

PLANNING DEPARTMENT STAFF ANALYSIS CONDITIONAL USE

DATE: September 12, 2022

CASE NUMBER: 2022-0100

APPLICANT: Julie Makela, MOA Project Management and Engineering Department

REPRESENTATIVE: Laurie Cummings, HDR, Inc.

REQUEST: Conditional Use for a Snow Disposal Site

LOCATION: Parcel No. 012-571-01

COMMUNITY COUNCIL: Sand Lake

SITE: Approximately ±32 acres

CURRENT LAND USE: Undeveloped

TOPOGRAPHY: Flat

ZONING: PLI SL per AO 2021-81

COMPREHENSIVE PLAN
 Classification: "Community Facility or Institution" in the 2017 *Anchorage 2040 Land Use Plan*
 "Parks and Natural Resource" in the 2014 *West Anchorage District Plan*

SURROUNDING AREA

	NORTH	EAST	SOUTH	WEST
Zoning:	PLI	TR	PLI	PLI-P and TR
Land Use:	Sports Fields	Industrial	Vacant	Parkland

ATTACHMENTS

1. Application
2. Departmental and Public Comments
3. Affidavit of Posting and Historical Information

REQUEST

This is a conditional use application for a 14-acre snow disposal site on a 32-acre tract of land within the PLI district. This tract was rezoned from transition (TR) district to

public lands and institutions (PLI) district in 2021. The Assembly also approved the use of parkland for in intergovernmental use permit for the driveway to cross a portion of Connor's Bog Park. A separate case is being processed concurrently for land reclamation. The applicants for both the snow disposal site and land reclamation cases are the MOA Project Management and Engineering Department.

The State DOT&PF will no longer allow the Municipality to freely use the Northwood Drive Snow Disposal Site. In 2021, a site selection study determined that this tract of land is the best location for a snow disposal site in West Anchorage. The *West Anchorage District Plan* recognizes the need for a new snow disposal site because there is only one in West Anchorage, and it is owned by Ted Steven's International Airport (TSAIA). The Federal Aviation Administration (FAA) prioritizes TSAIA-owned property for commercial aviation-related purposes. FAA grant assurances require fair market rent for non-airport related activities. The use of TSAIA's snow disposal site for Municipal snow storage is only temporary.

DEPARTMENTAL COMMENTS

Neither State nor Municipal reviewing agencies object to the project. The MOA Non-Motorized Transportation Coordinator recommends changing the grass trail to the recycled asphalt paving, which will sustain much better than a grass trail and will require less maintenance.

PUBLIC COMMENTS

One hundred fourteen public hearing notices were mailed on August 19, 2022. No responses were received from the public. The Sand Lake Community Council adopted a resolution in support of the project. The Taku/Campbell Community Council did not provide comments.

PROPERTY HISTORY

2/1/21		The <i>West Anchorage Snow Disposal Site Selection Study</i> is completed.
5/10/21	SLCC Reso. 2021-01	The Sand Lake Community Council passes a resolution supporting approval of conditional use permits for the new West Anchorage Snow Disposal Site.
5/13/21	PRC Reso. 2021-04	The Parks and Recreation Commission passes a resolution recommending approval of an intragovernmental use permit to allow use of a portion of Connor's Bog Park for an access road to the new West Anchorage Snow Disposal Site.
9/14/21	AO 2021-77	The Assembly adopts an ordinance authorizing the use of a portion of municipal property within the dedicated Connor's Bog Park for an

		intragovernmental use permit for access to the new West Anchorage Snow Disposal Site.
11/1/21	AO 2021-80	The Assembly adopts an ordinance amending the <i>Anchorage 2040 Land Use Plan Map</i> to change the land use designation of one 32-acre parcel from “Park or Natural Area” to “Community Facility or Institution”.
11/1/21	AO 2021-81	The Assembly adopts an ordinance amending the zoning map and approving the rezoning of 32 acres from TR to PLI SL with a special limitation stating: “The use shall either be snow disposal, or park or open area.”
5/11/22	UDC Reso. 2022-003	The Urban Design Commission passes a resolution approving a variance from AMC 21.05.060E.8.b. to allow a snow disposal site to encroach into wetlands and discharge water to adjacent property.

FINDINGS

21.03.080 Conditional Uses Pre-Application Conference

A pre-application conference was held on January 19, 2022, in accordance with 21.03.080C.2.

Community Meeting

The community meeting was held with the Sand Lake Community Council on March 8, 2021, in accordance with 21.03.080C.3.

AMC 21.03.080D. Conditional Uses - Approval Criteria. The planning and zoning commission may approve a conditional use application if, in the judgment of the commission, all of the following criteria have been met in all material matters:

1. **The proposed use is consistent with the comprehensive plan and all applicable provisions of this title and applicable state and federal regulations.**

The standard is met.

The following goals and policies from the *Anchorage 2020*, the *Anchorage 2040 Land Use Plan*, and the *West Anchorage District Plan* are furthered by this land reclamation project:

Anchorage 2040 Land Use Plan

- *Policy 1.1: Use the Anchorage 2040 LUP in concert with area-specific plans as a framework to guide decisions on future development patterns, land uses, and allocations of growth.*

Anchorage 2040 designates this site as “Community Facility or Institution”, which is the same land use designation given to the Kloop Street Maintenance Facility to the northwest. The intent of this land use designation is to support the development of the West Anchorage Snow Disposal Site at this location.

A section of the driveway from the Kloop Station to the snow disposal site is designated “Park or Natural Area.” This was approved by the Assembly as an intergovernmental use permit in parkland with AO 2021-77.

- *Policy 5.5: Ensure that adequate public facilities such as schools and fire stations are available when and where they are needed, in an efficient and equitable distribution of services, based on long-term projections for population, student enrollment, and the location for future growth.*

Snow disposal sites are a public facility that are needed now and in the future. The *West Anchorage Snow Disposal Site Selection Study* recommends this site to replace for the TSAIA snow disposal site. A permanent snow disposal site in West Anchorage is essential to reduce snow hauling costs and to provide adequate snow storage capacity. Roadways and sidewalks must be cleared and snow clearing needs are anticipated to increase as the city grows. Sidewalk and pathway clearing will increase in importance as changes in demographics and other trends lead to more walking and bicycling.

- *Policy 6.2: Provide new or upgraded pedestrian and local/collector street connections in Centers and Commercial Corridors to improve access to and from surrounding neighborhoods.*

New roads are needed for the city’s transportation network. This network will depend on new snow disposal capacity in the Anchorage Bowl.

Anchorage 2020

- *Policy 7: Avoid incompatible uses adjoining one another.*

This MOA-owned parcel contains 32 acres, of which snow piles will occupy 14 acres. The petition site is compatible with surrounding zoning and uses. The petition site is zoned PLI district. The surrounding zoning is PLI, TR, PLI-p, and I-2.

The surrounding uses are the TSAIA Snow Disposal Site, a Municipal street maintenance facility, the De La Vega sports fields, the Minnesota Drive freeway, a vacant MOA owned tract of land, and Connor’s Bog Park. The

surrounding uses will not be impacted by the night-time operations of a snow disposal site.

- *Policy 49: Healthy, mature trees and forested areas shall be retained as much as possible.*

The project will preserve existing mature trees and vegetation along the eastern side of the site. This is described in the landscape memo and shown on the landscape plan.

- *Policy 67: Critical fish and wildlife habitats, high-value wetlands, and riparian corridors shall be protected as natural open spaces, whenever possible.*

The project will fill wetlands, thereby reducing the total area of wetlands. However, the snow disposal site will improve the remaining wetlands with treated runoff from the snow disposal site.

- *Policy 71: Utilize wetlands to manage drainage and improve water quality, where appropriate.*

The proposed snow disposal site will not adversely affect water quality. The project will use a green infrastructure approach to treat water runoff, which is the preferred method by the *Anchorage Stormwater Manual*. Green infrastructure uses natural features, such as wetlands, as part of the treatment process.

- *Policy 79: The ecological and drainage functions of Anchorage's aquatic resources shall be protected, and where appropriate, restored.*

The snow disposal site will support the ecological function of surrounding wetlands and Connor's Lake. Snowmelt from this site will be treated in a retention area before being used to hydrate surrounding wetlands. The release of filtered water will be controlled by weirs.

- *Policy 30: Transportation and land use policies and programs shall include: a) Multi-modal and intermodal access, including commuter rail and transit service; b) Pedestrian-to-transit linkages; c) Efficient safe freight movement; d) Congestion management and roadway improvements; e) Optimal use of parking; f) Minimization of individual and cumulative air quality impacts; g) Minimizing impacts on neighborhoods; and h) Adequate snow storage.*

Adequate snow storage in West Anchorage is critical to maintaining roads and trails during the winter. The city's transportation level of service goals cannot be achieved without additional snow removal from streets and sidewalks.

- *Policy 81: Prioritize snow removal to maximize pedestrian movement and safety.*

Pedestrian movement in the winter depends on snow removal from the growing network of sidewalks and multi-use pathways.

West Anchorage District Plan

- *Transportation Objective #5: Ensure that roads and walkway are properly repaired and regularly maintained, including efficient seasonal snow removal and street cleaning.*

This snow disposal site will serve all of West Anchorage. This site is collocated with the Kloop Street Maintenance Facility. Timely snow removal from roads and sidewalks is a necessity for West Anchorage.

- *Parks Objective #4: Maintain, protect, and enhance municipal parks, greenbelts, and natural open spaces areas (including riparian and wildlife corridors) that support fish and wildlife habitats and wetland functions.*

Connor's Lake and surrounding wetlands are not connected to other water sources. Snowmelt from the existing TSAIA snow disposal site is one of the primary sources of rehydration. The proposed new snow disposal site would allow snowmelt to continue to recharge the lake and wetlands.

- *Utilities Objective #1: Plan for and provide functional public infrastructure that addresses current and future needs.*

Public services like snow removal are an important component to the transportation needs of the community. West Anchorage needs a night-time snow disposal site in order to continue the same level of service for snow removal, and this was the recommended site in the *West Anchorage Snow Disposal Site Selection Study*.

- *Utilities Objective #3: Construct utilities for maximum operational efficiency and consolidate facilities where practical.*

Public facilities like Municipal snow disposal sites, need to be located near the area that they serve to reduce cost and cut down on snow haul times. The site selection study preferred this site for many reasons, including the fact that it is next to the Kloop Street Maintenance Facility.

- *Utilities Objective #3: Provide sustainable options to meet increasing energy demands.*

Longer hauling routes to dispose of snow outside of the service area would reduce the level of service and use more fuel.

2. **The proposed use is consistent with the purpose and intent of the zoning district in which it is located, including any district-specific standards set forth in chapter 21.04.**

The standard is met.

The PLI district is “intended to include major public and quasi-public civic, administrative, and institutional uses and activities.” Public facilities, such as snow disposal sites, are commonly zoned PLI.

There are no applicable district-specific standards in the PLI district.

The special limitations per AO 2021-81 state, “The use shall either be snow disposal, or park or open area.”

3. The proposed use is consistent with any applicable use-specific standards set forth in chapter 21.05.

The standard is met.

See the next section of this report for an analysis of the use-specific standards for snow disposal sites.

4. The site size, dimensions, shape, location, and topography are adequate for the needs of the proposed use and any mitigation needed to address potential impacts.

The standard is met.

The site has 32 acres, of which 14 acres will store snow and 5.5 acres will be marshland and water detention. The earthen berm will occupy approximately 3.7 acres, and the remaining area would be left undeveloped.

MOA Street Maintenance will be maintaining and developing the site in a manner that will mitigate any potential negative impacts on neighboring properties. The site takes access from West International Airport Road via Northwood Drive. Traffic accessing this site will be seasonal and largely dependent upon weather conditions. To control snow melt, runoff, and screen the site, the petition will construct six-foot-tall earthen berm around the snow storage area.

5. The proposed use will not alter the character of the surrounding area in a manner which substantially limits, impairs, or prevents the use of surrounding properties for the permitted uses listed in the underlying zoning district.

The standard is met.

The snow disposal site will not substantially limit, impair, or prevent the use of surrounding properties for permitted uses. The east border of the site is Minnesota Drive. The south side borders a vacant parcel owned by the Municipality. The west and north sides adjoin Connor’s Bog Parks and De La

Vega Fields, respectively. The south side of the De La Vega Fields is heavily vegetated with tall mature trees. The snow disposal area will be surrounded by a six-foot-tall earthen berm, similar to other snow disposal sites throughout town.

6. **The proposed use is compatible with uses allowed on adjacent properties, in terms of its scale, site design, operating characteristics (hours of operation, traffic generation, lighting, noise, odor, dust, and other external impacts).**

The standard is met.

This is a 32-acre tract of land that is zoned PLI district. The site is compatible with adjacent properties, which are a freeway, vacant public land, a park, and sports fields.

The snow disposal site will be seasonal, and the hours of operation will be primarily at night. Snow disposal sites need to be able to operate whenever there is snow, which can be 24 hours a day and seven days a week.

The amount of traffic is not expected to change from the existing TSAIA snow disposal site, which is located 1,600 feet away.

7. **Any significant adverse impacts anticipated to result from the use will be mitigated or offset to the maximum extent feasible.**

The standard is met.

Approximately 10 acres of this 32-acre parcel will be left undeveloped. The site is located near the TSAIA snow disposal site, Kloep Station, parkland and Minnesota Drive. New housing development on adjacent parcels is not allowed by zoning and other constraints on the property. Therefore, no significant adverse impacts are anticipated.

8. **The proposed use is appropriately located with respect to the transportation system, including but not limited to existing and/or planned street designations and improvements, street capacity, access to collectors or arterials, connectivity, off-site parking impacts, transit availability, impacts on pedestrian, bicycle, and transit circulation, and safety for all modes.**

The standard is met.

There is good vehicular access for trucks hauling snow to this site. West International Airport Road is classified as an "Expressway" in the *Official Streets and Highways Plan*. Northwood Drive is classified as a "Local Road". The amount of traffic on Northwood Drive will remain the same because snow hauling currently goes to the TSAIA snow disposal site.

The site plan shows a new grassed pedestrian trail that will connect Connor's Bog Park to the De La Vega Fields. Further north, there is a pedestrian tunnel under International Airport Road.

9. The proposed use is appropriately located with respect to existing and/or planned water supply, fire and police protection, wastewater disposal, storm water disposal, and similar facilities and services.

The standard is met.

The site is located within the Anchorage Roads and Drainage Service Area, the Building Safety Service Area, the Police and Fire Service Areas, and the Parks and Recreation Service Areas.

Currently, there is a driveway from the end of Northwood Drive to AWWU's large diameter pipe for cleaning. The petitioner has stated that the driveway access will continue to be available to AWWU. Therefore, the site plan and landscape plan should be revised to show how that access will be maintained. This should be a condition of approval.

AMC 21.05.060E.5., Conditional Use Standards for a Snow Disposal Site

a. Definition

An area used for the concentrated storage and disposal of snow transported to that site from other locations. For the purposes of this section, an entire Airport District is considered a single location.

b. Use-Specific Standards

i. Location

Snow disposal sites shall be located at least 25 feet from a class A or class B wetland, and at least 100 feet from a stream or water body.

The standard is met.

On May 11, 2022, the Urban Design Commission approved Resolution 2022-003, which is a zoning variance to allow a snow disposal site to encroach into Class A wetlands at this site. Connor's Lake is located approximately 1,600 feet away.

ii. Dimensional Standards

Notwithstanding the general dimensional requirements of chapter 21.06, the following specific standards shall apply to this use.

(A) Minimum Lot Size

The minimum lot size shall be 36,000 square feet, unless otherwise established by the planning and zoning commission. Abutting smaller lots in common ownership may

be considered in aggregate to achieve the minimum lot size. With a recorded joint use agreement, abutting smaller lots with multiple owners may be considered in aggregate to achieve the minimum lot size.

The standard is met.

This site area is 1,393,920 square feet, which exceeds the minimum lot size requirement of 36,000 square feet.

- (B) Maximum Height of Snow Piles**
The maximum height of snow piles shall be 35 feet where the snow storage operations area is within 500 feet of a residential district, unless the snow pile and the residential district are separated by the Alaska Railroad main line corridor, or a freeway or expressway as classified on the Official Streets and Highways Plan. In that case, and in all other areas, the maximum height of snow piles shall be the height limit of the zoning district.

The standard is met.

There are no residential districts within 500 feet of this site, so there is no height limitation for snow piles. The snow piles will be approximately 30 feet in height.

- (C) Minimum Setback Requirement**
The minimum setback of snow piles shall be 25 feet if adjacent to a public right-of-way or to an industrial zoning district, and 50 feet if adjacent to a non-industrial zoning district.

The standard is met.

This site abuts Minnesota Drive on the east side. Snow piles will be located more than 25 feet from Minnesota Drive. The other sides of this site abut non-industrial zoning districts. The site plan shows snow piles located more than 50 feet from the north, south, and west lot lines.

- iii. Snow Storage Area**
The snow storage area shall be well defined on-site in order to prevent storage of snow on adjacent properties or landscaped areas. This may be accomplished through location, landscaping, fencing, and/or signs.

The standard is met.

The site plan shows a well-defined snow pad that is surrounded by an earthen berm. Spillover of snow onto adjacent properties will not be an issue.

iv. Screening Fence or Berm

An earthen berm or a screening structure, either at least six feet high, shall be constructed within every setback adjacent to a public right-of-way or to a non-industrial zoning district. Site enhancement landscaping, or another ground cover acceptable to the decision-making body, shall be planted on the berm and within the area between the berm and the lot line for the site. The decision-making body may require construction of a berm or fence within other setback areas in order to restrict casual access, to confine the operations within the site, to reduce noise and glare, and to ensure compatibility of the operation with adjacent uses.

The standard is met.

The site plan shows a six-foot-tall earthen berm surrounding the snow storage area. The earthen berm adjacent to Minnesota Drive will be landscaped with freeway landscaping (L4). Also, a six-foot-tall hog fence will be located interior of the berm to prevent casual trespass onto the site.

v. Drainage and Water Quality Facilities

The on-site and off-site drainage network shall handle water runoff and snow melt without impacting adjacent properties. Drainage and meltwater disposal shall comply with the municipal Design Criteria Manual sections regarding snow disposal sites and drainage.

The standard is met.

The Urban Design Commission granted a variance to allow drainage onto adjacent properties with Resolution 2021-003. Drainage will comply with the requirements of the Municipal Design Criteria Manual.

vi. Noise, Dust, and Litter

(A) Noise

If the level of noise from the activity at the snow disposal site, measured at the property line of any residential zoning district or noise-sensitive use such as a public building, academic school, or hospital within one half mile of the snow disposal site, shall exceed the standards stated in AMC subsection 15.70.080A., then the site plan shall identify mitigation measures.

The standard is met.

There is a residential district within one-half mile to the south of the petition site. As such, the requirement to not exceed the standards of AMC 15.70.080A., *Noise Control*, shall be added as an on-going condition of approval.

(B) Dust and Litter Control

A dust control and litter plan shall be established and implemented. Trash collection/removal shall be done in a manner so that there are no dust or litter impacts to adjacent properties or public rights-of-way.

The standard is met.

The Municipality has methods for controlling dust and litter at other snow disposal sites. A dust control plan and litter management plan should be provided to the Planning Department to keep on file.

DEPARTMENT RECOMMENDATION

The Department recommends APPROVAL of the amendment to a conditional use for a snow disposal site, subject to the following conditions:

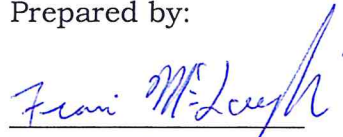
1. This approval is subject to the petitioner's application, narrative, and the following plans on file at the Planning Department, except as modified by these conditions of approval.
2. A notice of zoning action and a final approved site plan shall be filed with the State Recorder's Office. Proof of such shall be submitted to the Planning Department.
3. Revise the site plan and landscape plan to show the trail surface recycled asphalt.
4. Revise the site plan and landscape plan to show a driveway to from the end of Northwood Drive to the AWWU large diameter pipe access for cleaning.
5. Provide to Planning, a dust control plan.
6. Provide to Planning, a litter management plan.
7. Site operations shall not exceed the noise emission standards as defined in AMC 15.70.080A., *Noise Control*.

Reviewed by:

A blue ink signature of Craig H. Lyon, consisting of a stylized 'C' followed by 'H. Lyon'.

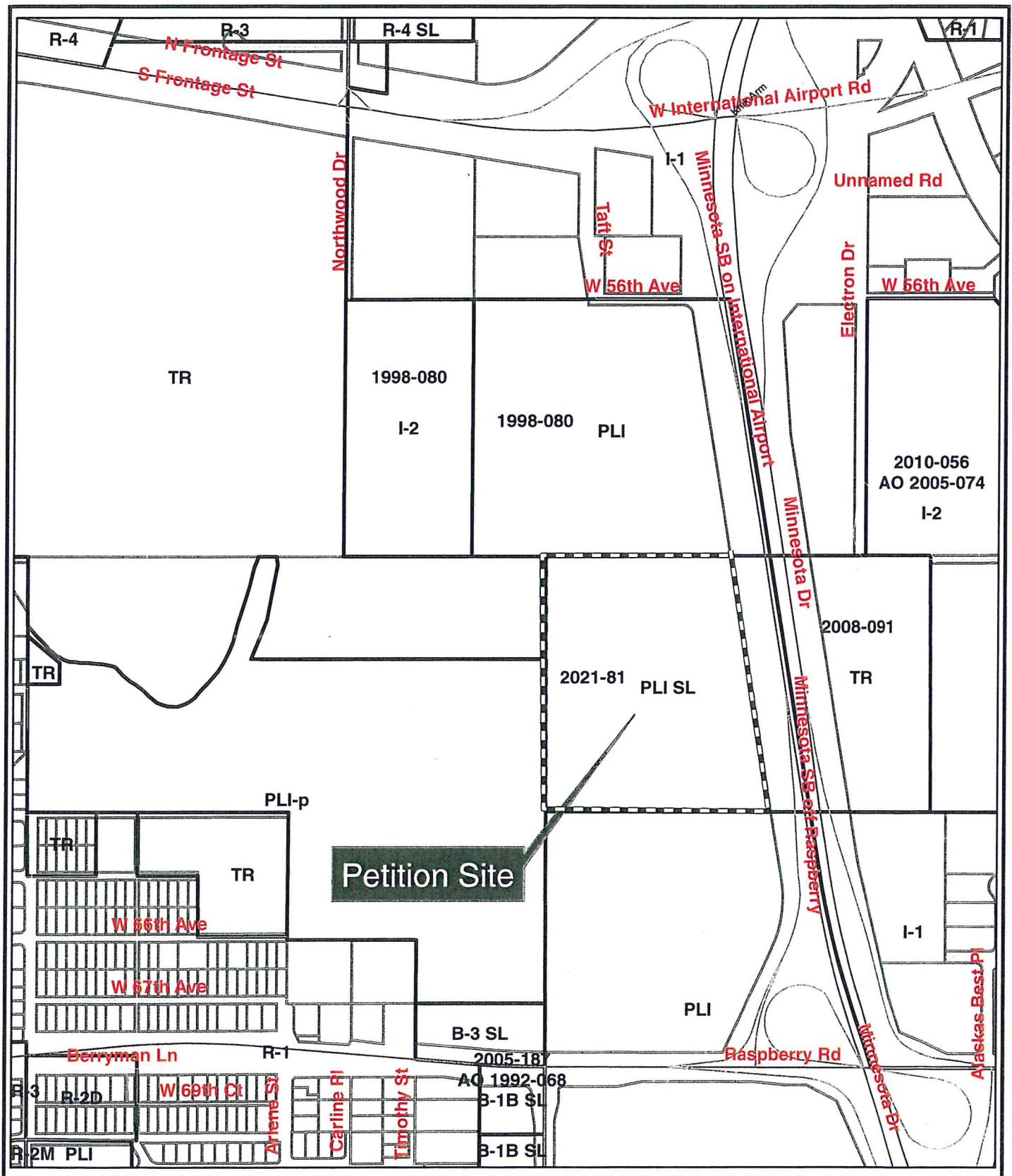
Craig H. Lyon
Director

Prepared by:

A blue ink signature of Francis McLaughlin, featuring a stylized 'F' and 'M' followed by 'McLaughlin'.

Francis McLaughlin
Senior Planner

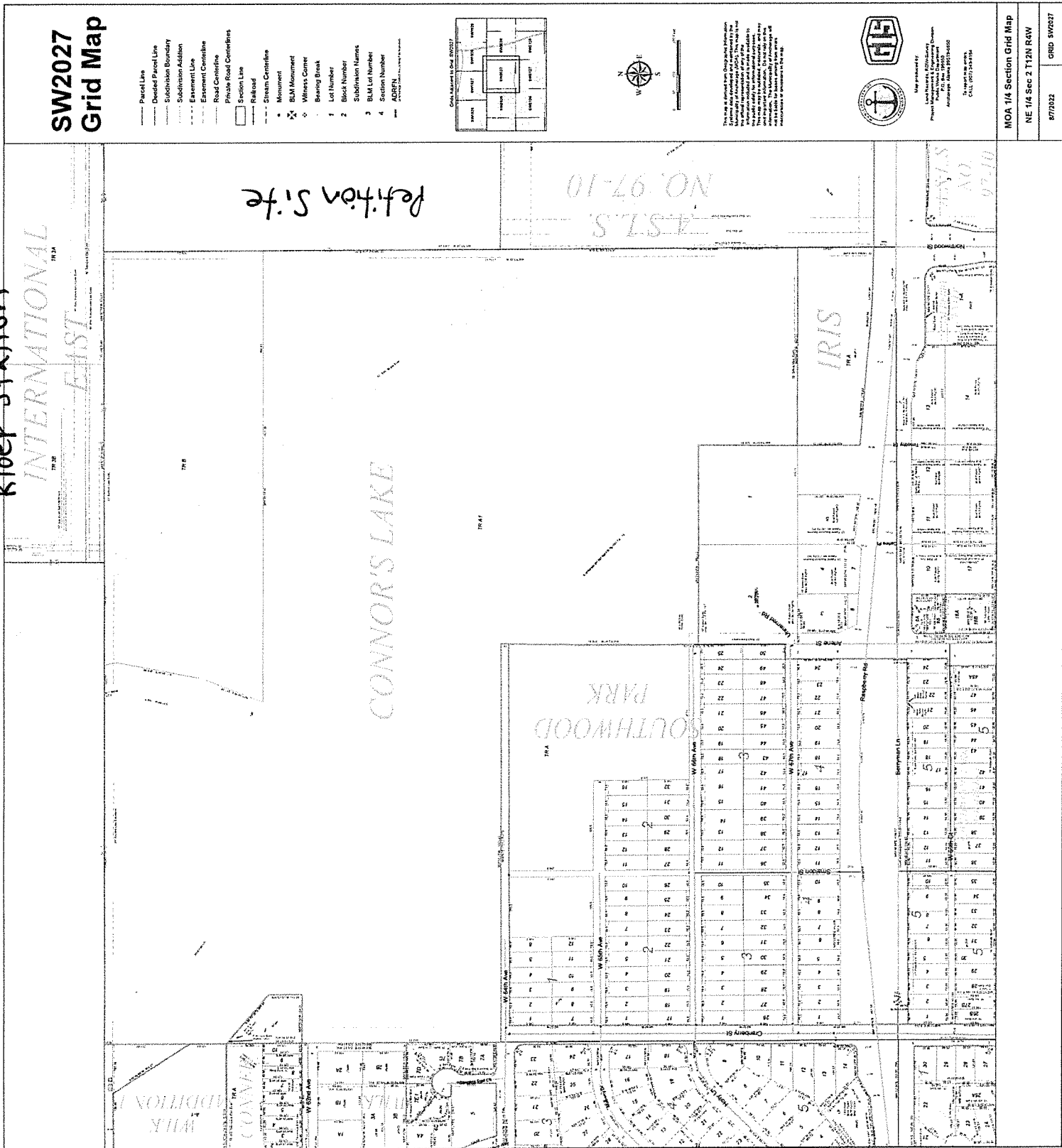
(Case 2022-0100; Parcel Number 012-571-01)



[illegible]

MOA 1/4 Section Grid Map	SE 1/4 Sec35 T13N R4W	8/7/2022	GRID SW1927
--------------------------	-----------------------	----------	-------------

Kloep Station



Grid Map

INTERNATIONAL EAST

Vacant

7-152

10.97-0
A.6.65

INTERNATIONAL
INDUSTRIAL CENTER

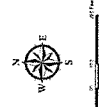
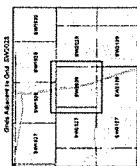
ODON
INDUSTRIAL
PARK

INDUSTRIAL
PARK 6800

2
 3
 4
 5
 6
 7
 8
 9
 10
 11
 12
 13
 14
 15
 16
 17
 18
 19
 20
 21
 22
 23
 24
 25
 26
 27
 28
 29
 30
 31
 32
 33
 34
 35
 36
 37
 38
 39
 40
 41
 42
 43
 44
 45
 46
 47
 48
 49
 50
 51
 52
 53
 54
 55
 56
 57
 58
 59
 60
 61
 62
 63
 64
 65
 66
 67
 68
 69
 70
 71
 72
 73
 74
 75
 76
 77
 78
 79
 80
 81
 82
 83
 84
 85
 86
 87
 88
 89
 90
 91
 92
 93
 94
 95
 96
 97
 98
 99
 100
 101
 102
 103
 104
 105
 106
 107
 108
 109
 110
 111
 112
 113
 114
 115
 116
 117
 118
 119
 120
 121
 122
 123
 124
 125
 126
 127
 128
 129
 130
 131
 132
 133
 134
 135
 136
 137
 138
 139
 140
 141
 142
 143
 144
 145
 146
 147
 148
 149
 150
 151
 152
 153
 154
 155
 156
 157
 158
 159
 160
 161
 162
 163
 164
 165
 166
 167
 168
 169
 170
 171
 172
 173
 174
 175
 176
 177
 178
 179
 180
 181
 182
 183
 184
 185
 186
 187
 188
 189
 190
 191
 192
 193
 194
 195
 196
 197
 198
 199
 200
 201
 202
 203
 204
 205
 206
 207
 208
 209
 210
 211
 212
 213
 214
 215
 216
 217
 218
 219
 220
 221
 222
 223
 224
 225
 226
 227
 228
 229
 230
 231
 232
 233
 234
 235
 236
 237
 238
 239
 240
 241
 242
 243
 244
 245
 246
 247
 248
 249
 250
 251
 252
 253
 254
 255
 256
 257
 258
 259
 260
 261
 262
 263
 264
 265
 266
 267
 268
 269
 270
 271
 272
 273
 274
 275
 276
 277
 278
 279
 280
 281
 282
 283
 284
 285
 286
 287
 288
 289
 290
 291
 292
 293
 294
 295
 296
 297
 298
 299
 300
 301
 302
 303
 304
 305
 306
 307
 308
 309
 310
 311
 312
 313
 314
 315
 316
 317
 318
 319
 320
 321
 322
 323
 324
 325
 326
 327
 328
 329
 330
 331
 332
 333
 334
 335
 336
 337
 338
 339
 340
 341
 342
 343
 344
 345
 346
 347
 348
 349
 350
 351
 352
 353
 354
 355
 356
 357
 358
 359
 360
 361
 362
 363
 364
 365
 366
 367
 368
 369
 370
 371
 372
 373
 374
 375
 376
 377
 378
 379
 380
 381
 382
 383
 384
 385
 386
 387
 388
 389
 390
 391
 392
 393
 394
 395
 396
 397
 398
 399
 400
 401
 402
 403
 404
 405
 406
 407
 408
 409
 410
 411
 412
 413
 414
 415
 416
 417
 418
 419
 420
 421
 422
 423
 424
 425
 426
 427
 428
 429
 430
 431
 432
 433
 434
 435
 436
 437
 438
 439
 440
 441
 442
 443
 444
 445
 446
 447
 448
 449
 450
 451
 452
 453
 454
 455
 456
 457
 458
 459
 460
 461
 462
 463
 464
 465
 466
 467
 468
 469
 470
 471
 472
 473
 474
 475
 476
 477
 478
 479
 480
 481
 482
 483
 484
 485
 486
 487
 488
 489
 490
 491
 492
 493
 494
 495
 496
 497
 498
 499
 500
 501
 502
 503
 504
 505
 506
 507
 508
 509
 510
 511
 512
 513
 514
 515
 516
 517
 518
 519
 520
 521
 522
 523
 524
 525
 526

SW2028
Grid Map

- Parcel Line**
Divided Parcel Line
Subdivision Boundary
Subdivision Addition
Easement Line
Easement Centeline
Road Centeline
Private Road Centelines
Section Line
Railroad
Stream Centeline
Monument
BLM Monument
Winners Corner
Beating Break
Lot Number
Block Number
Subdivision Name
BLM Lot Number
Section Number
ADREN



This map is developed from Geographic Information Systems data developed and maintained by the Municipality of Anchorage (MOA). This map is not the official representation of any of the information included and is made available to the public solely for informational purposes. This map may be updated, inaccurate, and may contain outdated information. Do not rely on this information. The Municipality of Anchorage will not be liable for losses arising from errors, inaccuracies, or omissions in the map.



Map produced by
Land Records, RCMA Survey
Project Management & Engineering Division
Public Works Department
P.O. Box 190550
Anchorage, Alaska 99519-0550

MOA 1/4 Section Grid Map

NW 1/4 Sec 1 T12N R4W

8/7/2022

GRPO

W202

Grid Map

Application

Application for Conditional Use

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

PETITIONER*		PETITIONER REPRESENTATIVE (if any)	
Name (last name first)	Makela, Julie	Name (last name first)	Cummings, Laurie
Mailing Address	4700 Elmore Road	Mailing Address	582 E. 36th Ave, Suite 500
	Anchorage, AK 99508		Anchorage, AK 99503
Contact Phone – Day	907-343-7598	Contact Phone – Day	907-644-2065
Evening		Evening	
E-mail	julie.makala@anchorageak.gov	E-mail	laurie.cummings@hdrinc.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): 012-571-01		
Site Street Address: N/A		
Current legal description: (use additional sheet if necessary)		
PTN.NW4NW4, SEC. 1, R4W, T12N, S.M.		
Zoning: PLI-SL	Acreage: 32	Grid #: SW2028

CONDITIONAL USE APPROVAL REQUESTED	
Use: Snow Disposal Site (submitted concurrently with a Land Reclamation CUP application)	
☒ New conditional use	☐ Amendment to approved conditional use Original Case #:

I hereby certify that (I am)/(I have been authorized to act for) owner of the property described above and that I petition for a conditional use permit 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 conditional use. I also understand that assigned hearing dates are tentative and may have to be postponed by Planning Department staff or the Planning and Zoning Commission for administrative reasons.

Laurie Cummings 7/18/22
Signature ☐ Owner ☒ Representative Date
(Representatives must provide written proof of authorization)

Laurie Cummings
Print Name

Accepted by:	Poster & Affidavit:	Fee:	Case Number:	Meeting Date:
--------------	---------------------	------	--------------	---------------

COMPREHENSIVE PLAN INFORMATIONImprovement Area (per AMC 21.08.050B.): ☐ Class A ☐ Class B**Anchorage 2040 Land Use Designation:**

- ☐ Neighborhood (Residential) ☐ Center ☐ Corridor
☐ Open Space ☒ Facilities and Institutions ☐ Industrial Area

Anchorage 2040 Growth Supporting Features:

- ☐ Transit-supportive Development ☐ Greenway-supported Development
☐ Traditional Neighborhood ☐ Residential Mixed-use

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: 2021-0058
☐ Preliminary Plat ☐ Final Plat - Case Number(s):
☐ Conditional Use - Case Number(s):
☒ Zoning variance - Case Number(s): 2022-0012
☐ Land Use Enforcement Action for
☐ Building or Land Use Permit for
☐ Wetland permit: ☐ Army Corps of Engineers ☐ Municipality of Anchorage

SUBMITTAL REQUIREMENTS

(One copy of applicable items is required for initial submittal; additional copies required after initial submittal)

- 1 copy required: ☒ Signed application (original) ☐ Ownership and beneficial interest form
☒ Watershed sign off form ☐ Underlying plat
☐ Special limitations from the underlying zoning, if applicable

16 copies required: ☒ Signed application (copies)

☒ Map of area surrounding petition site within 500 feet, including zoning and existing uses

☒ Map of existing conditions, to scale, including:

☐ land uses	☐ structures	☐ utilities	☐ vegetation	☐ soils
☐ natural features	☐ drainage	☐ topography	☐ site access	☐ pedestrian facilities
☐ vehicle circulation and driveways	☐ easements and/or reservations			

☒ Project narrative explaining:

☒ the project	☒ planning objectives	☒ facility operations
☒ an analysis of how the proposal meets the standards on page 3 of this application		
☐ construction and operation schedule	☐ final ownership	
☐ gross and net density (PUDs only)		

☒ Site plan(s) to scale depicting, with dimensions:

☐ building footprints	☒ parking areas	☒ vehicle circulation and driveways
☐ pedestrian facilities	☐ lighting	☒ grading
☐ loading facilities	☐ fences	☒ drainage
☐ snow storage area or alternative strategy	☐ required open space	
☒ easements	☐ significant natural features	☐ trash receptacle location and screening detail
		☐ freestanding sign location(s)

☐ Building plans to scale depicting, with dimensions:

☐ floor plans	☐ building elevations	☐ exterior colors and textures
--------------------------------------	--	---

☒ Summary of community meeting(s)

(Additional information may be required.)

GENERAL CONDITIONAL USE STANDARDS (AMC 21.03.080D.)

The Planning and Zoning Commission may only approve the conditional use if the Commission finds that all of the approval criteria are satisfied. Each standard must have a response in as much detail as it takes to explain how your project satisfies the standard. The burden of proof rests with you.

1. The proposed use is consistent with the comprehensive plan and all applicable provisions of this title and applicable state and federal regulations;
2. The proposed use is consistent with the purpose and intent of the zoning district in which it is located, including any district-specific standards set forth in chapter 21.04;
3. The proposed use is consistent with any applicable use-specific standards set forth in chapter 21.05;
4. The site size, dimensions, shape, location, and topography are adequate for the needs of the proposed use and any mitigation needed to address potential impacts;
5. The proposed use will not alter the character of the surrounding area in a manner which substantially limits, impairs, or prevents the use of surrounding properties for the permitted uses listed in the underlying zoning district;
6. The proposed use is compatible with uses allowed on adjacent properties, in terms of its scale, site design, operating characteristics (hours of operation, traffic generation, lighting, noise, odor, dust, and other external impacts);
7. Any significant adverse impacts anticipated to result from the use will be mitigated or offset to the maximum extent feasible;
8. The proposed use is appropriately located with respect to the transportation system, including but not limited to existing and/or planned street designations and improvements, street capacity, access to collectors or arterials, connectivity, off-site parking impacts, transit availability, impacts on pedestrian, bicycle, and transit circulation, and safety for all modes; and
9. The proposed use is appropriately located with respect to existing and/or planned water supply, fire and police protection, wastewater disposal, storm water disposal, and similar facilities and services.

SPECIFIC CONDITIONAL USE STANDARDS (AMC 21.05)

Certain conditional uses have detailed standards that relate only to that type of conditional use. When there are detailed standards, the Planning and Zoning Commission may only approve the conditional use if the Commission finds that all general standards listed in the previous section and detailed standards listed for that conditional use in AMC 21.05 are satisfied. Each detailed standard must have a response in as much detail as it takes to explain how your project satisfies the standard. The burden of proof rests with you.



**Municipality of Anchorage
Project Management and Engineering**



MEMORANDUM

DATE: February 4, 2021

TO: Dave Whitfield, Current Planning Manager
Economic & Community Development Department
MOA Planning Division

FROM: Melinda Tsu, P.E., Project Manager

SUBJECT: Agency Authorization
West Anchorage Snow Disposal Site
PM&E Project No. 19-01

The Project Management & Engineering Department (PM&E) hereby authorizes HDR to act as PM&E's representative with regards to the West Anchorage Snow Disposal Site Project. If you have any questions or concerns please contact me at 343-8196 or melinda.tsu@anchorageak.gov.

cc: Julie Makela, P.E., Project Administrator
Bill Spencer, P.E., HDR Project Manager
File 19-01 AM

MS 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: West Anchorage Snow Disposal Site
- Project Location, Tax ID, or Legal Description: Unsubdivided Portion, NW 1/4, NW 1/4, SEC. 1, T12N, R4W, S.M.
- Project Area (if different from the entire parcel or subdivision): Access rd. also impacts NE corner of Connors Lake Subdivision Tract B (85-130)

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

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

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

ADDITIONAL INFORMATION:

- ☐Y ☐N WMS written drainage recommendations are available.
☐Y ☐N WMS written field inspection report or map is available.
☐Y ☐N Field flagging and/or map-grade GPS data is available.

- ☐Preliminary ☐Final
☐Preliminary ☐Final

Inspection Certified By:



Date:

02/15/22

West Anchorage Snow Disposal Site

Snow Disposal Conditional Use Permit Application



July 2022

PROJECT MANAGEMENT
PME
ENGINEERING

Table of Contents

Introduction	1
Project Need	3
Stakeholder Outreach	3
General Conditional Use Standards (Anchorage Municipal Code [AMC] 21.03.080D)	5
Use Specific Standards for Snow Disposal (21.05.060.E.8)	25

Figures

Figure 1 Project Location	2
Figure 2 Zoning.....	8
Figure 3 Wetlands	11
Figure 4 Snow Disposal Pad Conceptual Design Layout	16
Figure 5 Generalized Land Ownership	18
Figure 6 Visualization of Proposed Snow Disposal Site from AWWU Trail.....	20
Figure 7 Visualization of Snow Disposal Site from Minnesota Drive	20
Figure 8 Access.....	22

Appendices

Appendix A: Resolutions and Meeting Notes

Appendix B: Landscaping Memo

Acronyms and Abbreviations

2040 LUP	2040 Land Use Plan
AMC	Anchorage Municipal Code
AO	Anchorage Ordinance
AWWU	Anchorage Water and Wastewater Utility
CUP	Conditional Use Permit
FAA	Federal Aviation Administration
MOA	Municipality of Anchorage
PLI	Public Land and Institutions
PM&E	Project Management and Engineering
SWPPP	Storm Water Pollution Prevention Plan
TCC	Turnagain Community Council
TR	Transitional
TSAIA	Ted Stevens Anchorage International Airport
WADP	West Anchorage District Plan

Introduction

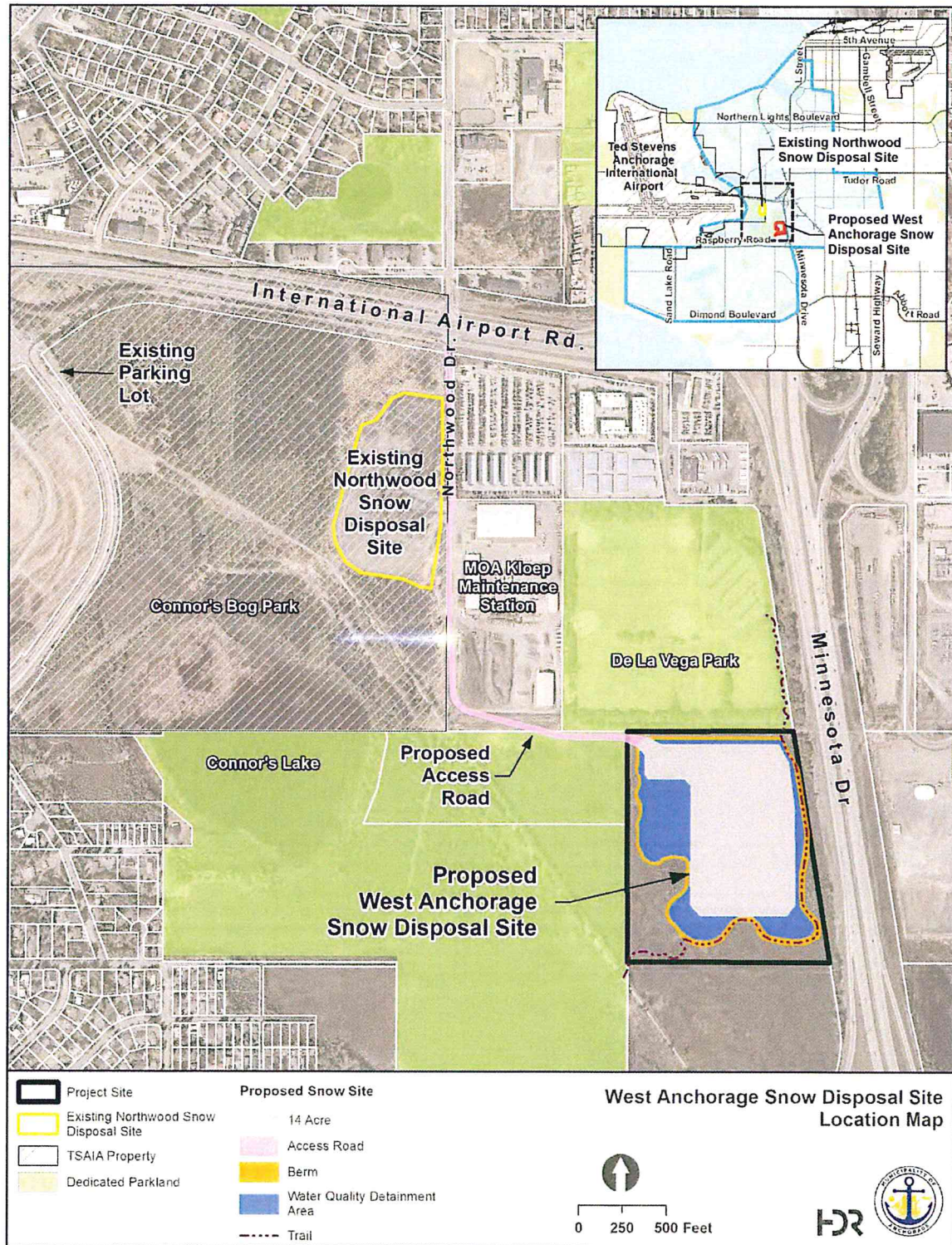
The Municipality of Anchorage (MOA) Project Management and Engineering (PM&E) Department has identified the need to develop a new snow disposal site in West Anchorage to meet MOA's long-term snow removal needs in a cost-effective manner. The MOA leases the currently used Northwood Snow Disposal Site (Northwood Site) from Ted Stevens Anchorage International Airport (TSAIA) on a year-to-year basis. Due to Federal Aviation Administration (FAA) restrictions on this property, a lease agreement term longer than 5 years is only available for aviation uses. Because of operational restrictions, size limitations and increasingly stringent State of Alaska water quality regulations, a number of improvements to the Northwood Site are necessary for its long-term operation. In order for MOA to make capital improvements to the snow disposal site, it must own or have long-term site control of the property; however, the lands containing the Northwood Site are not available to the MOA for long-term use.

PM&E conducted a *Site Selection Study* (February 2021) to identify a suitable location for a new snow disposal site. The study concluded that the parcel¹ in the northeastern corner of Connor's Bog near the southwestern corner of the International Airport Road and Minnesota Drive intersection (south of Javier De La Vega Park; see Figure 1) was the most suitable site that allowed for cost-effective snow removal operations and would not result in unacceptable negative impacts on residential areas.

The biggest drawback to the proposed West Anchorage Snow Disposal Site parcel is that it contains Class A wetlands. While not desirable, the use of undeveloped wetlands is the inevitable result as West Anchorage reaches full build-out of larger upland parcels for the siting of public facilities. The only remaining parcels in the area suitable for use as a snow disposal site are undeveloped parcels containing wetlands.

¹ This parcel is legally described as Township 12 North, Range 4 West, Section 1, NW4NW4 PTN (parcel ID 012-571-01-000).

Figure 1 Project Location



Project Need

Anchorage is a winter city, making snow removal from roadways an essential service for its residents. MOA's Street Maintenance Section has a goal of having all municipal maintained roads and sidewalks cleared to accommodate traffic flow within 84 hours. It is critical to have a long-term snow disposal facility in the West Anchorage snow hauling service area that supports efficient winter maintenance operations. The longer the distance dump trucks travel to reach a snow disposal site, it increases the snow removal cost and takes more time to complete the "plow out" operation.

The size of the facility must accommodate snow removed from municipal maintained roads and sidewalks and have the capacity for future upgrades to road corridors envisioned in adopted plans. Anchorage residents have indicated that they want a community that is bike- and pedestrian-friendly; however, features such as bike lanes and on-street parking, although assets to the community, reduce the space available for roadside snow storage. To achieve the vision of having a multimodal transportation system, the MOA needs a cost-effective, long-term snow removal operation with adequate capacity.

During the winter season (typically October through May), MOA Street Maintenance works shifts over a 24-hour, 7-day-per-week range to provide snow plowing, snow removal, and other services on MOA-maintained streets and sidewalks. The exact hours of operations depend on snow removal needs. Having a site that does not limit operational use of the snow disposal site within West Anchorage is critical for Street Maintenance to be able to meet their winter maintenance goal.

The existing Northwood Snow Disposal Site is located on property owned by the State of Alaska and managed by TSAIA. FAA regulations prevent the MOA a long-term lease for the site. As the current site is leased on a year-by-year basis, the MOA does not have the long-term site control it needs in order to use public funding to install the improvements needed. The lack of a long-term lease has prevented the MOA from improving the existing site to meet current design standards. Once the new West Anchorage Snow Disposal Site is operational, the MOA does not intend to continue leasing the current property. The funds currently used for lease payments will be used for street maintenance operations.

Stakeholder Outreach

The project team used a variety of outreach methods to engage and inform the public regarding the West Anchorage Snow Disposal Project and to obtain feedback on the site selection process. Several opportunities for the public to provide input and feedback were provided as part of the selection process. Over the life of the project, multiple online open houses, with opportunities to chat live with the project team, were held to solicit and identify potential public concerns. Postcards were mailed to residents in the West Anchorage area notifying them of the opportunity to participate in the process. Two listening posts were held at the Connor's Bog parking lot off Jewel Lake Road. The public submitted comments by phone, by email, during Community Council meetings, at informational kiosks, through the online open house, and during the virtual public meeting. Comments received to date have focused on zoning guidelines and the site's aesthetic and environmental/hydrological impacts.

Sand Lake Community Council Meeting – March 8, 2021

In anticipation of requesting a comprehensive plan map amendment, rezoning, conditional use permits, and design variances, the project team participated in a Sand Lake Community Council meeting on March 8, 2021 (see meeting notes in Appendix A). The project team gave an overview of the project, which covered:

- The current snow disposal site location,
- The new site location and selection process,
- The benefits and considerations of the new site,
- The permitting steps, and
- The schedule moving forward.

Meeting participants had an opportunity to ask questions and provide comments. Those included:

- Where does the snow come from?
- What will happen to the wetlands on the existing site?
- Will water quality monitoring occur?
- Will Connor's Lake flood as a result?
- What would happen to the site during an earthquake?
- What is the appropriate mitigation for the loss of these wetlands?

The Sand Lake Community Council issued a resolution supporting the approval of Conditional Use Permits for the project on May 10, 2021 (see Appendix A).

The project team received a letter from the Turnagain Community Council (TCC) stating the concerns about identification of Class A wetlands for the site location and the current zoning designations. The project team has engaged the community council president and the TCC Land Use Committee to discuss these concerns.

The project team has continued to engage the public throughout the process. A virtual public meeting was held on November 9, 2021, to present the draft Design Study Report (DSR). A total of 16 visitors attended the meeting. Comments received during the meeting were about the following:

- The height of the berm
- Details of the trail being built around the facility
- Details and purpose of the proposed fencing plan
- How possible contaminants/pollutants in the snowmelt will be addressed
- Background as to why the access road will be constructed through the Chugach Electric Association right-of-way
- Possible impacts on the surrounding wetlands
- Noise mitigation measures
- Landscaping plans

- Possible impacts on the wildlife and recreational opportunities offered by Connor's Bog

The project team also hosted two informational kiosks at the Jewel Lake Road parking area of the Connor's Bog Park. These kiosks were held on September 21, 2021, and October 12, 2021. A total of 66 people visited the kiosks. Comments received focused on:

- Clarification as to why the Northwood Site does not meet the current MOA needs for a snow disposal site.
- Questions on potential changes to or impacts on the local ecosystem (e.g., runoff to wetlands).
- Questions about potential changes to or impacts on recreational snowshoe access during the winter months.

In general, most of the people who visited the kiosks were supportive of the project.

General Conditional Use Standards (Anchorage Municipal Code [AMC] 21.03.080D)

- 1. The proposed use is consistent with the comprehensive plan and all applicable provisions of this title and applicable state and federal regulations;**

The parcel is classified as "Community Facility or Institution" per the *Anchorage 2040 Land Use Plan Map* as amended by Anchorage Ordinance (AO) 2021-57 (see Appendix A). This change was approved by the Anchorage Assembly on November 1, 2021, in support of the West Anchorage Snow Disposal Project. Use of this parcel as a snow disposal site is consistent with the *Anchorage 2040 Land Use Plan* (2040 LUP).

The comprehensive plan policies/goals described below are applicable to this conditional use request.

The 2040 LUP Goal 5 is infrastructure investment. Policy 5.5 lays out the general guidelines and strategies regarding infrastructure investment that apply to the proposed snow disposal site.

Policy 5.5 *Ensure that adequate public facilities such as schools and fire stations are available when and where they are needed, in an efficient and equitable distribution of services, based on long-term projections for population, student enrollment, and the location of future growth." The 2040 LUP recognizes the need for additional public facilities, such as snow disposal sites.*

Development of the parcel as a snow disposal site will allow snow from West Anchorage to be disposed of in an efficient, cost-effective manner. The site is large enough to accommodate existing and future needs. Snow removal needs are anticipated to increase in the future. New roads may be built, or existing roads may be expanded to address future transportation needs in accordance with land use and transportation plans. As aging streets are rebuilt, the designs increasingly call for more bike and pedestrian facilities, which reduce the areas for snow storage within existing rights-of-way. These rebuilt corridors, such as Spenard Road, have little or no

snow storage space and require snow to be hauled away after every, or every other, snowfall. Removing this snow in a timely manner is essential, as changes in travel preferences and other trends lead to more demand for walking and biking trips.

Policy 6.2 *Provide new or upgraded pedestrian and local/collector street connections in Centers and Commercial Corridors to improve access to and from surrounding neighborhoods.*

While this project does not develop new street connections, adequate snow removal is needed for these connections to be functional during the winter months. This project will support snow removal activities.

The project also supports the following goals, objectives, and policies from the *Anchorage 2020 Land Use Plan*:

Goal *Mobility and Access: A transportation system, based on land use, that moves people and goods safely, conveniently and economically, with minimal adverse impact on the community.*

Traffic accessing the new snow disposal site would follow the same pattern used to access the existing site. This will avoid creating adverse impacts on other parts of the community.

Goal *Transportation Choices: An efficient transportation system that offers affordable, viable choices among various modes of travel that serve all parts of the community.*

Having timely snow removal on roads, sidewalks, and multi-use pathways is essential to accommodate traffic flow and to provide Anchorage residents with transportation choices. The new West Anchorage Snow Disposal Site will allow MOA Street Maintenance to maintain its current snow removal level of service and provide Anchorage residents with travel choices during the winter months. The goals for an efficient transportation system cannot be accomplished without efficient, timely snow removal operations. Having adequately sized snow disposal sites in close proximity supports MOA Street Maintenance's objectives for efficient snow removal operations.

Goal *Transportation Design and Maintenance: A safe, energy-efficient transportation system that is designed and maintained for year-round use and that respects the integrity of Anchorage's natural and built northern environment.*

Having a snow disposal site that can efficiently accommodate snow hauled from Anchorage's roads, sidewalks, and trails is an important element to support a year-round transportation system.

Policy 7 *Avoid incompatible uses adjoining one another.*

The site is surrounded by Public Lands and Institutions (PLI)-zoned land to the north, south, and southwest along with Transitional (TR) zoned land to the east and northwest (see Figure 2).

The site is an MOA-owned property and is not dedicated parkland. Adjacent properties include a MOA Street Maintenance facility, Connor's Bog and Javier De La Vega Park, open space, and a freeway (Minnesota Drive). These facilities will not be negatively impacted by the 24/7 operations of a snow disposal site.

The proposed facility will include a 6-foot berm that will help reduce noise and provide a visual buffer.

Figure 2 Zoning



Policy 30 Transportation and land use policies and programs shall include:

- a) Multi-modal and intermodal access, including commuter rail and transit service;
- b) Pedestrian-to-transit linkages;
- c) Efficient and safe freight movement;
- d) Congestion management and roadway improvements;
- e) Optimal use of parking;
- f) Minimization of individual and cumulative air quality impacts
- g) Minimizing impact on neighborhoods; and
- h) Adequate snow storage

The proposed project would allow the MOA to have a snow disposal site in West Anchorage that meets its existing and future needs. Development of this site would also help minimize air quality impacts. Without this new snow disposal site, trucks will have to travel further to reach other snow disposal sites which would create additional vehicle related emissions. Similarly, the location of the site minimizes truck travel, which does not exacerbate roadway congestion. Neighborhood impacts would also be minimized because the site is located close to the current Northwood Site and its snow removal service areas.

Policy 37 Design, construct, and maintain roadways or rights-of-way to accommodate pedestrians, bicyclists, transit users, the disabled, automobiles, and trucks where appropriate.

Most urban roads are not designed to store snow for long periods. Snow removal is required to allow roads, sidewalks, and multi-use trails to be used by a variety of users. Additionally, if snow is not removed from these facilities in a reasonable timeframe, they can develop issues such as cracks in the pavement and damage to stormwater drainage system inlets, curbs, and gutters. These issues can eventually lead to increased road maintenance costs.

Policy 38 Design, construct and maintain roadways or rights-of-way to promote and enhance physical connectivity within and between neighborhoods.

The proposed snow disposal site will allow the MOA to maintain the efficiency and level of service of snow removal in West Anchorage. Snow accumulation on roads and/or rights-of-way greatly impedes the physical connectivity with and between neighborhoods. The proposed project will allow snow removal to continue in an efficient manner.

Policy 44 Design and build public improvements for long-term use.

The new snow disposal site is approximately 14 acres. This site is being designed to meet the community's long-term snow removal needs. A larger pad size is needed because of height restrictions at the new site. The maximum height of the snow pile is the height limit of the zoning district. According to AMC 21.06.020, since this site is zoned PLI-SL, the maximum height is 45 feet. This maximum height restriction means that a larger area is needed to hold the same volume of snow. Also, the new site includes some additional capacity to accommodate snow from the non-motorized facilities that are anticipated to be constructed over the next 20 years.

Policy 49 Healthy, mature trees and forested areas shall be retained as much as possible.

Trees and forested areas will be retained as much as possible to provide visual and noise screening. The design for the new snow disposal site was changed to preserve three existing

stands of spruce trees near the northeast, southwest, and southeast corners of the snow disposal pad.

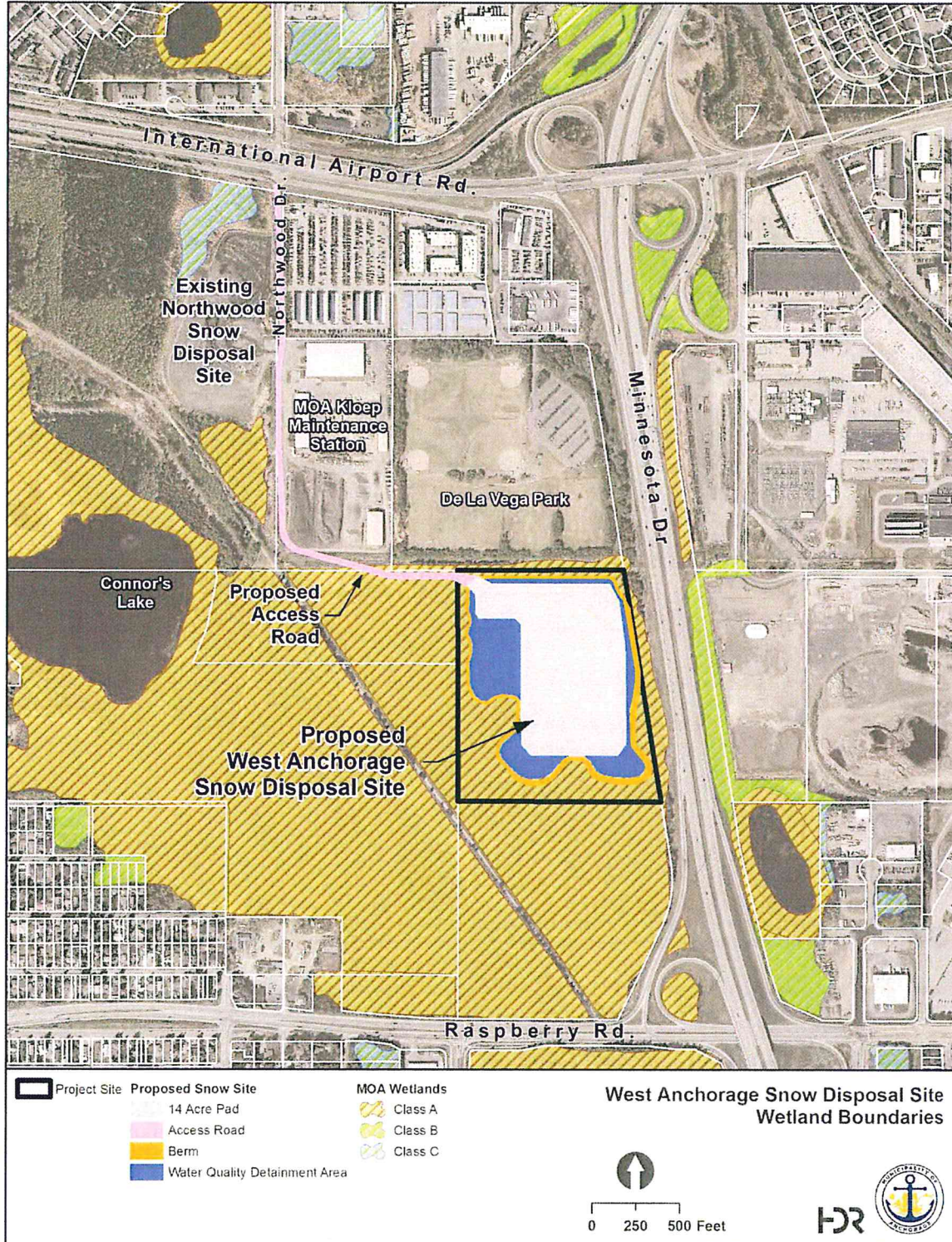
Policy 54 Design and construct neighborhood roads and walkways to ensure safe pedestrian movement and neighborhood connectivity, and to discourage high-speed, cut-through traffic.

Snow accumulation on roadways and/or rights-of-way hinders safe pedestrian movement and neighborhood connectivity. This project will allow for snow removal to continue in an efficient manner.

Policy 70 The ecological and drainage functions of Anchorage's aquatic resource shall be protected and, where appropriate restored.

The site, and adjacent parcels, is predominately wetlands (see Figure 3). The wetlands on this site are classified as Class A wetlands. Treated snowmelt will be discharged into the Connor's Bog wetland complex, recharging these wetlands. This will support the ecological and drainage functions of these wetlands.

Figure 3 Wetlands



Policy 71 Utilize wetlands to manage drainage and improve water quality, where appropriate.

The proposed design takes advantage of the infiltration and treatment properties of the surrounding wetlands of Connor's Bog. A traditional snow disposal water treatment design would require excavation of the peat soils from the bog to construct treatment and retention basins, then creation of constructed wetlands to process the water. Under the proposed design, the meltwater will be detained on the existing wetlands by a berm surrounding the snow disposal pad. The snowmelt can then be released into the larger wetland complex through controllable weir structures. The weirs will meter outflow as needed to drain water into Connor's Bog.

Policy 74 Level of service standards for transportation and snow removal along roads and sidewalks within designated Transit-Supportive Development Corridors shall be given high priority.

The Spenard Road and Arctic Boulevard Transit-Supportive Development Corridors are within the West Anchorage Snow Service Area (also known as the Northwood Drive Snow Service Area). The proposed project would provide MOA Street Maintenance the ability to maintain the existing level of service for snow removal on these corridors.

Policy 81 Prioritize snow removal to maximize pedestrian movement and safety.

West Anchorage has some of the higher density neighborhoods in Anchorage and experiences high levels of pedestrian activity. Prompt snow removal in the area promotes safety for vehicles and pedestrians as they move through the area. The proposed snow disposal site would support MOA Street Maintenance's ability to remove snow in a timely manner.

Policy 82 Identify cost-effective and land-conserving methods for snow removal, storage, and disposal.

This site provides a strategic and convenient location for snow disposal near the existing Northwood Site and the MOA Kloop Street Maintenance Station. This service area has numerous roads that lack the ability to store snow and require immediate snow hauling. This location allows for snow hauling costs from West Anchorage to be minimized. Without a site in West Anchorage, snow would need to be hauled farther to another MOA snow disposal site. Due to the increased distance, each trip to the snow disposal site would take longer and the number of trips that can be made every hour would be reduced. Consequently, clearing the same volume of snow from West Anchorage would cost more and take longer than it does currently. In the long run, it is more cost-effective to develop a new snow disposal site than to pay for increased trucking. According to MOA Street Maintenance staff, the additional hauling costs would likely exceed the cost of a new snow storage facility in 10 years.

WEST ANCHORAGE DISTRICT PLAN (WADP)

The WADP identifies this site as "Parks and Natural Resource." This site, while managed by the MOA Parks and Recreation Department, is not designated parkland. Exhibit 4-3 of the WADP shows informal social trails on the parcel. These social trails would no longer be usable after the new snow disposal site

is developed. PM&E is currently working with the MOA Parks and Recreation Department to identify additional suitable opportunities to offset the loss of these social trails.

The proposed summer use trail, shown in Exhibit 4-4 of the WADP, connecting the De La Vega playing fields to the Connor's Lake trails would depend on the ability of the trail to cross the access road for the proposed snow disposal facility. As part of the project, a new trail connecting the Connor's Bog main trail to De La Vega Park will be constructed. This connection meets the intent of the WADP's proposed trail but avoids conflicts with the access road. The trail is proposed to be a 5-foot-wide soft-surface trail.

The WADP acknowledges that snow removal is an important element of road maintenance. The WADP also acknowledges that "another permanent snow storage and melting location needs to be identified in West Anchorage" (page 117).

WADP Objectives

The following sections outline the goals and objectives of the WADP that the project helps address.

Transportation Objective #5: Ensure that roads and sidewalks are properly repaired and regularly maintained, including efficient seasonal snow removal and street cleaning.

A new snow disposal site that allows 24/7 operations is essential for the MOA to maintain efficient snow removal activities in West Anchorage.

Parks Objective #4: Manage, protect, and enhance municipal parks, greenbelts, and natural open space areas (including riparian and wildlife corridors) that support fish and wildlife habitat and wetland functions.

The Connor's Bog and Connor's Lake wetland complex is not connected to other waterbodies. Snowmelt from the existing Northwood Site is one of the primary water sources for the lake and wetland complex and the wildlife it supports. The proposed snow disposal site would allow snowmelt to continue draining into this complex and supplying the wetlands and lake. The new snow disposal facility would include infrastructure that treats snowmelt water and reduces potential harm to vegetation and habitat.

- 2. The proposed use is consistent with the purpose and intent of the zoning district in which it is located, including any district-specific standards set forth in chapter 21.04;**

The proposed land reclamation activity will be located on property zoned PLI-SL (Public Land and Institutions – Special Limitations). This parcel was rezoned from TR by the Anchorage Assembly on November 1, 2021 (AO 2021-58) (see Appendix A).

The development of a snow disposal site is allowed in a PLI zone as a Conditional Use, so it is consistent with the purpose and intent of the zoning district. The PLI district is intended to include areas of significant public open space, major public and quasi-public institutional uses and activities, and land reserves for which a specific use or activity is not yet identified. The special limitation attached to the zoning designation states that "the use shall either be for a snow storage facility, or for a park or open area."

3. The proposed use is consistent with any applicable use-specific standards set forth in chapter 21.05;

The proposed use is consistent with all of the applicable use-specific standards set forth in Title 21.50.270 Snow Disposal Sites.

4. The site size, dimensions, shape, location, and topography are adequate for the needs of the proposed use and any mitigation needed to address potential impacts.

The parcel size, dimensions, shape, location, and topography are adequate for the proposed use. At 32 acres, the parcel is adequate to accommodate a 14-acre pad, 0.3-acre staging area, 5.5 acres of marsh/water detention/settlement area, and 3.7 acres of surrounding berm. The remaining area would be left undeveloped.

The size of the existing Northwood Site can vary depending on the lease terms, but it is typically between 6 and 12 acres. In order to accommodate site size and disposal needs, the hauled snow is often stacked high (up to 60 feet), which is undesirable due to operational and water quality issues. To improve operational efficiency, a pad of approximately 14 acres was required.

The parcel shape does allow development of a snow disposal site that meets operations requirements.

The topography of this site is relatively flat and well suited for a snow disposal site. As part of the site construction, the site will be surcharged to compress and stabilize the underlying peat layer. The settled pad will then be graded according to the design specifications. No wetland mitigation is required because the US Army Corps of Engineers determined that the wetlands are not jurisdictional (POA-2020-00531).

The berms will be vegetated to maintain a buffer between the site and the adjacent land.

The proposed use will not have an adverse impact on water quality. The design of the West Anchorage Snow Disposal Site is based on a green infrastructure approach. Green infrastructure uses natural features such as wetlands as part of the treatment process and is a cost-effective alternative to traditional water management systems. The *Anchorage Stormwater Manual* and Municipal Separate Storm Sewer System permit encourage the use of green infrastructure.

The new West Anchorage Snow Disposal Site will use a deposition pad with gentle slopes and slightly crowned center to drain in all directions. The gentler slopes and shorter snow stack height will allow better settlement of sediments on the pad surface, reduce fill depths, and reduce construction costs. After surcharge compression of the underlying peat, the pad surface will be graded down to match the elevation of the surrounding wetlands. There will be no steep, high-velocity flow channels off the pad surface, and no armoring will be required. No excavation will be required to create a treatment pond.

The surrounding berm, offset 50 feet or more from the depositional pad, will act as the treatment containment area. This large containment area will capture finer suspended

sediments and result in filtered or treated discharged water. Discharge from the site will be controlled by weirs to increase dispersion and infiltration into the surrounding wetlands. They will allow an even distribution of water into a broad area of the bog to provide even hydration and avoid flooding. The ponded areas will be allowed to completely drain during the summer for vegetation growth, maintenance of the pad, and removal of trash and litter. Geotechnical investigations indicate that the water table drops below the wetland surface after spring breakup.

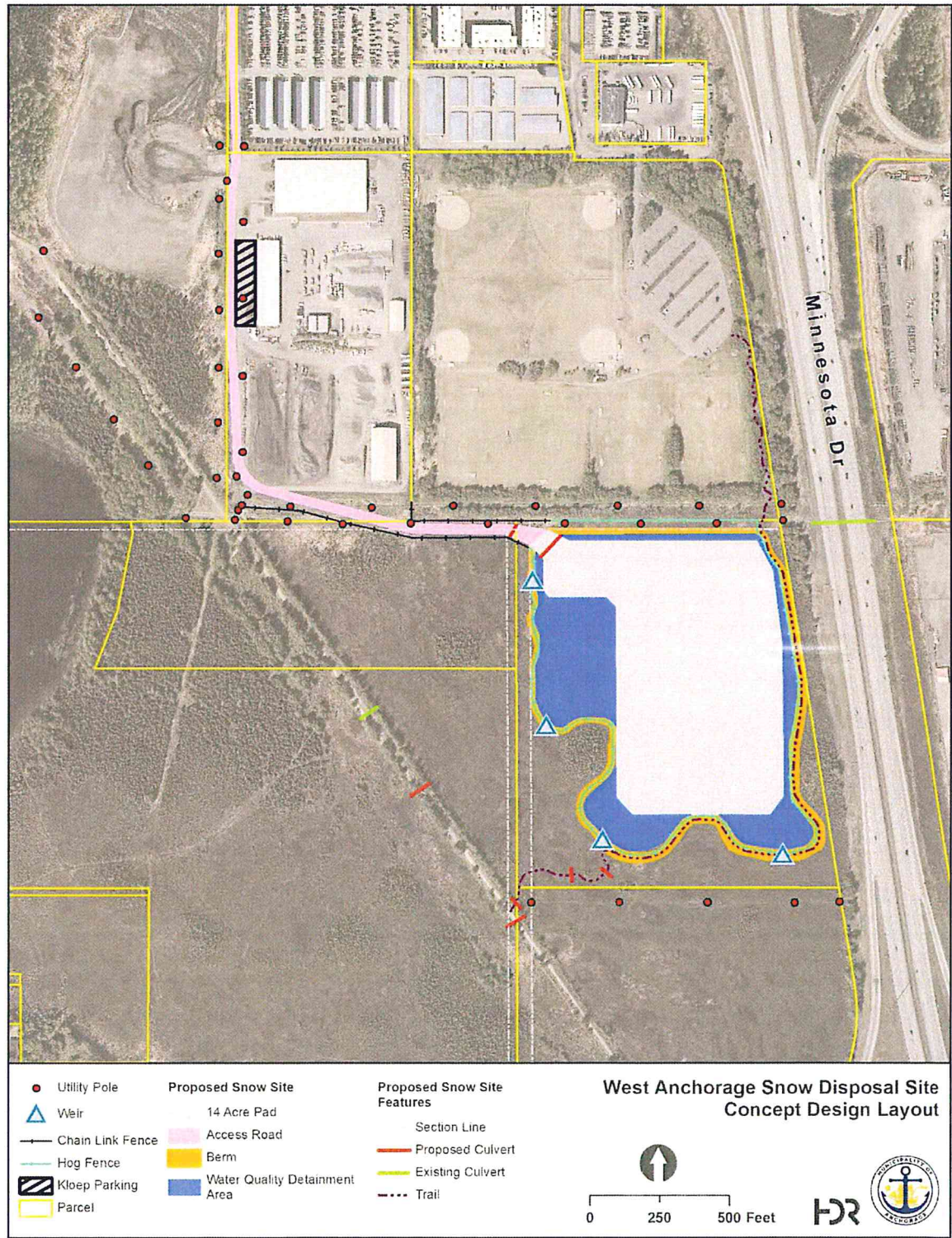
During the snowmelt period, the water inside the berm will slightly inundate the perimeter of the pad. At the edge of the pad, the moving meltwater from the snow piles will encounter the quiescent water of the settlement area while still inside the pad perimeter. Most of the sediment deposition will occur at the pad's edge, where it can be regraded or removed without having to access the unstable peat areas of the water quality detainment areas. Outside the berms, a rock-lined ditch will bracket each weir to prevent erosion and disperse treated water into the surrounding wetland. These ditches will be slightly below the surface of the surrounding wetlands and only extensive enough to prevent erosion of the natural vegetation and substrate.

Another reason adverse impacts to water quality are not anticipated is because this site will handle snow only from MOA roads. Unlike other communities, Anchorage has taken a different approach and uses primarily sand on its road system instead of road salt to keep the roads ice-free. The current practice is to mix the sand with only a minimal amount of magnesium chloride to keep it from freezing in the trucks before it is applied to the roadways.² The small amount of salt used generally does not result in salt buildup in the receiving waters of snow disposal sites and does not have a negative impact on vegetation. Without the salt, the sand would freeze while in storage, making it unusable. Since starting the use of this mixture in the late 1990s, the MOA has used much less salt due to the construction of covered sand-storage units.

A conceptual design for the snow disposal pad is shown in Figure 4.

² Other entities such as private snow removal contractors still use salt products for snow removal. However, they do not haul snow to the existing Northwood Snow Disposal Site, nor would they haul snow to the new West Anchorage Snow Disposal Site.

Figure 4 Snow Disposal Pad Conceptual Design Layout



The proposed project includes a recreational trail connecting the AWWU corridor to Javier De La Vega Park to offset the loss of recreation use in the area. Additional amenities such as benches and signage will also be installed in the Connor's Bog Park. PM&E is working with the MOA Parks and Recreation Department on these features.

5. **The proposed use will not alter the character of the surrounding area in a manner which substantially limits, impairs, or prevents the use of surrounding properties for the permitted uses listed in the underlying zoning district.**

The proposed use will not alter the character of the surrounding area in a manner that limits, impairs, or prevents the use of surrounding properties. Snow disposal sites are allowed as a conditional use in the PLI zoning district. A request to rezone this parcel from TR to PLI was approved by the Anchorage Assembly (AO 2021-0058) on November 1, 2021, to facilitate the development of a snow disposal site.

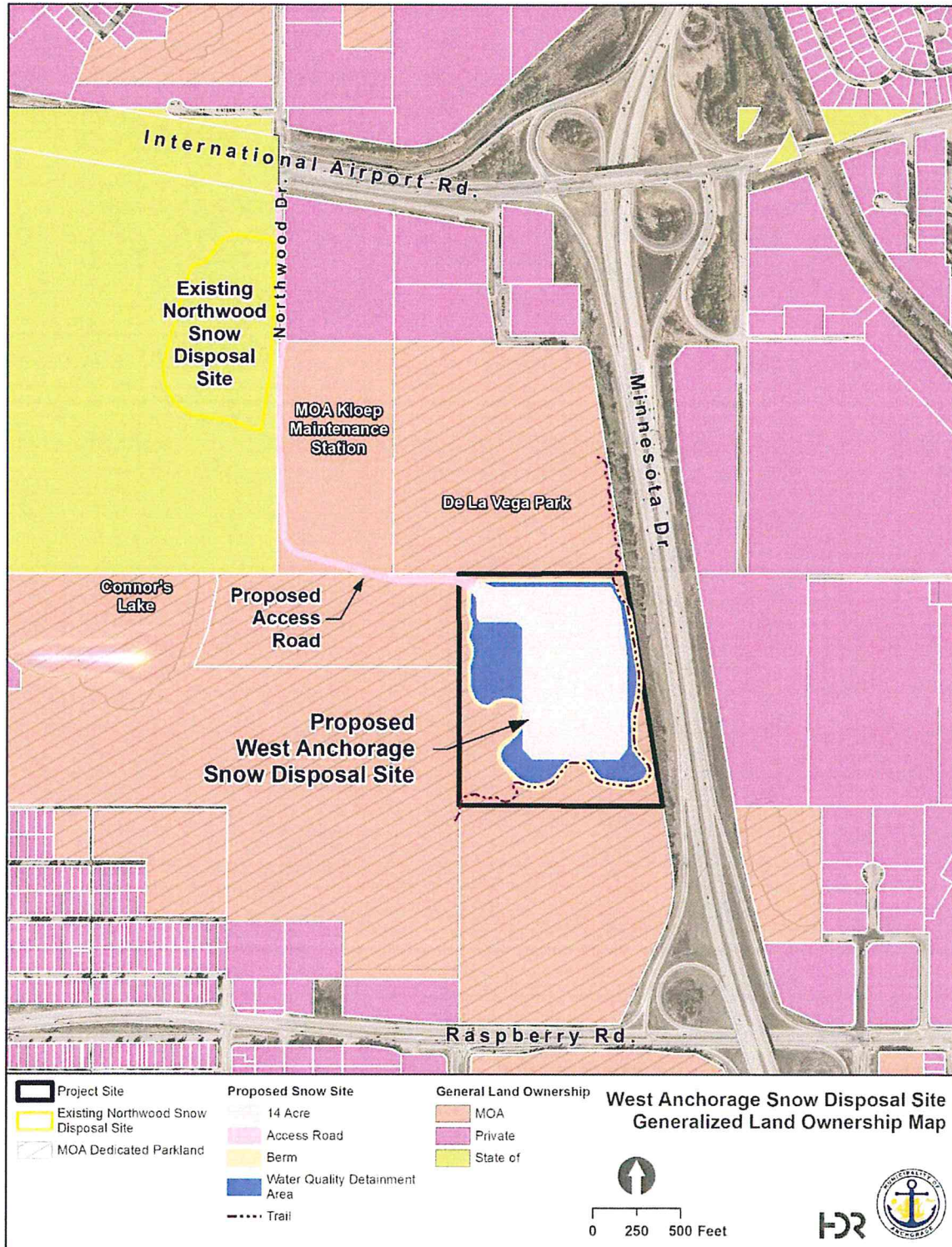
The proposed snow disposal site will use approximately 22 acres of the 32-acre parcel. The remaining 10 acres will be left as open space surrounding this facility. The part of the site used by the snow disposal site will be fenced to prevent unauthorized access to the site and for litter control. The access road will be fenced with chain link fence. The berm will be fenced with hog fence, which has bigger openings to allow more visibility. The remaining part of the parcel will not be fenced. The site design may improve recreational opportunities in the area. A new trail between the AWWU corridor and Javier De La Vega Park will maintain recreational access between the Connor's Bog Park and Javier De La Vega Park.

The proposed site is largely surrounded by PLI land. Most of the land is owned by the MOA, with much of it being dedicated parkland (see Figure 5). As a result, this land is unlikely to change from its current recreational/open space use. The design of the site has been modified to retain several large stands of trees to preserve the open space nature of the area.

The adjacent areas are not heavily used for recreation purposes due to the presence of wetlands. A snow disposal site is compatible with recreational use. The current Northwood Site has existed in the area for decades without issue.

Other land to the north is primarily used for industrial purposes with an I-1 or I-2 zoning. One of the major land uses is the Kloop Maintenance Station. The proposed snow disposal facility is also compatible with these uses.

Figure 5 Generalized Land Ownership



The land to the east is used for transportation purposes (Minnesota Drive). There will be a vegetated buffer (Level 4 landscaping as required by Title 21) between the site and Minnesota Drive that will provide visual screening.

The snow disposal site will be surrounded by a berm. This berm and existing vegetation will screen the facility from the nearby AWWU corridor trail. The berm will also include a trail providing access for MOA Street Maintenance personnel to access the weirs and trail connection between the Connor's Bog Park and Javier De La Vega Park. The proposed location for the pad is on the east side of the parcel to provide as much separation between the snow disposal site and the AWWU trail as feasible. Vegetation on the west side of the parcel was preserved to provide screening between the AWWU trail and the snow disposal site.

This site will be operated on a 24-hour-per-day, 7-day-per-week basis during the winter, similar to the existing Northwood Site. The current site is located approximately 1,600 feet northwest of the proposed site. The proposed site is farther away from residential properties than the current Northwood Site. New residential development is not expected to occur in the future, as much of the surrounding land is parkland or wetlands and unsuitable for residential development.

The site is subject to AMC 15.70, which regulates noise in the MOA. Information about noise levels can be found in the Noise and (A) *Noise* sections below.

6. **The proposed use is compatible with uses allowed on adjacent properties, in terms of its scale, site design, operating characteristics (hours of operation, traffic generation, lighting, noise, odor, dust, and other external impacts);**

The proposed use (snow disposal site) is compatible with uses allowed on adjacent properties in terms of scale, site design, and operating characteristics. The existing Northwood Site is approximately 1,600 feet west of the proposed use.

The new snow disposal site has a scale similar to that of the existing Northwood Site. While the pad area is slightly larger, the snow piles are expected to be lower. As shown in Figure 6 and Figure 7, the new snow disposal site is expected to be visually compatible with the surrounding area.

Figure 6 Visualization of Proposed Snow Disposal Site from AWWU Trail



Figure 7 Visualization of Snow Disposal Site from Minnesota Drive



Hours of Operation

This site will be operated on a 24-hour-per-day, 7-day-per-week basis during the winter, similar to the existing Northwood Site. Activity levels at the site will vary depending on snow removal activities. The MOA Street Maintenance Department prefers to conduct snow hauling operations at night, when possible, to minimize conflict with other road users. During spring and summer, MOA Street Maintenance maintains the snow disposal site so it is ready for use the next winter. Typical spring and summer maintenance activities include reworking the snow pile to manage sediment, litter removal, and removal of gravel from the snow pile.

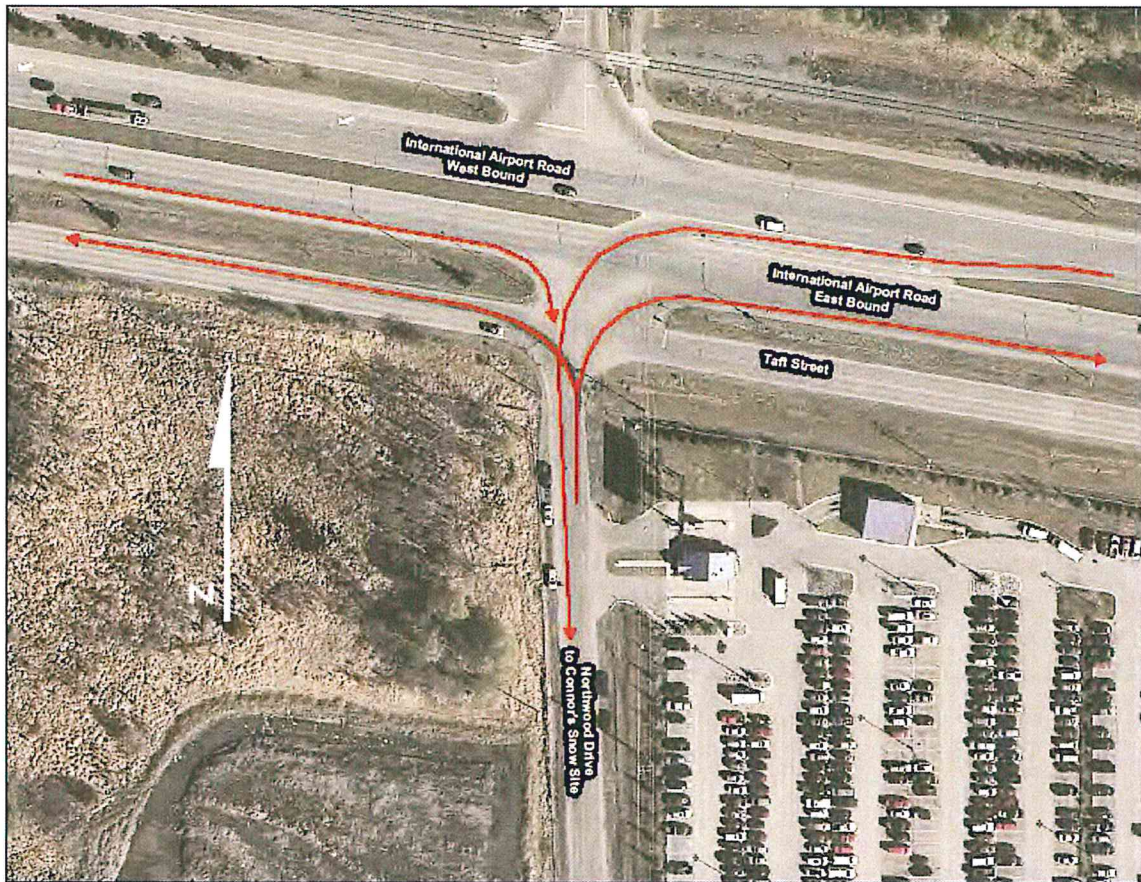
Traffic

Traffic volumes and patterns at the site are not expected to change. Primary access to and from the site is from International Airport Road (see Figure 8). Truck traffic arriving on International Airport Road from the east has a designated left-turn lane; traffic from the west must make a right turn directly onto Northwood Drive; and both must cross the frontage road, Taft Street, which has stop signs on both the eastern and western sides. Trucks exiting Northwood Drive turn east into a merge lane on International Airport Road after first crossing Taft Street. There is no west access to International Airport Road; traffic must turn west on Taft Street and access Jewel Lake Road to the west. There is no direct traffic access either north or south to Northwood Drive north of International Airport Road, which precludes snow haul truck traffic in the residential and school neighborhoods north of International Airport Road.

The only change from the existing condition would be that a new access road will be constructed from the existing snow service site to the entrance of the new snow disposal site (see Figure 1).

Once on Northwood Drive, commercial truck access to the Connor's Bog Site is similar to access to the Northwood Site, with some additional driving through the Kloep Station area. The existing security gate will continue to be used for both Kloep Station and the new snow site facilities as it is for the existing Northwood Site. The additional routing will be on service roads with no public traffic. M&O has administrative offices, active operations, equipment storage and maintenance, sand and deicer storage, a grit facility, and other activities at their Kloep Station site. The new snow disposal site will be beyond the operations areas, and heavy trucks will have to be routed through the current facilities. At the entrance to the facility along Northwood Drive, truck traffic will be routed west of the administrative parking area, which will be moved slightly east, closer to the building. Additional fill along the parking area will provide for a separate 24-foot-wide truck route outside the parking area.

Figure 8 Access



Beyond the water fill and storage tanks, truck traffic will continue on the existing roadway alignment, passing under the Chugach Electric Association power lines to the southwest corner of the facility. At this point, trucks will turn east, split from the road to the warm sand storage building, descend the fill pad face, pass under the Chugach Electric lines a second time, and travel east using the section line easement and a small easement into park lands onto the northwest corner of the new snow site.

The access road prism will be cut into the slope of the fill pad to the extent possible with 2:1 back and side slopes. Geotechnical borings show ample cover material over the landfill face to allow partial benching and avoidance of the overhead power lines. Farther south, the portions of the access road through the bog will be surcharged during construction. After settlement of the access road, a single culvert west of the snow site pad will be installed to allow for cross-drainage in this area.

Lighting

Lighting will be installed along the access road and at the entrance to the snow disposal facility. The lighting will be designed and sited to provide sufficient visibility for site operations while reducing off-site glare. Lighting will be controlled by a photocell and will be on when there is

insufficient natural light. The lighting will meet applicable Illuminating Engineering Society of North America standards.

The pad area will not have permanent lighting. Temporary lights may be used if needed. Due to the distance between the site and residential properties, this lighting is not expected to impact residential areas.

Noise

It is not anticipated that the new snow disposal site will generate noise beyond what is currently experienced at the Northwood Site. The new snow disposal facility will be adjacent to Minnesota Drive and is required by Anchorage Municipal Code to have Level 4 landscaping. This landscaping requirement will be met by the existing trees, shrubs, and vegetative buffer along the eastern property boundary. For additional information, please see Appendix B.

The new site is farther from residential areas than the existing Northwood Site, which should further reduce any noise impact from the new site.

Noise generated by the snow disposal site is not expected to have an adverse impact on Javier De La Vega Park. The park is only open during summer when snow site operations are minimal.

Dust and Litter

The MOA Street Maintenance Department will develop a dust control and litter plan for the site. Trash collection/removal shall be done in a manner so that there are no dust or litter impacts on adjacent properties or public rights-of-way. The site will follow the Municipal M&O Storm Water Pollution Prevention Plan (SWPPP) operational guidelines for dust and litter control. Additional information can be found in the Noise, Dust, and Litter section below.

7. Any significant adverse impacts anticipated to result from the use will be mitigated or offset to the maximum extent feasible;

The proposed use will have an impact on wetlands. The site will have an adverse impact on wetlands located under the pad and berm. However, for the rest of the wetlands on the parcel, and on adjacent parcels, the impact is expected to be positive. The existing Northwood Site provides approximately 25–30 percent of the water that hydrates Connor's Bog. If this snowmelt water is not replaced in Connor's Bog, it would likely have a negative impact on the water levels in the Bog and Connor's Lake and result in changes to the vegetation composition. This will have an impact on wildlife habitats and lead to lower water levels in Connor's Lake. Development of the new West Anchorage Snow Disposal Site at this location will continue to provide the snowmelt water that supports wetland habitats. The Urban Design Commission approved a variance on April 13, 2022, allowing a snow disposal site to be developed within 25 feet of a Class A or Class B wetland.

However, as described in the preceding paragraph, the eventual operation of the site as a snow disposal site will maintain water levels that support the bog habitats in the surrounding area.

Additionally, the site plan allows for moose to move along the east side of the site as well as to the south to access other areas of Connor's Bog.

Land reclamation activities needed to develop the snow disposal site will result in adverse impacts on Class A wetlands. These impacts are discussed in the Land Reclamation Conditional Use Permit (CUP) application submitted concurrently with this Snow Disposal Site CUP application.

The proposed use will also have an adverse impact on the existing lightly used social trails in this part of the bog. Impacts on these social trails will be offset by improvements to the Connor's Bog area including signage at the parking lot, benches along the AWWU corridor trail, informational kiosks, and a new trail connecting the AWWU corridor trail to Javier De La Vega Park built around the snow disposal pad.

Along the east side, the berm will serve as the foundation of a walking trail to connect Javier De La Vega field with the rest of Connor's Bog Park. This trail will likely run along the top of the berm and support foot traffic. There will be no weirs along this side, and vehicular access is not anticipated. As a park trail and the primary visual feature seen from Minnesota Drive, landscaping will take advantage of the existing large tree stands at the north and south ends. As the berm wraps around the south side of the site, it will maintain its trail and landscape functions. Access to the single weir in the southeast corner will be provided from the inside by placing the fence around the weir and displacing the trail around the weir with a short drainage culvert. The recreation trail will transition via a raised section across the wetlands from the southwest corner to join the AWWU corridor to the west. This trail will remain entirely within the parcel and adjacent section line easements. This southwestern section of the trail will be only slightly elevated above the wetlands and will contain culverts for cross-drainage purposes.

8. **The proposed use is appropriately located with respect to the transportation system, including but not limited to existing and/or planned street designations and improvements, street capacity, access to collectors or arterials, connectivity, off-site parking impacts, transit availability, impacts on pedestrian, bicycle and transit circulation, and safety for all modes; and**

As mentioned earlier, access to the proposed use is the same as access to the existing site. Instead of the current turnoff from Northwood Street into the existing snow disposal site, traffic will continue along a new access road to the new snow disposal site. Traffic volumes are not expected to increase as a result of the new snow disposal site, so there should be no impacts on existing or planned streets, street capacity, access, connectivity, parking, transit, and non-motorized transportation.

9. **The proposed use is appropriately located with respect to existing and/or planned water supply, fire and police protection, wastewater disposal, storm water disposal, and similar facilities and services.**

The proposed snow disposal site will not adversely impact any public services or facilities. The snow disposal site provides a public service for residents and businesses in West Anchorage. The need for the snow disposal site in that area is related to the development patterns and land uses in the area. The relatively dense development, the increase in non-motorized facilities such as sidewalks, multi-use pathways, and bike lanes, and the lack of roadside storage for snow increase the amount of snow that must be removed for this area. The demand for snow removal is expected to increase in the future as more roads are rebuilt to include non-motorized facilities.

Electrical power is available to the site. In addition, there are two overhead Chugach Electric Association high-voltage power transmission lines present along the north side of this site. Structures will be placed near the snow disposal pad entrance/exit to ensure that trucks meet the height requirement to pass under these lines.

The proposed use is not expected to change the demand for fire and police protection.

The proposed facility is using a green infrastructure approach to deal with the snowmelt, so no additional demand will be placed on the storm water disposal system.

The proposed project intends to install culverts that cross the AWWU utility corridor, but this is not expected to have an adverse impact on AWWU facilities.

Use Specific Standards for Snow Disposal (21.05.060.E.8)

21.05.060(E) Waste and Salvage

21.05.060(E)(8) Snow Disposal Site

Definition: An area used for the concentrated storage and disposal of snow transported to that site from other locations. For the purposes of this section, an entire Airport District is considered a single location.

Use-Specific Standards

i. Location

Snow disposal sites shall be located at least 25 feet from a class A or class B wetland, and at least 100 feet from a stream or water body.

The proposed snow disposal site is located within 25 feet of Class A wetlands. A variance to this requirement was approved by the Urban Design Commission on April 13, 2022.

The proposed snow disposal site is located at least 100 feet away from a stream or water body. The closest water body is Connor's Lake, which is approximately 1,600 feet away from the proposed snow disposal site.

ii. Dimensional Standards

Notwithstanding the general dimensional requirements of chapter 21.06, the following specific standards shall apply to this use.

- (A) *Minimum Lot Size* The minimum lot size shall be 36,000 square feet, unless otherwise established by the planning and zoning commission. Abutting smaller lots in common ownership may be considered in aggregate to achieve the minimum lot size. With a recorded joint use agreement, abutting smaller lots with multiple owners may be considered in aggregate to achieve the minimum lot size.

The parcel is approximately 32 acres (1.4 million square feet) in size and exceeds the minimum lot size.

- (B) *Maximum Height of Snow Piles* The maximum height of snow piles shall be 35 feet where the snow storage operations area is within 500 feet of a residential district, unless the snow pile and the residential district are separated by the Alaska Railroad main line corridor, or a freeway or expressway as classified on the Official Streets and Highways Plan. In that case, and in all other areas, the maximum height of snow piles shall be the height limit of the zoning district.

The proposed site is more than 500 feet away from a residential district, so the 35-foot height limit for snow piles does not apply. The building height in PLI district is a maximum of 45 feet or 75 feet, depending on the location. This parcel is within the area that has a maximum building height of 45 feet. The snow piles will typically be approximately 30 feet in height. The exact height may vary depending on the quantity of snowfall received in a given winter.

- (C) *Minimum Setback Requirement* The minimum setback of snow piles shall be 25 feet if adjacent to a public right-of-way or to an industrial zoning district, and 50 feet if adjacent to a non-industrial zoning district.

This site abuts a section line easement along the northern lot line, the public right-of way of Minnesota Drive along its eastern lot line, an undeveloped PLI-zoned parcel owned by HLB to the south, and dedicated parkland and a section line easement along the western lot line. The snow piles will be set back a minimum of 50 feet from the parcel lot lines along the southern and western borders and a minimum of 25 feet along the northern and eastern borders.

iii. Snow Storage Area

The snow storage area shall be well defined on-site in order to prevent storage of snow on adjacent properties or landscaped areas. This may be accomplished through location, landscaping, fencing, and/or signs.

The snow storage area will be well defined through a combination of snow marking poles, fencing, berms, and landscaping. As shown in Figure 1, the proposed snow disposal site is surrounded by a berm that clearly delineates the snow disposal site from the rest of the property.

On the pad, snow poles will be used to define the extent of the snow piles to prevent snow deposition in the water quality detainment areas or on landscaped berms.

The eastern side of the parcel is adjacent to a freeway (Minnesota Drive), and Level 4 landscaping is required. Level 4 landscaping requires a 30-foot planting bed with three trees and 10 scrubs per 20 linear feet of property line, of which half shall be coniferous. Areas of existing trees and shrubs of sufficient size are counted as three times the equivalent of new trees. The landscape plan will retain existing trees and shrubs as screening along Minnesota Drive, which meets the Level 4 landscaping requirements. See Appendix B for additional information. Any plantings, such as those needed for slope stabilization, will use wetland-compatible species.

The other three sides are adjacent to PLI- or TR-zoned land and do not have landscaping requirements in Title 21.

No landscaping is required for the access road parcel or Kloop Station parcel.

iv. Screening Fence or Berm

An earthen berm or a screening structure, either at least six feet high, shall be constructed within every setback adjacent to a public right-of-way or to a non-industrial zoning district. Site enhancement landscaping, or another ground cover acceptable to the decision-making body, shall be planted on the berm and within the area between the berm and the lot line for the site. The decision-making body may require construction of a berm or fence within other setback areas in order to restrict casual access, to confine the operations within the site, to reduce noise and glare, and to ensure compatibility of the operation with adjacent uses.

The proposed design includes a 6-foot-tall earthen berm surrounding the snow disposal pad, with 6-foot hog fencing to limit access. Combined, these berms and fences will provide visual screening, catch windblown litter, and restrict access to the site. The berm will be vegetated with grass along the north, west, and south sides.

Level 4 landscaping requires a 30-foot planting bed with three trees and 10 scrubs per 20 linear feet of property line, of which half shall be coniferous. Areas of existing trees and shrubs of sufficient size are counted as three times the equivalent of new trees. The snow site design will retain existing trees and shrubs to meet the Level 4 landscaping requirements.

Perimeter fencing is included in the proposed design to control access, catch windblown litter, and provide for safe operations. Currently, the design includes a complete fence enclosure along the berm (hog fencing) and on both sides of the access road (chain-link fencing).

Recreational access between Javier De La Vega Park and Connor's Bog Park will be provided by a trail connection along Minnesota Drive, east of the snow site, along the south side of the snow site berm with connections to both the Javier De La Vega parking area and the Connor's Bog main trail. Therefore, it will be appropriate to provide a fence between this proposed trail and the snow site to limit casual access.

v. Drainage and Water Quality Facilities

The on-site and off-site drainage network shall handle water runoff and snow melt without impacting adjacent properties. Drainage and meltwater disposal shall comply with the municipal Design Criteria Manual sections regarding snow disposal sites and drainage.

As discussed earlier, the MOA is using a green infrastructure approach to handle snowmelt as encouraged in the *Anchorage Stormwater Manual* and Municipal Separate Storm Sewer System Permit. The new snow disposal site is surrounded by a berm that will act as the treatment containment area. The containment area will capture finer suspended sediments and result in cleaner discharged meltwater. The surrounding berm, offset at least 50 feet from the depositional pad, will act as the treatment containment area. The meltwater will then be discharged for absorption and dissipation onto wetlands that are contained on adjacent parcels currently owned by the MOA, predominantly wetland, and used for recreational purposes or open space. Discharge from the site will be controlled by weirs to increase dispersion and infiltration into the surrounding wetlands. The weirs will be located to prevent discharge to the north on the Javier De La Vega Park parcel or east along Minnesota Drive.

The wetlands on the adjacent properties to the south and west will be used for infiltration and transmission of meltwater. Additional culverts (one already exists) under the AWWU corridor will allow meltwater to flow west into the areas around and into Connor's Lake. Impacts on the wetland and lake should be generally positive, although some low-lying social trails may be impacted.

A variance to the AMC 21.05.060E.8.b.v, which requires that the on- and off-site drainage network handle water without impacting adjacent properties, was approved by the Urban Design Commission on April 13, 2022.

This variance was granted because the proposed snow disposal site will discharge water runoff and snowmelt into adjacent properties that are part of the Connor's Bog wetland complex. Snowmelt is an important water source for Connor's Bog, as it provides approximately 25–30 percent of the water for this wetland complex. As mentioned earlier, the surrounding properties are owned by the MOA and are used as parkland or open space. Development of these parcels as a different use is unlikely. The snowmelt water will not be discharged onto privately owned properties.

As mentioned above, a snow disposal site needs to have adequate receiving waters. The US Army Corps of Engineers has determined that Connor's Bog is an isolated wetland. Its primary

water sources are precipitation and snowmelt water from the existing Northwood Site. By discharging treated snowmelt water into the Connor's Bog wetland complex, the water will continue to hydrate the remaining wetland habitats and maintain water levels in Connor's Lake.

Development of infrastructure such as roads and storm drain systems in West Anchorage have cut off Connor's Bog from the surface and subsurface flows it previously received from adjacent areas to the north and east. This has resulted in the gradual drying of Connor's Bog and lower surface-water levels in Connor's Lake. Currently, the primary hydrologic contributors into Connor's Bog are from precipitation and meltwater from the Northwood Site. The removal of a major source of hydrologic input into this closed basin could cause Connor's Bog to become even drier, thereby changing the vegetation community. Areas of extended surface ponding in spring and early summer that currently support flood-tolerant sedges would likely be gradually colonized by dwarf shrub species over time. Changes in the vegetation community would likely have secondary effects on wildlife such as migratory shorebirds and songbirds that forage and nest in and near these habitats.

vi. Noise, Dust, and Litter

(A) Noise

If the level of noise from the activity at the snow disposal site, measured at the property line of any residential zoning district or noise-sensitive use such as a public building, academic school, or hospital within one half mile of the snow disposal site, shall exceed the standards stated in AMC subsection 15.70.080A., then the site plan shall identify mitigation measures.

The closest residential properties are less than 0.5 mile from the proposed snow site perimeter in the southwest corner of Connor's Bog. This puts the proposed site more than twice as far from residential properties as the current Northwood Site. The new site was chosen in part for its low impact on neighbors.

Because the closest residential housing unit is less than 0.5 mile from the perimeter of the site, AMC 15.70.080A will apply. AMC 15.70.080A specifies the nighttime allowable limit for noise at the property line, emitted by an Industrial property and received by residential properties as 65 A-weighted decibels (dB (A) L_{max}). The nighttime limit for a commercial property emitter and residential receiver is 55 dBA, which is approximately equivalent to the noise emitted by a household refrigerator.

To determine noise impacts, a November 2010 noise study developed for the Spruce Street Snow Disposal Site was used. That study measured site noise at the 100th Avenue and Sitka Street snow disposal sites. During normal operations, the quantified peak value at these locations was 79 dBA measured at the source. The study used the Federal Highway Administration's Traffic Noise modeling software to estimate noise levels at adjacent residential properties. The analysis concluded that the noise levels at a point 0.17 mile from the source was reduced to 63 dBA. From these values, and using inverse square law noise attenuation calculations, the expected noise level at the residential property nearest the Connor's Bog site is

estimated at 56 dBA. This calculation is in an unobstructed open-air path and does not account for berms, landscaping trees, or natural vegetation. Given this value and because the site will have a berm and intervening vegetation, it is concluded that the noise level emitted from the site will comply with AMC 15.70.080A, and no further noise attenuation will be needed.

(B) Dust and Litter Control

A dust control and litter plan shall be established and implemented. Trash collection/removal shall be done in a manner so that there are no dust or litter impacts to adjacent properties or public rights-of-way.

MOA Street Maintenance operates and maintains public snow disposal facilities throughout the MOA. They will establish a site-specific dust control and litter plan as part of the SWPPP for the site. The primary methods of dust control at snow disposal sites include routine watering of the access drive, service roads, and other portions of the site as necessary.

The primary mode of litter control consists of MOA Street Maintenance crews visiting sites as needed to collect litter by hand and dispose of it. Larger items are generally collected by hand and placed in a loader for disposal. Although time- and labor-intensive, this method has proved to be the most effective for the containment and removal of litter from snow disposal sites.

In addition, the fencing and earthen berm around the snow disposal site will help prevent trash/litter present in the hauled snow from blowing off the site.

Appendix A: Resolutions and Meeting Notes

Municipal Clerk's Office
Approved
Date: November 1, 2021

Submitted by: Chair of the Assembly at
the Request of the Mayor
Prepared by: Planning Department
For reading: August 24, 2021

ANCHORAGE, ALASKA
AO No. 2021-80

1 AN ORDINANCE OF THE MUNICIPALITY OF ANCHORAGE AMENDING THE
2 ANCHORAGE 2040 LAND USE PLAN MAP TO CHANGE THE LAND USE
3 DESIGNATION OF ONE PARCEL FROM "PARK OR NATURAL AREA" TO
4 "COMMUNITY FACILITY OR INSTITUTION" FOR T12N R4W SEC 1 NW 1/4 NW
5 1/4 PTN, GENERALLY LOCATED SOUTH OF WEST INTERNATIONAL
6 AIRPORT ROAD, WEST OF MINNESOTA DRIVE, NORTH OF RASPBERRY
7 ROAD, AND EAST OF THE NORTHWOOD DRIVE RIGHT-OF-WAY
8 ALIGNMENT, IN ANCHORAGE.
9

10 (Sand Lake Community Council) (Planning and Zoning Commission Case 2021-0057)
11

12 THE ANCHORAGE ASSEMBLY ORDAINS:
13

14 Section 1. That the *Anchorage 2040 Land Use Plan Map* is hereby amended to
15 change the land use designation of one lot, as shown in Exhibits A and B, from
16 "Park or Natural Area" to "Community Facility or Institution".
17

18 Section 2. Anchorage Municipal Code section 21.01.080 is amended as follows
19 (*the remainder of the subsection is not affected and therefore not set out*):
20

21 21.01.080 COMPREHENSIVE PLAN
22

23 A. Purpose
24

25 The purpose of the comprehensive plan is to set for the goals,
26 objectives, strategies, and policies governing land use development
27 of the municipality. As adopted, this section and the documents
28 incorporated in this section constitute the comprehensive plan of the
29 municipality.
30

31 B. Elements
32

33 1. Adopted Elements
34

35 The comprehensive plan consists of the adopted elements
36 identified in the following table, and which are incorporated in
37 this chapter by reference. Plans or other elements that are not
38 listed below are not official elements of the comprehensive
39 plan, though they may be valid planning tools.
40

41 *** *** ***
42

TABLE 21.01-1: COMPREHENSIVE PLAN ELEMENTS			
Area/Topic	Plan	Adoption Date ¹	Amendments
Anchorage Bowl	Anchorage 2020, Anchorage Bowl Comprehensive Plan	AO 2000-119(S); 2-20-2001	AO 2002-119; 9-10-2002
	Anchorage 2040 Land Use Plan	AO 2017-116, as amended; 9-26-2017	AO 2019-142, as amended; 12-17-2019; AO 2021-____; (insert effective date of this ordinance)
	Spenard Commercial District Development Strategy	AR 1986-121; 6-17-1986 AO 1987-145; 12-15-1987	
	Tudor Road Public Lands and Institutions Plan	AR 1986-162; 9-9-1986	
	3500 Tudor Road Master Plan	AO 2007-118; 11-13-2007	
	Anchorage Downtown Comprehensive Plan	AO 2007-113; 12-11-2007	
	Hillside District Plan	AO 2010-22; 4-13-2010	AO 2014-134; 11-18-14 AO 2015-17; 3-3-15
	Utility Corridor Plan	AO 1990-13(S); 2-27-1990	AO 2003-78; 8-19-2003 AO 2005-121(S); 10-25-2005 AO 2007-97; 7-17-2007
	Section 36 Land Use Study (recommending Alternative 2)	AO 1992-125; 11-10-1992	
	The Ship Creek/Waterfront Land Use Plan (May 1991), including the Transportation Element, as supplemented by the Ship Creek Framework Plan, 7-22-14	AO 1991-88; 6-3-1991	AIM 1991-178 AO 2014-79; 7-22-14
	Potter Valley Land Use Analysis	AO 1999-144; 12-7-1999	
	UMED District Plan	AO 2015-140; 3-22-2016	
	West Anchorage District Plan	AO 2012-47; 7-10-2012	AO 2016-32; 4-12-16
	Government Hill Neighborhood Plan	AO 2013-11; 2-12-2013	AO 2015-18; 3-3-15
	Fairview Neighborhood Plan	AO 2014-108; 9-9-14	

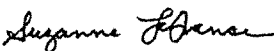
*** *** ***

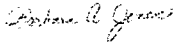
(AO 2012-124(S), 2-26-13; AO 2013-117, 12-3-13; AO No. 2013-151, § 3, 1-14-14; AO No. 2014-63, § 3, 6-24-14; AO No. 2013-132(S), § 3, 7-8-14; AO No. 2014-79, § 3, 7-22-14; AO No. 2014-108, § 3, 9-9-14; AO No. 2014-134, § 3, 11-18-14; AO No. 2014-139(S), § 3, 12-2-14; AO No. 2015-17, § 3, 3-3-15; AO No. 2015-18, § 5, 3-3-15; AO No. 2015-46, § 3, 5-14-15; AO No. 2015-140, § 2, 3-8-16; AO No. 2016-101, § 2, 9-13-16; AO No. 2017-67, 5-9-2017; AO No. 2017-116, § 6, 9-26-17; AO No. 2018-23, § 3, 3-20-18; AO No. 2019-142, § 3, 12-17-19; AO No. 2020-74, § 2, 9-15-20)

Section 3. This ordinance shall become effective immediately upon passage and approval by the Anchorage Assembly.

PASSED AND APPROVED by the Anchorage Assembly this 1st day of November, 2021.

ATTEST:


Chair


Municipal Clerk

(Planning and Zoning Commission Case 2021-0057)

MUNICIPALITY OF ANCHORAGE

ASSEMBLY MEMORANDUM

No. AM 549-2021

Meeting Date: August 24, 2021

FROM: MAYOR

SUBJECT: AN ORDINANCE OF THE MUNICIPALITY OF ANCHORAGE AMENDING THE ANCHORAGE 2040 LAND USE PLAN MAP TO CHANGE THE LAND USE DESIGNATION OF ONE PARCEL FROM "PARK OR NATURAL AREA" TO "COMMUNITY FACILITY OR INSTITUTION" FOR T12N R4W SEC 1 NW 1/4 NW 1/4 PTN, GENERALLY LOCATED SOUTH OF WEST INTERNATIONAL AIRPORT ROAD, WEST OF MINNESOTA DRIVE, NORTH OF RASPBERRY ROAD, AND EAST OF THE NORTHWOOD DRIVE RIGHT-OF-WAY ALIGNMENT, IN ANCHORAGE.

This is an amendment to the *Anchorage 2040 Land Use Plan* to change the designation of a 32-acre parcel from "Park or Natural Area" to "Community Facility or Institution." The Sand Lake Community Council adopted a resolution in support of the amendment on May 10, 2021. The Planning and Zoning Commission recommended approval of the amendment on July 19, 2021.

The implementing zoning district of the "Community Facility or Institution" designation is Public Lands and Institutions (PLI) district. The current zoning of the site is Transition (T) district.

A companion case is being processed to amend the zoning map and rezone this area as well. The purpose of the rezone, and this update to the Land Use Plan Map, is to reflect the intended use of the property, which is the West Anchorage Snow Disposal Site. A public hearing conditional use permit with the Planning and Zoning Commission is also required prior to the development of the snow disposal site.

This ordinance has no private sector economic effects and local government effects are less than \$30,000. Pursuant to AMC 2.30.053B.1., a summary of economic effects is not required.

THE ADMINISTRATION RECOMMENDS APPROVAL.

Prepared by:	Francis McLaughlin, Senior Planner, Planning Department
Approved by:	Michelle J. McNulty, Planning Director
Concur:	Adam Trombley, Community Development Director
Concur:	Karol (Karl) Raszkievicz, OMB Director
Concur:	Patrick Bergt, Municipal Attorney
Concur:	Amy Demboski, Municipal Manager
Respectfully submitted:	Dave Bronson, Mayor

Attachments: Exhibits A and B
Planning Department Analysis Packet

(Planning and Zoning Commission Case No. 2021-0057)

Exhibit A - Recommended Land Use Plan Map (PLC Case No. 2021-0057)

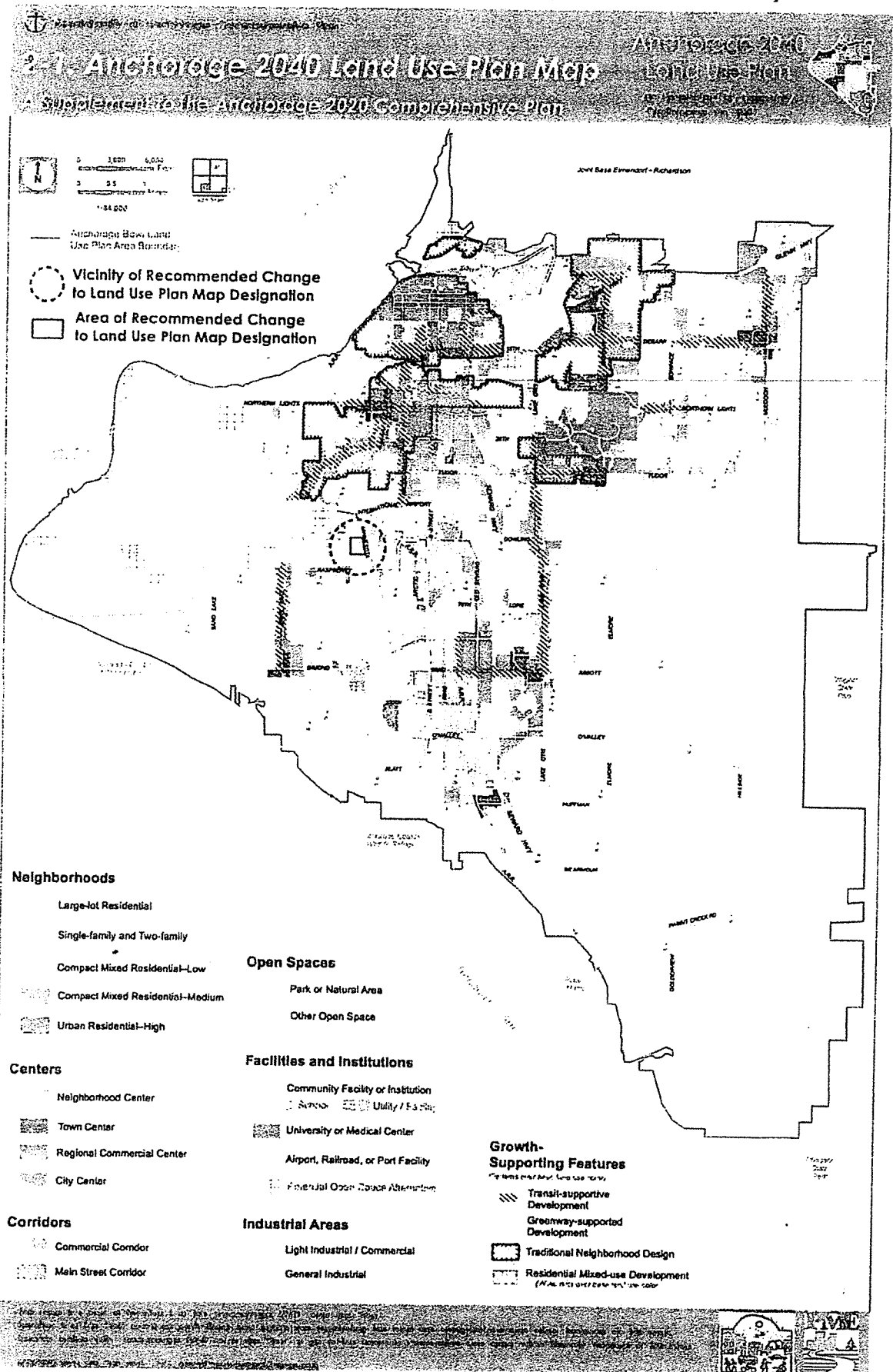
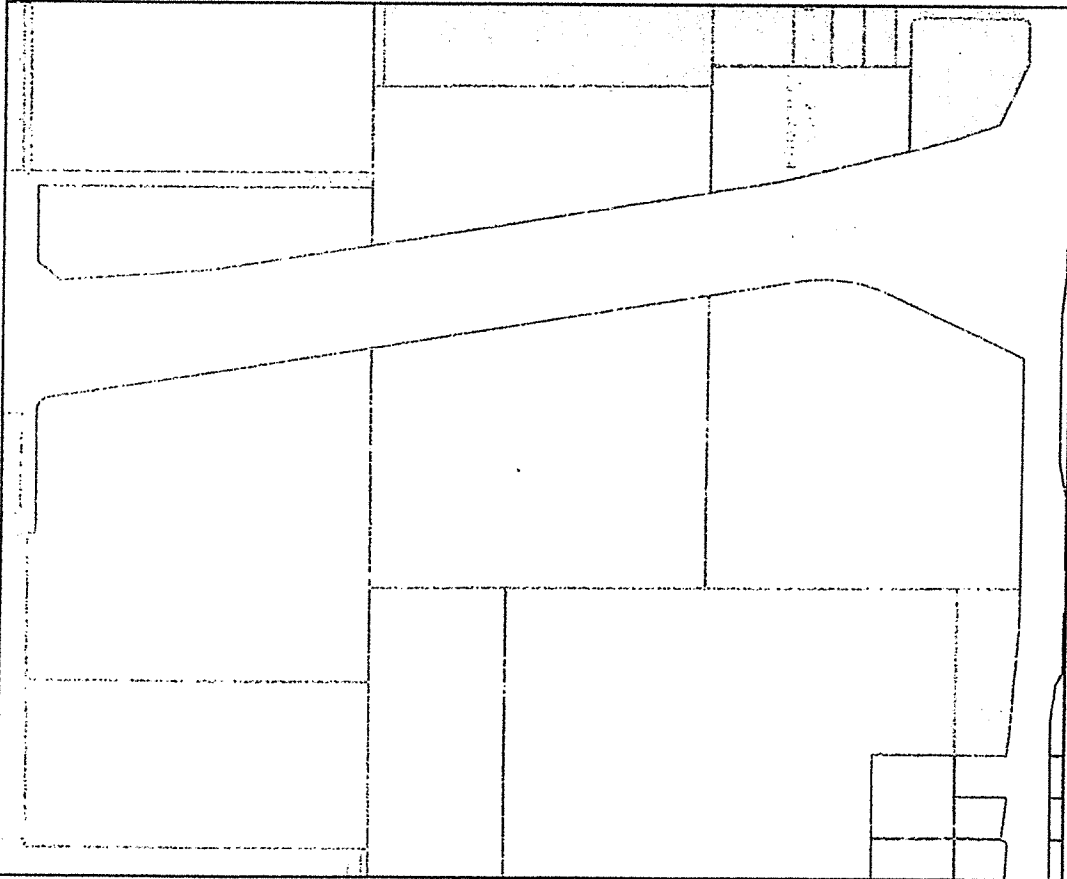
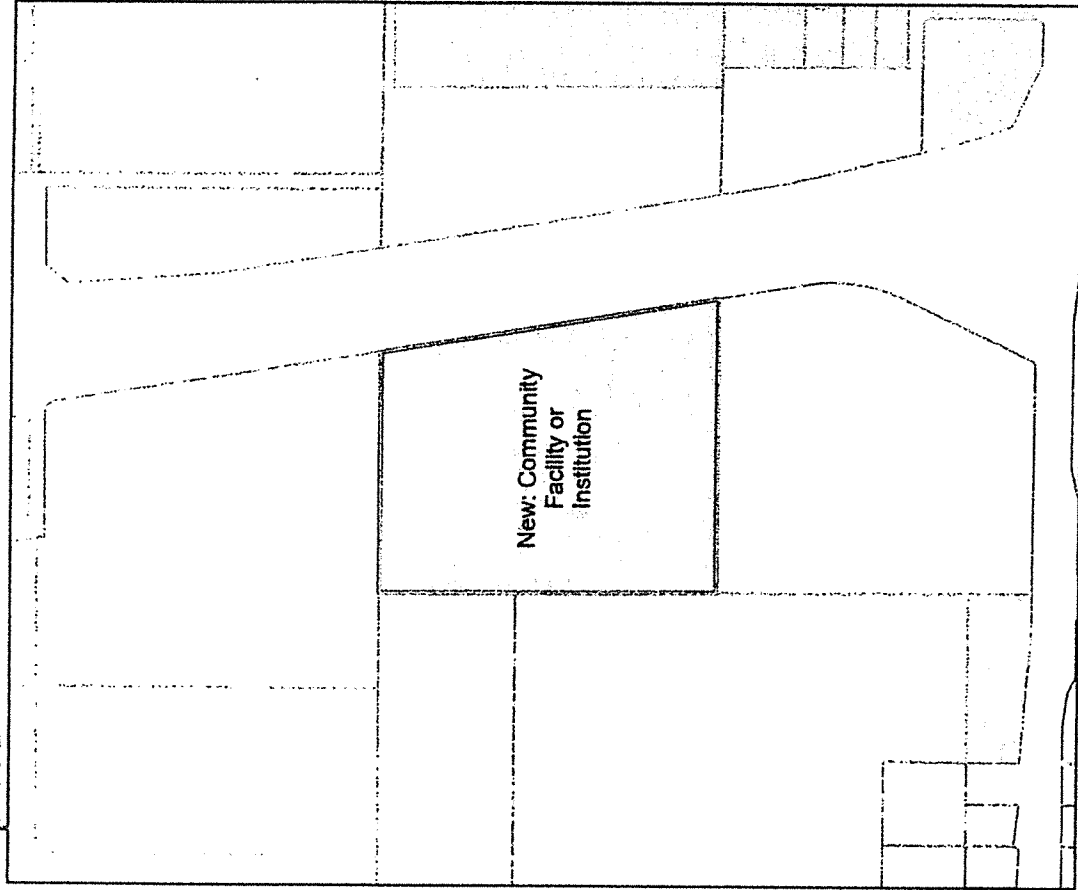


Exhibit B - Existing and Proposed Land Use Designation (PZC Case No. 2021-0057)

Existing



Proposed



Anchorage 2040 Land Use Designations:

- Single-Family and Two-Family
- Neighborhood Center
- Park or Natural Area
- Community Facility or Institution
- Airport, Railroad, or Port Facility
- Potential Open Space
- General Industrial
- Water Feature
- ROW (White)

West Anchorage Snow Dump Comp Plan Amendment

Area of Recommended Change to Land Use Designation

Date Exported: 6/24/2021

Municipal Clerk's Office
Approved
Date: November 1, 2021

Submitted by: Chair of the Assembly at the
Request of the Mayor
Prepared by: Planning Department
For Reading: August 24, 2021

ANCHORAGE, ALASKA

AO No. 2021-81

1 AN ORDINANCE AMENDING THE ZONING MAP AND APPROVING THE
2 REZONING OF APPROXIMATELY 32 ACRES FROM TR (TRANSITION)
3 DISTRICT TO PLI SL (PUBLIC LANDS AND INSTITUTIONS) DISTRICT WITH
4 SPECIAL LIMITATIONS FOR T12N R4W SECTION 1 NW ¼ NW ¼ PTN;
5 GENERALLY LOCATED SOUTH OF WEST INTERNATIONAL AIRPORT
6 ROAD, WEST OF MINNESOTA DRIVE, NORTH OF RASPBERRY ROAD, AND
7 EAST OF THE NORTHWOOD DRIVE RIGHT-OF-WAY ALIGNMENT, IN
8 ANCHORAGE.
9

10 (Sand Lake Community Council) (Planning and Zoning Commission Case 2021-0058)
11

12 **THE ANCHORAGE ASSEMBLY ORDAINS:**
13

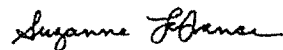
14 **Section 1.** The zoning map shall be amended by designating T12N R4W
15 Section 1 NW ¼ NW ¼ PTN, as PLI SL, public lands and institutions, district with
16 special limitations.
17

18 The property described above is shown on Exhibit "A," attached.
19

20 **Section 2.** The zoning map amendment is subject to the following special
21 limitation: "The use shall either be snow disposal, or park or open area."
22

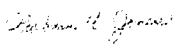
23 **Section 3.** This ordinance shall become effective 10 days after the Director of
24 the Planning Department has received the written consent of at least 51 percent
25 of the owners of the property within the area described in Section 1 above to any
26 special limitations contained herein. The rezone approval contained herein shall
27 automatically expire, and be null and void, if the written consent is not received
28 within 120 days after the date on which this ordinance is passed and approved.
29 In the event no special limitations are contained herein, this ordinance is effective
30 immediately upon passage and approval. The Director of the Planning
31 Department shall change the zoning map accordingly.
32

33 PASSED AND APPROVED by the Anchorage Assembly this 1st day of
34 November, 2021.
35

36 
37

38 _____
39 Chair

40 ATTEST:
41

42 
43

44 _____
45 Municipal Clerk

MUNICIPALITY OF ANCHORAGE

ASSEMBLY MEMORANDUM

No. AM 550-2021

Meeting Date: August 24, 2021

1 FROM: MAYOR

2
3 SUBJECT: AN ORDINANCE AMENDING THE ZONING MAP AND APPROVING
4 THE REZONING OF APPROXIMATELY 32 ACRES FROM TR
5 (TRANSITION) DISTRICT TO PLI SL (PUBLIC LANDS AND
6 INSTITUTIONS) DISTRICT WITH SPECIAL LIMITATIONS FOR
7 T12N R4W SECTION 1 NW ¼ NW ¼ PTN; GENERALLY LOCATED
8 SOUTH OF WEST INTERNATIONAL AIRPORT ROAD, WEST OF
9 MINNESOTA DRIVE, NORTH OF RASPBERRY ROAD, AND EAST
10 OF THE NORTHWOOD DRIVE RIGHT-OF-WAY ALIGNMENT, IN
11 ANCHORAGE.
12

13 This is a rezone of a 32-acre parcel of land from transition (TR) district to public
14 lands and institutions (PLI SL) district with special limitations. The TR district is an
15 antiquated zoning district that was not carried forward in the current zoning code,
16 Anchorage Municipal Code, Title 21. Remaining TR districts are intended to be
17 rezoned to more restrictive zoning classifications.
18

19 On July 19, 2021, the Planning and Zoning Commission recommended approval of
20 the rezone with a special limitation stating: "The use shall either be for a snow
21 storage facility, or for a park or open area." The Sand Lake Community Council
22 adopted a resolution recommending approval of the rezone on May 10, 2021.
23

24 The application complies with the approval criteria for rezoning in AMC 21.03.160E.,
25 *Approval Criteria*. This rezone implements the *Anchorage 2040 Land Use Plan* with
26 the comprehensive plan amendment that is being processed concurrent with this
27 rezone in a separate case (PZC Case 2021-0057).
28

29 The 2021 West Anchorage Snow Disposal Site Selection determined that this is the
30 best site to replace the existing snow dump in West Anchorage. The Federal
31 Aviation Administration prioritizes Ted Steven's Anchorage International Airport
32 property for commercial aviation use and the Municipality's use of the property is
33 only temporary. Snow disposal sites require conditional use approval in the PLI
34 district.
35

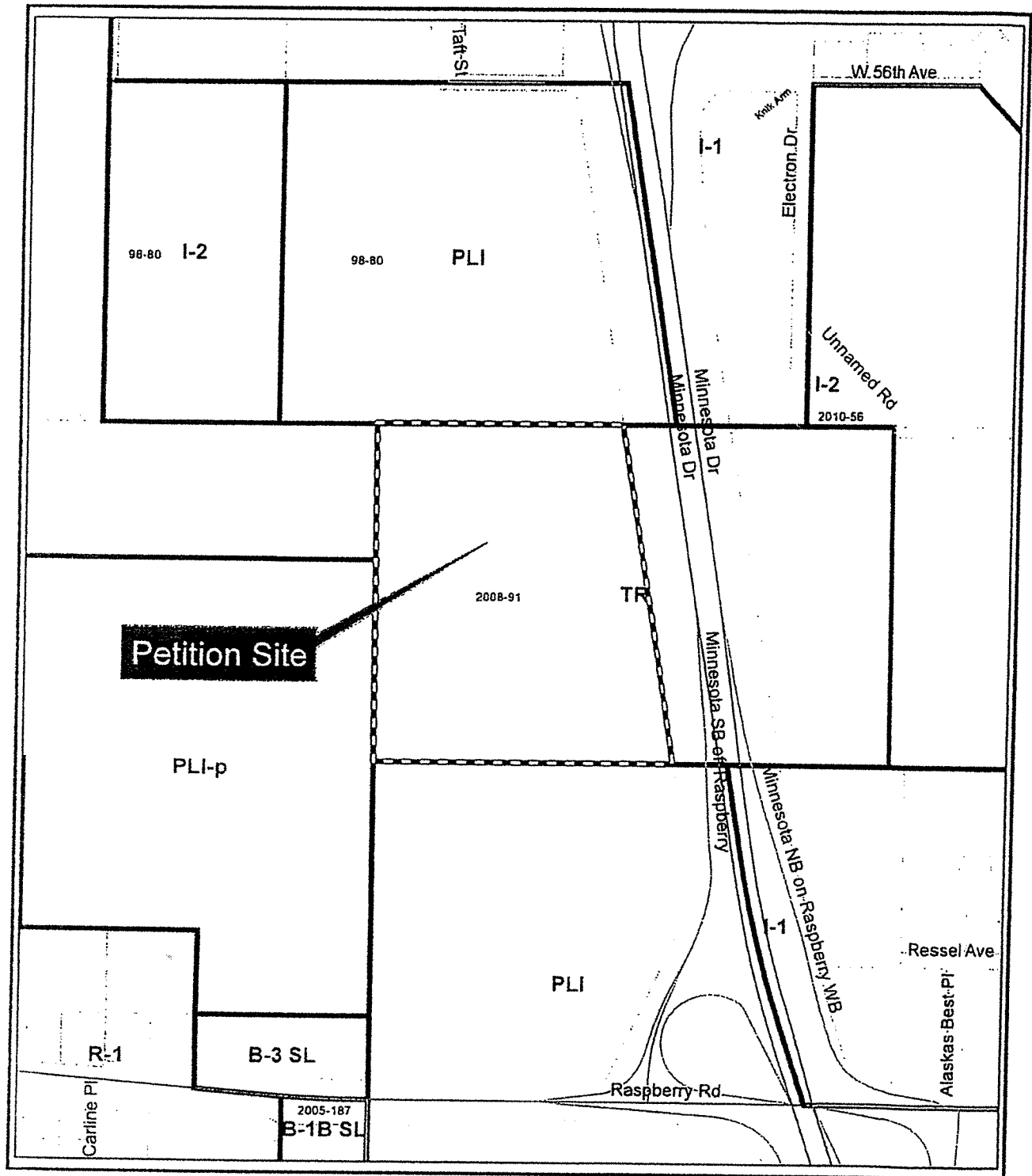
36 This ordinance has no private sector economic effects and local government
37 effects are less than \$30,000. Pursuant to AMC 2.30.053B.1., a summary of
38 economic effects is not required.
39

40 **THE ADMINISTRATION RECOMMENDS APPROVAL.**
41

42 Prepared by: Francis McLaughlin, Senior Planner
43 Planning Department

1 Approved by: Michelle J. McNulty, Planning Director
2 Concur: Adam Trombley, Community Development Director
3 Concur: Karol (Karl) Raszkievicz, OMB Director
4 Concur: Patrick Bergt, Municipal Attorney
5 Concur: Amy Demboski, Municipal Manager
6 Respectfully submitted: Dave Bronson, Mayor
7
8 Attachment: Exhibit A
9 Planning Department Analysis Packet
10
11 (Planning and Zoning Commission Case No. 2021-0058)

2021-0058 EXHIBIT A



Municipality of Anchorage
Planning Department

Date: June 21, 2021



Municipal Clerk's Office
Approved
Date: September 14, 2021

Submitted by: Chair of the Assembly at the
Request of the Mayor
Prepared by: Planning Department
For Reading: August 24, 2021

ANCHORAGE, ALASKA
AO No. 2021-77

1 AN ORDINANCE AUTHORIZING THE USE OF A PORTION OF MUNICIPAL
2 PROPERTY WITHIN THE DEDICATED CONNOR'S BOG PARK FOR AN
3 INTRAGOVERNMENTAL USE PERMIT THAT IS 464 FEET BY 21 FEET ON
4 THE NORTHERN BOUNDARY OF CONNOR'S LAKE SUBDIVISION, TRACT
5 B, PER PLAT 85-130, IN ACCORDANCE WITH AMC 25.10.080C.;
6 GENERALLY LOCATED SOUTH OF WEST INTERNATIONAL AIRPORT
7 ROAD, WEST OF MINNESOTA DRIVE, NORTH OF RASPBERRY ROAD, AND
8 EAST OF THE NORTHWOOD DRIVE RIGHT-OF-WAY ALIGNMENT, IN
9 ANCHORAGE.

10
11 (Sand Lake Community Council) (Planning and Zoning Commission Case 2021-0093)

12
13 **WHEREAS**, the Municipality of Anchorage Project Management and Engineering
14 Department seeks authorization for the use of municipal property dedicated as
15 Connor's Bog Park for an intragovernmental use permit, in accordance with AMC
16 25.10.080C.

17
18 **WHEREAS**, the intragovernmental use permit is 464 feet by 21 feet on the
19 northern boundary of Connor's Lake Subdivision, Tract B, per Plat 85-130, for a
20 driveway to the West Anchorage Snow Disposal Site.

21
22 **WHEREAS**, the purpose of the authorization is to construct a driveway from
23 Northwood Drive and the Kloop Street Maintenance Facility to a new snow
24 disposal site in West Anchorage.

25
26 **WHEREAS**, the affected area of Connor's Bog Park is primarily a natural area
27 with no developed trails or planned improvements, but has some social trails
28 connecting to Javier De La Vega Park.

29
30 **WHEREAS**, the Parks and Recreation Commission and the Planning and Zoning
31 Commission have both adopted resolutions recommending authorization for the
32 intragovernmental use permit.

33
34 **THE ANCHORAGE ASSEMBLY ORDAINS:**

35
36 **Section 1.** That the Municipality of Anchorage Project Management and
37 Engineering Department is hereby authorized the use of a portion of municipal
38 property within the dedicated Connor's Bog Park for an intragovernmental use
39 permit that is 464 by 21 feet on the northern boundary of Connor's Lake
40 Subdivision, Tract B, per Plat 85-130, in accordance with AMC 25.10.080C.
41

Section 2. This Ordinance shall be effective immediately upon passage and approval by the Assembly.

PASSED AND APPROVED by the Anchorage Assembly this 14th day of September, 2021.

Suzanne LaFrance

Chair

ATTEST:

Barbara A. Jones

Municipal Clerk

MUNICIPALITY OF ANCHORAGE

ASSEMBLY MEMORANDUM

No. AM 546-2021

Meeting Date: August 24, 2021

1 FROM: MAYOR

2
3 SUBJECT: AN ORDINANCE AUTHORIZING THE USE OF A PORTION OF
4 MUNICIPAL PROPERTY WITHIN THE DEDICATED CONNOR'S
5 BOG PARK FOR AN INTRAGOVERNMENTAL USE PERMIT
6 THAT IS 464 FEET BY 21 FEET ON THE NORTHERN BOUNDARY
7 OF CONNOR'S LAKE SUBDIVISION, TRACT B, PER PLAT 85-
8 130, IN ACCORDANCE WITH AMC 25.10.080C.; GENERALLY
9 LOCATED SOUTH OF WEST INTERNATIONAL AIRPORT ROAD,
10 WEST OF MINNESOTA DRIVE, NORTH OF RASPBERRY ROAD,
11 AND EAST OF THE NORTHWOOD DRIVE RIGHT-OF-WAY
12 ALIGNMENT, IN ANCHORAGE.
13

14 This ordinance authorizes an intragovernmental use permit for a driveway on a
15 portion of Connor's Bog Park that is dedicated parkland, in accordance with AMC
16 25.10.080C., *Use of municipal property for park or recreational purposes*. The
17 driveway will serve the new West Anchorage Snow Disposal Site.
18

19 The Parks and Recreation Commission and the Planning and Zoning Commission
20 recommended approval of the intragovernmental use permit on May 13, 2021, and
21 July 19, 2021, respectively.
22

23 The MOA Project Management and Engineering Department (PM&E) is requesting
24 a 464 feet by 21 feet intragovernmental use permit from the end of Northwood
25 Drive along the north boundary of Connor's Lake Subdivision, Tract B, to the
26 proposed West Anchorage Snow Disposal Site. The intragovernmental use permit
27 is the minimum needed for the driveway given the existing Chugach Electric
28 Association, Inc. transmission lines and the topography of the site.
29

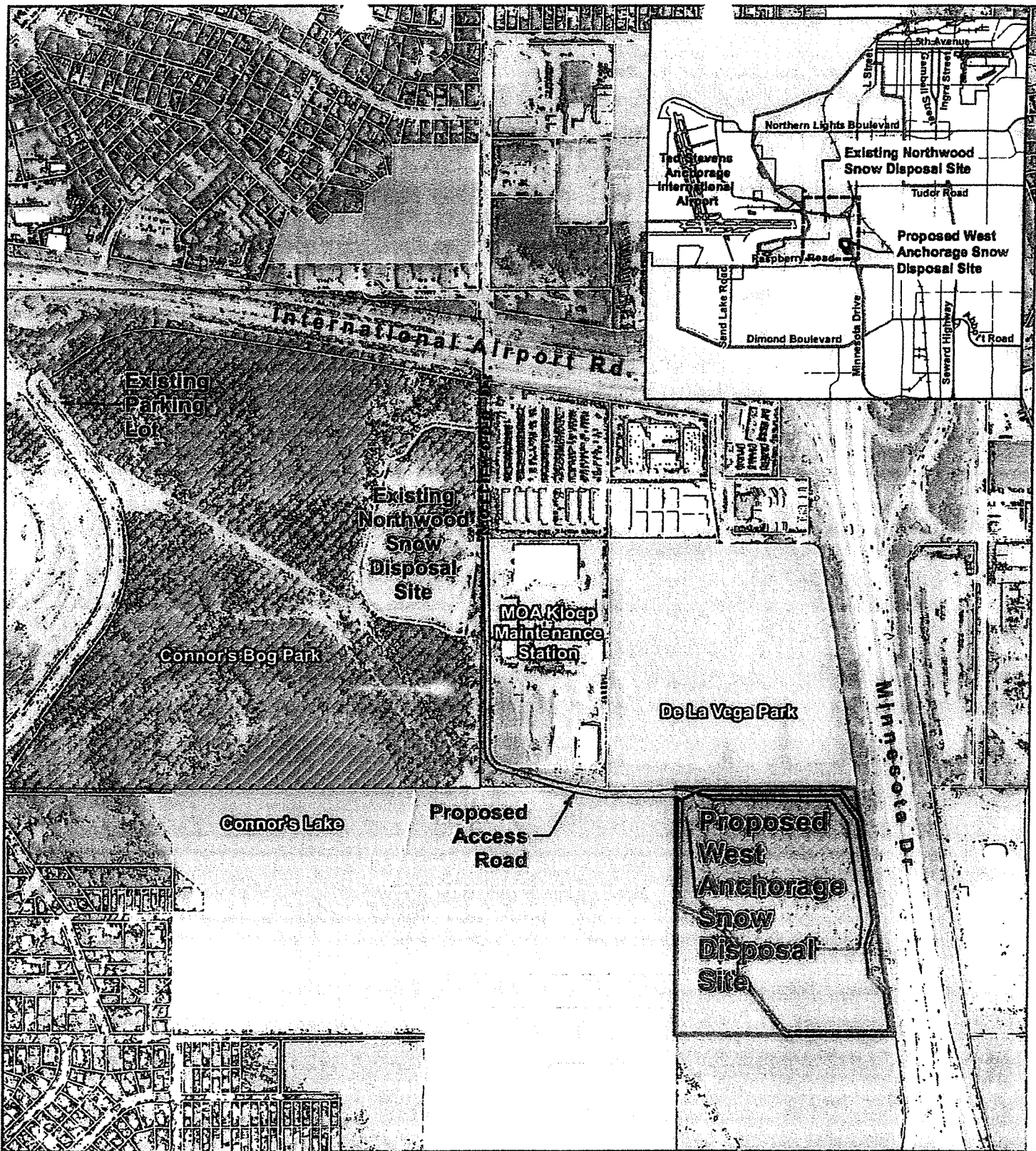
30 This ordinance has no private-sector economic effects, and local government
31 effects are less than \$30,000. Pursuant to AMC 2.30.053B.1., a summary of
32 economic effects is not required.

THE ADMINISTRATION RECOMMENDS APPROVAL.

Prepared by: Francis McLaughlin, Senior Planner
Planning Department
Approved by: Michelle J. McNulty, Planning Director
Concur: Adam Trombley, Community Development Director
Concur: Karol (Karl) Raszkievich, OMB Director
Concur: Patrick Bergt, Municipal Attorney
Concur: Travis C. Frisk, CFO
Concur: Amy Demboski, Municipal Manager
Respectfully submitted: Dave Bronson, Mayor

Attachment: West Anchorage Snow Disposal Site Exhibit A Location Map
Planning Department Analysis Packet

(Planning and Zoning Commission Case No. 2021-0093)



Project Site

Proposed West Anchorage Snow Disposal Site

Proposed Access Road

Existing Northwood Snow Disposal Site

TSAIA Property

Dedicated Parkland

West Anchorage Snow Disposal Site

Exhibit A - Location Map

**Please note that the configuration and size of the snow disposal site is subject to change based on the Design Study Report

0 250 500 Feet

**MUNICIPALITY OF ANCHORAGE
PLANNING AND ZONING COMMISSION
RESOLUTION NO. 2021-023**

A RESOLUTION RECOMMENDING APPROVAL OF THE USE OF MUNICIPAL PARKLAND FOR AN INTRAGOVERNMENTAL USE PERMIT THAT IS 464 FEET BY 21 FEET ON THE NORTHERN BOUNDARY OF CONNOR'S LAKE SUBDIVISION, TRACT B PER PLAT 85-130, IN ACCORDANCE WITH AMC 25.10.080C.; GENERALLY LOCATED SOUTH OF WEST INTERNATIONAL AIRPORT ROAD, WEST OF MINNESOTA DRIVE, NORTH OF RASPBERRY ROAD, AND EAST OF THE NORTHWOOD DRIVE RIGHT-OF-WAY ALIGNMENT, IN ANCHORAGE.

(Case 2021-0093; Parcel Number 012-041-07)

WHEREAS, a request has been received from the MOA Project Management and Engineering Department to approve the use of municipal parkland for an intragovernmental use permit that is 464 feet by 21 feet on the northern boundary of Connor's Lake Subdivision, Tract B, per Plat 85-130, in accordance with AMC 25.10.080C.; generally located south of West International Airport Road, west of Minnesota Drive, north of Raspberry Road, and east of the Northwood Drive right-of-way alignment, in Anchorage; and

WHEREAS, the proposed snow disposal site requires an access road that traverses a portion of Connor's Bog Park; and

WHEREAS, the proposed access road would require an intragovernmental use permit to use approximately 8,917 square feet of Connor's Bog Park, a dedicated municipal park of approximately 104 acre in area; and

WHEREAS, notices were published, posted, and mailed, and a public hearing was held on July 19, 2021.

NOW, THEREFORE, BE IT RESOLVED, by the Municipal Planning and Zoning Commission that:

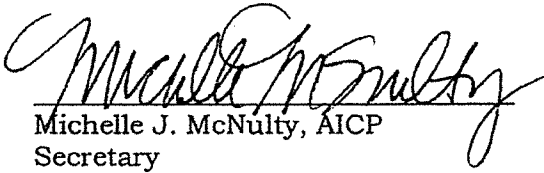
A. The Commission makes the following findings of fact:

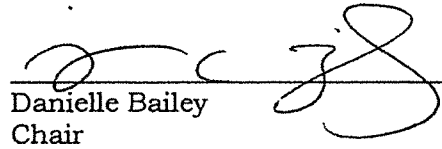
1. The MOA Parks and Recreation Commission adopted a resolution of support for the use of parkland for the intergovernmental use permit, in accordance with AMC 25.10.080C.
2. The MOA Maintenance and Operations Department identified the need for a replacement snow disposal site and this is an efficient location going forward.

3. The project team testified about the site selection process and the need for the intergovernmental use permit. This is the only available access to the parcel of land and it is the smallest possible use of parkland.
 4. The Parks and Recreation Commission Resolution recommends design features to offset trail and visual impacts to the reasonable satisfaction of the Parks and Recreation Department. The project team testified that they are working with the Parks and Recreation Department on the design of the intergovernmental use permit.
 5. A dissenting commissioner is concerned with the statement that there is no other viable alternative. While he appreciated the project team's level of analysis of the existing power line within the section line easement, he is concerned that some site specific considerations may not known or their potential impacts.
- B. The Commission recommends approval of the use of municipal parkland within the dedicated Connor's Bog Park for an intragovernmental use permit that is 464 by 21 feet on the northern boundary of Connor's Lake Subdivision, Tract B, per Plat 85-130, in accordance with AMC 25.10.080C.

PASSED AND APPROVED by the Municipal Planning and Zoning Commission on the 19th day of July, 2021.

ADOPTED by the Anchorage Municipal Planning and Zoning Commission this 2nd day of August, 2021.


Michelle J. McNulty, AICP
Secretary


Danielle Bailey
Chair

(Case 2021-0093; Parcel Number 012-041-07)

fm

**MUNICIPALITY OF ANCHORAGE
URBAN DESIGN COMMISSION
RESOLUTION NO. 2022-003**

A RESOLUTION APPROVING A VARIANCE FROM AMC 21.05.060E.8.b., TO ALLOW A SNOW DISPOSAL SITE TO ENCROACH INTO WETLANDS AND DISCHARGE WATER TO ADJACENT PROPERTY IN THE PLI SL (PUBLIC LANDS AND INSTITUTIONS DISTRICT WITH SPECIAL LIMITATIONS) FOR PTN, NW4NW, SEC. 1, R3W, T12N, S.M., IN ANCHORAGE.

(Case 2022-0012; Parcel Number 012-571-01)

WHEREAS, a request was received from the MOA Project Management and Engineering Division for a variance from AMC 21.05.060E.8.b. to allow a snow disposal site to encroach into wetlands and discharge water to adjacent property in the PLI SL (public lands and institutions district with special limitations) for PTN, NW4NW4, Sec. 1, R4W, T12N, S.M., in Anchorage, and

WHEREAS, 251 public hearing notices were published, posted, and mailed, and a public hearing was held April 13, 2022, and

NOW THEREFORE BE IT RESOLVED, by the Urban Design Commission that:

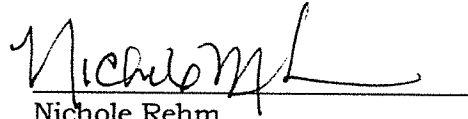
- A. The Commission makes the following findings of fact:
1. The approval criteria for a zoning variance are met, as required by AMC 21.03.240G., *Approval Criteria*.
 2. The granting of the variance is supported by *Anchorage 2040* Policies 5.5 and 6.2; *Anchorage 2020* Policies 5, 7, 30, 49, 67, 69, 71, 79, and 81; and the *West Anchorage District Plan*.
 3. The proposal results in benefits to the community that are equivalent to or better than compliance with the subject standard. The variance does not change the character of the PLI zoning district, where the property is located. There are no ADA accessibility concerns at this site. The variance does not adversely affect the health, safety, and welfare of the people of the Municipality. Signs are not an issue.
- B. The Commission approves the variance from AMC 21.05.060E.8.b., to allow a snow disposal site to encroach into wetlands and discharge water to adjacent property in the PLI SL district, subject to:
1. Prior to this variance becoming effective, a notice of zoning action shall be filed with the State of Alaska District Recorder's Office, including a map and a copy of the resolution of approval.

PASSED AND APPROVED by the Urban Design Commission on the 13th day of April 2022.

ADOPTED by the Urban Design Commission this 11th day of May 2022. This written decision/resolution of the Municipal Urban Design Commission is final, and any party may appeal it to the Board of Adjustment in accordance with AMC 21.03.050A.



Craig H. Lyon
Secretary



Nichole Rehm
Chair

(Case 2022-0012; Parcel Number 012-571-01)

fm

RESOLUTION 2021-01

Subject: A Resolution Pertaining to the Rezone, Comprehensive Plan Amendment and Conditional Use Permits for the Property Described Parcel ID 012-571-01-000 (referred to as West Anchorage Snow Disposal Site).

WHEREAS; the Anchorage Municipal Charter Art. VIII, Sec 8.01 establishes Community Councils as representatives for neighborhoods in planning and development; and

WHEREAS; Community Councils are intended to reflect actual neighborhoods and provide guidance advice on management of lands within their boundaries; and

WHEREAS; the West Anchorage Snow Disposal Site is zoned Transition (TR) District and is a single parcel approximately 32 acres in size; and

WHEREAS; the requested rezone, comprehensive plan map amendment, and conditional use permits will allow for the development of a proposed West Anchorage Snow Disposal Site, and

WHEREAS; the requested rezone, comprehensive plan map amendment, and conditional use permits (snow disposal site land reclamation) will support the Municipality's goal of meeting the city's long-term snow removal needs in a cost-effective manner. It would also support the city's vision of having a year-round multi-modal transportation system.

NOW THEREFORE; the Sand Lake Community Council hereby resolves to support the rezone of said property from TR District to PLI District, the 2040 LUP amendment of said property from "Park or Natural Area" to "Community Facility or Institution", and the approval of Conditional Use Permits.

Adopted, this 10th day of May, 2021 by the Sand Lake Community Council.

Parker Haymans

Parker Haymans

SLCC President

17 votes in favor

0 votes against & several abstaining

05/10/2021

MEETING SUMMARY

Prepared by: HDR

Project: West Anchorage Snow Disposal Project

Meeting Subject: Sand Lake Community Council (SLCC) Meeting

Meeting Time: 6:30 - 8:30 PM

Meeting Date: March 8, 2021

Location: Zoom Call

List of Attendees:	Jason Mellerstig	Catherine Bollinger
	Robert Hayes	Rosemary Dunn
	Rick Chisham	Dave Hilmeyer
	Alexandria McCormick	Irene Quednow
	Ken McCormick	Nikki Wray
	Edward Cullinane	Nancy Casey
	Mark Nusbaum	Russell Biggs
	Dustin Sherman	Julie Makela
	Marilyn Stewart	Joy Boston
	Lisa Rabinowitz	Bill Spencer
	Tony Spiroski	Representative Matt Claman
	Beverly Churchill	Crystal Koeneman
	Shirley Reeves	Simon Wigren
	Melinda Tsu	Carl Jacobs
	Donovan Camp	Marjorie Paulson
	Josie Wilson	Judy Jessen
	Deva Johnson	Kollette Schroeder
	Barbara Carlson	Claire Lewis
	Jennifer Anderson	David Anderson
	Representative Sara Rasmussen	Frank Rast
	Eugene Cho	Linda Swiss
	James Armstrong (AWWU)	Cathy Gleason

Summary

Josie Wilson of HDR introduced the project team and Bill Spencer of HDR gave a PowerPoint presentation. The following topics were covered in the approximately 10-minute presentation:

- The purpose of the West Anchorage Snow Disposal Project is to replace the current snow disposal site on Northwood Street, near Kloop Station, with a permanent site in West Anchorage owned by MOA.
- Description of the current site, which is leased on year-to-year basis from the State of Alaska.
- Overview of the site selection process and description of the selected site in Connor's Bog.

- The Connor's Bog Site was selected because it is owned by MOA, is in the West Anchorage Snow Disposal Area, and is available for 24-hour a day operation. Few potential sites met PM&E's location, size, ownership, and operational flexibility requirements for a new snow disposal site.
- Description of the permitting process for the project. The project will require a rezoning of the selected parcel, a change to the 2040 Land Use Plan Map, an approval for Other Municipal Use of Dedicated Park Land, Land Reclamation Permit, and a Conditional Use Permit. Due to the site's location in wetlands, several deviations from the Design Criterial Manual for snow disposal sites will be required.
- The project is currently in the design and permitting phase. Construction is scheduled to begin in 2022, pending project funding.
- The project website is <http://www.westanchoragesnow.com>

Comments and Questions from SLCC Members

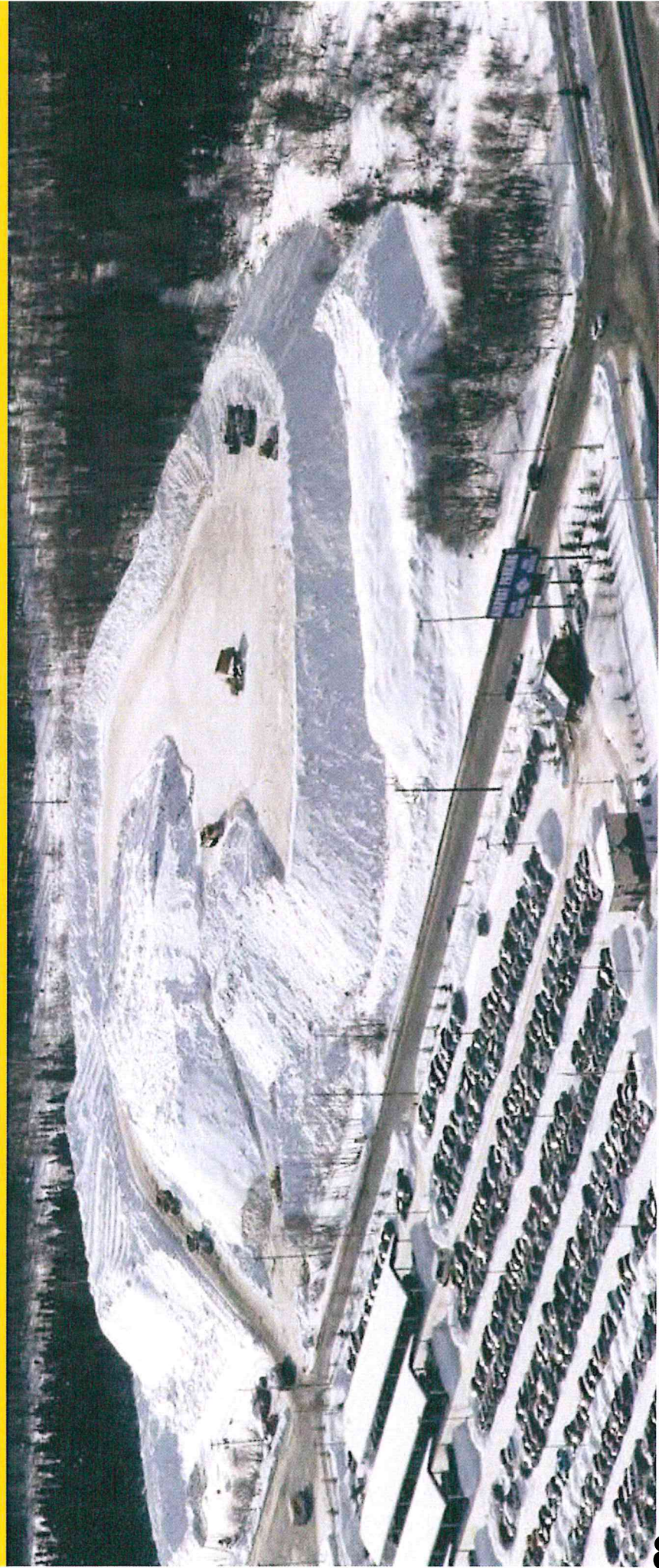
- One community member asked where the snow meant for this site comes from. Bill Spencer explained that the snow comes from city streets, small cul-de-sacs, and sidewalks.
- A community member asked about the reclamation permit and if the project would be required to mitigate impacts to wetlands. The project team explained that the reclamation permit is for the placement of fill and that the project does not require a Corps wetland permit, therefore wetland mitigation is not required.
- A member asked about construction techniques in wetlands and water quality monitoring once the project is constructed. Bill Spencer explained that the team is considering low impact development design techniques and a buffer of wetlands to treat the snowmelt and reduce impacts to the remainder of the bog. The buffer of wetlands should act as biotic treatment of the snowmelt before it is released into the bog.
- A member asked if the snow stored in Connor's Bog would be enough to flood Connor's Lake and about alternative location in South Anchorage near Cabela's. The project team explained that the selected site is in the same basin as the existing site and that the amount of snow would be similar, which is why water levels are not expected to change. The team further explained that the site needs to be within the West Anchorage Snow Disposal Area due to trucking costs. The site near Cabela's is outside the West Anchorage Snow collection area and the Cabela's site is both privately owned and high valuable commercial property making acquisition costs prohibitive.
- Cathy Gleason of Turnagain Community Council stated concerns about the site selection process with respect to existing plans and the required approvals. She feels that a working group should be formed. The project team thanked Cathy for her input on the Site Selection Study and restated the permitting process that will be required for the new snow disposal site. Melinda explained that the project team has met with the MOA Planning Department and has a clear permitting plan. She also explained that the project team will continue to inform the public and will be reaching out to the Turnagain CC, Taku/Campbell CC, and Federation of CCs for additional project presentations.

- In response to Cathy Gleason, a community member stated that even if the project doesn't conform to existing plans, storing snow is a critical need for the city. Cathy Gleason responded that she understands but the various plans required a lot of work by many people.
- Josie Wilson explained that she and the project team kept track of the comments in the chat box and provided her contact information: 907-644-2030 or email info@westanchoragesnow.com.
- SLCC President, Parker Haymans, stated that many areas in the SLCC experienced significant structural damage during the November 2018 earthquake. He explained that the Sand Lake area is underlain with saturated fine grain sand material and has an inherent risk of liquefaction during earthquake events. He stated that this consideration should be incorporated into the design to prevent impacts to residences and business.

West Anchorage Snow Disposal Project

PM&E Project No. 19-01

Sand Lake Community Council Presentation March 8, 2021





What is the Snow Disposal Project?

MOA has selected a new snow disposal location in order to meet long-term use, permitting requirements, and current water quality standards.

March 8, 2021





Site Selection Process

West Anchorage Snow Disposal Project



The Final Site Selection Study can be found at westanchoragesnow.com.

March 8, 2021

Sand Lake Community Council Presentation

3



Selected Location: Connor's Bog

Advantages:

- Low impact on residents and neighbors
- Sufficiently sized and available for use
- No operational restrictions
- Adequate receiving waters

Considerations:

- Requires filling a portion of the Connor's Bog wetlands

March 8, 2021



Sand Lake Community Council Presentation



Upcoming Permitting Steps

West Anchorage Snow Disposal Project

1

Rezoning

Classification change from Transitional (TR) to Public Lands and Institutional (PLI)

2

Comprehensive Plan Amendment

Anchorage 2040 Land Use Plan Map

3

Approval for Other Municipal Use of Dedicated Park Land

0.2 acres for the access road

4

Variances of Title 21 and Municipal Design Criteria

As identified in the Design Study Report

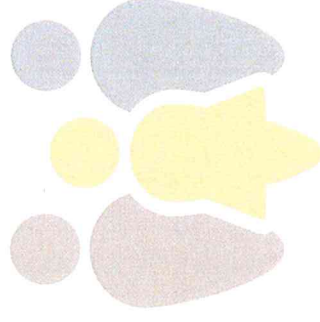
5

Conditional Use Permits

Land Reclamation and Snow Disposal Site

March 8, 2021

6





Schedule

West Anchorage Snow Disposal Project

Construction is planned for 2022 pending funding and permitting approvals.

PROJECT SCHEDULE	2019	2020	2021	2022
Data Collection				
Site Selection				
Permitting				
Field Work / Design				
Construction				
Public Involvement				



We Are
Here



Indicates Public Open House

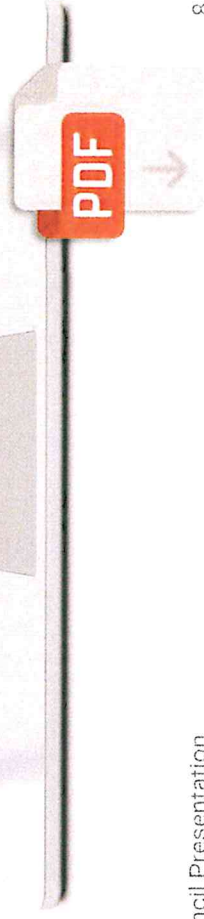
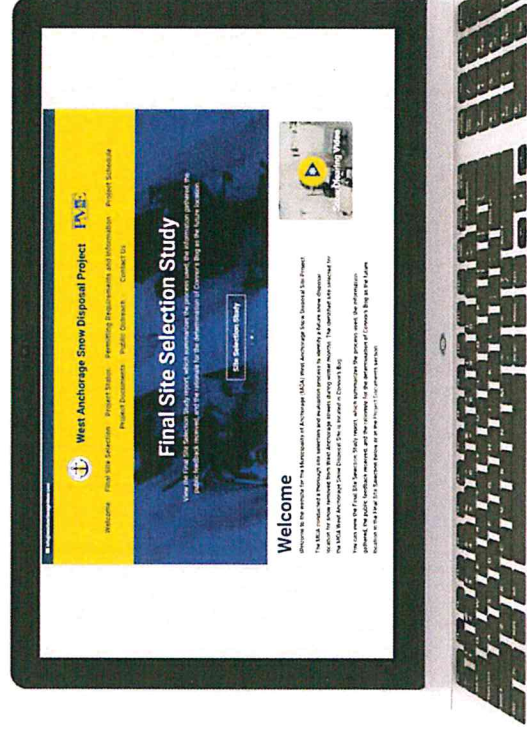


Find more information

Visit the project website for more
information and to download
project documents!

westanchoragesnow.com

West Anchorage Snow Disposal Project



March 8, 2021

Sand Lake Community Council Presentation

8



Questions?

West Anchorage Snow Disposal Project

**Melinda Tsu, P.E.,
Project Manager**

**Julie Makela, P.E.,
Project Administrator**



info@westanchoragesnow.com



www.westanchoragesnow.com



(907) 644-2030

Appendix B: Landscaping Memo

Technical Memo

Date: Wednesday, May 11, 2022

To: Melinda Tsu, P.E., Project Manager, Project Management & Engineering

From: Bill Spencer, P.E., HDR Project Manager

Subject: Landscaping Requirements for the West Anchorage Snow Disposal Project, PM&E Project 19-01

Introduction

The purpose of this memo is to document the number and species of trees along the eastern parcel boundary of the proposed West Anchorage Snow Disposal Site that meet Freeway Landscaping (L4) requirements (per Anchorage Municipal Code [AMC] Table 21.07-1).

For the selected site the Freeway Landscaping (L4) requirements are:

- Meet the L4 requirement only along the portion of the parcel that abuts the Minnesota Drive right-of-way.
- Provide 3 trees and 10 shrubs per 20 linear feet of property line requiring freeway landscaping.
- At minimum, ½ of all trees shall be coniferous.
- Trees and shrubs may be distributed along frontage at owner's discretion.
- All areas within the planting bed shall be covered with living ground cover, turf, or mulch.
- All trees, shrubs, and ground covers shall be chosen for suitable hardiness and length of season for the specific area to be planted.

According to AMC 21.07.080F(1)(d), existing individual trees that are preserved on-site may be used towards meeting the landscaping requirements for freeway landscaping. Trees were counted in order to determine whether the project design would need to incorporate additional planted trees to meet landscaping requirements. Due to the difficult nature of planting trees in wetlands and on constructed berms, the preservation of existing trees is desired in order to meet the minimum tree requirements.

The number of existing trees that meet L4 code requirements were counted in the field by HDR and MOA staff. The landscaping survey covered an area along the eastern boundary of the project parcel (Parcel #01257100) that will not be cleared during construction (Figure 1).

Methodology

Trees

On March 31, 2022 a field crew composed of myself and Simon Wigren (HDR) and Isobel Roy (MOA PM&E Arborist and Project Administrator) visited the Project site. Prior to beginning the survey the crew used a GPS-enabled handheld iPad to flag a 30-foot-wide area along the eastern boundary of the project

parcel (Figure 2), from here on referred to as the landscaping area. The area flagged excluded the footprint of the water quality berm where vegetation clearing would occur during project construction.

The field crew then divided up the landscaping area into subsections, or Tree Counting Areas, to eliminate double counting individual trees. Once these areas were established the crew measured the height of several spruce trees as well as the caliper diameter of deciduous trees in the northern part of the project area. The field crew used these measurements to calibrate their visual estimates of the desired tree size to be counted. The field crew did not count deciduous trees greater than 2-inch caliper but less than 6-inch caliper or coniferous trees between 6 feet and 10 feet in height due to the number of trees within the landscaping area. The consensus of the field crew was that counting only large deciduous trees greater than 6 inches in caliper and coniferous trees greater than 10 feet tall would be efficient and more accurate.

Shrubs

On May 4, 2022, following snowmelt, a field crew composed of Simon Wigren, Josh Buza (HDR), and Isobel Roy visited the landscaping area of the site. The crew began by identifying shrubs species within the landscaping area, especially those that grow to greater than 18 inches in height but less than 5 feet tall (Vioreck et al. 1992).

Once shrub species were identified, the field crew delineated two approximately 100 square-foot plots (Figure 1). One plot was characterized by a significant cover of grasses and sedges with standing water (Shrub Plot 1). The second plot was more representative of a majority of the landscaping area, with a high density of scrub-shrub coniferous plants such as white and black spruce (Shrub Plot 2). An average density of shrubs was then applied to the entire landscaping area that will not be cleared during construction. Photos were then collected at 10-foot intervals along the western boundary of the landscaping area to document shrub cover (see Attachment A – Photo Log). Each photo was taken at a height approximately 5 feet above the ground and directed toward the eastern boundary of the project parcel.

Results

Trees

The number of deciduous trees greater than 6-inch caliper and coniferous trees greater than 10 feet in height counted in the landscaping area are summarized in Table 1. In the northern part of the landscaping area (Tree Count Area 1) there is a dense stand of black and white spruce (Figure 3) as well as paper birch (Figure 4). The only appropriately-sized deciduous trees in the landscaping area were found in Tree Count Area 1. Tree Count Area 3 is a densely-treed area in the southern portion of the landscaping area. This area had the largest number of trees that meet L4 requirements. In total, 704 trees within the landscaping area are either greater than 10 feet in height or greater than 6 inches in caliper diameter.

Table 1. Number of trees meeting Freeway Landscaping requirements in each Tree Count Area.

Tree Count Area	Number of Coniferous Trees Greater than 10 feet height	Number of Deciduous Trees Greater than 6 inches Caliper
1	220	15
2	15	0
3	421	0
4	33	0
Total	689	15

Shrubs

The following shrub species were identified within the landscaping area: black spruce, white spruce, dwarf birch, paper birch, Labrador tea, shrubby cinquefoil, prickly rose, sweetgale, and leatherleaf. Within Shrub Plot 1, 40 individual shrubs greater than 18 inches were counted, while in Shrub Plot 2 there were 55 individuals recorded for an average of 47.5 shrubs per 100 square feet (or 0.475 per square foot) between the two shrub plots.

Discussion

Trees

According to Table 21.07-1 of AMC 21.07.080, 3 trees per 20 linear feet of the property line are required to meet L4 landscaping specifications. The eastern boundary of the snow site parcel is the only boundary that must meet the landscaping requirement and is 1,336 linear feet, (although the entire length of the property line will not be developed, the entire length was used to be conservative) therefore, the minimum number of trees within the landscaping area to meet code is 200.

As mentioned above, AMC 21.07.080F(1)(d) allows for existing trees preserved on-site to be used to meet landscaping requirements. Trees that are retained on-site are credited toward code landscaping requirements following these guidelines:

- Coniferous trees 10 feet or more in height are equivalent to three new trees.
- Deciduous trees 6 inches or greater caliper are equivalent to three new trees.

Based on the tree crediting guidelines, the landscaping area contains a total of 2,112 equivalent trees, 10 times the number to meet L4 code requirements.

Shrubs

According to Table 21.07-1 of AMC 21.07.080, 10 shrubs per 20 linear feet of the property line are required to meet L4 landscaping specifications. Therefore, the landscaping area must contain at least 668 shrubs greater than 18 inches in height. Applying the average shrub density found in our field plots we determined that approximately 11,192 shrubs greater than 18 inches are found within the landscaping area that will not be removed during construction.

Other L4 Landscaping Requirements

Table 21.07-1 of AMC 21.07.080 also describes several other L4 landscaping requirements relevant to this project. These are:

- At minimum, half of all trees shall be coniferous.
- All areas within the planting bed shall be covered with living ground cover, turf, or mulch.
- All trees, shrubs, and ground covers shall be chosen for suitable hardiness and length of season for the specific area to be planted.

Based on our recorded counts of existing trees at the site and the project landscaping design, all other L4 landscaping requirements would be met. These requirements would be met because:

- Nearly all of the trees that would be retained, as described above, are coniferous.
- The landscaping area would be covered with living ground cover, including trees and shrubs.
- The current landscaping plan calls for living ground cover in the form of seeding across the entire berm surrounding the snow storage pad.
- Additional trees, shrubs, and ground cover placed on the berm will be suitable to the correct USDA Hardiness Zone for the Anchorage Bowl.

Conclusion

We conclude that existing trees, shrubs and vegetative buffer on the eastern property boundary meet the Freeway Landscaping (L4) requirements. Contract construction documents shall require the delineation and preservation of this vegetative area between the eastern berm and eastern property boundary.



Figure 1. Number of trees meeting code requirements in each Tree Count Area.



Figure 2. Flagging along eastern boundary of the project parcel.



Figure 3. Typical dense conifers greater than 10 feet height in Tree Count Area 1.



Figure 4. Paper birch that measures greater than 6 inches caliper diameter.

Attachment 1 – Photo Log



1.



2.

3.



4.





5.



6.



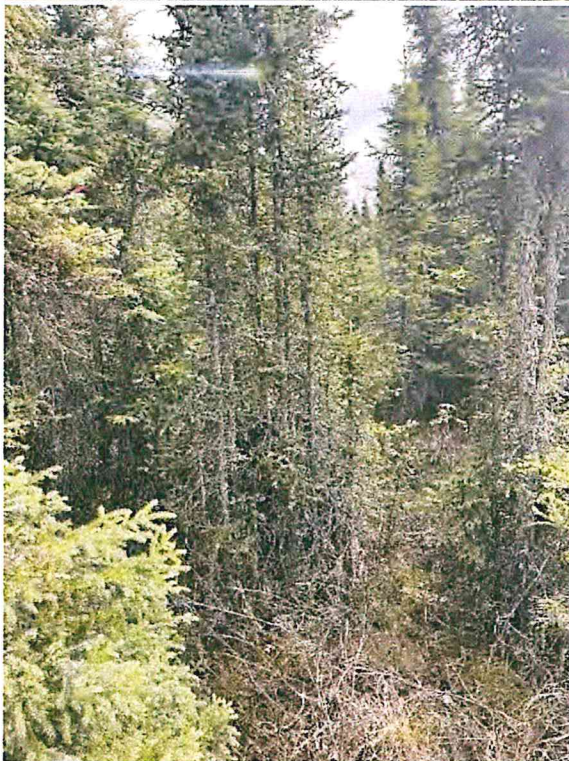
7.



8.



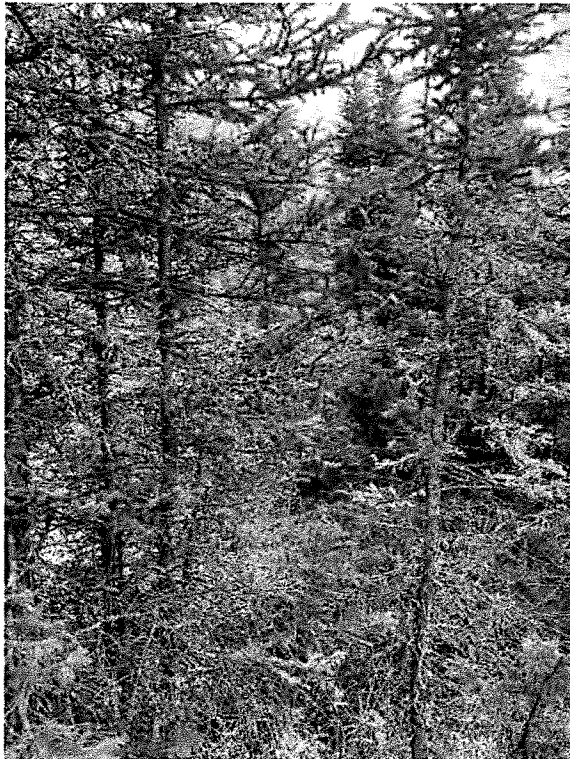
9.



10.



11.



12.



13.



14.

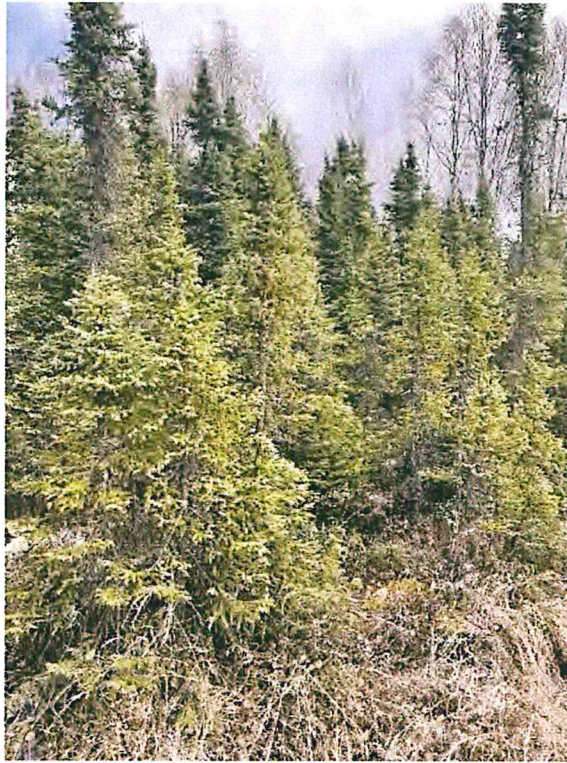


15.

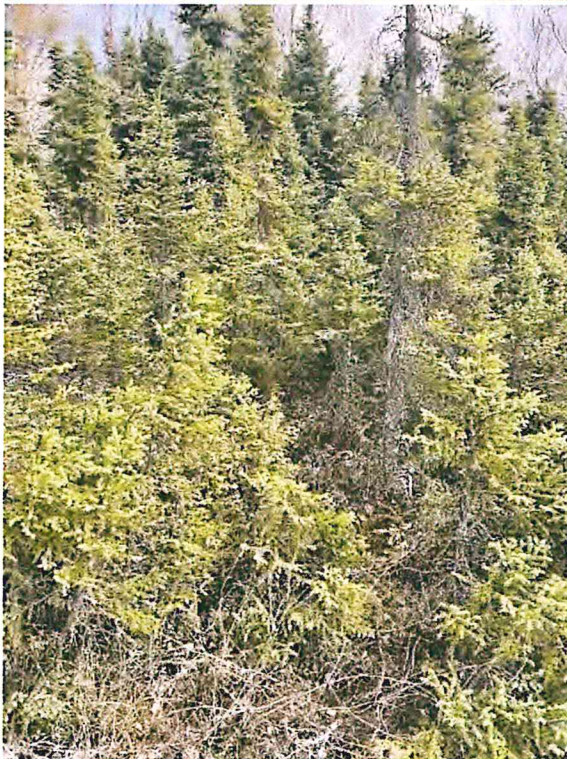


16.

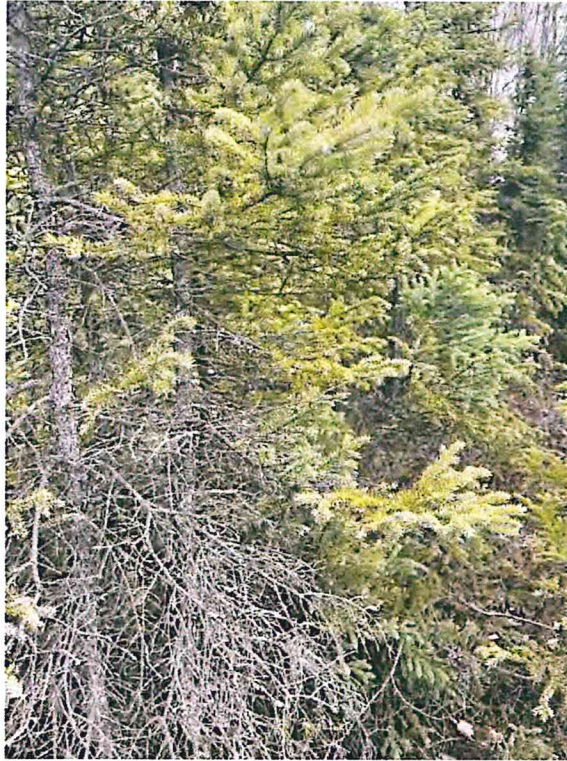
17.



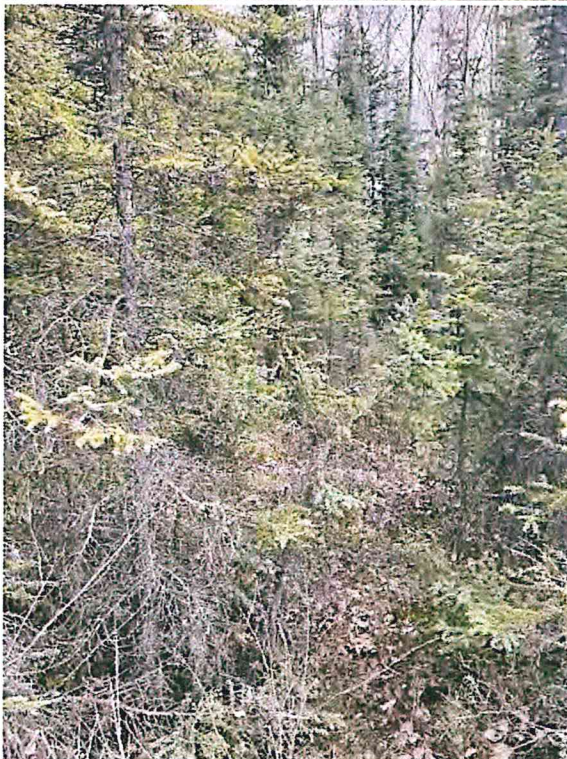
18.



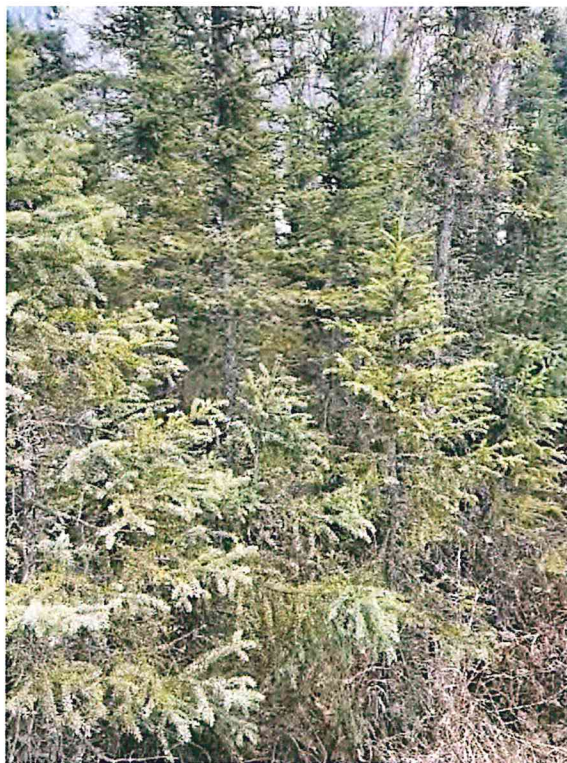
19.



20.



21.



22.



23.



24.



25.



26.



27.



28.



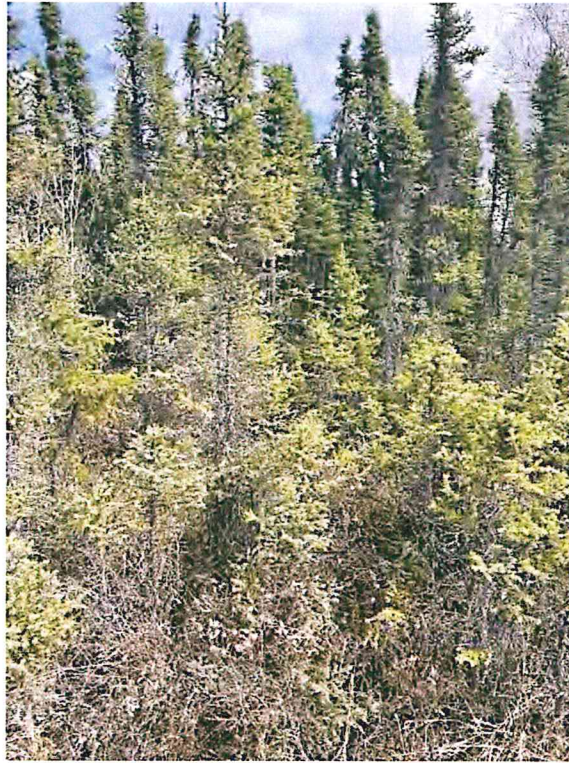
29.



30.



31.



32.



33.



34.



35.



36.





37.



38.

39.



40.



41.



42.



43.



44.



45.



46.





47.



48.

49.

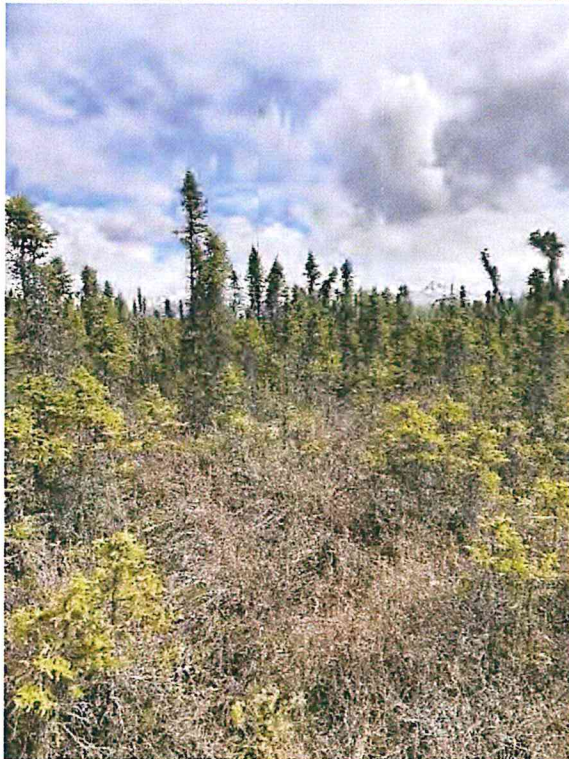


50.



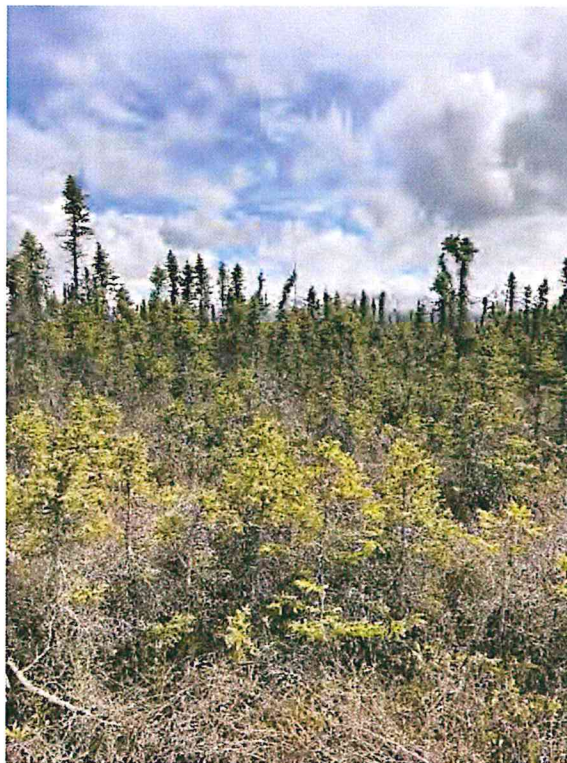


51.



52.

53.



54.





55.



56.



57.



58.



59.



60.

61.



62.





63.



64.



65.



66.

67.



68.



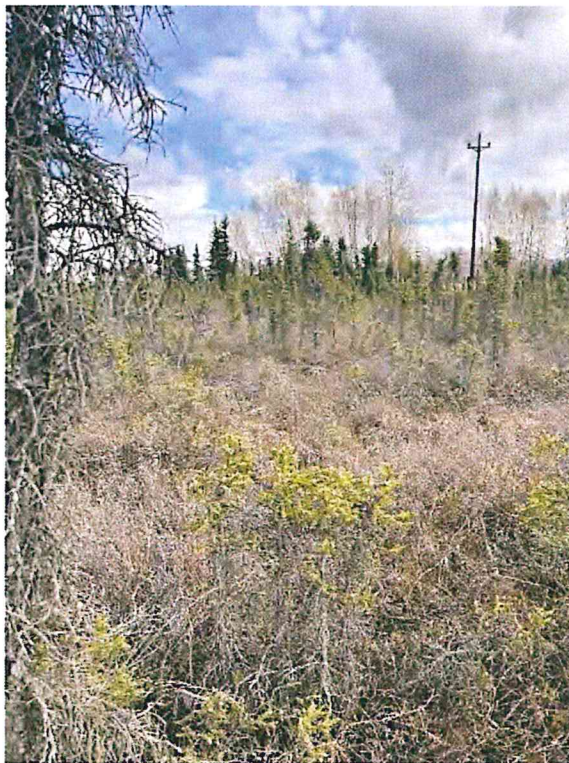
69.



70.



71.



72.



73.



74.





75.



76.



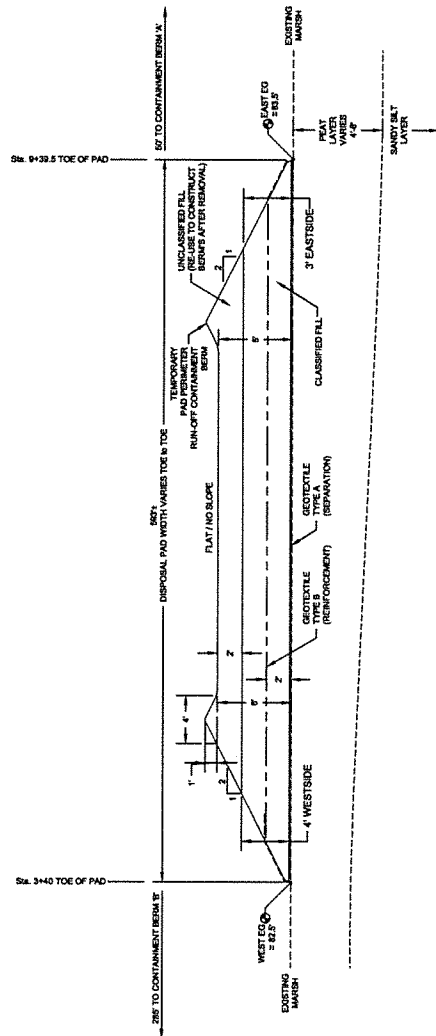
77.



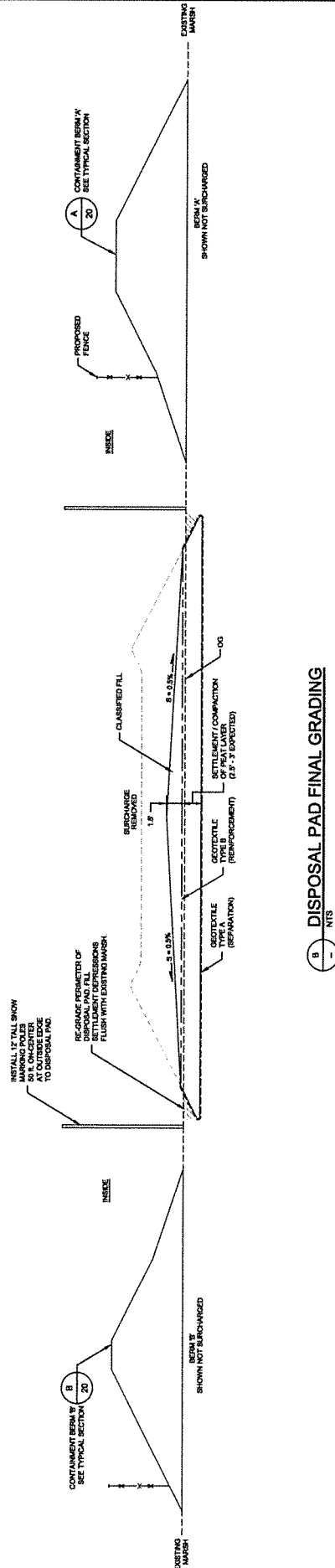
78.



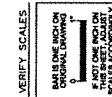
79.



DISPOSAL PAD SURCHARGED



DISPOSAL PAD FINAL GRADING

[illegible]

CONSTRUCTION SHALL BE COMPLETED IN ACCORDANCE WITH THE MUNICIPALITY OF
ANCHORAGE STANDARD SPECIFICATIONS (M.A.S.S.) 2015. LANDSCAPING
IMPROVEMENTS, HEREAFTER REFERRED TO AS H.A.S.S.
CONTRACTOR SHALL OBTAIN ALL NECESSARY PERMITS PRIOR TO BEGINNING
CONSTRUCTION. THE PERMITS SHALL BE MAINTAINED AT THE JOB SITE
UNTIL THE PROJECT IS COMPLETED. ANY REMAINS OF THE PROJECT
WITHIN MOA MUNICIPALITY OF ANCHORAGE PROPERTY AND RIGHTS-OF-WAY AND
EASEMENTS, UNLESS OTHERWISE APPROVED IN WRITING BY THE ENGINEER AND THE
AFFECTED PROPERTY OWNER.
REFER TO CIVIL SHEETS FOR UTILITY LOCATIONS. ALL OF WHICH ARE APPROXIMATE
BASED ON RECORD DRAWINGS. SOME UTILITY LOCATIONS AND SOME FROM
UTILITY RECORDS. CONTRACTOR IS RESPONSIBLE FOR LOCATING AND TIEING ALL
UTILITIES PRIOR TO CONSTRUCTION. CALL 811 BEFORE YOU DIG!
UNDERGROUND AND OVERHEAD ELECTRICAL, CABLE TELECOMMUNICATION LINES (AND
POLES) MAY OCCUR WITHIN THE PROJECT AREA. CONTRACTOR SHALL COORDINATE
ALL WORK IN CLOSE PROXIMITY TO EXISTING OVERHEAD &
UNDERGROUND UTILITIES WITH THE LOCAL UTILITY AGENCIES, LOCAL, STATE,
AND LOCAL STATUTES, CODES AND GUIDELINES, AND THE ELECTRICAL FACILITY
CLEARANCE REQUIREMENTS OF THE GOVERNING UTILITY. HAND DIGGING IS REQUIRED
WITHIN TWO (2) FEET OF BURIED ELECTRICAL CABLE. SOME UTILITIES HAVE BEEN
LOCATED FROM RECORD DRAWINGS AND MAY NOT BE VISIBLE.
CONTRACTOR SHALL BE RESPONSIBLE FOR IDENTIFYING ALL EXISTING UTILITIES PURPOSES
ONLY. CONTRACTOR IS RESPONSIBLE FOR PROVIDING MATERIALS, EQUIPMENT AND
LABOR AS NEEDED FOR CONSTRUCTION AS PER PLANS & SPECIFICATIONS.

REFERENCE NOTES SCHEDULE			
SYMBOL	DESCRIPTION	QTY	DETAIL
1	SCHEDULE A MOVABLE SEED MIX OVER 4" TOPSOIL	1,099 sf	
2	SCHEDULE C WETLAND SEED MIX OVER NATIVE SOIL	155,424 sf	
3	SCHEDULE D REVEGETATION SEED MIX OVER NATIVE SOIL	87,003 sf	
4	SCHEDULE F SNOW DUMP SEED MIX OVER NATIVE SOIL	829,410 sf	
5	TACKIFIER	78,350 sf	
6	OWNER-FURNISHED VICTORY STANLEY P-8 PARK BENCH	2	
7	MOSK	3	
8	DOG DOG DISPOSAL STATION	1	

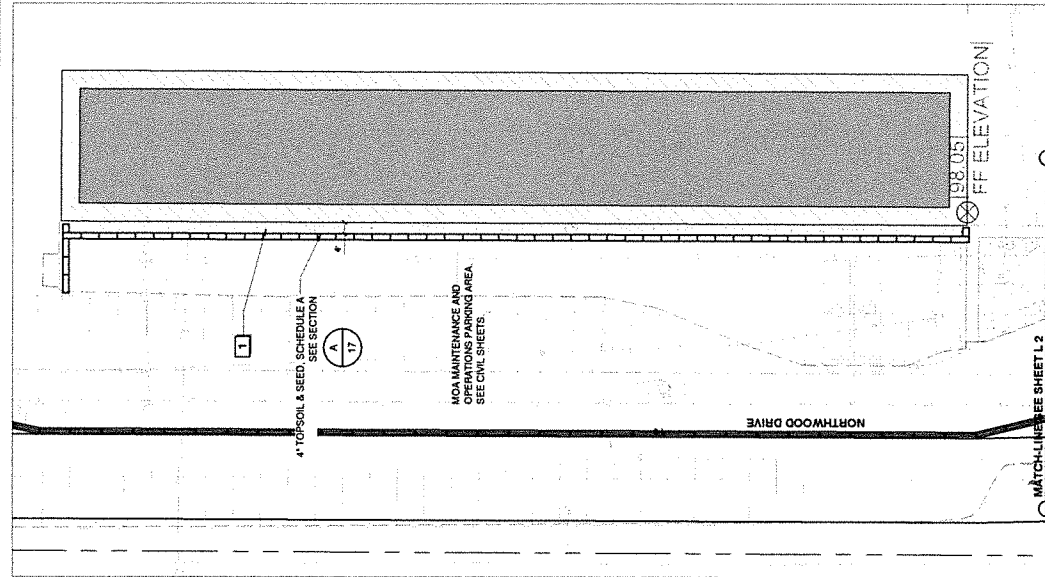
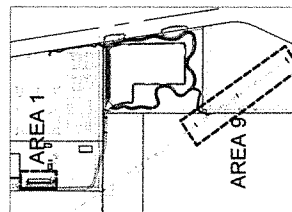
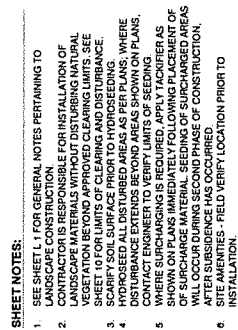
[illegible]

PROJECT MANAGEMENT & ENGINEERING

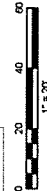


WEST ANCHORAGE
SNOW DISPOSAL SITE
LANDSCAPE PLANS
KEY SHEET LAYOUT

SCALE:	AS SHOWN
FILE NO. --	



WORK AREA 1
SCALE: 1" = 20'

[illegible]

**PROJECT MANAGEMENT & ENGINEERING
DEPARTMENT**



WEST ANCHORAGE
SNOW DISPOSAL SITE
LANDSCAPE PLAN
WORK AREAS 1 & 9
L2

SCALE	AS SHOWN	DATE: JULY 1 2022	GRD'S. SYSTEM	SHEET 39 OF 41
		ACCT. NO. 000000XXXX (PME)		

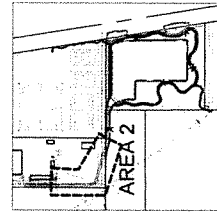
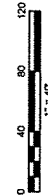
FILE NO. -

SYMBOL	DESCRIPTION	QTY	DETAIL
3	SCHEDULE D REVEGETATION SEED MIX OVER NATIVE SOIL	34,024 sf	DETAIL
7	KIOSK	QTY	DETAIL

1. SEE SHEET L FOR GENERAL NOTES PERTAINING TO LANDSCAPE CONSTRUCTION
2. CONTRACTOR IS RESPONSIBLE FOR INSTALLATION OF LANDSCAPE MATERIALS WITHOUT DISTURBING NATURAL PLANT AND ANIMAL LIFE.
3. SEE SHEET L FOR LIMITS OF CLEARING AND DISTURBANCE. SCARIFY SOIL SURFACE PRIOR TO HYDROSEEDING.
4. HYDROSEED ALL DISTURBED AREAS AS PLANS, WHERE DISTURBANCE EXTENDS BEYOND AREAS SHOWN ON PLANS, DISTURBANCE SHALL BE REVEALED BY ITS SEEDING.
5. WHERE SURCHARGE IS REQUIRED, PLACEMENT OF SURCHARGE MATERIAL, SEEDING OF SURCHARGED AREAS WILL OCCUR DURING SECOND PHASE OF CONSTRUCTION, PRIOR TO CONSTRUCTION OF THE MAINWORK.
6. STATE AGENCIES FIELD VEGETATION PRIOR TO INSTALLATION.



Call before you dig.



AREA 2 - NORTHWOOD DRIVE
SCALE: 1" = 40'

[illegible]

**PROJECT MANAGEMENT & ENGINEERING
DEPARTMENT**



WEST ANCHORAGE
SNOW DISPOSAL SITE
LANDSCAPE PLAN
WORK AREA 2

SCALE:	A5 BROWN	DATE: JULY 1 2022	GROSS WEIGHT	40	SHEET
		ACCT. NO. 000000XXXX (PME)			

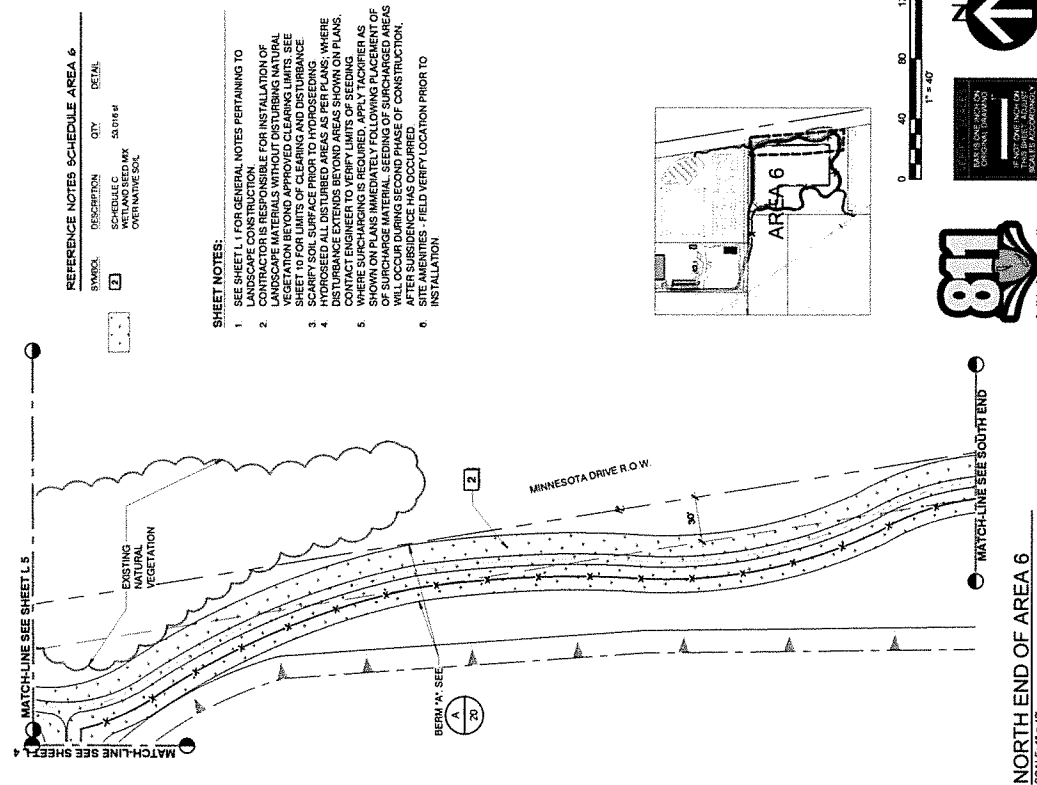
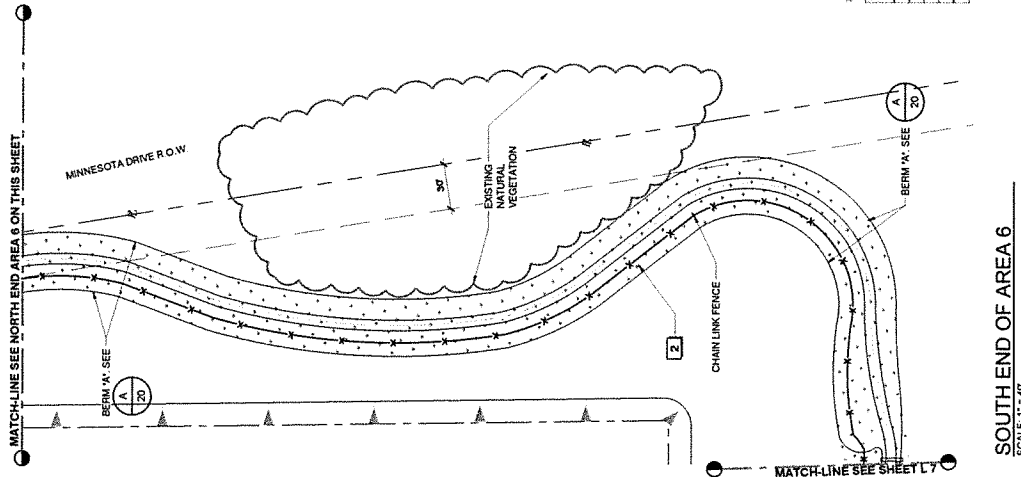
FILE NO -

1. THIS PROJECT IS REQUIRED TO PROVIDE L-1 FREEWAY LANDSCAPING ALONG THE EASTERN PROPERTY LINE.
2. AS PER TABLE 2.1.07.1: LANDSCAPING SPECIFICATIONS, L-1 REQUIRES 3 SQ. FT. OF PLANTING PER LINEAL FOOT OF PROPERTY LINE. THIS PROPERTY LINE IS 1,043.5 FT. LONG, FOR A TOTAL OF 3,130.5 SQ. FT. OF PLANTING REQUIRED.
3. AS PER 21.07.06W(1), THE TOTAL QUANTITY OF PLANTING REQUIRED TO MEET THESE REQUIREMENTS IF THE QUANTITY OF EXISTING TREES MEETS OR EXCEEDS THE TOTAL QUANTITY REQUIRED, EXISTING VEGETATION MUST BE REFERRED WITHIN THE FIRST 30' OF THE PROPERTY.
4. THE EXISTING VEGETATION AND TREE COUNT CHART FOR A SUMMARY OF THE EXISTING VEGETATION AND HOW IT EXCEEDS THE MINIMUM REQUIREMENT FOR L-1 LANDSCAPING.



Table 1 | **Pharmaceutical Companies' Financial and Intellectual Property Data**

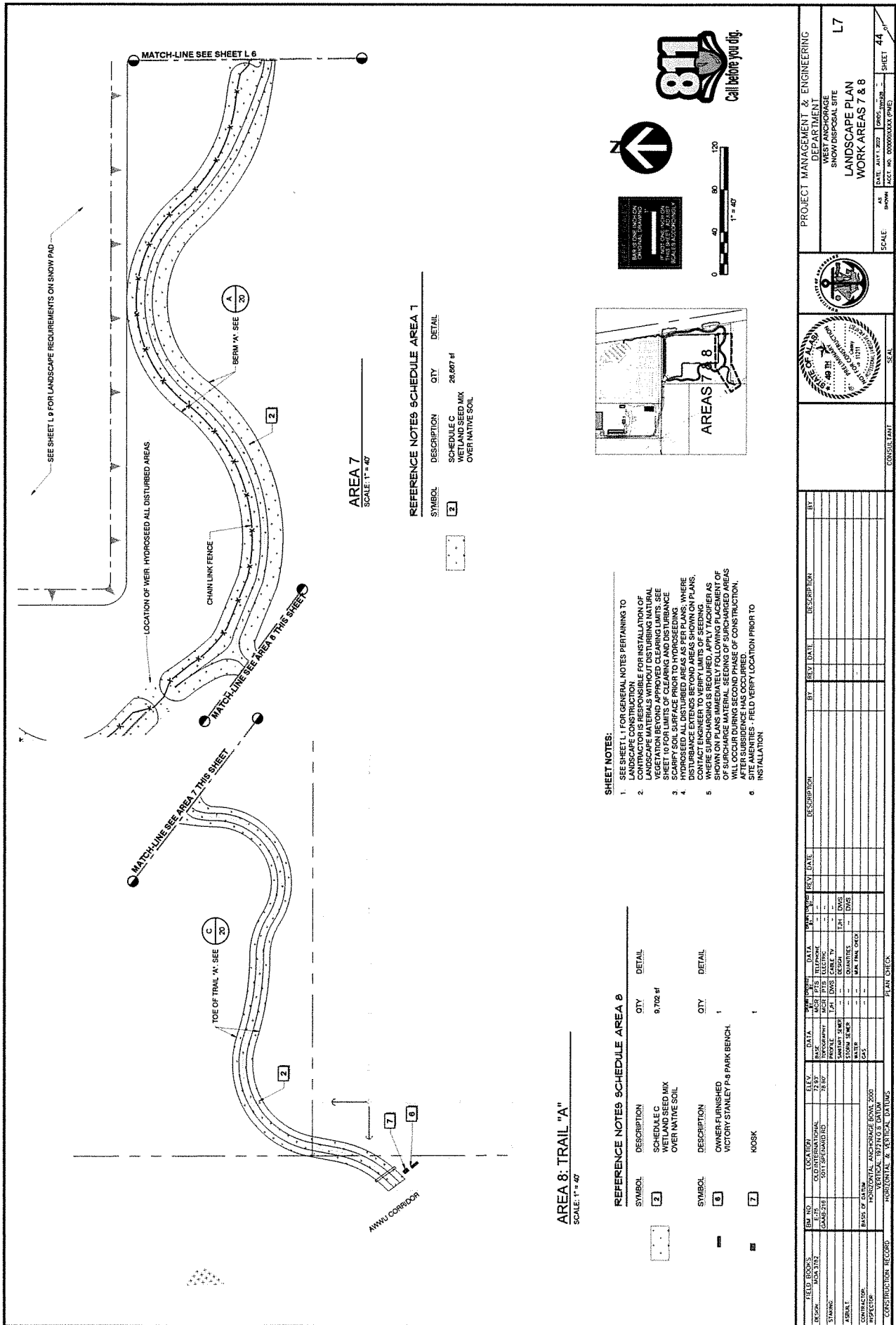
Tree Count Area	Number of Coniferous Trees Greater than 10 feet height	Number of Deciduous Trees Greater than 6 inches Caliper
1	220	15
2	35	0
3	421	0
4	33	0



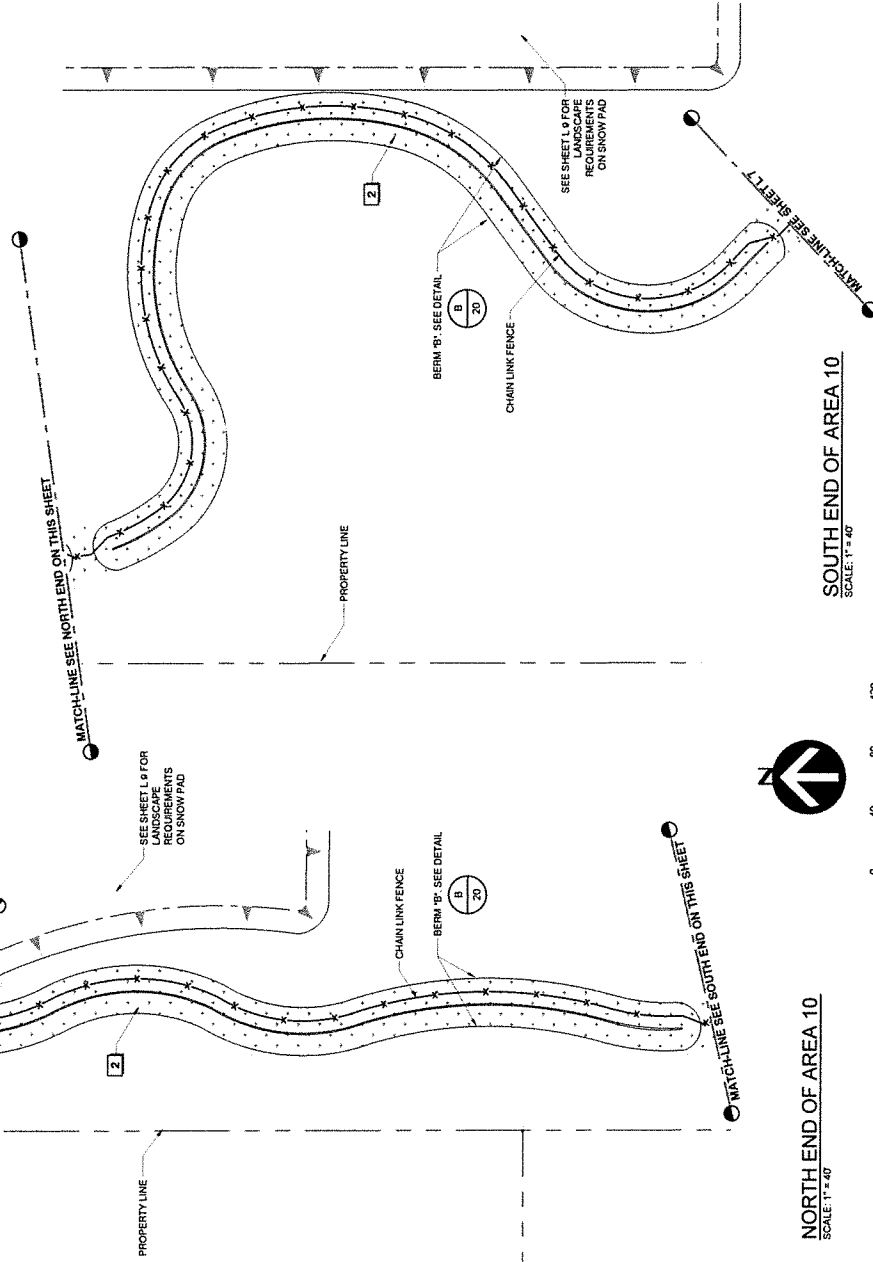
Call before you dig.

Call before you die.

[illegible]

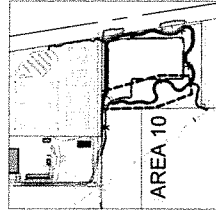


SYMBOL	DESCRIPTION	QTY	DETAIL
2	SCHEDULE C WETLAND SEED MIX OVER NATIVE SOIL	42,978 sf	



SHEET NOTES:

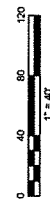
1. SEE SHEET 1.1 FOR GENERAL NOTES PERTAINING TO LANDSCAPE CONSTRUCTION.
2. CONTRACTOR IS RESPONSIBLE FOR INSTALLATION OF VEGETATION AND MAINTENANCE OF TURNING MATERIALS.
3. SEE SHEET 1 FOR LIMITS OF CLEARING AND DISTURBANCE.
4. SCARIFY SOIL SURFACE PRIOR TO HYDROSEEDING.
5. DISTURBANCE AREAS BEYOND AREAS SHOWN ON PLANS, CONTACT ENGINEER TO VERIFY LIMITS OF SEEDING.
6. WHERE SURCHARGING IS REQUIRED, APPLY TACKIFIER AS PER SPECIFICATIONS.
7. SEEDING OF SURCHARGE MATERIAL, SEEDING OF SURCHARGED AREAS WILL OCCUR DURING SECOND PHASE OF CONSTRUCTION.
8. SETTING SURVEILLANCE HAS OCCURRED.
9. SETTING FIELD VERIFY LOCATION PRIOR TO INSTALLATION.



811  Call before you dig.

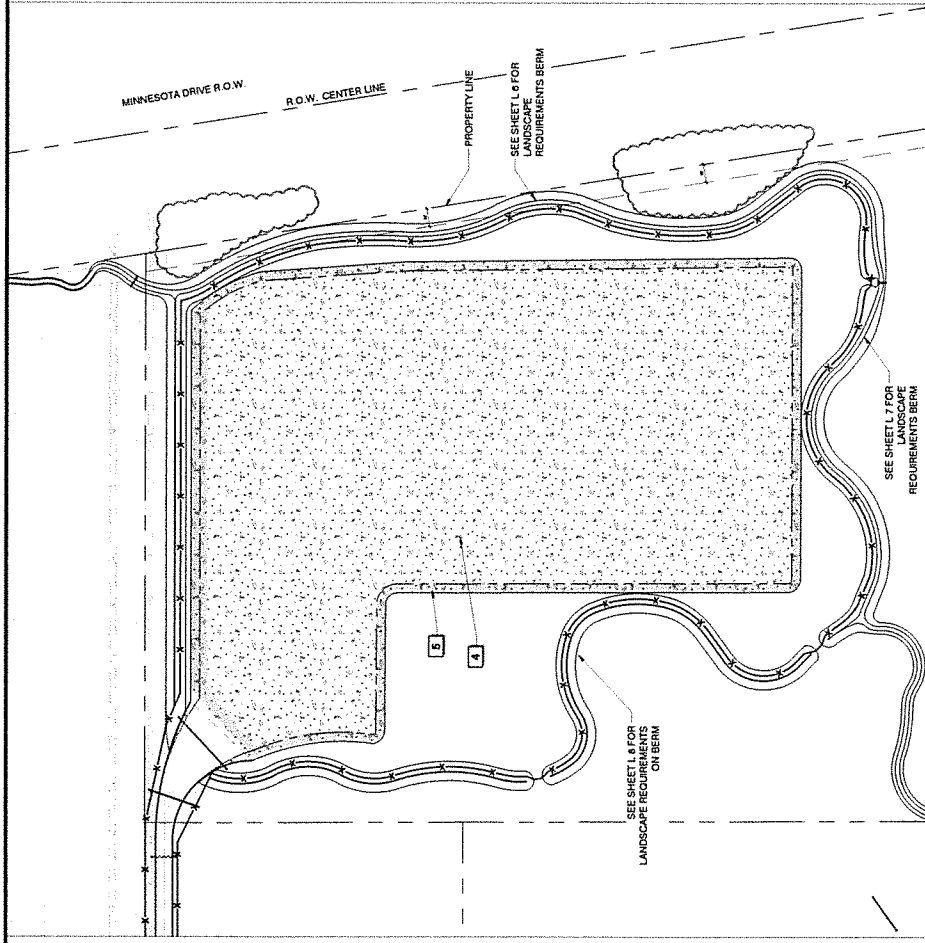
NORTH END OF AREA 10

SOUTH END OF AREA 10
SCALE: 1" = 40'

[illegible]

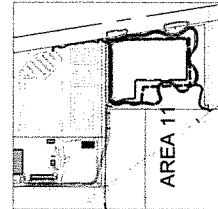
SHEET NOTES:

1. SEE SHEET L-1 FOR GENERAL NOTES PERTAINING TO LANDSCAPE CONSTRUCTION.
2. CONTRACTOR IS RESPONSIBLE FOR INSTALLATION OF LANDSCAPE MATERIALS WITHOUT DISTURBING NATURAL OBSTACLES, UTILITIES, OR EXISTING CONSTRUCTION.
3. SCARIFY SOIL SURFACE PRIOR TO HYDROSEEDING.
4. HYDROSEED ALL DISTURBED AREAS AS PER PLANS; WHERE DISTURBED AREAS ARE NOT SHOWN, CONTACT ENGINEER FOR VERIFICATION OF SEEDING.
5. WHERE SURCHARGING IS REQUIRED, APPLY TACKIFIER AS SHOWN ON PLANS IMMEDIATELY FOLLOWING PLACEMENT OF SEED. DO NOT ALLOW SURCHARGING OF SURCHARGED AREAS TO OCCUR DURING SECOND PHASE OF CONSTRUCTION.
6. SITE AMENITIES - FIELD VERIFY LOCATION PRIOR TO INSTALLATION.

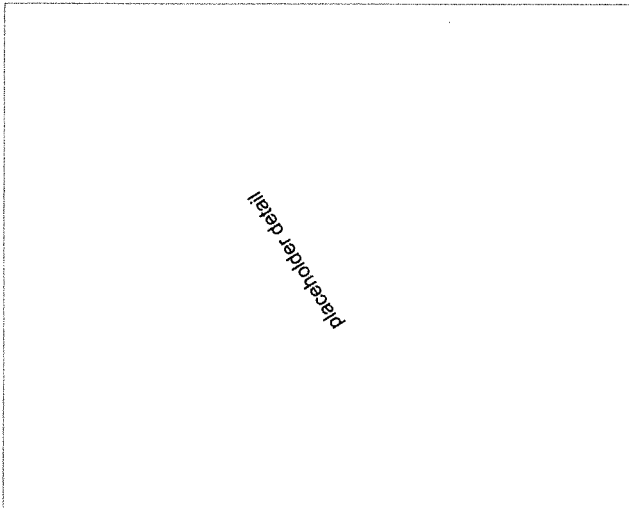


SNOW PAD - WORK AREA 11
SCALE: 1" = 100'

SYMBOL	DESCRIPTION	QTY	DETAIL
	SPRINKLE SNOW DUMP SEED MIX	629 410 sf	
	LANDSCAPE BERM	62 801 lf	



BENCH INSTALLATION DETAIL
SCALE: NTS



PROJECT MANAGEMENT & ENGINEERING		DEPARTMENT OF TRANSPORTATION		SNOW DISPOSAL SITE		LANDSCAPE PLAN		AREA 11 & BENCH DETAIL		L9	
DATE: JULY 1, 2022		DRAWN BY: JMM		CHECKED BY: JMM		SCALE: AS SHOWN		SHEET NO. 46		FILE NO. 0000000000 (PHE)	
CONSTRUCTION RECORD		FIELD BOOKS		DATE		LOCATION		ELEV		REMARKS	
CONTRACTOR		DATE		LOCATION		ELEV		REMARKS			
INSPECTOR		DATE		LOCATION		ELEV		REMARKS			
PLANT CHECK		DATE		LOCATION		ELEV		REMARKS			
HORIZONTAL & VERTICAL DATUMS		DATE		LOCATION		ELEV		REMARKS			

Departmental and Public Comments

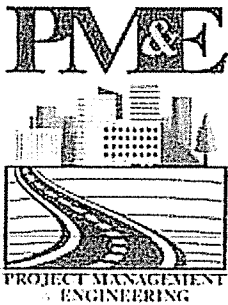
McLaughlin, Francis D.

From: Blessing, Brooke R
Sent: Tuesday, August 23, 2022 8:54 AM
To: McLaughlin, Francis D.
Subject: Non-Motorized Transportation Comments/ Cases 2022-0099 & 0100/ West Anchorage Snow Dump

Hi Francis,

I've reviewed the referenced cases and have the following comments in regards to the proposed recreation trail connection and De La Vega trail extension (Trail "A" and "B" Typical Sections): Details notes "soft surface trail", based on heavy use of the trails within this area I would recommend RAP. Soft surfaces such as grass will be hard to establish with heavy use and require more maintenance for Parks and Recreation Staff.

Thank you for the opportunity to review.



**Brooke Blessing, Project Administrator & Non-Motorized
Transportation Coordinator**
Project Management & Engineering
Municipality of Anchorage
4700 Elmore Road, Anchorage, AK 99507
office (907) 343-8387 cell (907) 250-8626
brooke.blessing@anchorageak.gov
www.muni.org/departments/project_management/

Kimmel, Corliss A.

From: Walters, Michael S.
Sent: Wednesday, August 17, 2022 7:14 AM
To: Blake, Lori A.; Kimmel, Corliss A.
Subject: 2022-0100 Request for Reviewing Agency Comments

RECEIVED

AUG 17 2022

All:

ROW has the following comments for case number 2022-0100:

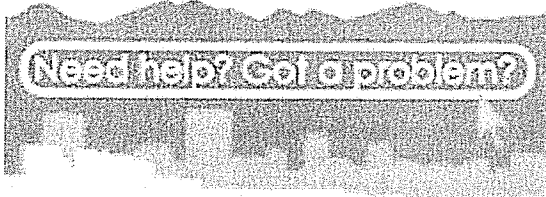
ROW has no comment or objections on the proposed action.

Regards,

Michael S Walters
Senior Plan Reviewer
Right of Way Section
michael.walters@anchorageak.gov
Office: 907-343-8226
Cell: 907-727-7637
Fax: 907-249-7910

#ANCWORKS!

An online tool for Anchorage



MEMORANDUM

DATE: August 15, 2022
TO: Dave Whitfield, Planning Manager, Planning Section, Planning Division
FROM: Seth Wise, Engineering Technician III, Planning Section, AWWU
RE: Zoning Case Comments

Decision date: September 12, 2022
Agency Comments due: August 15, 2022

RECEIVED

AUG 15 2022

AWWU has reviewed the materials and has the following comments:

2022-0100 TOWNSHIP 12 NORTH, RANGE 4 WEST, SECTION 1 NW4NW4 PTN, SEWARD MERIDIAN – Conditional Use for a Snow Disposal Site (West Anchorage Snow Disposal Site), Grid SW2028.

1. AWWU water and sanitary sewer are not available to T12N R4W SEC 1 NW4NW4 PTN.
2. AWWU has no comments or objections to this Conditional Use.

If you have any questions pertaining to public water or sewer, please call 564-2757 or send an e-mail to seth.wise@awwu.biz.





Municipality of Anchorage
Project Management and Engineering
MEMORANDUM



DATE: August 11, 2022

RECEIVED

To: Dave Whitfield

AUG 11 2022

FROM: Kyle Cunningham

SUBJECT: Cases 2022-0087, 2022-0097, 2022-0099, 2022-0100, & S12691: Comments
from Watershed Management Services.

Watershed Management Services (WMS) has the following comments for the September 12, 2022 Planning and Zoning Commission hearing:

- 2022-0087 – Tract A-1A, Adamsville Subdivision (Plat 2021-103);
 - Portions of this lot are located in the floodplain as determined by the Federal Emergency Management Agency. WMS requests the addition of the following plat note:
 - “Portions of this subdivision are situated within the flood hazard district as it exists on the date hereof. The boundaries of the flood hazard district may be altered from time to time in accordance with the provisions of Section 21.07.020.E (Anchorage Municipal Code). All construction activities and any land use within the flood hazard district shall conform to the requirements of Anchorage Municipal Code, Chapter 21.07.020.E or any future revision.”
- 2022-0097 – Tract 1F, Sonoma Glen at WestPark, Phase 2 (Plat 2019-96);
 - WMS has no comments on or objections to this request.
- 2022-0099 – Township 12 North, Range 4 West, Section 1 NW4NW4 PTN, Seward Meridian; Tracts 3A & 3B International East Subdivision (Plat 99-10); Tract B, Connor's Lake Subdivision (Plat 85-130).
 - WMS has no comments on or objections to this request.
- 2022-0100 – Township 12 North, Range 4 West, Section 1, NW4NW4 PTN, Seward Meridian;
 - WMS has no comments on or objections to this request.
- S12691 – Tract 1F, Sonoma Glen at WestPark, Phase 2 (Plat 2019-96);
 - WMS has no comments on or objections to this request.

MUNICIPALITY OF ANCHORAGE



Development Services Department

Private Development Section

Mayor Dave Bronson

RECEIVED

MEMORANDUM

AUG 09 2022

Comments to Planning and Zoning Commission Applications/Petitions

DATE: August 9, 2022
TO: Francis McLaughlin, Senior Planner
FROM: Judy Anunciacion, Private Development Engineer
SUBJECT: PZC Case 2022-0100

Case 2022-0100 – Conditional Use for a Snow Disposal Site (West Anchorage Snow Disposal Site).

Department Recommendations: Private Development has no objection to the Conditional use for a Snow Disposal Site (West Anchorage Snow Disposal Site).

Advisory Comment: The access road improvements shall be constructed under a fill and grading permit issued by Building Safety. Prior to issuance of any building permits, submit the proposed access road design to Private Development for review and approval.



MUNICIPALITY OF ANCHORAGE

Traffic Engineering Department



MEMORANDUM

DATE: August 8, 2022

TO: Current Planning Division Supervisor,
Planning Department

THRU: Kristen A. Langley, Traffic Safety Section Supervisor,
Traffic Engineering Department

FROM: Travis Just, Engineering Technician IV

SUBJECT: **2022-0100 Conditional Use for a Snow Disposal Site (West Anchorage Snow Disposal Site)**

Traffic Engineering has no objection to the approval of this Conditional Use.

- DOT
- ~~access to the east side of the property will allow for connection to E 12th Ave and provide alternate access for the future proposed housing development on the southern portion of this lot and allow for access to the signalized intersection at Turpin for eastbound traffic.~~
- Obliterate current access and restore curb and pedestrian facilities.

- 2022-0099 PTN.NW4NW4, SEC 1, R4W, T12N, S.M. (West Anchorage Snow Disposal Site)
CUP for Land Reclamation
 - DOT&PF has no objection to the CUP for land reclamation as it pertains to the new snow disposal site.
- 2022-0100 PTN.NW4NW4, SEC 1, R4W, T12N, S.M. (West Anchorage Snow Disposal Site)
CUP for Snow Disposal Site
 - DOT&PF has no objection to the CUP for the creation of the new snow disposal site.

Comments pertaining to both case 2022-0099 and case 2022-0100:

- No direct access to Minnesota Drive (Walter J. Hickel Pkwy) will be permitted.
- No additional drainage to DOT&PF facilities.
- Any work or construction within the DOT&PF right of way will require approval from the DOT&PF ROW property management.
- No permanent structures or alterations will be permitted within the DOT&PF right of way. Submitted site plans show portions of the containment berm and trail abutting DOT&PF right of way. DOT&PF advises the Municipality, their contractors, and consultants to verify feature locations and construction limits as design plans progress and during the construction process.
- DOT&PF has moose exclusion fencing installed along Minnesota Dr with one way moose escape gates installed along its length. One of those moose gates is directly across from the proposed berm trail on the east side of the project. The site plan shows six-foot security fencing between the snow dump and the trail. This creates a fenced corridor with limited escape routes, that in places are less than 100 feet wide. DOT&PF recommends the Municipality consider potential user-wildlife conflicts in this area and potential mitigation strategies.

All properties accessing DOT&PF roads must apply to Right-of-Way for a driveway permit, subject to provisions listed in 17 AAC 10.020. Any previously issued driveway permits become invalid once the property undergoes a platting action and must be reissued.

We recommend the petitioner verify all section line easements and DOT&PF road rights-of-way adjacent to their property. For assistance, the petitioner may contact the Engineering group within the Right of Way section in DOT&PF at (907) 269-0700. The petitioner is liable to remove any improvements within the easements and rights-of-way that impede the operation and maintenance of those facilities even if they are not shown on the plat, so it is in the petitioner's best interest to identify the exact locations and widths of any such easements or rights-of-way before they improve the property.

If any section line easements or road rights-of-way exist within the bounds of their plat, we recommend the petitioner dedicate them. If there is an existing right-of-way or easement, the petitioner is unable to develop that portion of the property yet continues to pay property taxes on it; dedicating will remove that cost to the petitioner.

Kimmel, Corliss A.

From: Wilson, Karleen K.
Sent: Tuesday, August 2, 2022 2:18 PM
To: Blake, Lori A.; Kimmel, Corliss A.
Subject: FW: 2022-0100 Reviewing Agency Comments
Attachments: 2022-0100 Routing Coversheet.pdf

RECEIVED

AUG 02 2022

Advisory Comment:

Address of facility will be from Northwood Drive and will be required to be posted at facility entrance.

Karleen Wilson
MOA Addressing Official
907.343.8168
[MOA Official Address Map](#)

From: Stewart, Gloria I. <gloria.stewart@anchorageak.gov>
Sent: Friday, July 29, 2022 12:54 PM
Cc: Stewart, Gloria I. <gloria.stewart@anchorageak.gov>
Subject: 2022-0087, 0097, 0099, 0100 & S12691 Request for Reviewing Agency Comments

Hello all. Attached please find our Routing Coversheets for the above referenced cases which are scheduled as Public Hearings before the Planning and Zoning Commission on 09/12/22. Routing Materials can be viewed by clicking on the links below, scrolling to bottom of page and selecting Reviewing Agency Routing preceded by the case number of interest. **PLEASE REMIT COMMENTS EITHER BY MAIL OR EMAIL AS FOLLOWS:** by email to Corliss Kimmel & Lori Blake (corliss.kimmel@anchorageak.gov & lori.blake@anchorageak.gov) or by USPS to the address listed in the upper right hand corner of the Routing Cover Sheet.

2022-0087 [https://www.muni.org/CityViewPortal/Planning/Status?planningId=17620.](https://www.muni.org/CityViewPortal/Planning/Status?planningId=17620)
2022-0097 [https://www.muni.org/CityViewPortal/Planning/Status?planningId=17639.](https://www.muni.org/CityViewPortal/Planning/Status?planningId=17639)
2022-0099 [https://www.muni.org/CityViewPortal/Planning/Status?planningId=17642.](https://www.muni.org/CityViewPortal/Planning/Status?planningId=17642)
2022-0100 [https://www.muni.org/CityViewPortal/Planning/Status?planningId=17643.](https://www.muni.org/CityViewPortal/Planning/Status?planningId=17643)
S12691 [https://www.muni.org/CityViewPortal/Planning/Status?planningId=17637.](https://www.muni.org/CityViewPortal/Planning/Status?planningId=17637)



Planning Department
MUNICIPALITY OF ANCHORAGE

Gloria I. Stewart
Senior Planning Technician •
Planning Department
Current Planning Division • Zoning & Platting
Email: gloria.stewart@anchorageak.gov
Phone: (907) 343-7934
4700 Elmore Road, Anchorage, AK 99507
www.muni.org/planning

Affidavit of Posting



AFFIDAVIT OF POSTING

CASE NUMBER: 2022-0100

I, Bill Spencer hereby certify that I have posted a Notice as prescribed by Anchorage Municipal Code 21.03.020H.5. on the property that I have petitioned for Conditional Use. The notice was posted on 7/21/2022 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 21st day of July, 2022.


Signature

LEGAL DESCRIPTION

Tract or Lot: NW 1/4, NW 1/4, Sec 1, T12N, R4W

Block: NA

Subdivision: NA