposing the rezone. The council included findings which can be found in the resolution.

Spenard Community Councils: Resolution 16-03 submitted opposing the rezone of Tract 3, Boettcher Subdivision request.

Alaska Department of Transportation and Public Facilities (ADOT &PF): ADOT&PF has no comment.

Alaska International Airport Environmental & Planning: AIA submitted comments regarding building design and construction should incorporate noise attenuation techniques to reduce interior noise levels. The sites location is within the Airports 60dnl noise contour as shown in the *2020 Future Noise Exposure Map*. The property is subject to present and future noise which may be bothersome to users of the property.

Public Transportation Section has no comment.

Traffic Engineering Section: has been provided and approved, the traffic impact analysis for the proposed land use action. The transportation system in the area, as evaluated in the approved TIA, is capable of accommodating the development yield that would result from the proposed rezoning. Further explanation and

findings can be found in the submitted Traffic Memorandum attached in the Agency Comments section.

Non-Motorized Transportation Coordinator: has stated the site plan for this project does not take into account the current completed design and easement purchased for the Fish Creek Greenbelt Trail. The petitioner was provided copies of the plans.

Specifically this proposed development proposes that the trail cross wetlands at Northwood Drive so their access road can be squeezed in. This will require additional costs to the Municipality for permitting, potential purchase of wetland credits from the Corps of Engineers, as well as consultant costs to redesign the trail alignment.

The easement purchased for the Fish Creek Trail allows a tree buffer of 15' – 25' from edge of trail. This development locates a roadway 10' from the north edge of the trail, which is not consistent with the vegetative buffer the Municipality typically provides for greenbelt trails.

Our design for the Fish Creek Trail is complete and we are merely awaiting construction funds. If this site plan is approved the Municipality must spend additional funds to redesign the trail as well as incur permitting and associated wetland costs.

We are opposed to this rezone and site plan development as presented.

Private Development Section has no objection to the rezone request.

Building Safety has no comment.

Long-Range Planning Section has provided comments in support of the rezone. Please see comments attached pertaining to the rezone.

Anchorage Water and Wastewater Utility (AWWU): AWWU water and sanitary sewer are available. AWWU has no objection to this rezone.

DISCUSSION:

The property is located in the Spenard area near the intersection of Northwood Drive and Spenard Road and is served by urban services. The surrounding area is a mix of R-2M, R-1, and B-3 zoning district which have been developed with multiple-family residential, single-family residential, and commercial uses. The rezone is in conformance with the relevant Chapter 5 policies from the *West Anchorage District Plan (WADP)* and *Anchorage 2020*. The WADP objective is to maintain an adequate supply of residential housing of varying densities and affordable levels that promote quality residential living. The rezone from R-3SL to R-4 is supported by and consistent with the WADP and recommendations in the 2012 *Anchorage Housing Market Analysis*.

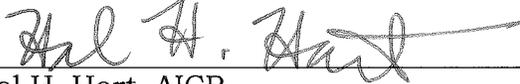
The district plans land use classification of 15 to 35 housing units per gross acre results in the 9.96 acre parcel carrying a maximum of 348 units to the 35 housing units per acre density.

DEPARTMENT RECOMMENDATION:

Approval of the request to rezone Tract 3, Boettcher Subdivision located on Northwood Drive from R-3 SL (multiple-family residential with special limitations) district to R-4 (multiple-family residential) district with the following special limitations:

1. "Number of dwelling units is limited to 348."
2. "No later than 60 days from completion of the lesser of either 230 dwelling units, or, the second (of a proposed six) structure on the site, the applicant shall participate in scoping, and then preparing, a traffic impact analysis of the then-existing development on the site."

Reviewed by:



Hal H. Hart, AICP
Director

Prepared by:



Shawn Odell
Senior Planner

(Case No. 2015-0093; Tax ID No. 010-244-28)

**ZONING AND
LOCATION MAPS**

2015-0093



APPLICATION

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.

Date August 5, 2015	Signature <i>[Handwritten Signature]</i> (Agents must provide written proof of authorization)
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Accepted by: <i>FM</i>	Poster & Affidavit: <i>1+affidavit</i>	Fee: <i>\$17,895.50</i>	Case Number: <i>2015-00920</i>
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COMPREHENSIVE PLAN INFORMATION

Anchorage 2020 Urban/Rural Services: Urban Rural

Anchorage 2020 West Anchorage Planning Area: Inside Outside

Anchorage 2020 Major Urban Elements: Site is within or abuts:
 Major Employment Center Redevelopment/Mixed Use Area Town Center
 Neighborhood Commercial Center Industrial Center
 Transit - Supportive Development Corridor

Eagle River-Chugiak-Peters Creek Land Use Classification:
 Commercial Industrial Parks/opens space Public Land Institutions
 Marginal land Alpine/Slope Affected Special Study
 Residential at _____ dwelling units per acre

Girdwood- Turnagain Arm
 Commercial Industrial Parks/opens space Public Land Institutions
 Marginal land Alpine/Slope Affected Special Study
 Residential at _____ dwelling units per acre

ENVIRONMENTAL INFORMATION (All or portion of site affected)

Wetland Classification: None "C" "B" "A"
Avalanche Zone: None Blue Zone Red Zone
Floodplain: None 100 year 500 year
Seismic Zone (Harding/Lawson): "1" "2" "3" "4" "5"

RECENT REGULATORY INFORMATION (Events that have occurred in last 5 years for all or portion of site)

Rezoning - Case Number:
 Preliminary Plat Final Plat - Case Number(s):
 Conditional Use - Case Number(s):
 Zoning variance - Case Number(s):
 Land Use Enforcement Action for
 Building or Land Use Permit for
 Wetland permit: Army Corp of Engineers Municipality of Anchorage

APPLICATION ATTACHMENTS

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

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

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



Northwood At The Park

**New Multifamily Housing
Development for Anchorage**

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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 2 - DRIVE TIME MAP

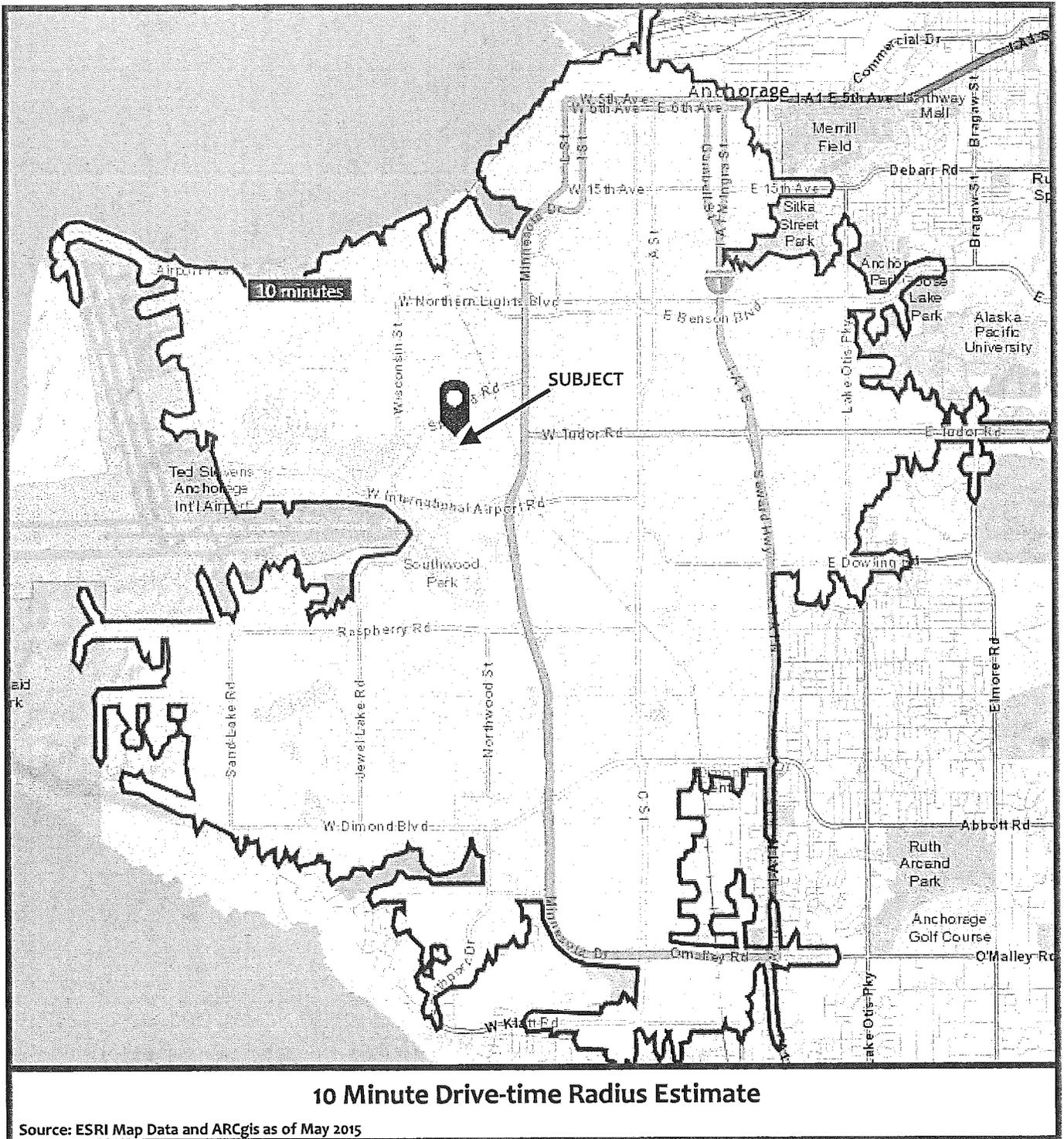
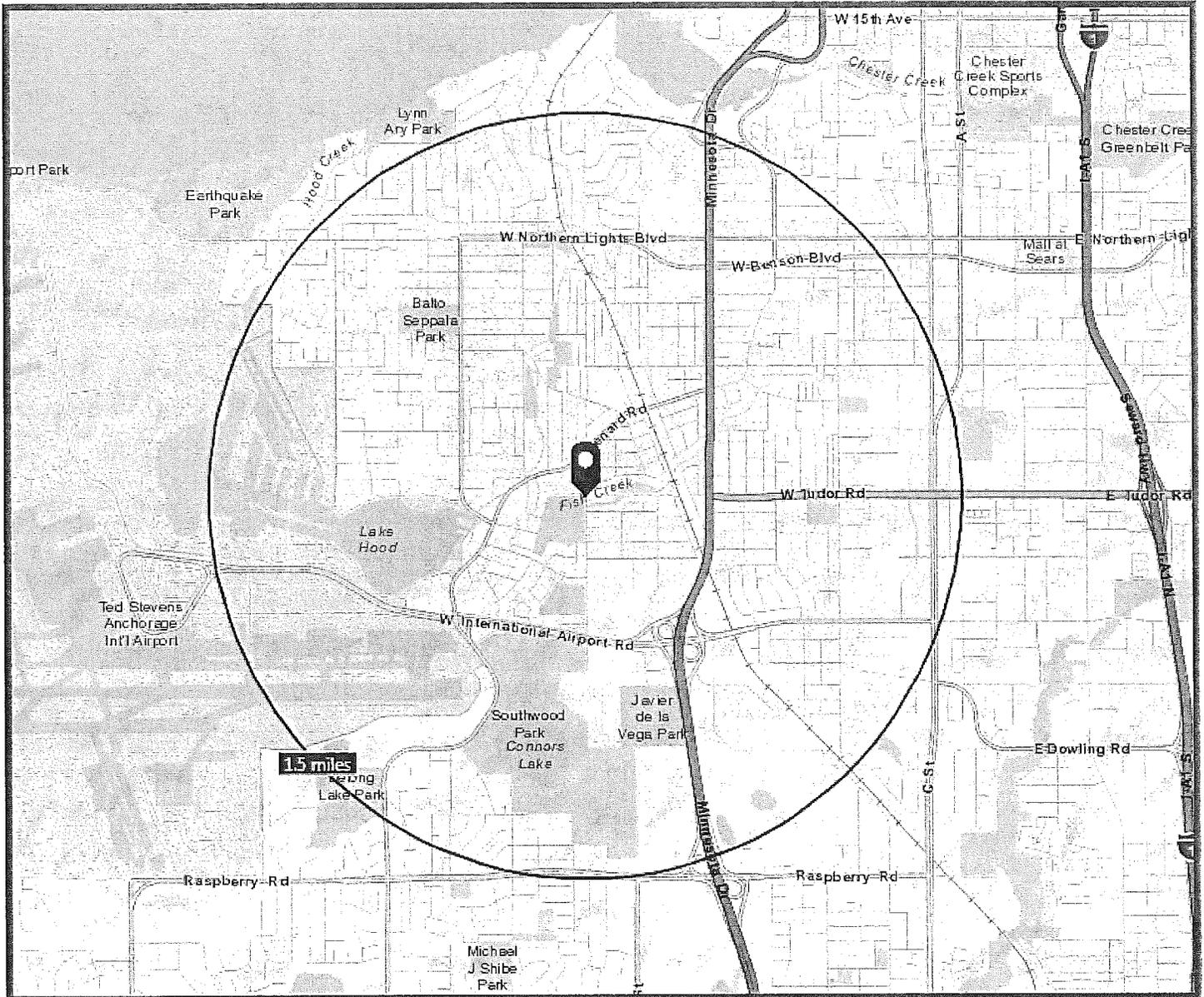
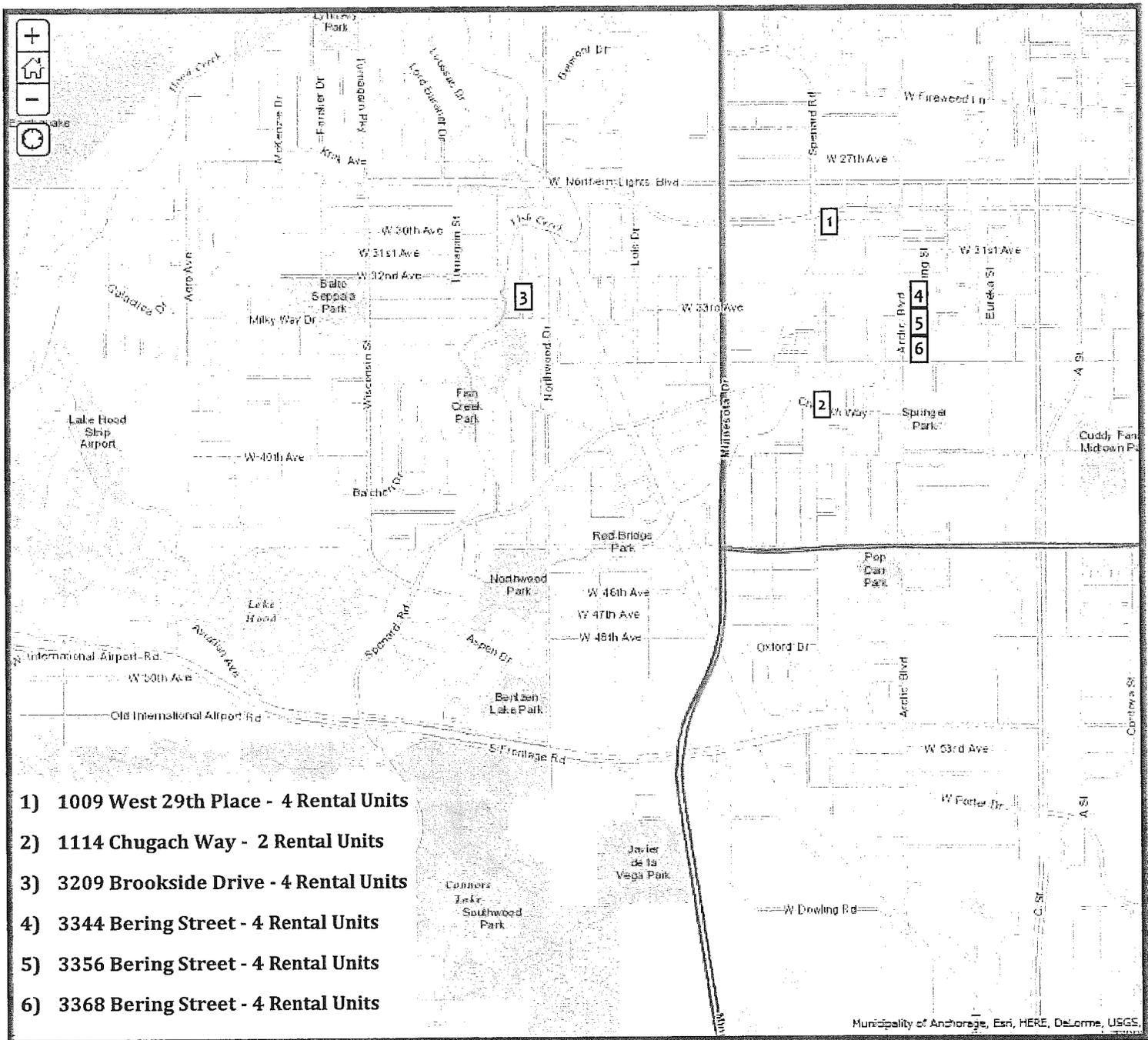


EXHIBIT 3 - Housing Demand Study Data and Maps



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

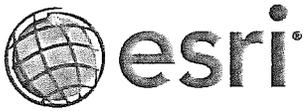
Population		Households	
2010 Total Population	27,427	2015 Median Household Income	\$56,430
2015 Total Population	27,982	2020 Median Household Income	\$64,281
2020 Total Population	28,744	2015-2020 Annual Rate	2.64%
2015-2020 Annual Rate	0.54%		

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

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



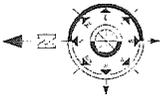
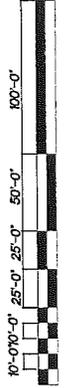
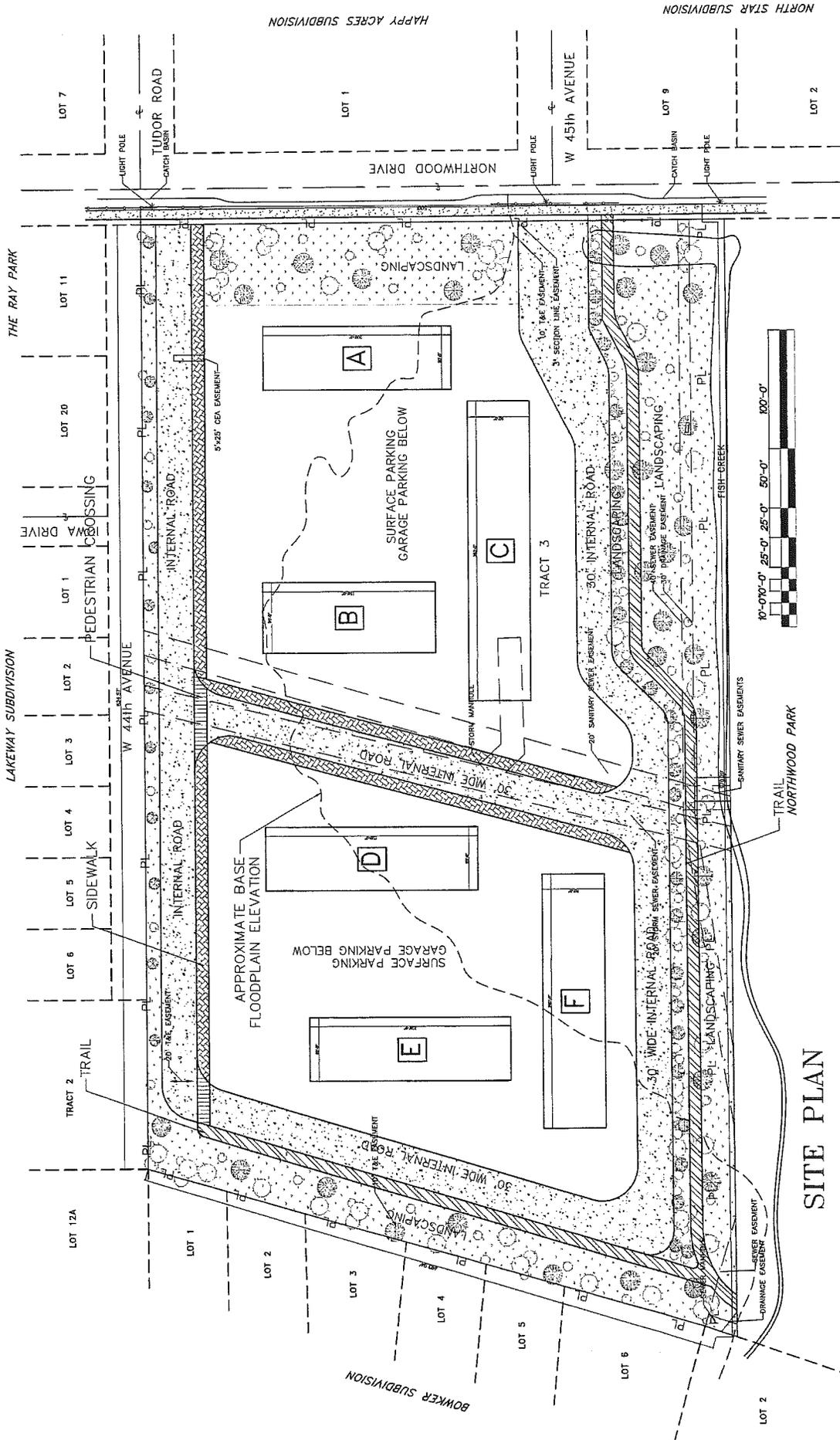
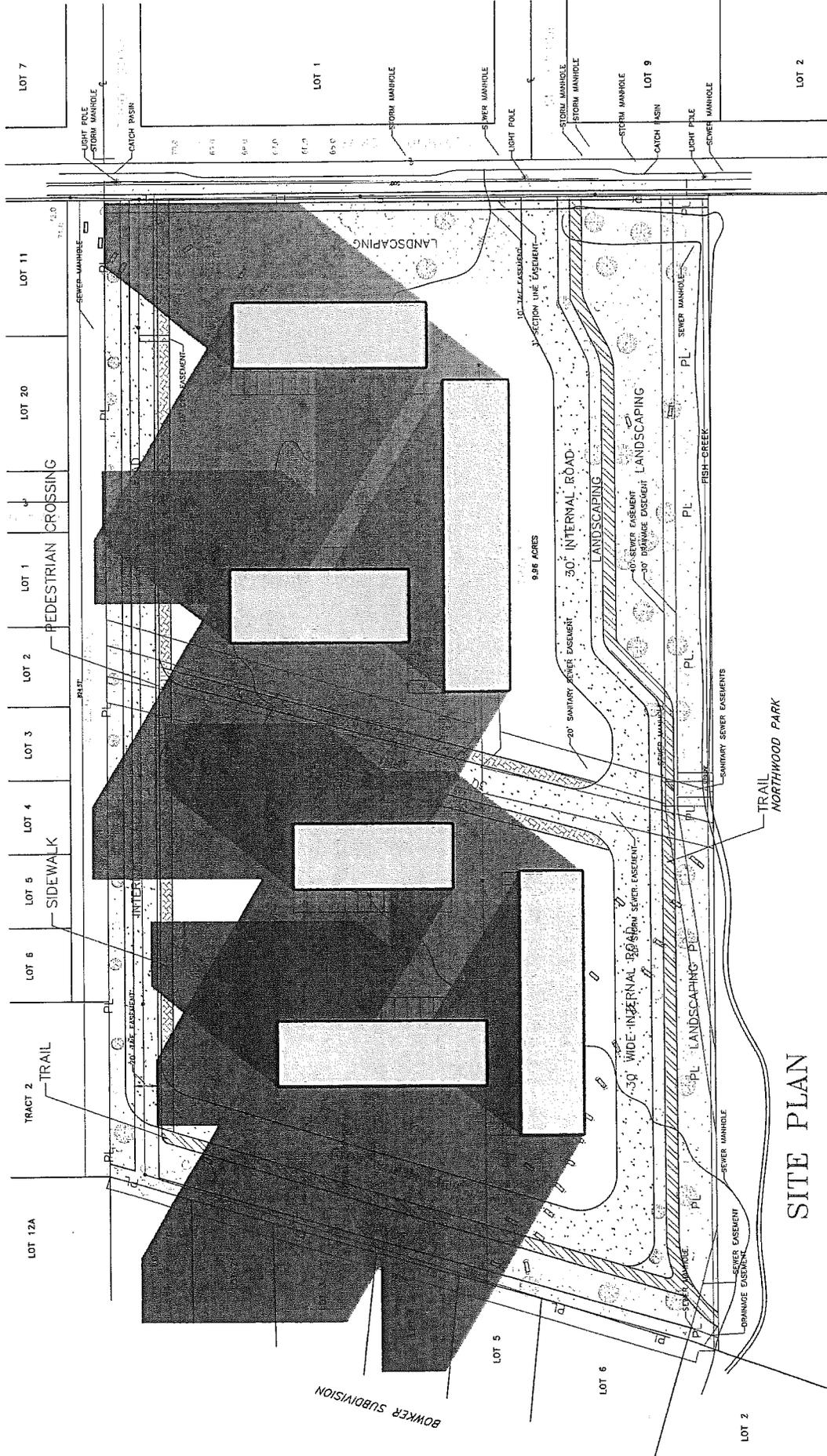


EXHIBIT 4 - Preferred Concept Site Plan



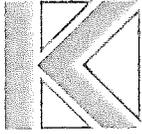
SITE PLAN

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:

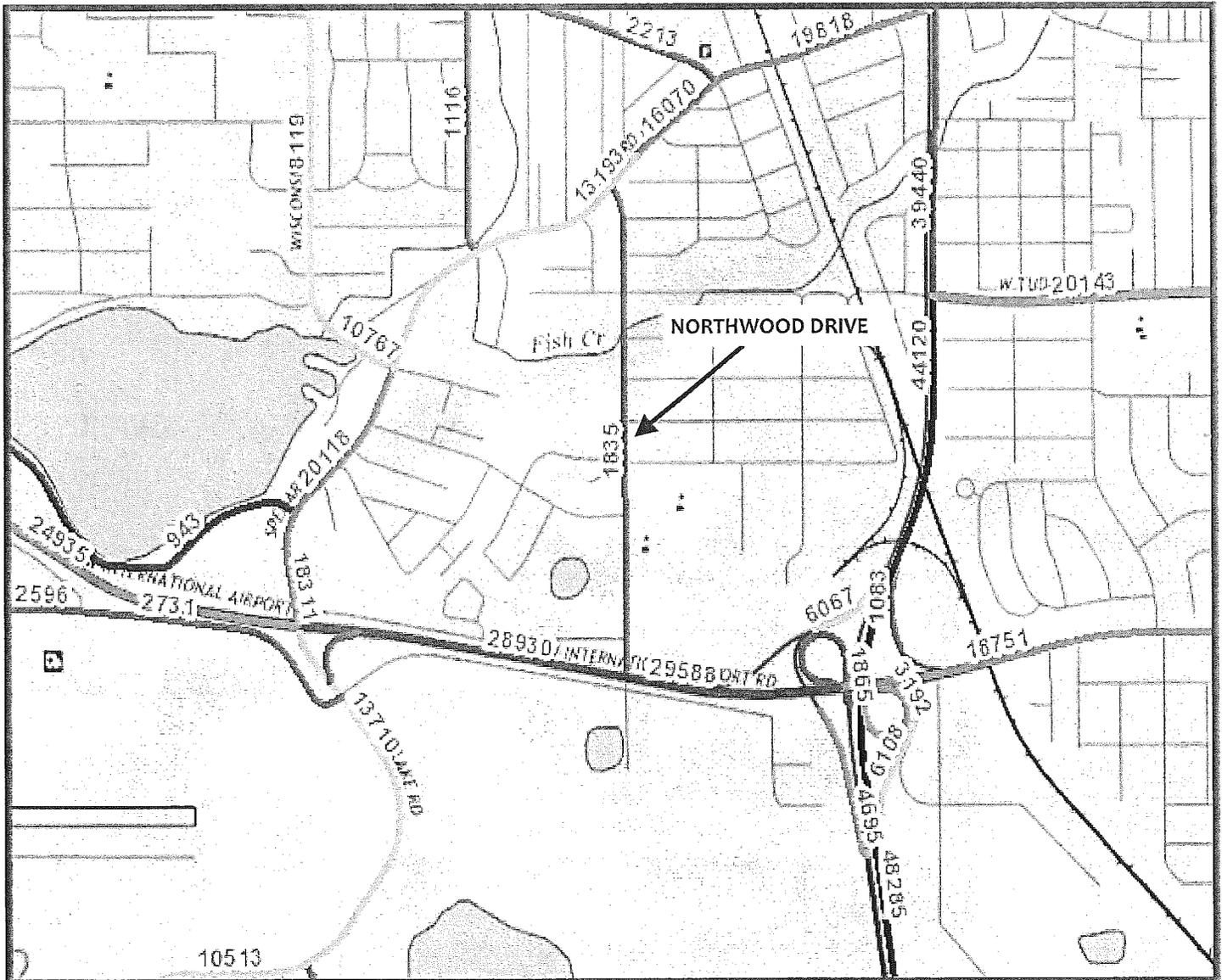
- 4,522 daily trips, 347 a.m. peak hour trips, and 422 p.m. peak hour trips.

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



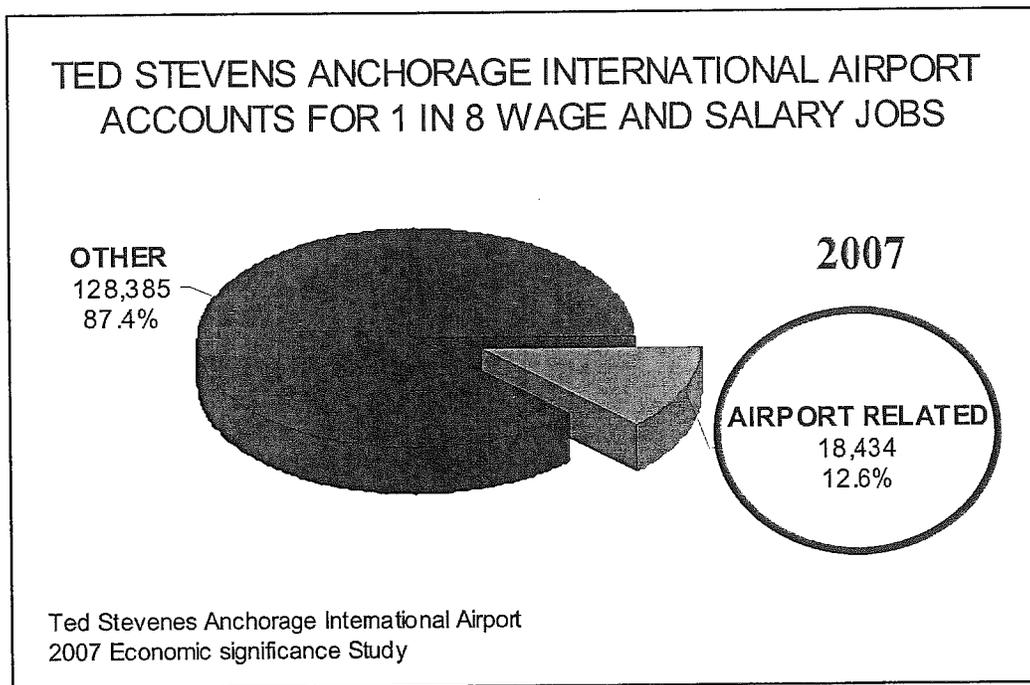
<u>Land Value</u>	<u>Units</u>	<u>Land Size</u>	<u>Zoning</u>	<u>Legal Description</u>	<u>Grid</u>	<u>Parcel #</u>	<u>Land Use Code</u>
\$70,500	2	8,443	R2M	PRICE LT 108A	SW1729	0101120100001	Vacant Land
\$72,000	2	9,938	R2M	SPENARD ACRES BLK B LT 2 S2E2	SW1729	0101152900001	Vacant Land
\$72,100	2	6,900	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 SW4SE4SE4 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

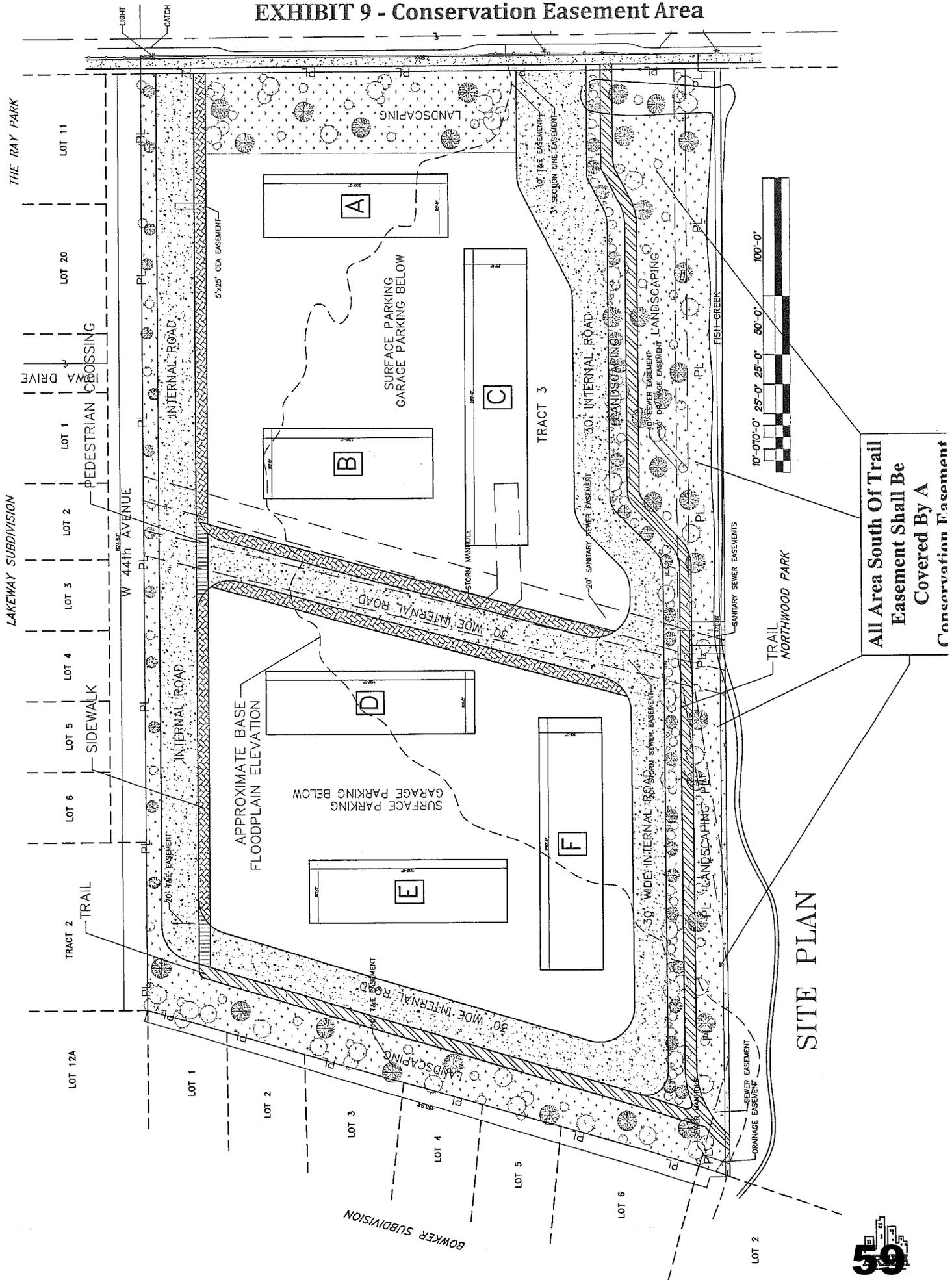
Table 11. ANCHORAGE INTERNATIONAL AIRPORT: TOTAL COMMUNITY EMPLOYMENT AND PAYROLL (MILL \$) FROM ONSITE ACTIVITIES						
	ANNUAL SUM	INTERNATIONAL CARGO	ANCHORAGE RESIDENTS	OTHER ALASKANS	NON-ALASKA VISITORS	TENANTS
Onsite Jobs	8,163	2,485	1,659	1,584	1,147	1,289
Offsite Jobs	5,256	1,710	1,109	965	639	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



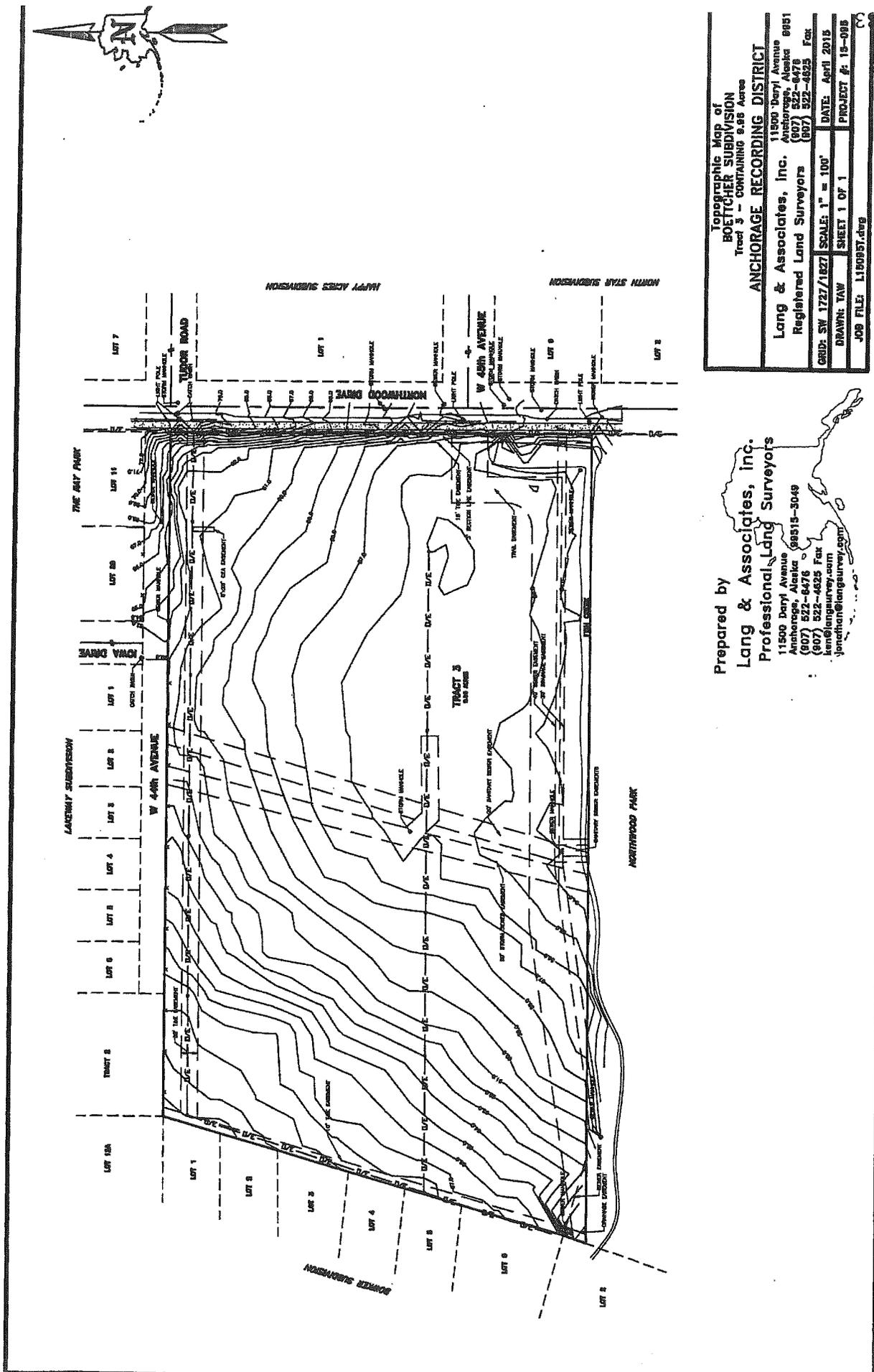
EXHIBIT 9 - Conservation Easement Area



SITE PLAN

All Area South Of Trail Easement Shall Be Covered By A Conservation Easement

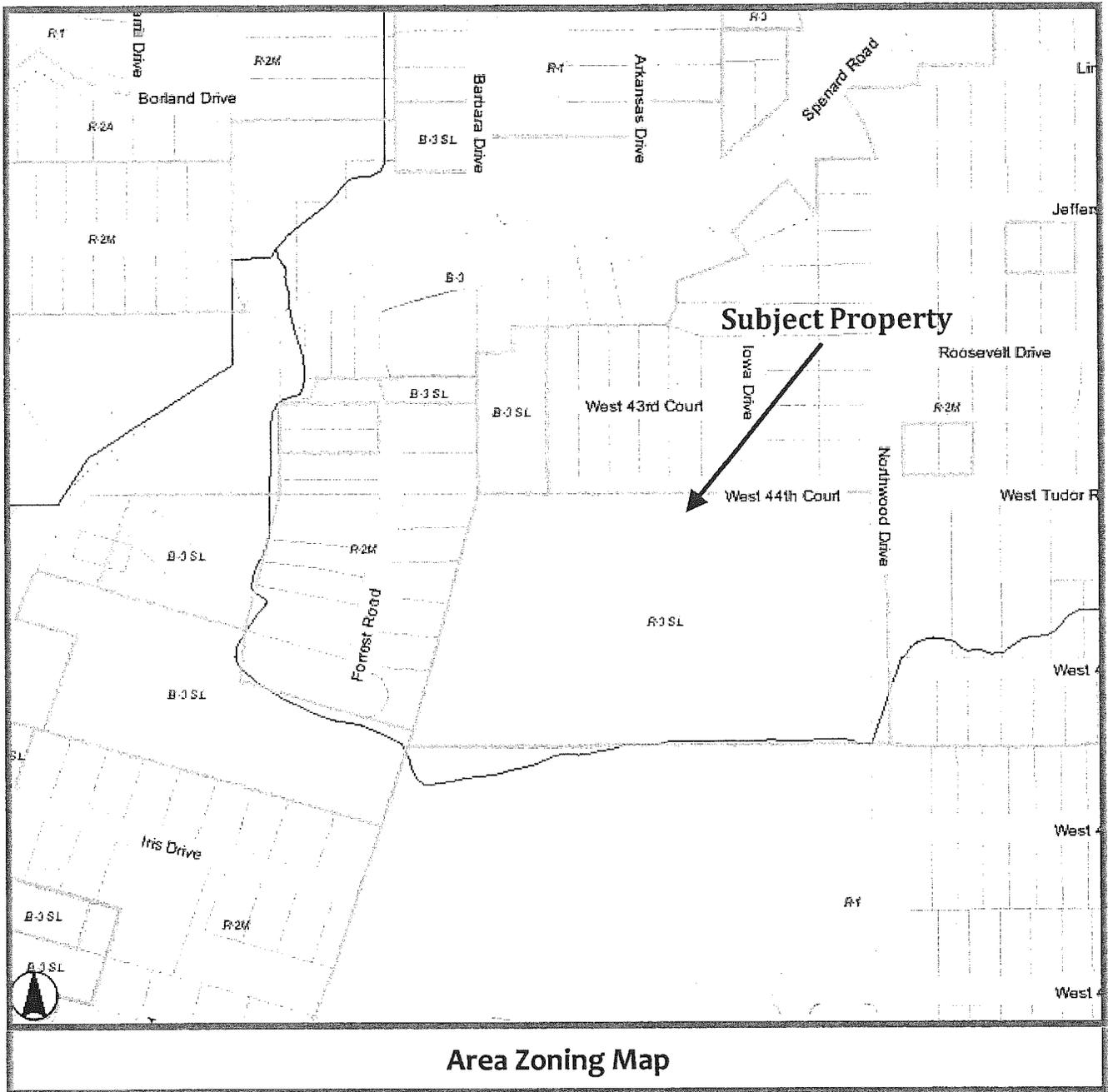




Topographic Map of BOETTCHER SUBDIVISION Tract 3 - CONTAINING 8.88 Acres ANCHORAGE RECORDING DISTRICT	
11500 Dairy Avenue Anchorage, Alaska 99511 Registered Land Surveyors (907) 522-6478 Fax (907) 522-4825	11500 Dairy Avenue Anchorage, Alaska 99511 Registered Land Surveyors (907) 522-6478 Fax (907) 522-4825
GRID: SW 1727/1827 SCALE: 1" = 100' DRAWN: TAW SHEET 1 OF 1 JOB FILE: L190957.dwg	DATE: April 2015 PROJECT #: 15-085
CASE No.: 5-	

Prepared by
Lang & Associates, Inc.
 Professional Land Surveyors
 11500 Dairy Avenue (907) 522-6478
 Anchorage, Alaska (907) 522-4825
 Fax (907) 522-4825
 ken@langsurvey.com
 jonathan@langsurvey.com

EXHIBIT 11 - Area Zoning Map



Area Zoning Map

EXHIBIT 12 - Proposed Assembly Ordinance Approving the Rezoning

Submitted by: Chair of the Assembly at the
Request of the Mayor
Prepared by: Community Development
Department
For Reading:

ANCHORAGE, ALASKA
AO No. 2015-___

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AN ORDINANCE AMENDING THE ZONING MAP AND APPROVING THE REZONING OF APPROXIMATELY 9.96 ACRES FROM R-3 SL (MULTIFAMILY RESIDENTIAL) DISTRICT TO R-4 (MULTIFAMILY RESIDENTIAL) DISTRICT PARCEL LEGALLY KNOWN AS TRACT 3, BOETTCHER SUBDIVISION; GENERALLY LOCATED WEST OF NORTHWOOD DRIVE AND SOUTH OF 44TH AVENUE, IN ANCHORAGE.

(Spenard Community Council) (Planning and Zoning Commission Case _____)

THE ANCHORAGE ASSEMBLY ORDAINS:

Section 1. The zoning map shall be amended by designating the parcel legally known as Tract 3, Boettcher Subdivision, as R-4, multifamily residential district.

The property described above is shown on Exhibit "A," attached.

Section 2. This ordinance shall become effective 10 days after the Deputy Director of the Planning Division has received the written consent of the owners of at least 51 percent of the property within the area described in Section 1 above, in accordance with AMC section 21.20.120A.2.-3. The rezone approval contained herein shall automatically expire, and be null and void, if the written consent is not received within 120 days after the date on which this ordinance is passed and approved. In the event no special limitations are contained herein, this ordinance is effective immediately upon passage and approval. The Deputy Director of the Planning Division shall change the zoning map accordingly.

PASSED AND APPROVED by the Anchorage Assembly this _____ day of _____ 2015.

Chair of the Assembly

ATTEST:



AO regarding rezoning to R-4
Page 2 of 2

1
2
3
4
5

Municipal Clerk

(Case _____; Parcel ID No. 010-244-28)

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 Subdivision
- Project Location, Tax ID, or Legal Description: Tract 3 Boettcher Subdivision,
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.*

KB 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 type="checkbox"/> Y <input checked="" type="checkbox"/> N | WMS written drainage recommendations are available. | <input type="checkbox"/> Preliminary <input checked="" type="checkbox"/> Final |
| <input type="checkbox"/> Y <input checked="" type="checkbox"/> N | WMS written field inspection report or map is available. | <input 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. | |

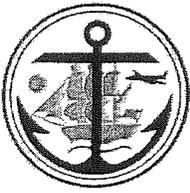
Inspection Certified By:

Date:

Kyle Cunningham
Kyle Cunningham

7/17/15

**DEPARTMENT AND
PUBLIC
COMMENTS**



MEMORANDUM

DATE: April 22, 2016

TO: Current Planning Section Supervisor.
Zoning and Platting Division

FROM: Kristen A. Langley, Traffic Safety Section Supervisor,
Traffic Department

SUBJECT: RZ 2015-0093 Rezone Tract 3, Boettcher Subdivision from R-3SL (multiple-family residential with special limitations) district to R-4 (multiple-family residential) district.

Traffic Department has been provided, and approved, the traffic impact analysis for the proposed land use action. The transportation system in the area, as evaluated in the approved TIA, is capable of accommodating the development yield that would result from the proposed rezoning. More specifically, the intersection levels-of-service, as noted in our traffic impact analysis guidelines, will continue to be acceptable.

On a finer-level of scrutiny, there is a question about the precise distribution of trips at the Northwood/Spenard intersection. In the overall TIA sense, percentages of trip distribution – realistically - are limited to increments of about 5%. Below that amount (for instance, incremental distribution changes of 1%, 2%, etc.), begin to be influenced by the following factors:

- individual driver behavior rather than regional model-based forecasts,
- actual occupancy rates (household drivers per unit) and
- individual driver-based factors: e.g. specific locations where the residents work, individual determinations of acceptability of delays at intersections, linked trips from work to other uses, even individual determinations of preferences for shopping, school attendance, etc..

The question raised isn't to the level of "Does this result in an unacceptable calculated level-of-service?" The Traffic Department is persuaded that the predicted levels of service are accurate – and acceptable under established guidelines.

The question that is outstanding is "Will the distribution of trips from the then developed proposal suggest some minor widening of the south leg of the Spenard/Northwood intersection to facilitate an incrementally-higher than predictable number of northbound left turns at the intersection?"

Beyond that, there are two 'safety' related issues that currently exist, and which the applicant has worked with the Department to resolve.

- a. There is a higher-than-statewide average crash rate at the intersection of Tudor and Harding, near the Alaska Railroad crossing of Tudor Road and Spenard Builders Supply. The crash history has no predominant causal factors, but, the geometry of the intersection cannot be changed due to the Tudor-Harding corridor being a route for 'doubles' truck and trailer combinations and the Railroad's criteria for a crossing. This is an existing condition, and would be an issue to be identified for any development on the Northwood at the Park site - whether developed under either the existing or the proposed zoning.

- b. There is an existing issue of excessive travel speeds on West 45th, east of Northwood. Again, this is an existing condition and would be an issue to be addressed for any development on the Northwood at the Park site – under (again) either the existing or proposed zoning.

On a 'micro' level, these particular issues – and the extent to which this proposal might be responsible for mitigation – are beyond the ability of a traditional 'forward-looking' traffic impact analysis. Mitigation is required to be reasonable, roughly proportionate to the impacts and capable of being accomplished by a developer-applicant.

Because of these limitations in prediction ability, and the need to meet the legal criteria for mitigation, staff has agreed that the appropriate response is to validate the assumptions early in the construction period, build-in a review cycle after an initial phase of development and establish the actual behavior of residents of the development. This would include a determination of actual (versus generalized predictive) trip generation rates and actual trip distribution.

This review has to occur at a point where enough development has occurred to have a representative sample of resident behavior. Yet, this must be balanced by a validation that is early enough in the process that any impacts and mitigation can be identified to address the concerns of both the MOA and nearby residents before a significant impact of the proposal might occur.

The applicant has recommended, and the MOA has concurred, with a proposal to establish mitigation on the three issues identified above in conjunction with the validation report. This report would be required at the lesser of either a specified number of units or a second structure in the complex of six buildings. This has the benefit of being at approximately the level of development that would be permitted under current zoning (and special limitations) on the site.

The Traffic Department recommends the following:

No later than the lesser of either 230 dwelling units, or, the second (of a proposed six) structure on the site, the applicant shall participate in scoping, and then preparing, a traffic impact analysis of the then-existing development on the site. This will serve to validate/modify the assumptions in the April 2016 TIA, and, be the basis for establishing what mitigation might be required for the development to continue on the site.

Potential mitigation will be limited to the following three issues

- The accident rate (currently higher than the statewide average) at the intersection of Tudor Road/Harding.
- The higher-than-desirable speeding on West 45th, and potential – proportionate to impact - traffic calming measures that might be capable of being implemented
- Queueing at the northbound approach (i.e. southerly leg) of the intersection of Spenard Road/Northwood

The parameters of this 'validation' traffic impact analysis are identified in the "Recommendations" sections of the report – based upon direction from the Municipal Traffic Engineer/Traffic Department Director and the Manager of the Traffic Safety Division.

EXECUTIVE SUMMARY

On behalf of the owners of the property, AK Real Estate Development Advisors (AREDA) is proposing a 680 unit multi-family residential development on an approximately ten acre parcel located on the west side of Northwood Drive from Tudor Road (44th Avenue) to south of W. 45th Avenue in Anchorage, Alaska. The site is currently undeveloped and zoned R-3 with Special Limitations. AREDA has submitted a zone map request to the Municipality of Anchorage (MOA) Community Development Department to modify the zoning designation of the property to R-4. This transportation impact analysis (TIA) has been conducted in accordance to the MOA requirements and identifies any potential impacts created by the proposed development on the surrounding transportation system.

Site access is proposed via two driveways along Northwood Drive. The specific locations for the driveways will be determined at a later date during the development of the site development plan required as part of the MOA major site plan review process. For the purposes of this TIA, the two driveway locations have been placed as follows:

- A full access on Northwood Drive south of W. Tudor Road
- A full access on Northwood Drive at W. 45th Avenue

FINDINGS

Existing Conditions

- All study intersections operate at LOS B or better during the weekday a.m. and p.m. peak hours.
- A review of the historical crash data revealed that the only intersection with a higher than average crash rate was the Tudor Road/Harding Drive intersection. Review of the specific crash history at this intersection and discussion with the MOA Traffic Department has indicated that some additional traffic control devices and/or geometric modifications should be investigated to help improve safety.
- The MOA Traffic Department has conducted a vehicle speed study along West 45th Avenue between Taft Street and Northwood Road. The speed study has indicated higher travel speeds than the posted speed limit of 25 mile per hour. Discussion with the MOA Traffic Department has indicated that a traffic calming investigation should be conducted to identify cost-effective mitigation to address the higher speeds.

Year 2019 Background Traffic Conditions

- Background conditions were developed by applying a 1.2-percent annual growth rate to the roadways within the study area with the exception of International Airport Way (0.5-percent annual growth rate) to account for regional growth in the site vicinity between 2015 and 2019.



- All study intersections operate at LOS B or better during the weekday a.m. and p.m. peak hours.

Proposed Development Plan

- The proposed first phase of the Northwood at the Park development will have 230 multi-family dwelling units and is planned to be completed in 2019. At full build-out in the year 2022 the development is to have 680 dwelling units.
- The development of Phase I is estimated to generate 117 net new trips (23 inbound, 94 outbound) during the weekday a.m. peak hour and 143 net new trips (93 inbound, 50 outbound) during the weekday p.m. peak hour.
- Full Build-out of the development is estimated to generate 347 net new trips (69 inbound, 278 outbound) during the weekday a.m. peak hour and 422 net new trips (274 inbound, 148 outbound) during the weekday p.m. peak hour.
- Development of the property under the existing R-3 Zoning and Special Limitations would consist of 180 multi-family dwelling units. A development of this size would generate about 1,198 daily trips and 92 and 112 trips during the AM and PM peak hours, respectively. As shown above, the proposed first phase of the Northwood at the Park development will generate about 27% more traffic than would be generated by a development allowed under the existing zoning and special limitations.

Year 2019 Total Traffic Conditions

- All study intersections operate at LOS B or better during the weekday a.m. and p.m. peak hours.
- Development of the property under the existing R-3 Zoning and Special Limitations would be expected to have a similar impact on the surrounding roadways as described for the Northwood at the Park – Phase I development.

Year 2022 Background Traffic Conditions

- Background conditions were developed by applying a 1.2-percent annual growth rate to the existing traffic volumes on the roadways within the study area with the exception of International Airport Way (0.5-percent annual growth rate) to account for regional growth in the site vicinity between years 2015 and 2022.
- All study intersections operate at LOS B or better during the weekday a.m. and p.m. peak hours.

Year 2022 Total Traffic Conditions

- As in 2022 background conditions, all study intersections operate at LOS B during the weekday a.m. and p.m. peak hours with the exception of the Northwood Drive/45th Avenue intersection



which operates at an acceptable LOS C during the a.m. and p.m. peak hours and the Spenard Road/Northwood Drive intersection, which operates at an acceptable LOS C during the weekday a.m. peak hour.

Year 2032 Background Traffic Conditions

- Background conditions were developed by applying a 1.2-percent annual growth rate to the existing traffic volumes on the roadways within the study area with the exception of International Airport Way (0.5-percent annual growth rate) to account for regional growth in the site vicinity between years 2015 and 2032.
- All study intersections operate at LOS B during the weekday a.m. and p.m. peak hours.

Year 2032 Total Traffic Conditions

- All study intersections operate at LOS B during the weekday a.m. and p.m. peak hours with the exception of the Spenard Road/Northwood Drive intersection which operates at an acceptable LOS C during the a.m. peak period and the Northwood Drive/45th Avenue intersection which operates at an acceptable LOS C during the a.m. and p.m. peak periods.

Vehicle Queuing Analysis

- The 95th percentile weekday a.m. and p.m. peak hour queues are forecast to be contained in the existing storage length under all scenarios.

RECOMMENDATIONS

- As part of the project's development review process during the required major site plan review, conduct an intersection operations analysis for AM and PM peak traffic conditions at the two site access driveways along Northwood Drive. This analysis will also ensure that the driveway design will meet the MOA sight distance and driveway spacing requirements.
- One year after the completion of the Phase I development, as defined by the finalized construction and occupancy of either 230 dwelling units or two buildings (whichever metric is the smaller), the developer should prepare an Updated Transportation Impact Analysis for the Northwood at the Park. The MOA Traffic Department will review the updated TIA Report and recommend mitigation improvements, if necessary, to be completed by the developer before Phase II development is issued a building permit by MOA Building Safety. The Updated TIA will consist of the following tasks:
 - Collect daily and AM and PM peak hour trip generation data for the Phase I development

- Collect trip distribution data for the site generated traffic, daily and AM and PM peak hour, on Northwood Drive and West 45th Avenue.
- Collect vehicle speeds along West 45th Avenue between Taft Street and Northwood Drive.
- Collect AM and PM peak hour traffic turning movement counts at the Northwood Drive/Spenard Road intersection.
- Investigate and make recommendations for traffic calming mitigation measures along West 45th Avenue, if the travel speeds continue to be higher than desirable.
- Investigate the crash data at the Tudor Road/Harding Drive intersection area and make recommendations for traffic control devices and/or geometric modifications.
- Conduct AM and PM peak hour traffic operations analysis at the Northwood Drive/Spenard Road intersection and identify mitigation measures if peak hour operations do not meet MOA requirements for an acceptable Level of Service using the original TIA metrics.

MEMORANDUM

OCT 05 2015

MUNICIPALITY OF ANCHORAGE
ZONING DIVISION

Date: October 5, 2015

To: Erika McConnell, Manager, Current Planning Section

From: Thede Tobish Senior Planner, Long-Range Planning Section

Subject: Case 2015-0093, Rezone from R-3 SL District to R-4 District

The Long-Range Planning Section has reviewed the Zoning Map Amendment packet under Old Code Title 21 for Tract 3, Boettcher Subdivision located on Northwood Drive. The applicant requests a rezoning from R-3 SL to R-4. This 10-acre parcel consists of one tract in the Spenard area near the intersection of Northwood Drive and Spenard Road. The *West Anchorage District Plan* (WADP, 2012) is the applicable comprehensive plan.

West Anchorage District Plan (WADP)

The subject property is located in an area designated Medium Intensity Residential in the WADP land use plan map. During the development of the WADP, the planning team considered a higher density designation for this area but ultimately assigned the medium density because of uncertainties with the site's soils, floodplain, access, and access concerns. Given the current focus and planning effort for the Spenard Transit Supportive Development Corridor, this site provides a major development opportunity, which the applicant has seized upon. Based on the existing site and housing market conditions, relevant Chapter 5 policies from the WADP and *Anchorage 2020*, the rezone from R-3 SL to R-4 is supported by and consistent with the WADP and recommendations in the 2012 *Anchorage Housing Market Analysis*.

Rezone

The applicant acknowledges and accounts for concerns and environmental site constraints in a draft site plan included with the application. Although not available with the application, a TIA is being finalized for the proposed development. This TIA will lead to final decisions about final density (total dwelling units) and the configuration of access onto Northwood. The Long Range Planning Section has a keen interest in the forthcoming major site plan review particularly in regards to pedestrian access to and from the site from both Spenard Road and Northwood. There is an outstanding concern for conflicts between the proposed draft site plan's trail and the final municipal Fish Creek Greenbelt Trail project, which will require negotiation, permitting, and engineering work. The major site plan review process is the ideal tool to address and resolve these and other site issues. For this rezone, if the TIA is finished in time, the final site's carrying capacity, detailed as total residential units, shall be assigned as a Special Limitation based on the Traffic Engineer's recommendations. It is assumed that the TIA will dictate the site's capacity relative to frontage on Northwood and the locations of final access points for the new development. Long Range Planning supports this rezone and recommends that an SL account for the maximum number of dwelling units.

MUNICIPALITY OF ANCHORAGE



Community Development Department
Development Services Division

Mayor Ethan Berkowitz

Private Development Section
RECEIVED

OCT 05 2015

MEMORANDUM

MUNICIPALITY OF ANCHORAGE
ZONING DIVISION

Comments to Planning and Zoning Commission Applications/Petitions

DATE: October 5, 2015
TO: Erika McConnell, Current Planning Section Supervisor
FROM: Brandon Telford, Plan Review Engineer
SUBJECT: Comments for Planning and Zoning Commission
Public Hearing date: November 2, 2015

Case 2015-0093 – Rezone request from R-3SL (multiple-family residential with special limitations) District and R-4 (multiple-family residential) District.

Improvement Requirements:

The petitioner is alerted to the pending requirement to dedicate a 30-foot wide Public Use Easement (PUE) and construct improvements of West 44th Avenue to an urban standard where it abuts the proposed development under any future Platting Action (21.80 & 21.85) or Building Permit Application (21.15.150). The petitioner will be required to dedicate a PUE and construct West 44th Avenue from the proposed development's driveway to the intersection of West 44th Avenue and Northwood Drive. If the proposed driveway accesses West 44th Avenue at or west of Iowa Drive, the petitioner shall construct the intersection of Iowa Drive and West 44th Avenue. The petitioner shall enter into an Improvement to Public Place Agreement to construct the improvements in the right-of-way. Additional comments may be forthcoming under any future Platting Action or Building Permit Application.

Drainage:

The petitioner is alerted to the pending requirement to provide project specific full drainage analysis and calculations to Private Development under land use and/or building permit processes. An analysis will be required to address storm runoff as a result of the proposed changes to infrastructure and to permeable / impermeable surface treatments. Final plans with appropriate details will be required prior to approval of building plans. The analysis and plans shall present and illustrate respectively how drainage from this facility is being managed in relation to peripheral properties and right of way; demonstrate that post development drainage will not adversely impact adjacent properties or rights of way; and, measures to be taken in the event that excavation associated with the build-out of the property exposes subsurface flows. Drainage

analysis and design shall conform to the Municipality of Anchorage Design Criteria Manual (DCM) and the Drainage Design Guidelines (DDG).

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Department Recommendations:

OCT 05 2015

The Private Development Section has no objection to the Rezone Request.

MUNICIPALITY OF ANCHORAGE
ZONING DIVISION

Case 2015-0099 – Amendment to a conditional use approval for a museum with more than 30,000 square feet in the B-2B district; and a Conditional Use for second story building projections into the 6th Avenue and “A” Street rights-of-way.

Drainage:

The petitioner is alerted to the pending requirement to provide project specific full drainage analysis and calculations to Private Development under land use and/or building permit processes. An analysis will be required to address storm runoff as a result of the proposed changes to infrastructure and to permeable / impermeable surface treatments. Final plans with appropriate details will be required prior to approval of building plans. The analysis and plans shall present and illustrate respectively how drainage from this facility is being managed in relation to peripheral properties and right of way; demonstrate that post development drainage will not adversely impact adjacent properties or rights of way; and, measures to be taken in the event that excavation associated with the build-out of the property exposes subsurface flows. Drainage analysis and design shall conform to the Municipality of Anchorage Design Criteria Manual (DCM) and the Drainage Design Guidelines (DDG).

Department Recommendations:

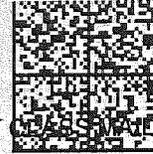
The Private Development Section has no objection to the Amendment to a Conditional Use.

Case 2015-0100– Context Sensitive Solutions Transportation Project Site Plan Review-Design Study Report for Jewel Lake Road Widening, 88th Avenue to Strawberry Road (ADOT Project #0515005/Z573100000).

Department Recommendations:

The Private Development Section has no comment.

Municipality of Anchorage
P. O. Box 196650
Anchorage, Alaska 99519-6650
(907) 343-7943



U.S. POSTAGE PITNEY BOWES



FIRST CLASS MAIL

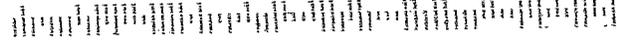
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STERLING PROPERTIES LLC
1830 E PARKS HWY STE A113
WASILLA, AK, 99654-7374

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RETURN TO SENDER
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BC: 995196650010 *1895-64868-11-41



NOTICE OF PUBLIC HEARING: Monday

The Municipality of Anchorage Planning and Zoning Commission

CASE: 2015-0093

~~99519-6650~~

PETITIONER:



**Ted Stevens
Anchorage
International Airport**
AeroNexus®

Alaska International Airport System
Ted Stevens Anchorage International Airport
Fairbanks International Airport

P.O. Box 196960
Anchorage, AK 99519-6960
Main: 907.266.2526
Fax: 907.243.0663
Website: anchorageairport.com

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MUNICIPALITY OF ANCHORAGE
ZONING DIVISION

Subject: Case No.2015-0093 Comments

October 2, 2015

Municipality of Anchorage
Planning Division
Current Planning Section
P.O. Box 196650
Anchorage, AK 99519-6650

To Whom It May Concern:

Thank you for the opportunity to comment on MOA Planning Case No. 2015-0093, the rezoning of Tract 3, Boettcher Subdivision. The proposed subdivision is located near the Ted Stevens Anchorage International Airport (Airport) and lies within the 60 Day Night Level (dnl) noise contour, which can be subject to high levels of aircraft noise.

The Airport provides vital transportation services and economic benefits to the State of Alaska and the Anchorage area. A proactive Noise Compatibility Program is essential if the Airport is to continue to grow and provide these important benefits to the community. In the interest of decreasing the impact of Airport noise on Anchorage residents, the Airport and the Municipality must work together to address Airport noise impacts on the community. Key elements in addressing this are to minimize new development of noise-sensitive uses within the Airport's noise contours and to require sound insulation for new residential development that does occur.

In the event that the rezone and development of this parcel is approved, we ask the following:

- One of the most frequent complaints that the Airport hears from new residents in the Airport vicinity is that they did not know that aircraft noise would be so noticeable. Sale or lease of properties in within this subdivision should include full disclosure of the site's location within the Airport's 60 dnl. Suggested language for the plat follows:

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COMMUNITY DEVELOPMENT DEPT

"To Keep Alaska Flying and Thriving."

- *This property is located within the Anchorage International Airport's 60 dnl noise contour as shown in the 2020 Future Noise Exposure Map, which is included in the Airport's most recent draft Noise Compatibility Program. The property is subject to present and future airport noise which may be bothersome to users of the property. The noise contours are based on average annual aircraft noise levels; during times when aircraft are overflying this area the actual noise exposure may exceed these levels. These noise impacts may change over time by virtue of the number of aircraft operations, seasonal and time-of-day operational variations; changes in airport, aircraft and air traffic control operating procedures; airport layout changes; and changes in the property owner's personal perceptions of the noise exposure, and his/her sensitivity to aircraft noise.*

- Building design and construction should incorporate noise attenuation techniques to reduce interior noise levels.

In the current 2015 draft FAR Part 150 Noise Compatibility Study Update, one of the Land Use Management Recommendations is the establishment of a Noise Overlay Zone. The draft study can be found at www.anc150study.com . Noise complaints and concerns are common in those surrounding the Airport and the Airport supports and encourages the MOA to take into consideration a noise overlay and noise compatibility issues as part of the zoning update process. Thank you for your time.

Sincerely,

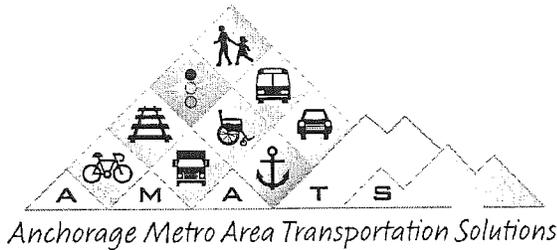


John Johansen, P.E.

Director of Engineering,

Environmental & Planning

Ted Stevens Anchorage International Airport



MUNICIPALITY OF ANCHORAGE
Community Development Department,
Transportation Planning Section
Non-Motorized Transportation Coordinator
Planning & Development Center, 4700 Elmore Road
P. O. Box 196650, Anchorage, AK 99519-6650
voice (907) 343-8368, facsimile (907) 249-7806
e-mail: schanchele@muni.org

DATE: August 15, 2015
TO: Erika McConnell, Platting Officer
FROM: Lori Schanche, Non-Motorized Transportation Coordinator
SUBJECT: **Case No. 2015-0093 Northwood at the Park**

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MUNICIPALITY OF ANCHORAGE
ZONING DIVISION

The site plan for this project does not take into account the current completed design and easement purchased for the Fish Creek Greenbelt Trail. The petitioner was provided copies of the plans. (see attached).

Specifically this proposed development proposes that the trail cross wetlands at Northwood Drive so their access road can be squeezed in. This will require additional costs to the Municipality for permitting, potential purchase of wetland credits from the Corps of Engineers, as well as consultant costs to redesign the trail alignment.

The easement purchased for the Fish Creek Trail allows a tree buffer of 15' – 25' from edge of trail. This development locates a roadway 10' from the north edge of the trail, which is not consistent with the vegetative buffer the Municipality typically provides for greenbelt trails.

Our design for the Fish Creek Trail is complete and we are merely awaiting construction funds. If this site plan is approved the Municipality must spend additional funds to redesign the trail as well as incur permitting and associated wetland costs.

We are opposed to this rezone and site plan development as presented.

Cc: Craig Lyon, AMATS
Tom Korosei, Parks
Nicole Jones-Vogel, HLB
Brooke Blessing, PME Project Administrator



THE STATE
of **ALASKA**
GOVERNOR BILL WALKER

Department of Transportation and
Public Facilities

CENTRAL REGION
Planning & Administrative Services

4111 Aviation Avenue
P.O. Box 196900
Anchorage, Alaska 99519-6900
Main Phone: (907)269-0520
Fax: (907)269-0521
Web site: dot.state.ak.us

October 6, 2015

Erika McConnell, Planning Section Manager
MOA, Community Development Department
Planning Division
P.O. Box 196650
Anchorage, Alaska 99519-6650

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OCT 06 2015

MUNICIPALITY OF ANCHORAGE
ZONING DIVISION

RE: MOA Zoning Review

Dear Ms. McConnell:

The Alaska Department of Transportation and Public Facilities, DOT&PF, Central Region Planning section has no comments on the following zoning applications:

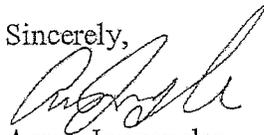
- 2015-0093; Boettcher Subdivision, Tract 3

The DOT&PF Central Region platting review board has a comment on the following zoning application:

- 2015-0099; Anchorage Museum Expansion, Conditional Use Permit and Site Plan Amendment
 - The second story projections into the State right-of-way (ROW) are considered encroachments that DOT&PF is prohibited from permitting. Per the 17 Alaska Administrative Code (AAC) 10.011, "any permanent structure located partially or completed in the right-of-way" are not considered a lawful use of the ROW and a permit cannot be issued. Additionally 23 Code of Federal Regulations (CFR) 1.23(b) states ROW shall be used exclusively for public highway purposes.
 - An Other Agency Review (OAR) permit for the projections into the ROW was denied. As such, the Department cannot support the proposed Conditional Use Application and Site Plan Amendment submitted. It is recommended the projections be pulled back out of the State ROW and constructed solely within the property boundary.

- The traffic control plan submitted with the OAR was found to be unacceptable. A traffic control plan needs to be developed that is accepted by DOT&PF before any approval for this project is given.
- DOT&PF has concerns with the changes to the loading bay area. Sight triangles, per the Alaska Highway Preconstruction Manual section 1190.0, need to be added to the driveways that are part of the loading bay area. Any impacts to the vision of the drivers exiting onto 6th Avenue need to be removed.
- A permit is required for any access to 6th Avenue. Contact the DOT&PF ROW section at (907) 269-0700 for more information.
- **2015-0100; DSR for Jewel Lake Road Widening**
 - Any comments will be submitted through the internal DOT&PF process.

Sincerely,



Aaron Jongenelen
AMATS Transportation Planner

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MUNICIPALITY OF ANCHORAGE
ZONING DIVISION

Cc: Tucker Hurn, Right of Way Agent, Right of Way, DOT&PF
Morris Beckwith, Right of Way Agent II, Right of Way, DOT&PF
Scott Thomas, P.E., Regional Traffic Engineer, Traffic Safety and Utilities, DOT&PF
Jim Amundsen, P.E., Highway Design Group Chief, DOT&PF

MUNICIPALITY OF ANCHORAGE



Planning & Development Services Dept.
Development Services Division

Building Safety

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OCT 02 2015

MEMORANDUM

MUNICIPALITY OF ANCHORAGE
ZONING APPLICATIONS

Comments to Miscellaneous Planning and Zoning Applications

DATE: October 2, 2015

TO: Erika McConnell, Manager, Zoning and Platting

FROM: Ron Wilde, P.E.
Building Safety
343-8371

SUBJECT: Comments for Case 2015-0093
Rezone from R3-SL to R-4
Tract 3, Boettcher Subdivision

No Comment

Municipality Of Anchorage
ANCHORAGE WATER & WASTEWATER UTILITY

MEMORANDUM

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MUNICIPALITY OF ANCHORAGE
ZONING DIVISION

DATE: September 25, 2015
TO: Erika McConnell, Supervisor, Planning Section, Planning Division
FROM: Paul Hatcher, Engineering Technician III, AWWU Planning
SUBJECT: Zoning Case Comments
Hearing Date: November 2, 2015
Agency Comments Due: October 5, 2015

AWWU has reviewed the materials and has the following comments.

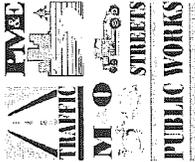
2015-0093 BOETTCHE TR 3, Rezone request from R-3SL (multiple-family residential with special limitations) District to R-4 (multiple-family residential) District, Grid SW1827

1. AWWU water and sanitary sewer are available.
2. AWWU has no objection to this rezone.

2015-0100 JEWEL LAKE ROAD, Context Sensitive Solutions Transportation Project Site Plan Review-Design Study Report for Jewel Lake Road Widening, 88th Avenue to Strawberry Road (ADOT Project #0515005/Z573100000), Grid SW2225, SW2226, SW2325, SW2326

1. AWWU water and sanitary sewer are located within portions of Jewel Lake Road.
2. AWWU has no objection to this site plan review.
3. AWWU requests that the AWWU Planning Department be involved in the upcoming design review and any construction that pertain to this project.

If you have any questions pertinent to public water and sanitary sewer, you may call me at 564-2721 or the AWWU planning section at 564-2739, or e-mail paul.hatcher@awwu.biz



**MUNICIPALITY OF ANCHORAGE
PUBLIC WORKS DEPARTMENT**
4700 Elmore Road
Anchorage AK 99507

Project Review Form

Project Name: Northwood at the Park	Project No: Case No: 2015-0093
Project Status: <input type="checkbox"/> Design Study <input type="checkbox"/> 35% <input type="checkbox"/> 65% <input type="checkbox"/> 95% <input type="checkbox"/> Other	
Name/Title: Ryan Yelle/Senior Planning Tech, Randy Bergt/Capital Project Engineer	
Organization / Department: Public Transportation Dept / People Mover	
Phone Number: 343-8496 (Ryan) or 343-8285 (Randy) Date: 10/01/2015	

	Page/ Sheet No.	Reviewer	Comment	Response
1)		Ryan Yelle	No Comments.	
2)			Thank you for the opportunity to review	
3)				
4)				
5)				
6)				
7)				
8)				
9)				
10)				
11)				
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MUNICIPALITY OF ANCHORAGE
ZONING DIVISION

April 14, 2016

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APR 18 2016

PLANNING DEPARTMENT

To whom it may concern,

During the regular business meeting of the Spenard Community Council, on April 6th, the membership voted 17-1 in opposition of the rezone request for Tract 3, Boettcher Subdivision. Please see the enclosed resolution. Mr. Lee Henry, representative of the petitioners, made numerous appearances and presentations to the Spenard Community Council during the previous four months. The council requested and was promised more specific information regarding traffic studies for the area and proposed development, yet that information was never presented to the council.

The council is generally supportive of new development in the neighborhood, including high density affordable housing. However, we have numerous concerns that the neighborhood would not be able to support the current development as proposed in this rezone request. There are concerns regarding school capacity, sanitation infrastructure and traffic congestion.

The Planning and Zoning commission has re-zoned numerous lots in recent years from residential to business/commercial designations, leaving less available land for developing housing and increasing the pressure on neighborhoods to absorb these types of proposals. The Spenard Community Council believes that mixed use and high density housing can enhance a neighborhood if done properly and sensibly. However, we do not believe this request, as presented thus far, justifies a rezoning classification for 680 units, a development the likes of which Anchorage has yet to see.

Respectfully,

Jedediah Smith

President, Spenard Community Council.

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APR 18 2016

Spenard Community Council
Resolution Number 16-03

PLANNING DEPARTMENT

A Resolution Opposing Rezone of Tract 3, Boettcher Subdivision (Anchorage Municipal Planning and Zoning Case No. 2015-0093)

WHEREAS The Spenard Community Council supports affordable housing alternatives, increased housing density and maximizing use of public transportation corridors such as Spenard Road; and,

WHEREAS, this proposed rezoning allows a project whose scale is incompatible with the surrounding neighborhood in that it proposes a housing density (680 units on 10 acres) completely unknown within the Council boundaries; and,

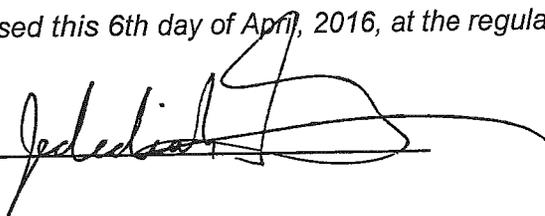
WHEREAS, initial soils engineering investigations, floodplain management, Fish Creek pedestrian trail connectivity, building foundation, and traffic impact analysis (TIA) are incomplete, implying a speculative rezone request; and,

WHEREAS, the prospective rezone is incompatible with the spirit and the letter of the Spenard Commercial District Development Strategy, the West Anchorage District Plan and the Anchorage Bowl 2020 Comprehensive Plan;

THEREFORE BE IT RESOLVED THAT the Spenard Community Council opposes this rezone request.

Passed this 6th day of April, 2016, at the regular meeting of the Spenard Community Council.

X-



Jedediah Smith, President and Chair

October 20, 2015

Municipality of Anchorage
Department of Community Development
Planning Division
P.O. Box 196650
Anchorage, Alaska 99519-7943

RE: Case No. 2015-0093
Proposed rezone of Tract 3, Boettcher Subdivision

To Whom It May Concern:

As a 28 year resident and homeowner of the area, I strongly oppose Brian Choi and Young Hae Choi's petition to rezone Tract 3 of the Boettcher Subdivision from R-3SL to R-4. Through my involvement with the Spenard Community Council, I have been closely involved with the development of the Boettcher Subdivision since the Vagabond Trailer Court pulled up stakes in the 1980's. For example, when Anchorage Neighborhood Housing wanted to build low income housing on the site in 1991, the Council actively sought protection of Fish Creek and the adjoining neighborhood, resulting in AO 91-84, which included a number of special limitations for Tracts 2 and 3. Those special limitations include limiting the number of dwelling units to 180 (i.e., 18 units per acre), requiring a 25 foot setback from Fish Creek (with the first 15 feet north of Fish Creek returned to a condition which will allow a regrowth of natural vegetation), limiting the height to 35 feet, requiring a minimum of 30% usable open space, requiring the west boundary of the property bordering on Lakeway Subdivision to be fenced, and requiring a 20 foot buffer along Northwood, with a sidewalk and vegetated landscaping.

Later, when Maple Ridge sought to rezone Tracts 2 and 3 from R-3SL to R-4 (Case No. 2003-012)(which would have allowed 300 units on the property, or 30 units per acre), the Council opposed it and the Planning and Zoning Commission denied the petition. In that case, the Planning Department Analysis concluded that the rezone should be rejected because the proposed increase in residential density would be inconsistent with the neighborhood:

"The Physical Planning Division notes that the permitted residential density on the site at 18 [Dwelling Units per Acre] is comparable to that of the surrounding R-2M district, and already substantially more than the nearby R-1 areas. It is also more than twice the minimum density recommended in the Anchorage 2020 for residential development within the Transit Supportive Development Corridor. They further note that a coupling of permitted residential density and elimination of the height limit make a rezone to R-4 incompatible with the scale and intensity of the surrounding neighborhood. This incompatibility is shown more clearly through the contentious nature of the site in the last rezoning action which limited the density further from R-3, and had a height

limitation similar to that in the area, in order to make future development on this site more consistent with the surrounding area.”

Now, the current petitioners, with full knowledge of this history, are seeking to rezone the property and remove virtually all of the special limitations that have been in place for a generation. In fact, they are seeking a far more more radical change to the property than the one rejected by the Planning and Zoning Commission 12 years ago. For example, petitioners now seek to increase the maximum number of residential units on the nearly 10 acre site from 180 (established 24 years ago in AO 91-84) to 680, a nearly fourfold increase, and more than twice the density rejected in 2003. I am not aware of any area of Anchorage that has a residential density of 68 units per acre. Therefore, if this rezone is adopted, this low to medium density neighborhood will suddenly become, without public notice, planning, or community involvement, the most densely populated residential neighborhood in Anchorage. Such a radical change in density should be rejected because 1) it is incompatible with the single family housing and the park that surrounds it, 2) it is speculative in nature, and 3) it does not meet the standards for a rezone and 4) it violates multiple provisions of the Spenard Commercial District Development Strategy Plan, the Anchorage Bowl 2020 Comprehensive Plan, and the West Anchorage District Plan.

1. The Proposed Rezone Should Be Rejected Because It Is Incompatible with the Surrounding Neighborhood. As the petitioner acknowledges, Tract 3 is surrounded on three sides by single family residential housing (with Northwood Park on the fourth side). Certainly, as discussed above, if a rezone allowing 300 units is “incompatible with the scale and intensity of the surrounding neighborhood”, then a rezone allowing 680 units is even more incompatible with the surrounding neighborhood, if that is possible. Allowing such a rezone would also mean that property owners can no longer rely on land use maps and long established neighborhood plans in making purchasing decisions. In short, adoption of this rezone will mean that no matter how much homework a person undertakes about a neighborhood, even a single family property owner is only one rezone decision away from being next door to a 70 foot residential tower (or, in this case, 6 residential towers).

2. The Proposed Rezone Should Be Rejected Because It Is Speculative. As the petitioners’ application acknowledges, “the initial engineering of the soils investigations, floodplain management, the Fish Creek pedestrian trail connectivity, the building foundation, and the full traffic impact analysis (TIA)” have only been “started.” Petition at page 3. These issues should be worked out before a petition is submitted (and certainly before a rezone is considered or granted), not after. This uncertainty about the basic elements of the proposed rezone was put on full display at the October 7, 2015 Spenard Community Council meeting, when the petitioners’ representative could not provide clear answers to basic questions regarding 1) the size and dimensions of the buildings, 2) whether the buildings would have underground parking (the first answer was “yes” followed later by a statement that there may be a separate parking garage instead of underground parking), 3) where the drainage would go, since most of the property is in a flood plain (the first answer was that the water would stay on the property and would pool in the underground parking areas - that answer was met with

complete disbelief by the members; later, as noted above, the representative admitted there may not be underground parking at all) and 4) how the increased traffic would be handled, especially on W. 45th Avenue, which is already over capacity because it is a cut through to Minnesota and Tudor (the representative acknowledged that W. 45th Ave was a problem but stated only that the Traffic Department was working on a solution). There was no mention at all about how the Class A wetlands on the property would be protected or how the existing trail easement on the property would be “relocated.” The meeting ended in total chaos and confusion. In short, this petition is a concept but it is not a plan and it should be rejected for that reason alone. To take just one unaddressed issue, the Fish Creek Trail Connection, which runs throughout the property, has been a very high priority of the Spenard Community Council for a number of years. The city’s website shows that \$180,000 has already been spent on design and \$133,000 has been spent on right of way through the property, for a total of \$313,000 in public funds expended so far (the trail has not been constructed). So the petitioners’ casual statement in the petition that this trail needs to be “relocated” (meaning that all the public money spent so far has been wasted) should, along with the other above described uncertainties, be reason enough to deny the petition.

3. The Proposed Rezone Should Be Rejected Because It Does Not Meet the Requirements of a Rezone. The petitioners claim that the proposed use is compatible because of the diversity of uses within the surrounding neighborhood or general area, but they do not discuss the surrounding neighborhood, which is single family housing, for obvious reasons. Petition at p.5. With regard to the general area, petitioners also do not discuss the Spenard Commercial District Development Strategy, or the West Anchorage District Plan, both of which contain a detailed discussion of the land uses in the general area. If petitioners had candidly discussed the uses within the surrounding neighborhood or general area, they would have concluded that this use is incompatible. Also, since this site is not within the Spenard Transit Supportive Development Corridor, its proximity to that corridor cannot be used to justify the rezone, despite petitioners’ contention to the contrary. Finally, petitioners claim that there is little vacant land that is currently zoned to allow for the density that is being proposed. Petition at p. 10. This assertion is misleading, as petitioners have not identified any property in Anchorage that is zoned for 68 units per acre. However, petitioners do identify 84 vacant parcels within one mile of this property that are zoned for multifamily (allowing for 655 units to be built), including a nearby property zoned R-4SL that has the capacity for 225 units. Petitioners fail to explain how this inventory of land is not adequate to meet the need for multifamily housing or for R-4 in the general area.

4. The Proposed Rezone Should Be Rejected Because It Violates the Spenard Commercial District Development Strategy Plan, the Anchorage Bowl 2020 Comprehensive Plan, and the West Anchorage District Plan.

a) The Spenard Commercial District Development Strategy Plan, which is intended to balance the objectives “of fostering commercial development and *protecting residential neighborhoods*” (*emphasis added*) specifically identifies and discusses this property. The Plan recommends that the subject property be zoned R-3SL (its current zoning) (D-1) with redevelopment as multi-family housing (D-4). The Plan also recommends a minimum setback of 25 feet along Fish Creek, with further restrictions on

land use within 15 feet of those streams. (D-9). It also recommends that further restrictions apply in areas identified to be within a flood hazard district and development is subject to obtaining a flood hazard permit from the Municipality, which itself may contain conditions. (D-9). The Plan further notes that "it will be important for new development to be responsive and sensitive to adjacent residential property." (F-10) Even commercial development along this part of Spenard Road is recommended to be small structures on small sites, with low rise development usually not more than three stories (F-21). The current petition, which seeks a rezone from R-3SL, with buildings well over 35 feet, with no realistic provisions for protecting Fish Creek with no provisions for protecting their neighbors from flooding, does not comply with the Plan.

b) The Anchorage Bowl 2020 Comprehensive Plan provides at Residential Land Use Policy #19 (p.73) that "rezones and variances in residential neighborhoods shall be compatible in scale and density with nearby uses." This particular rezone is completely incompatible in scale and density with the nearby single family residential uses. As the Planning Division noted above in 2003, the current permitted residential density of 18 dwelling units per acre is compatible with the nearby residential uses - increasing that to 68 dwelling units per acre would not. As noted above in the SCDDSP, this rezone is not even compatible with the recommended commercial development along this part of Spenard Road.

c) The West Anchorage District Plan contains a land use map which "presents decision-makers with a framework to help guide and evaluate individual land use decisions." (p.72) This property is clearly identified as "Medium Intensity". Exhibit 4-1a,d. This use provides for "a compatible mix of multi-family and attached housing choices in an attractive, living environment with a range of amenities for residents." pp. 78-79. It provides for greater than 15 and up to 40 housing units per acre (it is currently zoned for 18 units per acre). p.79. But this upper limit of up to 40 units per acre is only allowed "in residential medium-intensity districts that are near a designated neighborhood center or town center or where an existing development project already reflects these densities." This property does not even qualify for 40 units per acre (or anything close) because it is not near a designated neighborhood center or town center, or near an existing development project that already has 40 units per acre. The Plan notes that "*to maintain property values, care was taken to avoid haphazard placement of higher densities at locations that would be out of character with lower density neighborhoods.*" p.84 (*emphasis added*) This rezone should not be allowed because it would constitute "haphazard placement" of a much higher density in a location that would be out of character with the lower density neighborhood, which would put property values at risk. The Plan recommends higher density residential in part "where higher densities are already established (or would not conflict with existing single-family neighborhoods)." p.85 Finally, the Plan is intended to preserve and enhance the physical character of land uses valued by the local community, including "established residential neighborhoods." *Id.* This rezone should be rejected because it conflicts with the Plan and is violently incompatible with the surrounding residential neighborhood, and will cause its deterioration.

Sincerely,

A handwritten signature in black ink that reads "Robert C. Auth". The signature is written in a cursive style with a large initial 'R' and a distinct 'C'.

Robert C. Auth

2621 Melvin Avenue

Anchorage, Alaska 99517

2015-0093	We are opposed to any development on the above noted property. We have lived three blocks from the proposed development for 48 years and have witnessed several floods on the majority of the property – it's wetlands. Numerous unsuccessful attempts have been made in the past to develop the property to no avail – it's wetlands. The property should be become part of the Fish Creek development – its highest and best use is moose habitat! Please do not allow this property to be developed with high density homes.	Al and Kay	Olson
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APR 15 2016

PLANNING DEPARTMENT

2015-0093	This proposal states that the owner wants to put a 680-unit complex with 6 different building on this lot next to the park. The lot size cannot accommodate a development of this size and I am against this proposal and rezone.	Beth	Welty
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RECEIVED

APR 14 2016

PLANNING DEPARTMENT

2015-0093	<p>As 50-year residents of this Spenard neighborhood, we are opposed to the plan for the Northwood Drive property. This is already a highly populated area tightly sandwiched between major roads--Spenard, International, Minnesota and Tudor. If high-density housing is allowed at Northwood at the Park, the cars, bikes, pedestrians, etc., will all have to exit via Northwood. Northwood is already a busy road with two elementary schools. Additionally, there is a great deal of truck traffic funneling into the many commercial centers located nearby. It also has become a common shortcut between International and Spenard. In addition to traffic, there will be a great impact to the public school and to neighborhood life for the current residents. We encourage the municipality to look for an alternative to high-density housing for this area. This proposal is not the best use of this property for the well being of this neighborhood.</p>	Keith and Darlene	Appel
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APR 25 2016

PLANNING DEPARTMENT

Municipality of Anchorage
P. O. Box 196650
Anchorage, Alaska 99519-6650
(907) 343-7943



01019705000
ERNEST EARL LEE REVOCABLE LIVING TRUST ERNEST EARL LEE/TRUSTEE
3131 KENWOOD CIRCLE
ANCHORAGE, AK, 99504-3727

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MAY 09 2016

PLANNING DEPARTMENT

NOTICE OF PUBLIC HEARING POSTPONED TO: Monday, June 6, 2016

The Municipality of Anchorage Planning and Zoning Commission will consider the following:

CASE: 2015-0093

PETITIONER: Brian Choi & Young Hae Choi

REQUEST: Rezone request from R-3SL (multiple-family residential with special limitations) District to R-4 (multiple-family residential) District. *POSTPONED FROM 11/2/15 AND 5/2/16*

TOTAL AREA: 9.96 acres

SITE ADDRESS: N/A

LOCATION: Generally located south of Spenard Road, west of Northwood Drive and north of International Airport Road

CURRENT ZONE: R-3SL Mixed Residential with special limitations District

COM COUNCIL(S): Spenard

LEGAL DESCR: Tract 3, Boettcher Subdivision

The Planning and Zoning Commission will hold a public hearing on the above matter at 6:30PM, Monday, June 6, 2016 in the Loussac Library Assembly Chambers, 3600 Denali Street, Anchorage, Alaska.

The zoning ordinance requires that you be sent notice because your property, residence, or business is within the vicinity of the petition area. This will be the only public hearing before the commission regarding this case and you are invited to attend and present testimony, if you so desire.

If you would like to comment on the petition, this form may be used for your convenience. Mailing Address: Municipality of Anchorage, Planning Department, P.O. Box 196650, Anchorage, Alaska 99519-6650. For more information call 343-7943; FAX 343-7927. Case information may be viewed at www.muni.org by selecting Department / Community Development / Planning / Current Planning and then click on the hyperlink 'View active cases and maps'.

Name: BRIAN CHOI & YOUNG HAE CHOI
Address: SOUTH OF SPENARD WEST OF NORTHWOOD DR AND NORTH
OF INTERNATIONAL AIRPORT RD
Legal Description: TRACT 3, BOETTCHER SUBDIVISION
Comments: I AM VERY OPPOSED TO THE REZONING REQUEST
FROM R-3SL TO R-4. WE NEED THE SPECIAL LIMITATIONS. THIS
IS A WETLAND WITH CRITICAL HABITAT. THE AREA DOES NOT SUPPORT
THE ADDITIONAL CONGESTION OF PEOPLE IN EITHER ROADWAYS OR
INFRASTRUCTURE. LEAVE IT ZONED R-3SL.

THANK YOU

E. Ernest

2015-0093	<p>As a life-long resident in Spenard, I am for responsible development, but do not believe this application qualifies as responsible because the number of units is not consistent with the surrounding neighborhood, doesn't address the impact to local schools, and doesn't address the impact of cut-through traffic from Northwood to Tudor road along W 45th Avenue. Within the surrounding area there are apartment complexes but none of them are as large as the proposed development which would have on average 100 units per building. With six of these buildings on the site, the character of the neighborhood would be drastically changed. It is also noted in the application on page 3, "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." This is the real reason for the request to change from R-3SL to R-4. Even with an R-3 zoning with some of the special limitations removed, specifically the access requirement to Spenard Road, there would be over 300 units that could be constructed on the lot. Northwood Elementary is the neighborhood school and Denali Montessori is located in an adjacent property. With 680 units in the proposed development, there will be significant influx of children into the neighborhood school. This impact needs to be taken into account because the schools will not be able to react in these days of reduced state funding and the public's reluctance to pass school bonds. The last issue is quite simple to explain. West 45th Avenue is often used by local residents to get to Tudor road rather than going through three stop lights from Northwood via Spenard and Minnesota. There is a section of W 45th Avenue where the right-of-way is very narrow, only approximately 25 feet wide. This width cannot be made into adequate size road to carry the expected traffic without significant right-of-way acquisition costs. A more reasonable approach would be to remove the requirement for access to Spenard while maintaining the 35 feet height limitation. This would allow 6 buildings with approximately 50 to 60 units each. If the property cannot be developed at an R-3 zoning level, the Municipality may look to see if there is other developable property that can be traded. The property in question could be made into an extension of Northwood Park to the south. This would accomplish two goals: land that can be reasonably developed would be in the hands of a developer who wants to create higher density housing and keeps green space available for all of Anchorage to enjoy.</p>	Martin Smith
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MAY 04 2016

PLANNING DEPARTMENT

2015-0093	<p>My husband and I have lived at 4711 Haru Lane since 1985. I also believe that the impact on traffic and schools would be an unsolvable situation no matter how it is being presented to us. We own the open lot and adjacent house and lot south of Northwood Park. This whole bowl area is a flood plane. I believe that construction on this site would raise the water table level of the whole area. When Northwood Street was redone some years back, they repaved the whole street and then let it set over the winter to compact it down and make it more stable. The following summer, they tore it back up pressed it down more and repaved it again. By the time they got to our property line the water table started raising on our house lot and our open lot became flooded. We have been pumping water out of our crawl space ever since. We were appeased by the digging of a culvert from our open lot to the Park, but last summer the water backed through the culvert from the Park to our lot. Just the compression of the earth from relaying a street caused not only problems for us but I've watched the water in Northwood Park spread out in all directions. Long story short, I believe that this project would have disastrous consequences. I would like to see a hydrologist at this upcoming meeting. We are 100% against this project.</p>	Janet and Al	Mills
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MAY 18 2016

PLANNING DEPARTMENT

MAY 19 2016

PLANNING DEPARTMENT

2015-0093

I would like to address the Rezoning request of case 2015-0093 I have lived in this are of Spenard for the last 50 years, actually in the same house for over 50 years. For years we have tried to keep this neighbor hood low density and welcoming to families and children. To build a high density complex and eliminate the height restrictions seem to defeat our neighborhood plans and desires. There are already many other large building plans for the Spenard Area and we do not need to continue to crowd or make this area more dense. Fish Creek runs through this 9.96 acres and makes it in many places wet lands for birds and other water fowl to nest. It connects to Northwood park land and has flooded many times. Have you thought about extending the park area for a better use of this land for everyone to enjoy? Have you or the Municipality considered making it into a soccer field or other recreational area? It would seem a much more appropriate use of this kind of land. There is a major problem with traffic and access to a multi unit development is not available and will cause more traffic problems. I would strongly speak against this rezoning . Thank you for your consideration.

Heather Smith

2015-0093

We are writing to oppose the proposed rezoning of Tract 3, Boettcher Subdivision from R-3 SL to R-4. This is related to the proposed development known as Northwood at the Park and located immediately west of Northwood Drive in the vicinity of its intersection with W. 45th Avenue. The property is identified on the rezoning application with Property Tax #010-244-28. We are the 12-year owners and residents of a single-family home located on Melvin Avenue and abutting the south edge of Northwood Park. We believe that our quality of life and the value of our property would be harmed by this development. We believe the rezoning application should be rejected because the development would have unacceptable negative impacts on the neighborhood, and also because the application itself is incomplete, internally inconsistent, and grounded more on speculation and assumption than on verifiable data. Specifically: 1. Nowhere in the application, so far as we could discover, is the height of the six proposed buildings specified. Therefore, the application is incomplete on this point. 2. The proposed development would include 680 units, resulting in an extremely high density of approximately 68 units per acre. At present, the neighborhood around the parcel is primarily single-family homes with scattered small apartment buildings. Adding this many multi-family units on a single parcel would completely change the character of our neighborhood in a very negative way. 3. The application does not specify how many people are expected to live in the 680 units, or how many of them would be children who would attend local schools. Nor does it indicate how many parking spaces would be needed to accommodate these tenants. Therefore, the application is incomplete on these points. 4. On p. 3 of the narrative, the application refers to "raising the buildings out of the floodplain." However, on p. 8 the narrative states: "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." Not only are these two statements somewhat inconsistent, but the second passage seems to say the developers plan to lower the ground level on at least some developed areas of the property to put it below flood level, rather than raising it to get all developed portions above flood level. In our minds, these statements raise some question as to whether the property could even be considered safe and suitable for occupancy if some parts of it would intentionally be lowered into the floodplain. Therefore, the application is either in error on this point, or is proposing a development strategy that appears to be unacceptable on its face. (Additionally, we note in passing that the application does not specify how exactly how the property would be graded, lowered, contoured or elevated. The application is therefore incomplete on this point.) 5. On p. 3 of the narrative, the application projects site development starting in 2017, with building construction commencing in 2018. However, on p. 11, the narrative states that "development is projected to commence within three years of the proposed rezoning." Therefore, the application is internally inconsistent on the timing of the development plan. 6. On p. 4 of the narrative, the application states, "the development will probably (our

emphasis) use under-building parking to reduce the need for surface parking." On p. 7-8, the narrative asserts that the project is "conceptually designed (our emphasis) with under-building parking." Both of these statements indicate that under-building parking is not a guaranteed element of the project. However, on p. 8, the narrative takes the opposite tone, stating that the under-building parking "will (our emphasis) allow for a greater portion of the property to be dedicated to landscape and other site amenities." As a result of this language, the application is both incomplete and internally inconsistent on the question of under-building parking. 7. On p. 10, the narrative notes that the "density of the proposed project is greater than is suggested by the WADP" but it fails to justify this exceedance except in vague and conceptual terms. 8. Page 16 of the application is labeled "esri Housing Profile." This profile indicates 6,536 rental housing units as of 2015, and a need for 6,775 units by 2020. This is an apparent increase of 239 units. However, a pullout note on this page asserts that "Almost 640 more new rental housing units are projected to be needed by 2020." Either the proposers have made a large mathematical error of about 400 units, or they have failed to explain the source of this figure. Thus, the application is either in error or unclear on the question of the need for additional housing. Further, if the apparent projection of an increased demand of 239 units is accurate, the project as proposed with its 680 units would result in a large oversupply of unneeded rental units in the market. 9. Page 21 of the application indicates the development would generate an additional 4522 trips per day of traffic on Northwood Drive, which is a two-lane neighborhood road. A map on page 22 of the application indicates Northwood Drive had 1835 trips per day as of 2013 (and, as regular users of Northwood Drive, we can state that traffic there does not seem to have increased significantly since then). Thus, total traffic on Northwood be $1835 + 4522 = 6357$ trips per day if this project was developed. This is more than three times the 2013 level and would completely change the character of Northwood Drive, as well as jeopardizing the value of nearby properties, including ours. We note in addition that most of the south half of Northwood Drive is a 20 mph school zone during parts of the day. This further increases the probability of rush-hour traffic jams because of the increased load that would be placed on this roadway as a result of this development. In particular, we note that this application envisions many tenants of the project working at Ted Stevens International Airport. As these tenants would presumably seek to reach work by proceeding south on Northwood to International Airport Road, traffic conditions through the Northwood Elementary School zone could become quite severe. In conclusion: This application is incomplete, defective, confusing, internally inconsistent, and possibly misleading. Therefore, the request for rezoning should be denied. Also we would suggest an alternative that would provide the developers with a more suitable property for development elsewhere while allowing the Northwood property to become part of Northwood Park, which is a far more suitable use for it. Our suggestion is to arrange a swap (with differences in value covered by cash payments) of the Northwood property for the National Archives property that is becoming available in Midtown. This would appear to be a win-win solution for everyone. The Midtown parcel is ideal for development and in an area likely to welcome, while dedicating the Northwood parcel to parkland would preserve the existing character of our pleasant neighborhood. Thank you for considering our views.

Stanley & Susan Jones

RECEIVED

MAY 23 2016

PLANNING DEPARTMENT

Box 240264
Anchorage AK 99524
May 21, 2016

Municipality of Anchorage
Planning Division
4700 Elmore Road
Anchorage AK 99507

To whom it may concern:

We are writing to oppose the proposed rezoning of Tract 3, Boettcher Subdivision from R-3 SL to R-4. This is related to the proposed development known as Northwood at the Park and located immediately west of Northwood Drive in the vicinity of its intersection with W. 45th Avenue. The property is identified on the rezoning application with Property Tax #010-244-28.

We are the 12-year owners and residents of a single-family home located on Melvin Avenue and abutting the south edge of Northwood Park. We believe that our quality of life and the value of our property would be harmed by this development.

We believe the rezoning application should be rejected because the development would have unacceptable negative impacts on the neighborhood, and also because the application itself is incomplete, internally inconsistent, and grounded more on speculation and assumption than on verifiable data.

Specifically:

1. Nowhere in the application, so far as we could discover, is the height of the six proposed buildings specified. Therefore, the application is incomplete on this point.
2. The proposed development would include 680 units, resulting in an extremely high density of approximately 68 units per acre. At present, the neighborhood around the parcel is primarily single-family homes with scattered small apartment buildings. Adding this many multi-family units on a single parcel would completely change the character of our neighborhood in a very negative way.
3. The application does not specify how many people are expected to live in the 680 units, or how many of them would be children who would attend local schools. Nor does it indicate how many parking spaces would be needed to accommodate these tenants. Therefore, the application is

Jones 99-1

incomplete on these points.

4. On p. 3 of the narrative, the application refers to “raising the buildings out of the floodplain.” However, on p. 8 the narrative states: “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.”

Not only are these two statements somewhat inconsistent, but the second passage seems to say the developers plan to lower the ground level on at least some developed areas of the property to put it below flood level, rather than raising it to get all developed portions above flood level. In our minds, these statements raise some question as to whether the property could even be considered safe and suitable for occupancy if some parts of it would intentionally be lowered into the floodplain. Therefore, the application is either in error on this point, or is proposing a development strategy that appears to be unacceptable on its face. (Additionally, we note in passing that the application does not specify how exactly how the property would be graded, lowered, contoured or elevated. The application is therefore incomplete on this point.)

5. On p. 3 of the narrative, the application projects site development starting in 2017, with building construction commencing in 2018. However, on p. 11, the narrative states that “development is projected to commence within three years of the proposed rezoning.” Therefore, the application is internally inconsistent on the timing of the development plan.
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Further, if the apparent projection of an increased demand of 239 units is accurate, the project as proposed with its 680 units would result in a large oversupply of unneeded rental units in the market.

9. Page 21 of the application indicates the development would generate an additional 4522 trips per day of traffic on Northwood Drive, which is a two-lane neighborhood road. A map on page 22 of the application indicates Northwood Drive had 1835 trips per day as of 2013 (and, as regular users of Northwood Drive, we can state that traffic there does not seem to have increased significantly since then). Thus, total traffic on Northwood be $1835 + 4522 = 6357$ trips per day if this project was developed.

This is more than three times the 2013 level and would completely change the character of Northwood Drive, as well as jeopardizing the value of nearby properties, including ours.

We note in addition that most of the south half of Northwood Drive is a 20 mph school zone during parts of the day. This further increases the probability of rush-hour traffic jams because of the increased load that would be placed on this roadway as a result of this development.

In particular, we note that this application envisions many tenants of the project working at Ted Stevens International Airport. As these tenants would presumably seek to reach work by proceeding south on Northwood to International Airport Road, traffic conditions through the Northwood Elementary School zone could become quite severe.

In conclusion: This application is incomplete, defective, confusing, internally inconsistent, and possibly misleading. Therefore, the request for rezoning should be denied.

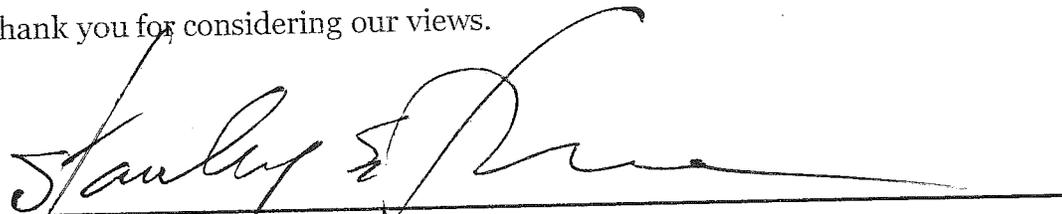
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suitable use for it.

Our suggestion is to arrange a swap (with differences in value covered by cash payments) of the Northwood property for the National Archives property that is becoming available in Midtown.

This would appear to be a win-win solution for everyone. The Midtown parcel is ideal for development and in an area likely to welcome, while dedicating the Northwood parcel to parkland would preserve the existing character of our pleasant neighborhood.

Thank you for considering our views.



Stanley E. Jones



Susan A. Jones

**POSTING
AFFIDAVIT**



AFFIDAVIT OF POSTING

Case Number: 2015-0093

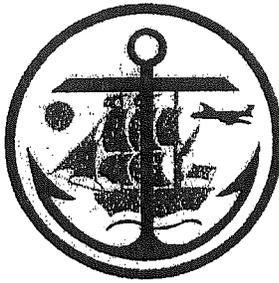
I, Lee Henry, hereby certify that I have posted a **Notice of Public Hearing** as prescribed by Anchorage Municipal Code 21.15.005 on the property that I have petitioned for rezoning. The notice was posted on 4/24/16 which is at least 21 days prior to the public hearing on this petition. I acknowledge this Notice(s) must be posted in plain sight and displayed until all public hearings have been completed.

Affirmed and signed this 9th day of May, 2016.

[Signature]
Signature

LEGAL DESCRIPTION

Tract or Lot 3
Block _____
Subdivision BoeHcher



AFFIDAVIT OF POSTING

Case Number: 2015-0093

I, Lee Henry, hereby certify that I have posted a **Notice of Public Hearing** as prescribed by Anchorage Municipal Code 21.15.005 on the property that I have petitioned for rezoning. The notice was posted on 9-15-15 which is at least 21 days prior to the public hearing on this petition. I acknowledge this Notice(s) must be posted in plain sight and displayed until all public hearings have been completed.

Affirmed and signed this 25th day of September, 2015.

[Signature]
Signature

LEGAL DESCRIPTION

Tract or Lot 3
Block _____
Subdivision Boettcher

**HISTORICAL AND
RELATED
INFORMATION**

CLERK'S OFFICE
AMENDED AND APPROVED
Date: 7-16-91

Submitted By: Assemblyman Kubitz
Prepared by: Assemblyman Kubitz
For Reading: June 11, 1991

Anchorage, Alaska
AO No. 91-84

AN ORDINANCE AMENDING THE ZONING MAP AND PROVIDING FOR THE REZONING FROM R-3 SL (MULTI-FAMILY RESIDENTIAL DISTRICT WITH SPECIAL LIMITATIONS) TO R-3 SL (MULTI-FAMILY RESIDENTIAL DISTRICT WITH SPECIAL LIMITATIONS) FOR TRACTS 2 AND 3 BOETTCHER SUBDIVISION AND REPEALING AO NO. 84-148(S). (SPENARD COMMUNITY COUNCIL).

THE ANCHORAGE ASSEMBLY ORDAINS:

SECTION 1. That AO No. 84-148(s) be repealed

SECTION 2. That the zoning map be amended by designating the following described property as an R-3 SL (Multi-family Residential District with Special Limitations) zone:

Lots 2 and 3 Boettcher Subdivision

SECTION 3. This zoning map amendment is subject to the following special limitations establishing design standards for the property:

- a. Number of dwelling units limited to ~~200~~. 180
- b. There shall be ingress and egress to both Spenard Road and Northwood Street with the intersections aligned with Barbara Street and West 45th Avenue.
- c. There shall be a 25 foot setback from Fish Creek, with the first 15 feet north of Fish Creek returned to a condition which will allow regrowth of natural vegetation.
- d. Maximum 35 foot building height ~~as measured from existing grade~~.
- e. There shall be a minimum 30% useable open space.

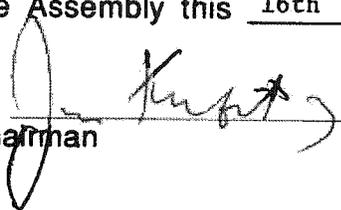
- f. The west boundary of the site and the boundary of the site adjacent to Lakeway Subdivision shall be fenced. Landscaping to be determined in the site plan review process.
- g. A 20-foot buffer shall be provided along Northwood containing a sidewalk and vegetated landscaping.
- h. Development on this parcel is subject to a public hearing site plan review by Planning and Zoning Commission as outlined in AMC 21.15.030.

SECTION 4. The special limitations set forth in this ordinance prevail over any inconsistent provisions of Title 21 of the Anchorage Municipal Code, unless specifically provided otherwise. All provisions of Title 21 on the Anchorage Municipal Code not specifically affected by a Special Limitation set forth in this ordinance shall apply in the same manner as if the district classifications applied by this ordinance were not subject to special limitations.

SECTION 5. The Director of Economic Development and Planning is hereby directed to change the zoning map accordingly.

SECTION 6. This ordinance shall be effective ten (10) days after passage and approval.

PASSED and APPROVED by the Anchorage Assembly this 16th day of July, 1991.


Chairman

ATTEST:


Municipal Clerk