

Application for Preliminary Plat

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



PETITIONER*		PETITIONER REPRESENTATIVE (IF ANY)	
Name (last name first) Carol Creek LLC		Name (last name first) S4 Group, LLC	
Mailing Address 19507 Richner Rd, Chugiak, AK 99567		Mailing Address 124 E 7th Ave, Anchorage, AK 99501	
Contact Phone – Day 907-310-2501		Contact Phone – Day 907-306-8104	
Evening		Evening	
E-mail dkpartow@gci.net		E-mail craigb@s4ak.com, kate@s4ak.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): 051-361-50			
Site Street Address: N/A			
Current legal description: (use additional sheet if necessary) Carol Creek Tract 1			
Zoning: CER2MSL	Acreage: 29.7	Underlying Plat #: 2018-82	Grid #: NW0453
# Lots:	# Tracts: 1	Total # parcels: 1	

PROPOSED SUBDIVISION INFORMATION		
Proposed legal description: (use additional sheet if necessary) Carol Creek, Lots 1-115, Tracts A-H, and Tracts R1-R4		
# Lots: 115	# Tracts: 12	Total # parcels: 127

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

12-29-2023

Signature Owner Representative
 (Representatives must provide written proof of authorization)

Date

Kate Sauve

Print Name

Accepted by: Shawn O.	Poster & Affidavit: 1+1	Fee: \$26,430.00	Case Number: S12738	Meeting Date: P2C1 04/08/2024
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COMPREHENSIVE PLAN INFORMATION

Improvement 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 3.8 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: 2020-0037
 Preliminary Plat Final Plat - Case Number(s): 2018-82
 Conditional Use - Case Number(s):
 Zoning variance - Case Number(s):
 Land Use Enforcement Action for
 Building or Land Use Permit for
 Wetland permit: Army Corps of Engineers Municipality of Anchorage

POTABLE WATER AND WASTE WATER DISPOSAL

Potable Water provide by: Public utility Community well Private well
 Wastewater disposal method: Public utility Community system Private on-site

APPLICATION REQUIREMENTS

(One of each applicable item is required for initial submittal, additional copies are required after initial submittal)

Signed application (original)
 Watershed sign off form, completed
 8½" by 11" reduced copy of plat
 Certificate to Plat

4 copies required: Subdivision drainage plan

9 copies required: Topographic map of platted area

16 copies required:
 (7 copies for a short plat)
 Signed application (copies)
 Preliminary plat
 As-built (if applicable)
 Summary of community meeting(s) (not required for short plat)

(Additional information may be required)

Additional required documents unless specifically waived by Platting Officer:
 Soils investigation and analysis reports (4 copies) Waived by _____



Carol Creek Subdivision
Platting Application Narrative
S12738

This platting application's purpose is to subdivide Carol Creek Subdivision Tract 1 (underlying plat 2018-82) into Carol Creek Subdivision Lots 1-115, Tracts A-H, and Tracts R1-R4. This plat is being submitted in concurrence with an application for a conditional use for a residential planned unit development (Case 2023-0080). The project site is located in Eagle River, east of Old Glenn Hwy, described as Carol Creek Tract 1 (Parcel ID# 051-361-50). The site is 29.7 acres of undeveloped land and is zoned CE-R2M-SL per AO No. 2020-71, which restricts the density of the site to 115 dwelling units. Public sewer and water is available to the property. This is a phased plat.

To accommodate the site design and proposed density, the following variances are requested:

Subdivision Variance for Street Dedication (AMC 21.08.040.A.1). Code does not allow for private roads, unless a variance is approved. We are requesting relief from this requirement. The four private roads proposed are appropriate for this scale and size of development and are specifically called for in the *Chugiak-Eagle River Site Specific LUP 2018 Update*. See attached variance request.

Subdivision Variance for Rolled Curb (AMC 21.08.050.G). We are requesting relief from the requirement to install vertical (Type 1) curb in this development. See attached variance request.

Conformance with the Approval Criteria for Subdivision Standards (AMC 21.03.200)

This plat conforms to the applicable dimensional standards and measurements, chapters 21.07, Development and Design Standards and 21.08, and Subdivision Standards, and to the maximum extent feasible:

a. Promotes the public health, safety, and welfare;

This subdivision promotes public health, safety, and welfare by providing a development for residential use that conforms to the *Chugiak-Eagle River Site Specific Land Use Plan 2018 Update (2018 CESSLUP)*, which was written by the surrounding community to document the findings of the study and implementation of goals, policies, recommendations, and development standards for this parcel and others.

b. Mitigates the effects of incompatibilities between the land uses or residential densities in the subdivision and the land uses and residential densities in the surrounding neighborhood, including but not limited to visual, noise, traffic, and environmental effects;

This subdivision mitigates the effects of incompatibilities between land uses and residential densities by conforming to the existing CE-R-2M-SL zoning standard for density, the standards and intent put in place by the 2018 CESSLUP, and by exceeding the open space requirements for site.

c. Provides for the proper arrangement of streets in relation to existing or proposed streets;

The subdivision will be accessed via Harry McDonald Road by Carol Creek Drive, an internal public street. This will provide a thru connection from Old Glenn Highway via Harry McDonald Road to Mendenhall Street when the adjacent parcel to the East is developed; per the 2018 CESSLUP. A subdivision variance is being requested with this application for the 4 private streets shown on the plat. These private streets adhere to the 2018 CESSLUP, allow for a more efficient lot configuration, and prevent unnecessary connections onto Harry McDonald Road, which will not be upgraded as part of this development.

d. Provides for adequate and convenient open space;

This subdivision and concurrent planned unit development exceeds the open space standard minimum requirements for both CE-R-2M districts and for planned unit developments. Total open space provided for the development is 412,647 square feet or 42% of the site's square footage. AMC 21.07.030.B.2 sets the minimum standard at 400 square feet per dwelling unit, which would require 46,000 square feet of open space. AMC 21.07.110.H.2.b sets the minimum standard at 30% of the site's square footage.

e. Provides for the efficient movement of vehicular and pedestrian traffic;

This subdivision provides efficient means of vehicular and pedestrian movement by providing pedestrian and vehicular access via Harry McDonald Road with a dedicated thru road. Four private roads are included in the plans for adequate access to all lots.

f. Ensures adequate and properly placed utilities;

This subdivision ensures adequate and properly placed utilities by keeping easements in-line with previous utility easements and continuing to work with the utility companies on easement placement.

g. Provides access for firefighting apparatus;

Allows for effective access to firefighting apparatus by nature of the adequate road frontage on the publicly dedicated road and firefighting apparatus turn-arounds on each of the private roads.

h. Provides opportunities for recreation, light, and air, and avoids congestion;

The development's design utilizes the consolidation of ample open space and recreation areas, as well as the preservation of existing natural features.

i. Facilitates the orderly and efficient layout and use of the land;

The proposed subdivision and associated planned unit development utilize a creative design that provides efficient and responsible development of the tract, while adhering to the natural features of the lot, the comprehensive plan, and the special limitations of the lot.

j. Does not create a split-zoned lot; and

This subdivision does not create a split-zoned lot. All properties are commonly zoned.

k. Furthers the goals and policies of the comprehensive plan and conforms to the comprehensive plan in the manner required by section 21.01.080, Comprehensive Plan.

The proposed lots will conform to all standards set forth in the Comprehensive Plan. The following are policies from the *Chugiak-Eagle River Comprehensive Plan Update 2006* that apply to this development:

- "Ensure an orderly, efficient pattern of development that reflects the diverse needs of the community and encourages growth that is consistent with historical land uses, community character and the natural environment." -PG 34 Land Use Goal A1a
- "Promote appropriate infill development in the community." -PG 35 Objective A2c
- "Encourage development patterns and site designs which protect natural amenities, scenic vistas, general community character and also promote safe and healthy environments." PG 36 Community Design Goal B1a

The following are policies from the *Chugiak-Eagle River Site-Specific Land Use Plan 2018 Update* that apply to this development:

- "Compact Development, which promotes the efficient provision of public services and infrastructure, and allows retention of natural areas." -PG 45, Objective #1 for Tract 1
- "Carol Creek and its associated wetlands are a valuable community resource, offering a range of hydrological, wildlife habitat, recreational values, and ecological functions. These environmentally sensitive areas would be protected even as other portions of the site are developed." -PG 24
- "Primarily residential use is proposed as a future option for the Carol Creek parcel. Residential use is supported for several reasons:
 - The Municipality of Anchorage Housing Demand Study (2012) documented a serious shortage of available land to meet future housing needs in the Municipality as a whole, noting that Eagle River has a relatively larger share of available land that could contribute to meeting these needs. Designating the future use of this parcel for housing will make more land available for housing, and in a particularly suitable location for its proximity to a school, as well as commercial, transportation and recreation amenities.
 - As Eagle River grows, the availability of land for residential use adjacent to the existing Town Center, the central area of Eagle River designated as the area appropriate for higher-density housing and more intensive commercial uses, is limited. By developing this area, which is not adjacent to the Town Center but is next to an existing node of commercial and civic uses, HLB could serve an important community need identified by several goals in the Chugiak-Eagle River Comprehensive Plan, focusing new residential neighborhood development in an area with convenient access to employment, commercial centers, and major transportation corridors." -PG 25
- "Based on current demand and performance of recent developments, the Eagle River market desires a single family home with a garage, even on small lots; . . . Fee simple lots are most desirable, as the owner has control over the land underlying the house," -PG 28 (we have HOA)
- "- Keep down per-unit costs for new housing, through four main strategies:

- Focus on moderate density housing, including duplexes, triplexes, townhouse and apartments, and single family homes with accessory dwelling units.
- Reduce the cost to provide “backbone infrastructure,” including water, sewer and road improvements, by being strategic about infrastructure timing and cost sharing.
- Where practical, use privately constructed/privately maintained roads and infrastructure, which is less costly to install than comparable facilities constructed by the Municipality to public standards.
- Allow for flexibility in the specific layout and numbers of future residential developments to take advantage of the skills and experience of individual developers, and respond to evolving market opportunities. At the same time, establish and require compliance with a set of residential development standards to ensure these are high quality developments and good neighbors to existing residential areas, and that these residential developments take advantage of proximity to adjoining commercial and civic uses, the area’s views, open spaces and other natural amenities.” -PG 31 Plan Objectives

Application for Subdivision Variance

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



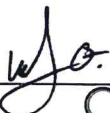
PETITIONER*		PETITIONER REPRESENTATIVE (IF ANY)	
Name (last name first) Carol Creek LLC		Name (last name first) S4 Group, LLC	
Mailing Address 19507 Richner Rd, Chugiak, AK 99567		Mailing Address 124 E 7th Ave, Anchorage, AK 99501	
Contact Phone – Day 907-310-2501		Contact Phone – Day 907-306-8104	
Evening 		Evening 	
E-mail dkpartow@gci.net		E-mail craigb@s4ak.com, kate@s4ak.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): 051-361-50
Site Street Address: N/A
Current legal description: (use additional sheet if necessary) Carol Creek Tract 1 (Plat 2018-82)

REQUEST
The variance is for relief from the requirement to: Dedicate all street rights-of-way to the public and provide Type 1 curb
Associated platting case number (if applicable):

I hereby certify that (I am)(I have been authorized to act for) owner of the property described above and that I am petitioning for an subdivision variance 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 variance. I understand that the burden of evidence to show compliance with the variance standards rests with me, the applicant.

Signature  Owner Representative 12-29-2023
(Representatives must provide written proof of authorization) Date

Kate Sauve
 Print Name

Accepted by:	Poster & Affidavit:	Fee:	Case Number 512738	Meeting Date P2C: 04/08/2024
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VARIANCE(S) REQUESTED FROM (CODE CITATIONS):

AMC 21. 08.040.A.1

AMC 21. 08.050.G

APPLICATION REQUIREMENTS

(One of each applicable item is required for initial submittal, additional copies are required after initial submittal)

If associated with a preliminary plat application: Signed application(original) and Signed application (16 copies)

If not associated with a preliminary plat application:

1 copy required: Signed application(original)

16 copies required: Signed application (copies)

Variance narrative, addressing:

The need for the variance

The effect of granting the variance

An analysis of how the proposal meets the variance standards below

Underlying plat

Proposed plot plan or site plan, to scale (new construction)

Topographic map of site

Photographs

(Additional information may be required.)

VARIANCE STANDARDS

The Platting Board may only grant a variance if the Board finds that **all** of the following 4 standards are substantially satisfied. Each standard must have a response in as much detail as it takes to explain how your property's condition satisfies the standard. The burden of proof rests with you.

- a. There are special circumstances or conditions affecting the property such that the strict application of the provisions of the subdivision regulations would clearly be impractical, unreasonable, or undesirable to the general public;
- b. The granting of the specific variance will not be detrimental to the public welfare or injurious to other property in the area in which such property is situated;
- c. Such variance will not have the effect of nullifying the intent and purpose of the subdivision regulations or the comprehensive plan of the municipality; and
- d. Undue hardship would result from strict compliance with specific provisions or requirements of the subdivision regulations. The applicant may supplement the form with supporting documents.



Carol Creek Subdivision
SUBDIVISION VARIANCE NARRATIVE
Street Dedication (AMC 21.08.040.A.1)

Anchorage Municipal code AMC 21.08.040.A.1 states that, *“All street rights-of-way shall be dedicated to the public, unless a variance for private streets is approved by the platting board.”* A variance for relief from this standard is requested. The site design proposes that 4 private streets be encompassed in 40 foot wide private access and utility tracts. This design allows the proposed subdivision and associated planned unit development to provide a more efficient use of land.

VARIANCE STANDARDS

- 1. There are special circumstances or conditions affecting the property such that the strict application of the provisions of the subdivision regulations would clearly be impractical, unreasonable, or undesirable to the general public.**

The proposed subdivision and associated planned unit development utilize a creative design that provides efficient and responsible development of the tract that does not conflict with the orderly expansion of the public street system. Providing both fee-simple residential ownership and a higher density development in order to meet the goals of the comprehensive plan requires special conditions. Private streets allow for tighter lot configurations and adherence to natural features that would be difficult to obtain without the allowance of private streets.

- 2. The granting of the specific variance will not be detrimental to the public welfare or injurious to other property in the area in which such property is situated.**

The requested variance will not affect any other properties in the area or the public welfare; as all private streets will connect only to the subdivisions' internal public street and will be maintained privately by the homeowner's association.

- 3. Such variance will not have the effect of nullifying the intent and purpose of the subdivision regulations or the comprehensive plan of the municipality.**

The creation of private roads will not nullify the intent of the subdivision regulations. Approval of this variance will allow effective, responsible development of the tract by allowing a more compact development of single-family homes with garages on fee simple lots. The intent and purpose of the subdivision regulations are met with the site design. A subdivision agreement will be required to construct these roads even with private ownership.

The Chugiak-Eagle River Site-Specific Land Use Plan 2018 Update states, *“Where practical, use privately constructed/privately maintained roads and infrastructure, which is less costly in install than comparable facilities constructed by the Municipality to public standards.”* as one of its objectives on page 31.

4. Undue hardship would result from strict compliance with specific provisions or requirements of the subdivision regulations.

Strict adherence to this requirement would severely modify the site design of the proposed subdivision and associated planned unit development. The density, adherence to natural features, vast open space, and fee simple lots provided in the site design would be forfeit without this variance.

ADDITIONAL VARIANCE STANDARDS

AMC 21.08.040.A.1 states, "*Applicants for a variance for private streets shall demonstrate the following:*"

a. Why a private street is appropriate and preferable to a publicly dedicated street.

The proposed subdivision and associated planned unit development utilize a creative design that provides efficient and responsible development of the tract. The density and adherence to natural features would be difficult to obtain without the allowance of private streets. Additionally, private streets allow the ROW width to be reduced considerably. This subsequently allows the residential homes to be located closer to the road. This generally results in higher density and reduced impacts from land clearing and grading.

b. That a private party is willing and able to maintain a private street to public standards.

The private roads will be maintained through a homeowners association.

c. That a private street presents no conflict or obstruction to the orderly expansion of the public street system.

The private streets shown on the preliminary plat will only connect to the subdivision's internal public street and will not conflict with the orderly expansion of the public street system. Further extension of the private streets are not possible thus not impacting the expansion of MOA's street network.



ENGINEERING, LLC

PHYSICAL

615 E. 82nd Ave, Suite 101
Anchorage, AK 99518

MAILING

P.O. Box 111989
Anchorage, AK 99511

OFFICE

907-561-6537

WEB

triadak.com

December 19th, 2023

Municipality of Anchorage
Planning Department
4700 Elmore Rd.
Anchorage, Alaska 99519-6650

Attention: Shawn Odell, Planning
Subject: Carol Creek Subdivision - Curb Type Variance Request
Case Number TBD

Mr. Odell,

Please accept this letter as a request for variance from the requirement to install vertical (Type 1) curb within Carol Creek Subdivision. Specifically, this is a request for variance from Section 21.08.050.G of Title 21 and to allow rolled curb (Type 2) instead.

Section 21.08.050.G states the following in regard to curb type in residential developments;

Where required, the subdivider shall construct curbs and gutters in accordance with the Design Criteria Manual and Municipality of Anchorage Standard Specifications (MASS), or, in the case of a state-maintained road, the current standard specifications of the state department of transportation and public facilities. Curbs shall be of the MASS Curb Type 1.

Exceptions

a. Curb and gutter within the arc of a residential scale cul-de-sac may be of the rolled curb variety, as identified in the MASS (Curb Type 2).

b. Mass Curb Type 2 (rolled curb) may be provided for residential minor streets as defined in Subsection 21.08.050D.1.a.i.,

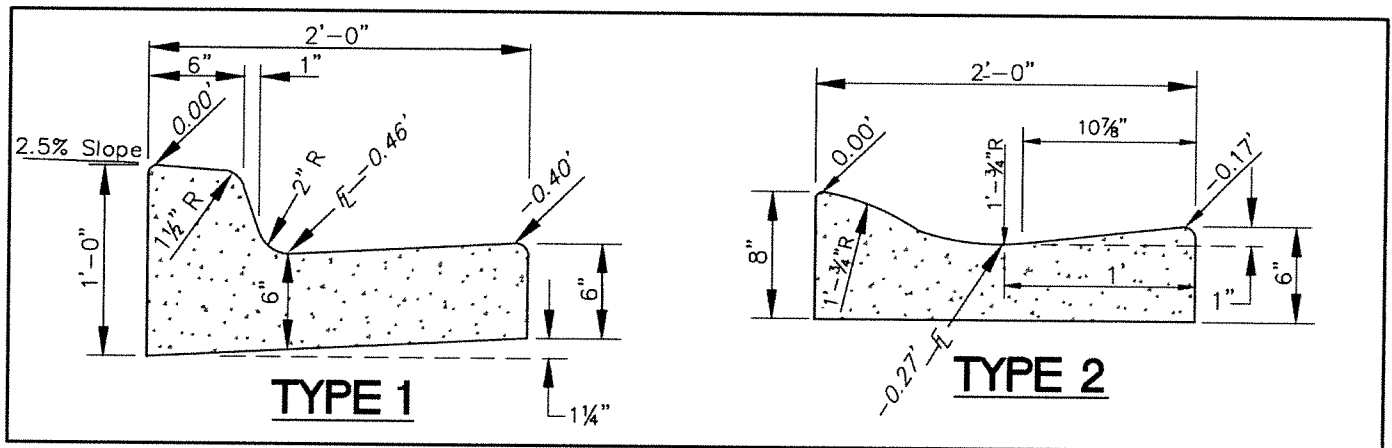
i. that do not require installation of sidewalks per Section 21.08.050H.; or

ii. when the pedestrian facilities will be separated from the curb by a minimum of 3 feet; or

iii. if the Municipal Traffic Engineer determines that strict adherence to Type 1 curb is not expected to improve walkability or is not achievable based on documentation to include topography, developmental lot size, anticipated driveway spacing, and dimensional standards.

The justification is provided below.

Type 1 curb and gutter has an abrupt face that rises up above the edge of pavement by approximately 5". This curb type is intended to collect surface drainage from the road prism while also providing a vertical separation between the travel way and the adjacent attached sidewalk (if provided). This curb configuration is also intended to prohibit vehicles from parking on sidewalk or within the grass strip behind the curb. Vehicular access points along this curb are controlled and requires pre-planned driveway "cuts" with associated transitions. Alternatively, Type 2 curb has a "rolled" configuration that is intended to collect surface drainage while still permitting uninhibited vehicular access. Both curb types are shown below for reference:



Type 1 & 2 Curb per MASS Detail 30-1

The primary benefit of Type 1 curb is that vehicles parking on the street are prohibited from parking too far over and blocking an attached sidewalk behind the curb. If no sidewalk is present, then vehicles would not be able to park on the grass strip immediately behind the curb.

Section 21.08.050.G of Title 21 requires curb to be of the vertical type (Type 1), exceptions allow for rolled curb (Type 2) within the arc of a cul de sac or if sidewalks are separated from the roadway. Carol Creek is a CE-R2M residential district that will require curb and gutter as well as sidewalks. Separating sidewalks is not recommended as the street width allows for parking on the street. T21 recommends that sidewalks be attached to the curb when parking is allowed on the street.

The requirement to install Type 1 curb is onerous and excessively expensive for a multitude of reasons;

1. All driveway locations must be pre-determined with house configurations pre-selected for right or left garage/driveway access.
2. The project civil engineer designs the driveway cuts into the street improvements which is an increase in cost.
3. Municipal plan review comments results in transitions shifting or moving from the pre-planned position which is evidenced in the recently constructed Hamilton Subdivision (now Curry Ridge) which contains Type 1 curb.
4. Survey is required to stake all driveway cuts and transitions which is an increase in cost.

December 19th, 2023

Subject: Carol Creek Subdivision - Curb Type Variance Request

Case Number TBD

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5. Price of curb is increased due to the added labor associated with forming transitions and changing curb type frequently.
6. Type 1 curb with sidewalk results in an undesirable “undulating” effect and increases tripping hazards.
7. Winter plowing operations are likely to increase damage to curb transitions and result in increased maintenance costs.
8. Flexibility of the garage access is eliminated from the home buying process which negatively impacts lot sales.
9. Relocating driveway cuts to accommodate a revised home configuration can range from \$5,000 to \$10,000.
10. Relocated driveway cuts will create more penetrations within the pavement of a brand new road and will result in increased maintenance costs.

The above issues directly relate to increased home prices. The singular benefit of prohibiting parking on the sidewalk or green strip does not outweigh the negative impacts to a development created by requiring Type 1 curb. Parking on the sidewalk is already illegal per AMCR 9.30.030A.2 and should be policed through ROW or other municipal enforcement.

Below are photos recently taken from Hamilton Subdivision (now Curry Ridge) which contains Type 1 curb and attached sidewalks. The third home planned for construction had a conflict with the driveway curb cut that must be remediated.



Curry Ridge Subdivision (R1 Development)



Curry Ridge Subdivision (R1 Development)

December 19th, 2023

Subject: Carol Creek Subdivision - Curb Type Variance Request

Case Number TBD

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Curry Ridge Subdivision (R1 Development)

Variance standards, as required by the Platting Board, are as follows;

- a. *There are special circumstances or conditions affecting the property such that the strict application of the provisions of the subdivision regulations would clearly be impractical, unreasonable, or undesirable to the general public;*

Response – This condition is met. As outlined above, the requirements of Type 1 (vertical) curb with attached sidewalks is not a practical solution for CE-R2M residential developments. The resultant undulating sidewalk is undesirable to the public and creates a tripping hazard within a residential development. The increased costs associated with Type 1 curb are unreasonable considering the singular benefit of restricting parking on an adjacent sidewalk is already illegal per Municipal code.

- b. *The granting of the specific variance will not be detrimental to the public welfare or injurious to other property in the area in which such property is situated;*

Response – This condition is met. The alternative curb type, rolled or Type 2 curb, will not be injurious to the public welfare or other property in the area. Public welfare is enhanced by eliminating tripping hazards to pedestrians and providing a consistent curb type throughout the development.

- c. *Such variance will not have the effect of nullifying the intent and purpose of the subdivision agreement or the comprehensive plan of the municipality; and*

Response – This condition is met. This variance request does not have the effect of nullifying the subdivision agreement or the comprehensive plan of the municipality.

- d. *Undue hardship would result from the strict compliance with specific provisions or requirements of the subdivision regulation.*

Response – This condition is met. Strict compliance with the Type 1 (vertical) curb requirement creates an undue financial hardship based on the above 10 issues experienced on a recently constructed subdivision with Type 1 curb.

December 19th, 2023

Subject: Carol Creek Subdivision - Curb Type Variance Request
Case Number TBD
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In closing, Triad Engineering, LLC respectfully requests approval of the variance from Section 21.08.050.G of Title 21, more specifically, to use rolled curb (Type 2) for Carol Creek. Type 1 curb is not well suited for use in residential developments with steep topography and narrow lot configurations.

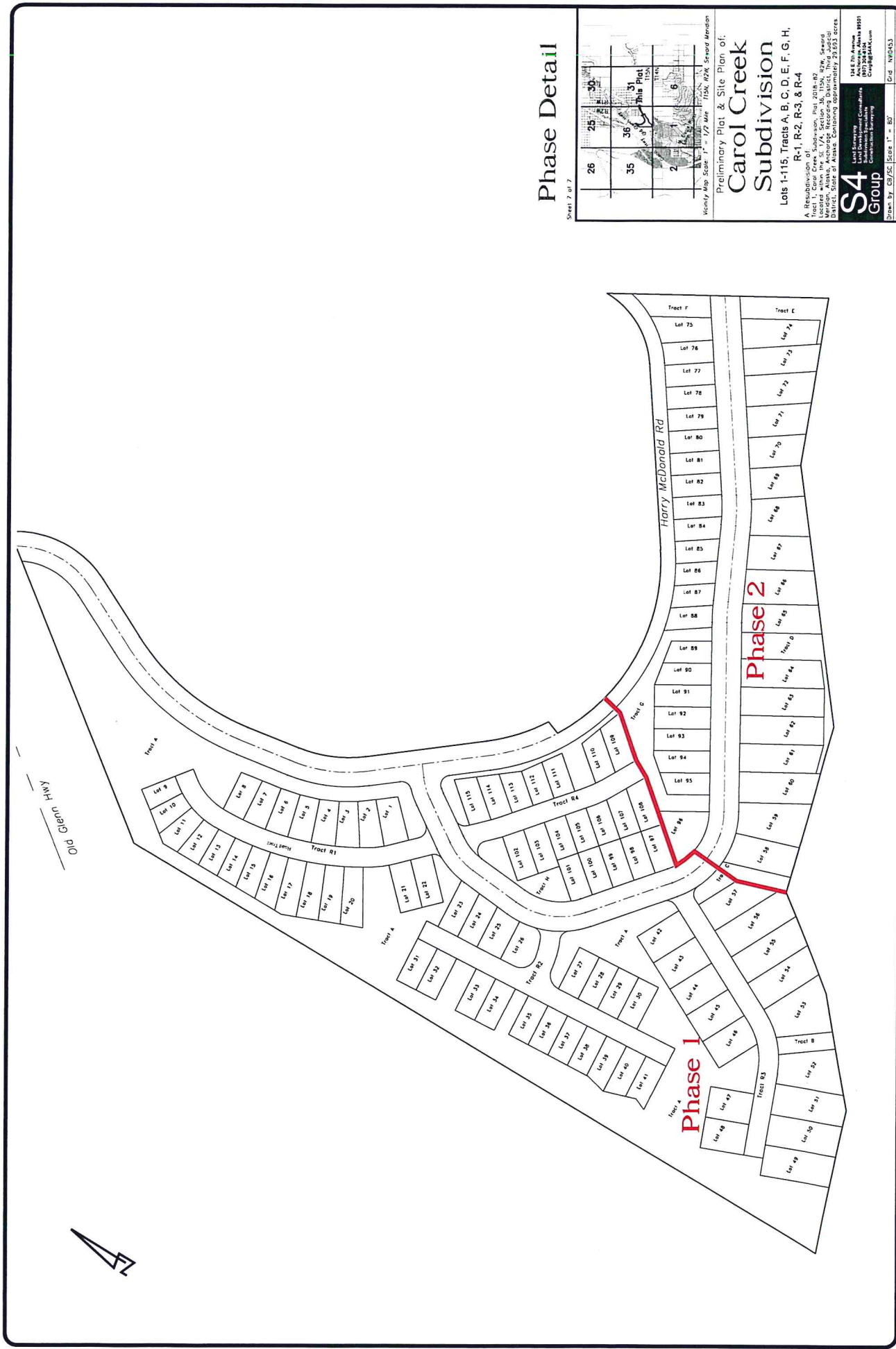
Thank you for your time and consideration in this matter. If you have any questions, please call 344-3114 or email me at brandonmarcott@triadak.com.

Sincerely,

TRIAD ENGINEERING, LLC

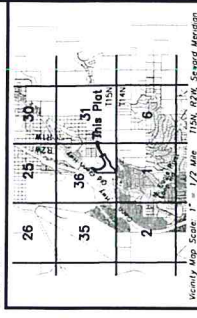
A handwritten signature in blue ink, appearing to read "Brandon Marcott". The signature is fluid and cursive, with the first name "Brandon" and last name "Marcott" clearly distinguishable.

Brandon Marcott, P.E.



Sheet 7 of 7

Phase Detail



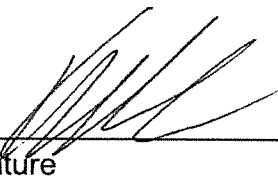
Preliminary Plat & Site Plan of:
Carol Creek Subdivision
 Lots 1-115, Tracts A, B, C, D, E, F, G, H,
 R-1, R-2, R-3, & R-4
 A Resubdivision of:
 Tract 1, Carol Creek Subdivision, Plat 2018-02
 recorded in Public Records, Book 10, Page 100,
 Meridian, Alaska, Anchorage Recording District, Third Judicial
 District, State of Alaska. Containing approximately 29.653 acres.

S4 Group
 134 E 7th Avenue
 Anchorage, Alaska 99501
 Phone: 907.562.8888
 Fax: 907.562.8889
 Email: info@s4group.com
 Website: www.s4group.com

Drawn by: GJ/SC | Scales: 1" = 80' | Grid: NAD83
 Date: 08/27/2024

Letter of Authorization

I, Kourosh Partow , the authorized representative of Carol Creek, LLC, the owner of the property located at Carol Creek Subdivision Tract 1, Tax ID 051-361-50, authorize S4 Group to represent me before the Municipality of Anchorage in the request for a platting action, a conditional use action, and related activities.



Signature

11-29-23

Date

WMS WATERCOURSE MAPPING SUMMARY

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

- Project Case Number or Subdivision Name: Carol Creek Subdivision
- Project Location, Tax ID, or Legal Description: Tract 1 (parcel #05136150)
- Project Area (if different from the entire parcel or subdivision): _____

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.*

X KBC **DOES** contain stream channels and/or drainageways **AND** these are located and identified on submittal documents in general congruence with WMS field and archival mapping information.
*New or additional mapping **IS NOT REQUIRED**.**

_____ Contains stream channels and/or drainageways **BUT** one or more streams or other watercourses:

- are **NOT** shown on submittal documents, or
- are **NOT** depicted adequately on submittal documents for verification, or
- are **NOT** located or identified on submittal documents in general congruence with WMS field and archival mapping information.

*New or additional mapping **IS REQUIRED** and must be re-submitted for further review and verification.**

_____ Presence of stream channels and/or drainageways is unknown **AND** field verification is not possible at this time. WMS will verify as soon as conditions and prioritized resources allow.

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

ADDITIONAL INFORMATION:

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

Inspection Certified By:

Date:



4/25/23



Anchorage Water & Wastewater Utility



AWWU REQUIRED INFORMATION FOR PRE-PLATTING

- Project Case Number or Subdivision Name: Carol Creek Subdivision
- Project Location, Tax ID, or Legal Description: no address
Parcel_ID 05136150000, Tract 1, Carol Creek Subdivision (Plat No. 2018-82)
- Is this parcel located within AWWU's certificated service area? ----- ~~X~~ / N
- Is a water key box located on each parcel? ----- Y / ~~N~~
 - Does this service meet DCPM Standard? ----- Y / N
- Is sewer stubbed to each parcel? ----- Y / ~~N~~
 - Does this service meet DCPM Standard? ----- Y / N
- Are there any water or sewer connections that require removal? ----- Y / ~~N~~
- Are there any additional easements needed? ----- Y / ~~N~~
- Have any Private System plans been submitted for review?----- Y / N
- Are any of the lots subject to extended connection or other agreements? ----- Y / N
- Does this platting action consolidate a previously connected (on-property) parcel with an unassessed parcel? ----- Y / ~~N~~

If the parcel or subdivision is within an assessment area, please populate the table below with the relevant information (as balances may change year to year, this table represents a point in time as specified in the column "Year").

	Levied	Assessment Balance	Year
Water Lateral	Y / N		
Water Transmission	Y / N		
Sewer Lateral	Y / N		
Sewer Trunk	Y / N		

- Comments:
Assessments to be determined upon further development.

Verified By (AWWU):

Date:

4/26/2023

Anchorage Water & Wastewater Utility  Clearly



MCCOLLUM & ROUNDS, LLC

James H. McCollum | J. Taylor Rounds | Ralph B. Cushman

1130 W. 6th Ave., Suite 100, Anchorage, Alaska 99501
907.770.7773 www.mccollumlaw.net

September 13, 2023

Shawn Odell, Senior Planner
Municipality of Anchorage, Planning Department
4700 Elmore Road, Anchorage, AK 99507

Mr. Odell:

The purpose of this letter is to confirm that CAROL CREEK, LLC, has engaged this law office to prepare the governing documents for a Planned Community consisting of 115 Lots in Eagle River, Alaska. It is our understanding that the Lots will be created as a Planned Unit Development within Tract 1, Carol Creek Subdivision, according the official Plat thereof, filed under Plat No. 2018-82.

The Planned Community will be created under the Uniform Common Interest Ownership Act, AS 34.08, *et seq.* Each Lot Owner within the Planned Community will automatically be a member of an Owners Association. Pursuant to the governing documents that our office has been retained to prepare, the Owners Association will be responsible for the maintenance, repair and replacement of the Common Elements, which will include, *inter alia*, the open space tracts and the tracts constituting the internal/private roads within the Planned Unit Development.

If you have any questions about the foregoing, please feel free to call or email me.

MCCOLLUM & ROUNDS, LLC

By: 

J. Taylor Rounds



TIA Acceptance

DATE: April 17, 2023

TO: Randy Kinney, P.E., PTOE
Kinney Engineering, LLC

CC: Kourosch Partow
Carol Creek, LLC

SUBJECT: Agency Acceptance of Carol Creek Subdivision Abbreviated TIA

The purpose of this letter is to document Municipality of Anchorage (MOA) and State of Alaska Department of Transportation and Public Facilities (DOT&PF) acceptance of the final "Carol Creek Subdivision Development – Abbreviated Traffic Impact Analysis (TIA)" (dated March 22, 2023), which incorporates the combined MOA and DOT&PF comments and associated responses (provided in Attachment F).

Brady Coy, P.E., PTOE
Municipal Traffic Engineer
Municipality of Anchorage

**Scott E.
Thomas**

Digitally signed by
Scott E. Thomas
Date: 2023.04.17
14:10:02 -08'00'

Scott Thomas, P.E.
Traffic and Safety Engineer
Alaska DOT&PF Central Region



Carol Creek
CUP PUD, Platting & Variances
Summary of Community Meeting
Sep 15, 2022

MOA Planning Division Director
4700 Elmore Road
Anchorage, AK 99507

406 notices were mailed on August 8th, 2022, 1 returned, see attached for content of notices.

Date and Time of Community Meeting: 09/15/2022 @ 7:00 PM

Presentation started at: 7:20 PM

Presentation concluded at: 8:20 PM

Participants: 33

Location: Elsie Oberg Community Center, 18606 Old Glenn Hwy, Chugiak, AK

Subject: Proposed CUP PUD, Platting action and Variances

This community meeting was held by the Chugiak Community Council on Sept 15, 2022. The presentation covered the details of the proposed CUP PUD, Phased Platting action and Variances for the Carol Creek project. The community members were asked what questions they had about the project site. The following is a brief summary of the questions and comments made by the community.

Q: How many lots are proposed?

A: The zoning SL allows 115 and that is what is proposed.

Q: What does CUP PUD stand for?

A: Conditional Use Permit, Planned Unit Development.

Q: What is the proposed cost of the lots and homes?

A: The goal is for lots to be in the \$80K range and the homes in the low \$400K.

Q: Who has owned the land?

A: This was owned by the MOA HLB?

Q: Where are trails located?

A: The trail locations were shown on the displayed plan and discussed.



Q: Will this meet the COMP Plan?

A: Yes this will need to meet both plans and MOA Planning will review for that.

Q: Will driveways access Harry McDonald Rd?

A: No driveways are accessing Harry McDonal Rd with this concept plan.

Q: Is Harry McDonald Rd a driveway?

A: Harry McDonald Rd will be dedicated to the MOA by the plat.

Q: Will traffic be an issue?

A: MOA Traffic and the ADOT will both review the application and make sure it is appropriate.

Q: Will dirt work and soils under homes be to code and inspected?

A: MOA inspectors and the engineers inspector will be checking during construction.

Some of the general community topics and statements covered;

- a. Harry McDonald Rd is a driveway.
- b. Would like to see the full submission once it is complete.
- c. AWWU has a water reserve above this site.
- d. Senior housing, as a previous concept was discussed
- e. Trails and Trail Parking was commented on.
- f. High and low density locations for housing.
- g. Guest parking for homes and trail access. .
- h. The Site-Specific Land Use Plan and how it was written.
- i. The MOA process for how developments are reviewed.

Community Meeting Notification: Carol Creek Tract 1

Chugiak Community Council Meeting
Date & Location:

SEPTEMBER 15 @ 7 PM

Elsie Oberg Community Center
18606 Old Glenn Hwy
Chugiak, AK 99567

Please check the Chugiak Council page on communitycouncils.org for possible meeting changes or updates.

S4 Group, LLC will be presenting a platting action and Planned Unit Development site plan with variances to the Chugiak community council at their regularly scheduled September meeting.

Representatives of the proposed project will provide an overview of the planning actions, project schedule, and will be able to answer questions. If you are not able to make this meeting, you can still contact us with any questions or concerns regarding the project at: craigb@s4ak.com or (907) 306-8104.

The project site of approximately 30 acres is located southeast of Old Glenn Hwy and southwest of Harry McDonald Rd, described as Carol Creek Tract 1.

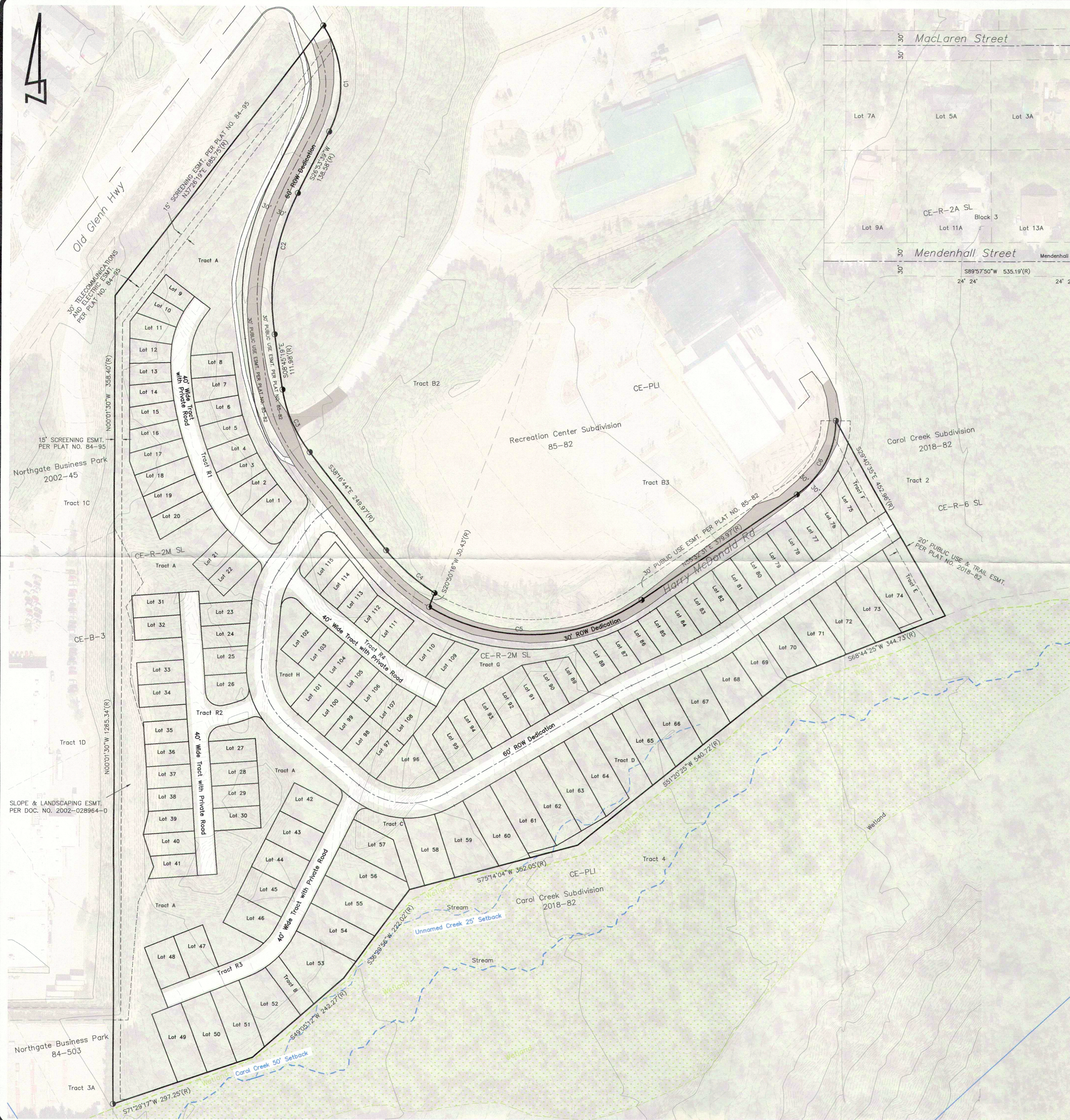
For more information go to: s4ak.com/notice



«Name»

«Street»

«City», «State» «Zip»



SURVEYOR'S CERTIFICATE

I, Benjamin Holmstrom, professional land surveyor, do hereby certify that the plat of CAROL CREEK SUBDIVISION is a true and correct representation of lands actually surveyed and that the distances and bearings are shown correctly and that all permanent exterior control monuments, all other monuments, and lot corners have been set and staked, or if final completion is assured by subdivision agreement, they will be set as specified in said subdivision agreement. Lot corners to be set by _____. Monuments to be set by _____.

PLAT APPROVAL

Plat approved by the Municipal Platting Authority this _____ day of _____, 2024

Authorized Official _____

ACCEPTANCE AND DEDICATION BY MUNICIPALITY OF ANCHORAGE

The Municipality of Anchorage hereby accepts for public uses and for public purposes the real property dedicated on this plat including, but not limited to the easements, rights-of-ways, alleys, roadways, thoroughfares and parks shown hereon.

Municipal Clerk _____ Date _____

Mayor of Anchorage _____ Date _____

CERTIFICATE OF OWNERSHIP AND DEDICATION

I (WE), HEREBY CERTIFY THAT I (WE) HOLD THE HEREIN SPECIFIED PROPERTY INTEREST IN THE PROPERTY DESCRIBED HEREON. I (WE) HEREBY DEDICATE TO THE MUNICIPALITY ALL AREAS DEPICTED FOR USE AS PUBLIC UTILITY EASEMENTS, STREETS, ALLEYS, THOROUGHFARES, PARKS, AND OTHER PUBLIC AREAS SHOWN HEREON. THERE SHALL BE RESERVED ADJACENT TO THE DEDICATED STREETS SHOWN HEREON A SLOPE RESERVATION EASEMENT SUFFICIENT TO CONTAIN CUT AND FILL SLOPES OF 1.5 FEET HORIZONTAL FOR EACH ONE FOOT VERTICAL (1.5 TO 1) OF CUT OR FILL FOR THE PURPOSE OF PROVIDING AND MAINTAINING THE LATERAL SUPPORT OF THE CONSTRUCTED STREETS. THERE IS RESERVED TO THE GRANTORS, THEIR HEIRS, SUCCESSORS AND ASSIGNS, THE RIGHT TO USE SUCH AREAS AT ANY TIME UPON PROVIDING AND MAINTAINING OTHER ADEQUATE LATERAL SUPPORT, AS APPROVED BY THE MUNICIPALITY. I (WE) HEREBY AGREE TO THIS PLAT, AND TO ANY RESTRICTION OR COVENANT APPEARING HEREON AND ANY SUCH RESTRICTION OR COVENANT SHALL BE BINDING AND ENFORCEABLE AGAINST PRESENT AND SUCCESSIVE OWNERS OF THIS SUBDIVIDED PROPERTY.

NAME: _____ TITLE: _____

FOR: _____

SIGNATURE: _____ DATE: _____

Notary Acknowledgment

Subscribed and sworn to before me this _____ day of _____, 2024.

My commission expires _____ Notary Public _____

BENEFICIARY

NAME: _____ TITLE: _____

NOTARY ACKNOWLEDGEMENT

SUBSCRIBED AND SWORN BEFORE ME THIS _____ DAY OF _____, 2024.

FOR: _____

MY COMMISSION EXPIRES _____ NOTARY PUBLIC _____

Description Sheet

Overview.....	1 of 7
Lot Detail.....	2 of 7
Lot Detail.....	3 of 7
Lot Detail.....	4 of 7
Buildings and Setbacks...	5 of 7
Road and Sidewalk.....	6 of 7
Open Space.....	7 of 7

Curve Table					
Curve #	Length	Radius	Delta	Chord	Chord Bearing
C1	223.62'	210.00	061°00'39"	213.20'	N03°36'41"W
C2	292.43'	470.00	035°38'58"	287.74'	S09°04'10"W
C3	139.12'	270.00	029°31'23"	137.59'	S23°31'02"E
C4	132.31'	370.00	020°29'21"	131.61'	S48°31'24"E
C5	453.21'	400.00	064°55'01"	429.35'	N88°00'02"E
C6	174.63'	180.00	055°35'09"	167.86'	N27°44'53"E

MOA Plat Case S12738 / Conditional Use 2023-0080

Notes:

- All lot lines are non-radial unless otherwise noted.
- All distances are in feet.
- All lots within the subdivision shall conform to the elevations and drainage patterns shown on the grading and drainage plan approved by the Municipality of Anchorage, as applicable.
- The property owner and utilities shall not raise, lower, or re-grade the property in a manner that will alter the drainage patterns from those shown on the approved grading and drainage plan without prior approval from Municipality of Anchorage Building Safety Office.
- Property owners and utilities shall not obstruct, impede or alter approved drainage facilities (e.g. swales, ditches) in any way that will adversely impact adjacent properties or rights of way.
- All Lot corners will be set with 5/8" X 30" rebar with 1 & 1/4" red plastic cap except as shown.

Legend

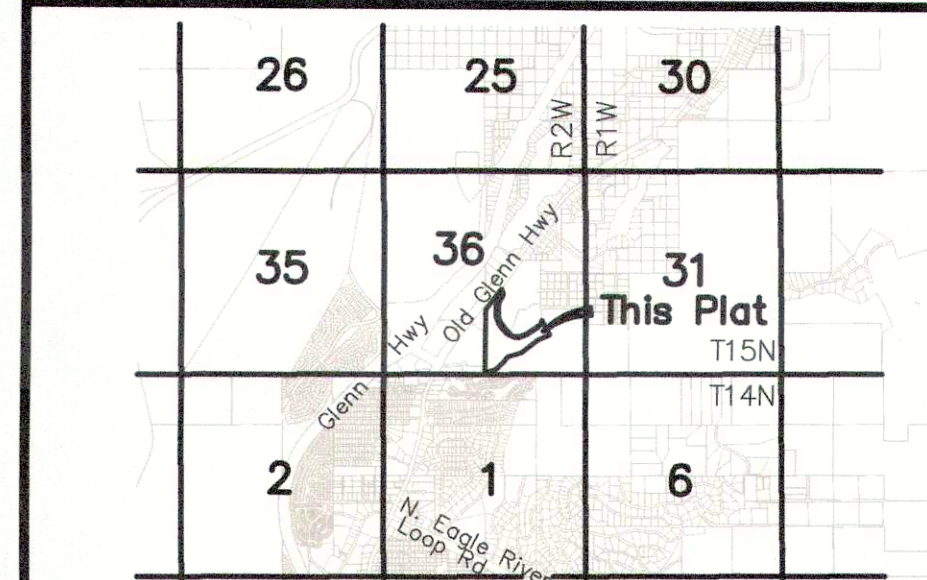
- FOUND MONUMENT
- FOUND AI CAP
- DEDICATED TO MUNICIPALITY
- RECORD AS PER PLAT 2018-82
- MEASURED AS PER THIS PLAT



TYPICAL 1 & 1/4" RED PLASTIC CAP SET ON 5/8" X 30" REBAR FLUSH WITH GRADE.

Overview

Sheet 1 of 7



Vicinity Map Scale: 1" = 1/2 Mile T15N, R2W, Seward Meridian

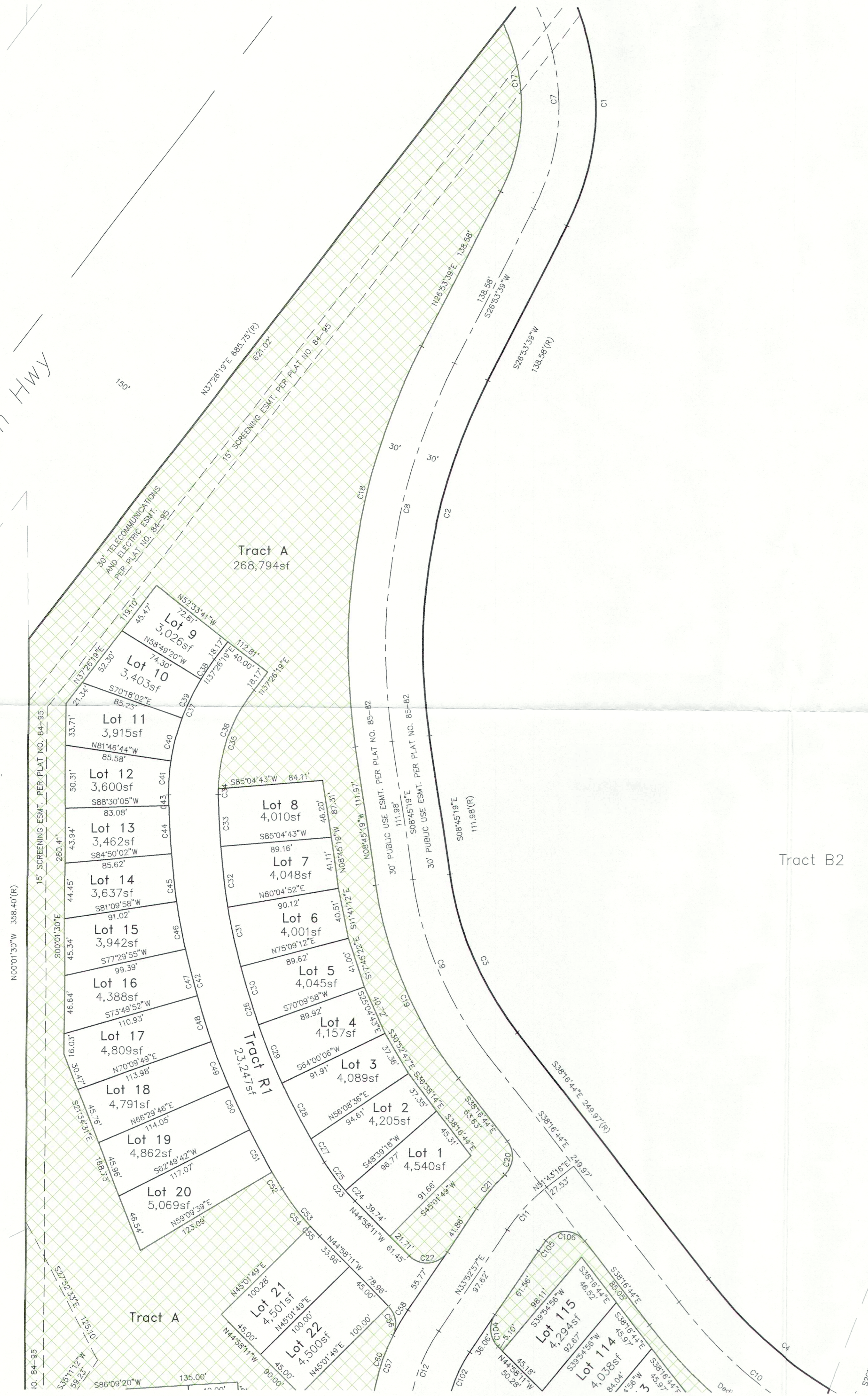
Preliminary Plat & Site Plan of:
Carol Creek Subdivision
Lots 1-115, Tracts A, B, C, D, E, F, G, H, R-1, R-2, R-3, & R-4

A Resubdivision of:
Tract 1, Carol Creek Subdivision, Plat 2018-82.
Located within the SE 1/4, Section 36, T15N, R2W, Seward Meridian, Alaska, Anchorage Recording District, Third Judicial District, State of Alaska. Containing approximately 29,693 acres.

S4 Group Land Surveying
Land Development Consultants
Subdivision Specialists
Construction Surveying
124 E 7th Avenue
Anchorage, Alaska 99501
(907) 306-8104
CraigB@S4AK.com

Drawn by: CB/SC Scale 1" = 100' Grid: NW0453
Field Book: _____ Date: 1/11/2024

Old Glenn Hwy



Curve #	Length	Radius	Delta	Chord	Chord Bearing
C1	223.62'	210.00	061°00'39"	213.20'	N03°36'41"W
C2	292.43'	470.00	035°38'58"	287.74'	S09°04'10"W
C3	139.12'	270.00	029°31'23"	137.59'	S23°31'02"E
C4	132.31'	370.00	020°29'21"	131.61'	S48°31'24"E
C5	453.21'	400.00	064°55'01"	429.35'	N88°00'02"E
C6	174.63'	180.00	055°35'09"	167.86'	N27°44'53"E
C7	181.57'	180.00	057°47'39"	173.97'	N02°00'11"W
C8	311.10'	500.00	035°38'58"	306.11'	S09°04'10"W
C9	154.58'	300.00	029°31'23"	152.88'	S23°31'02"E
C10	148.54'	400.00	021°16'36"	147.69'	S48°55'01"E
C11	46.70'	150.00	017°50'19"	46.51'	S42°48'06"W
C12	75.09'	150.00	028°40'54"	74.31'	S19°32'30"W
C13	149.56'	155.00	055°17'07"	143.83'	S22°26'31"E
C14	189.95'	155.00	070°12'58"	178.29'	S85°11'33"E
C15	42.34'	500.00	004°51'05"	42.32'	S62°07'30"W
C16	62.89'	400.00	009°00'32"	62.83'	N60°02'47"E
C17	139.17'	150.00	053°09'39"	134.24'	N00°18'50"E
C18	329.77'	530.00	035°38'59"	324.48'	S09°04'08"W
C19	170.05'	330.00	029°31'27"	168.17'	S23°31'00"E
C20	29.16'	20.00	083°32'58"	26.65'	N03°29'45"E
C21	35.78'	180.00	011°23'17"	35.72'	S39°34'35"W
C22	35.31'	20.00	101°06'53"	30.90'	N84°27'23"E
C23	39.70'	180.00	012°38'16"	39.62'	S38°39'03"E
C24	11.39'	180.00	003°37'29"	11.39'	S43°09'27"E
C25	28.32'	180.00	009°00'47"	28.29'	S36°50'19"E
C26	309.99'	561.00	031°39'34"	306.06'	S16°30'08"E
C27	21.70'	561.00	002°12'57"	21.69'	S31°13'27"E
C28	50.19'	561.00	005°07'35"	50.18'	S27°33'11"E
C29	50.48'	561.00	005°09'21"	50.47'	S22°24'43"E
C30	48.83'	561.00	004°59'14"	48.82'	S17°20'25"E
C31	48.25'	561.00	004°55'40"	48.24'	S12°22'58"E
C32	48.93'	561.00	004°59'51"	48.92'	S07°25'13"E
C33	41.60'	561.00	004°14'56"	41.59'	S02°47'49"E
C34	4.55'	136.00	001°55'05"	4.55'	S00°17'11"W
C35	85.91'	136.00	036°11'35"	84.49'	S19°20'31"W
C36	90.46'	136.00	038°06'40"	88.80'	S18°22'59"W
C37	117.07'	176.00	038°06'40"	114.92'	S18°22'59"W
C38	19.23'	176.00	006°15'39"	19.22'	S34°18'29"W
C39	35.26'	176.00	011°28'42"	35.20'	S25°26'19"W
C40	35.26'	176.00	011°28'42"	35.20'	S13°57'37"W
C41	27.32'	176.00	008°53'37"	27.29'	S03°46'27"W
C42	332.09'	601.00	031°39'34"	327.88'	S16°30'08"E
C43	8.67'	601.00	000°49'34"	8.67'	S01°05'08"E
C44	38.47'	601.00	003°40'03"	38.46'	S03°19'57"E
C45	38.47'	601.00	003°40'03"	38.46'	S07°00'00"E
C46	38.47'	601.00	003°40'03"	38.46'	S10°40'03"E
C47	38.47'	601.00	003°40'03"	38.46'	S14°20'08"E
C48	38.47'	601.00	003°40'03"	38.46'	S18°00'10"E
C49	38.47'	601.00	003°40'03"	38.46'	S21°40'13"E
C50	38.47'	601.00	003°40'03"	38.46'	S25°20'16"E
C51	38.47'	601.00	003°40'03"	38.46'	S29°00'19"E
C52	15.66'	601.00	001°29'35"	15.66'	S31°35'08"E
C53	48.53'	220.00	012°38'16"	48.43'	S38°39'03"E
C54	37.48'	220.00	009°45'39"	37.43'	S37°12'45"E
C55	11.05'	220.00	002°52'36"	11.04'	S43°31'53"E

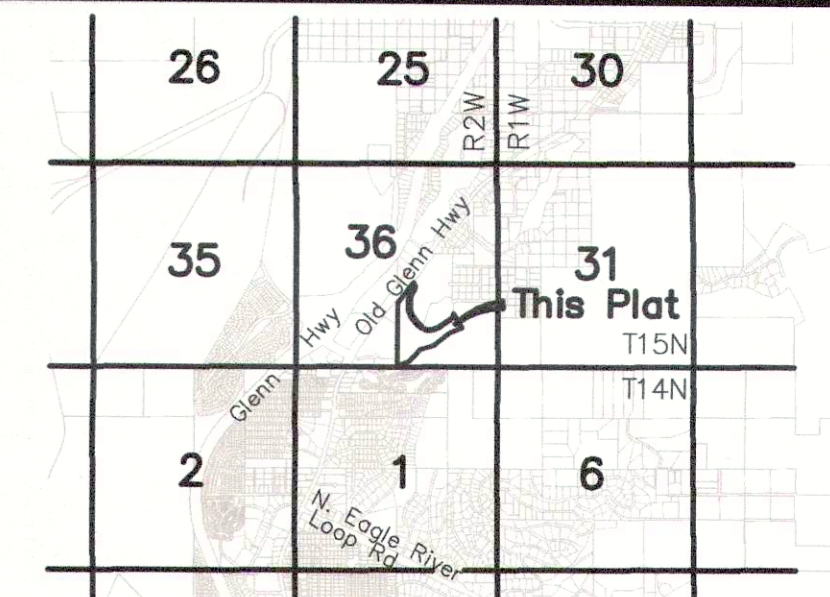
Curve #	Length	Radius	Delta	Chord	Chord Bearing
C56	24.91'	20.00	071°21'05"	23.33'	N09°17'39"W
C57	90.11'	180.00	028°40'54"	89.17'	S19°32'30"W
C58	23.56'	180.00	007°30'03"	23.55'	S30°07'55"W
C59	7.01'	180.00	002°13'54"	7.01'	S06°18'59"W
C60	59.53'	180.00	018°56'58"	59.26'	S16°54'25"W
C61	178.51'	185.00	055°17'07"	171.66'	S22°26'31"E
C62	29.44'	185.00	009°06'59"	29.40'	S00°38'33"W
C63	31.17'	185.00	009°39'15"	31.13'	S08°44'34"E
C64	72.68'	185.00	022°30'36"	72.22'	S24°49'30"E
C65	45.22'	185.00	014°00'17"	45.11'	S43°04'56"E
C66	28.06'	20.00	080°23'49"	25.82'	N26°37'43"E
C67	43.24'	178.00	013°55'07"	43.13'	N73°47'10"E
C68	49.96'	30.00	095°24'36"	44.38'	S51°32'58"E
C69	45.44'	30.00	086°46'28"	41.22'	S39°32'34"W
C70	63.38'	218.00	016°39'30"	63.16'	N74°36'03"E
C71	27.10'	20.00	077°38'55"	25.08'	N74°54'15"W
C72	26.89'	20.00	077°02'41"	24.91'	N11°33'44"W
C73	98.83'	136.00	041°38'08"	96.67'	N47°46'41"E
C74	127.90'	176.00	041°38'09"	125.10'	N47°46'41"E
C75	30.77'	20.00	088°09'29"	27.83'	S71°02'22"W
C76	226.72'	185.00	070°12'58"	212.79'	S85°11'33"E
C77	45.21'	136.00	019°02'45"	45.00'	N36°29'00"E
C78	53.62'	136.00	022°35'23"	53.27'	N57°18'04"E
C79	38.31'	176.00	012°28'14"	38.23'	N62°21'39"E
C80	35.11'	176.00	011°25'50"	35.05'	N50°24'36"E
C81	54.48'	176.00	017°44'04"	54.26'	N35°49'39"E
C82	47.78'	185.00	014°47'49"	47.64'	S57°28'59"E
C83	71.05'	185.00	022°00'13"	70.61'	S75°53'00"E
C84	64.52'	185.00	019°58'59"	64.20'	N83°07'24"E
C85	43.37'	185.00	013°25'57"	43.27'	N66°24'56"E
C86	67.61'	430.00	009°00'32"	67.54'	N60°02'47"E
C87	57.36'	430.00	007°38'37"	57.32'	N60°43'45"E
C88	10.25'	430.00	001°21'55"	10.25'	N56°13'29"E
C89	58.18'	370.00	009°00'32"	58.12'	N60°02'47"E
C90	41.54'	370.00	006°28'00"	41.52'	N58°45'31"E
C91	16.63'	370.00	002°34'32"	16.63'	N63°15'47"E
C92	39.80'	470.00	004°51'05"	39.78'	S62°07'30"W
C93	44.88'	530.00	004°51'05"	44.86'	S62°07'30"W
C94	9.59'	530.00	001°02'11"	9.59'	S64°01'57"W
C95	35.29'	530.00	003°48'54"	35.28'	S61°36'25"W
C96	153.19'	125.00	070°12'58"	143.78'	S85°11'33"E
C97	134.62'	125.00	061°42'25"	128.21'	S89°26'50"E
C98	18.56'	125.00	008°30'33"	18.55'	S54°20'21"E
C99	120.61'	125.00	055°17'07"	115.99'	S22°26'31"E
C100	20.71'	125.00	009°29'38"	20.69'	S45°20'15"E
C101	99.90'	125.00	045°47'29"	97.26'	S17°41'42"E
C102	60.07'	120.00	028°40'55"	59.45'	S19°32'30"W
C103	45.32'	20.00	129°49'47"	36.23'	S70°06'56"W
C104	27.52'	20.00	078°51'07"	25.40'	S05°32'37"E
C105	10.17'	120.00	004°51'14"	10.16'	S36°18'34"W
C106	35.95'	20.00	102°59'05"	31.30'	N89°46'17"W
C107	21.87'	245.00	005°06'53"	21.86'	S47°31'38"E
C108	18.30'	205.00	005°06'53"	18.29'	S47°31'38"E
C109	43.25'	224.00	011°03'47"	43.18'	S55°36'58"E
C110	50.97'	264.00	011°03'47"	50.90'	S55°36'58"E

Curve #	Length	Radius	Delta	Chord	Chord Bearing
C111	14.19'	245.00	003°19'03"	14.18'	S46°37'42"E
C112	7.69'	245.00	001°47'50"	7.69'	S19°32'30"W
C113	36.28'	264.00	007°52'25"	36.25'	S54°01'17"E
C114	14.70'	264.00	003°11'22"	14.69'	S59°33'10"E
C115	17.09'	224.00	004°22'13"	17.08'	S58°57'45"E
C116	26.17'	224.00	006°41'34"	26.15'	S53°25'51"E
C117	646.87'	430.00	086°10'33"	587.60'	S81°22'04"E
C118	477.76'	430.00	063°38'51"	453.57'	S70°06'13"E
C119	47.80'	430.00	006°22'05"	47.78'	N74°53'19"E
C120	46.28'	430.00	006°09'53"	46.25'	N68°37'20"E
C121	45.38'	430.00	006°02'46"	45.36'	N62°31'00"E
C122	29.64'	430.00	003°56'57"	29.64'	N57°31'08"E
C123	159.01'	210.00	043°22'57"	155.23'	N33°51'06"E
C124	40.66'	210.00	011°05'36"	40.60'	N49°59'46"E
C125	59.31'	210.00	016°10'59"	59.12'	N36°21'29"E
C126	59.03'	210.00	016°06'22"	58.84'	N20°12'48"E

Tract B2

Lot Detail

Sheet 2 of 7



Vicinity Map Scale: 1" = 1/2 Mile T15N, R2W, Seward Meridian

Preliminary Plat & Site Plan of: Carol Creek Subdivision

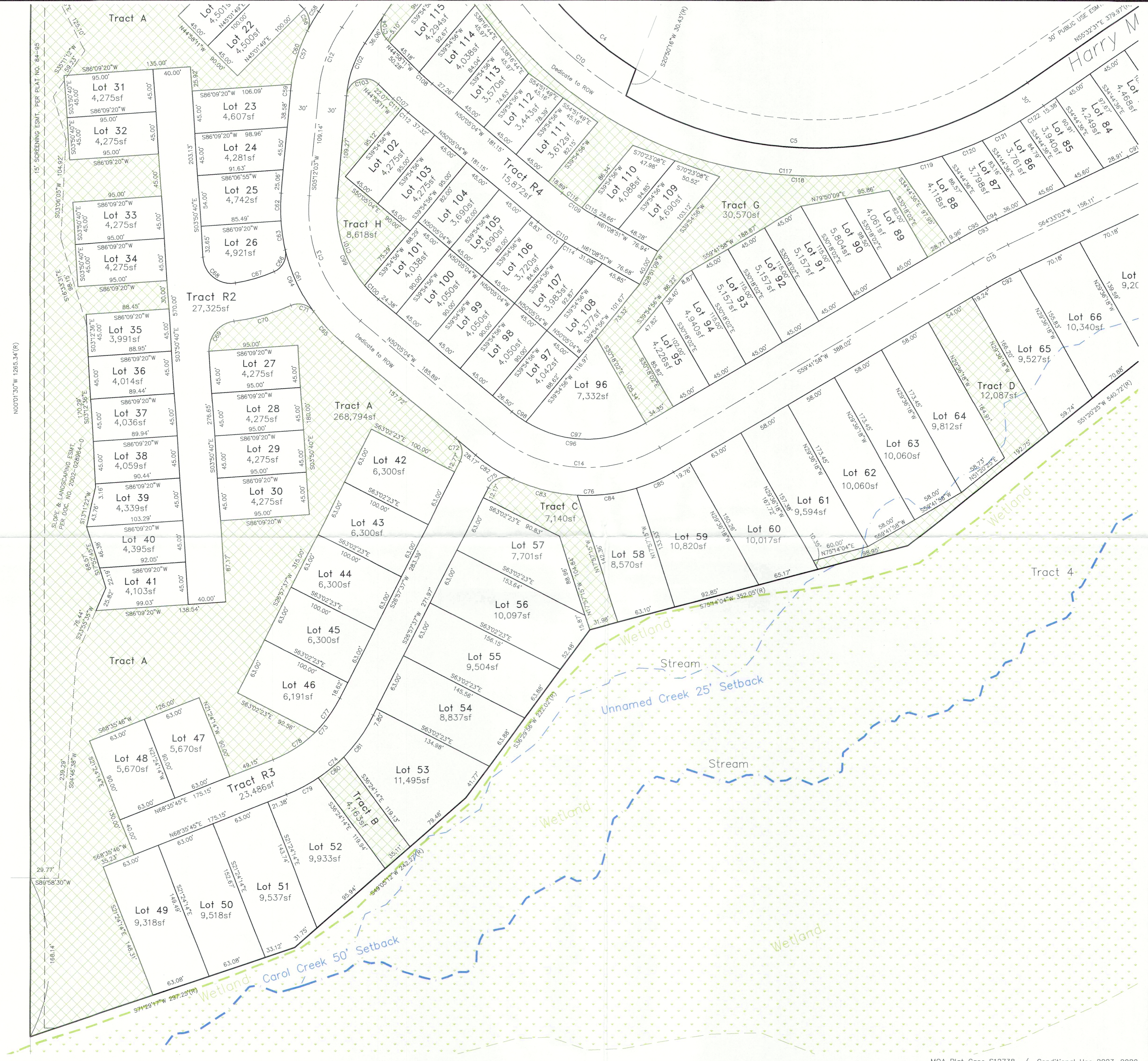
Lots 1-115, Tracts A, B, C, D, E, F, G, H, R-1, R-2, R-3, & R-4

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Land Development Consultants
Subdivision Specialists
Construction Surveying

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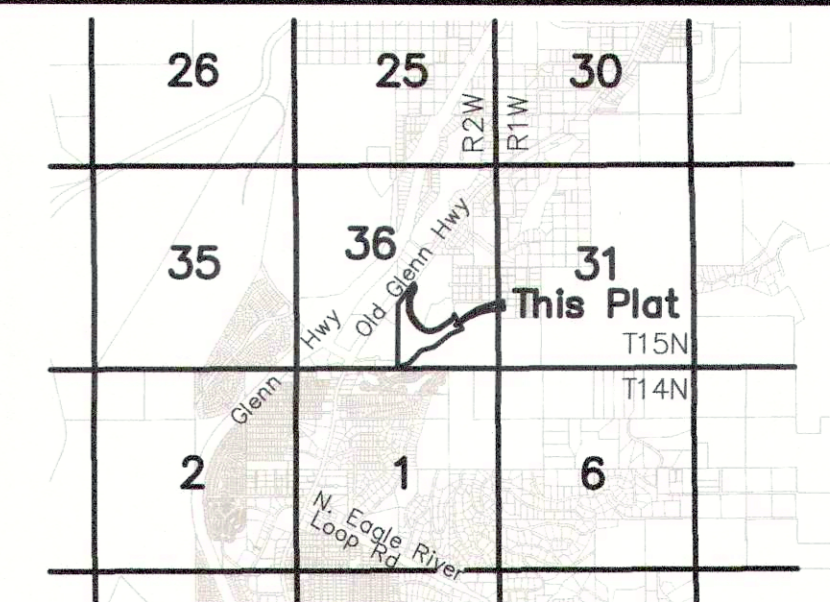
Tract 1D



 Open Space Tracts
 Wetlands

Lot Detail

Sheet 3 of 7




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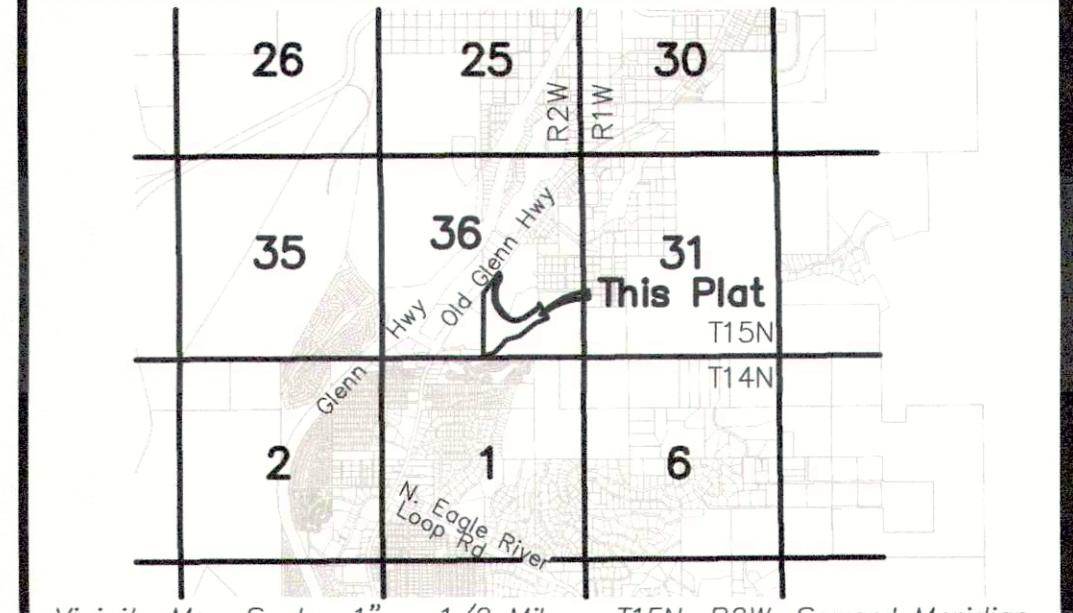
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 CraigB@S4AK.com

Drawn by: CB/SC Scale 1" = 50'
 Field Book: Grid NW0453
 Date: 1/11/2024



Lot Detail

Sheet 4 of 7



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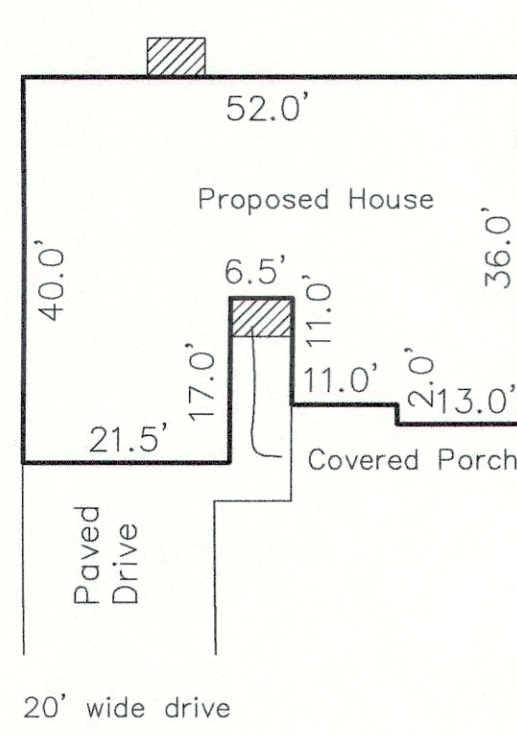
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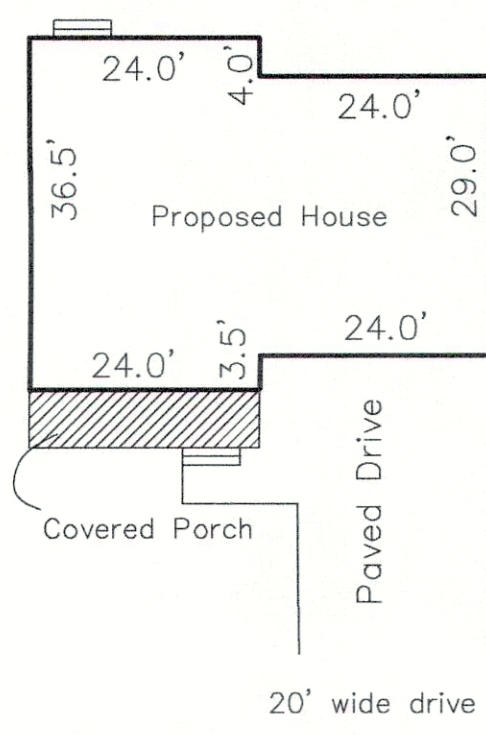
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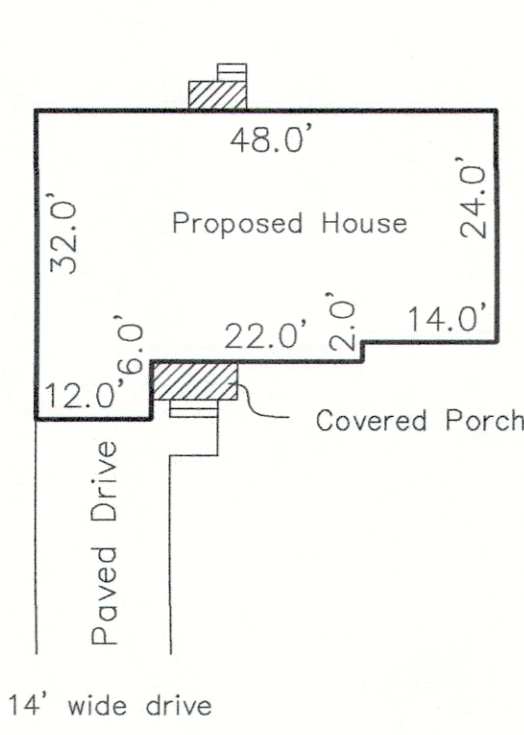
PLAN: MATUS
Coverage: 1878 s.f.



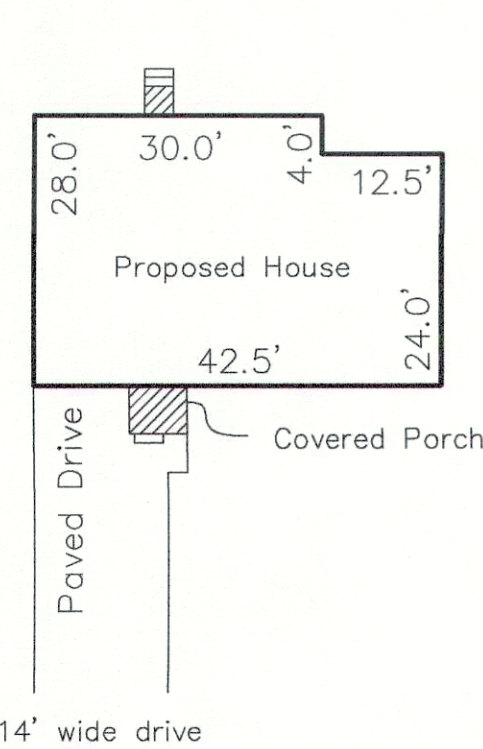
PLAN: MASTER-6
Coverage: 1716 s.f.



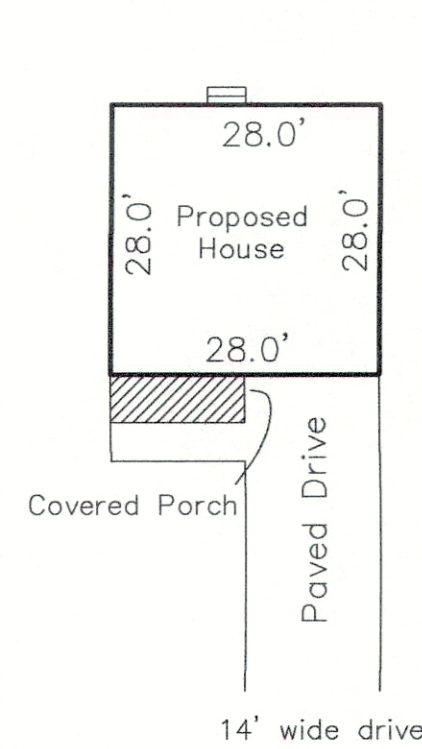
PLAN: MASTER-22
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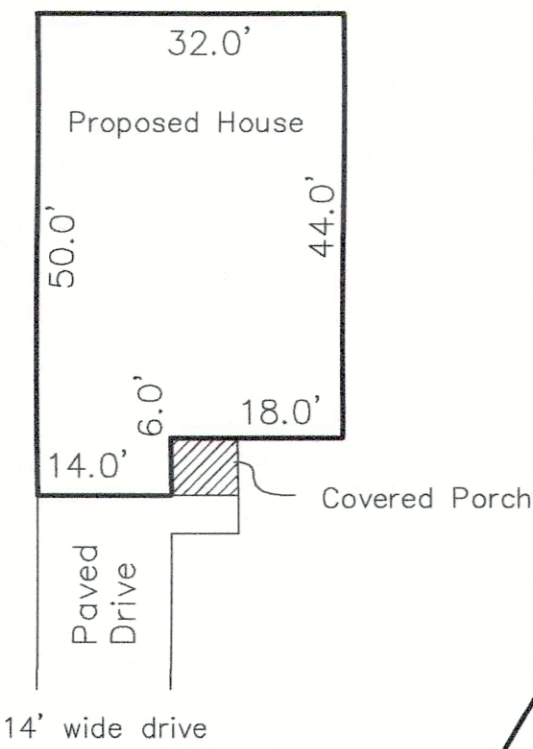
PLAN: PARTOW 30
Coverage: 1170 s.f.



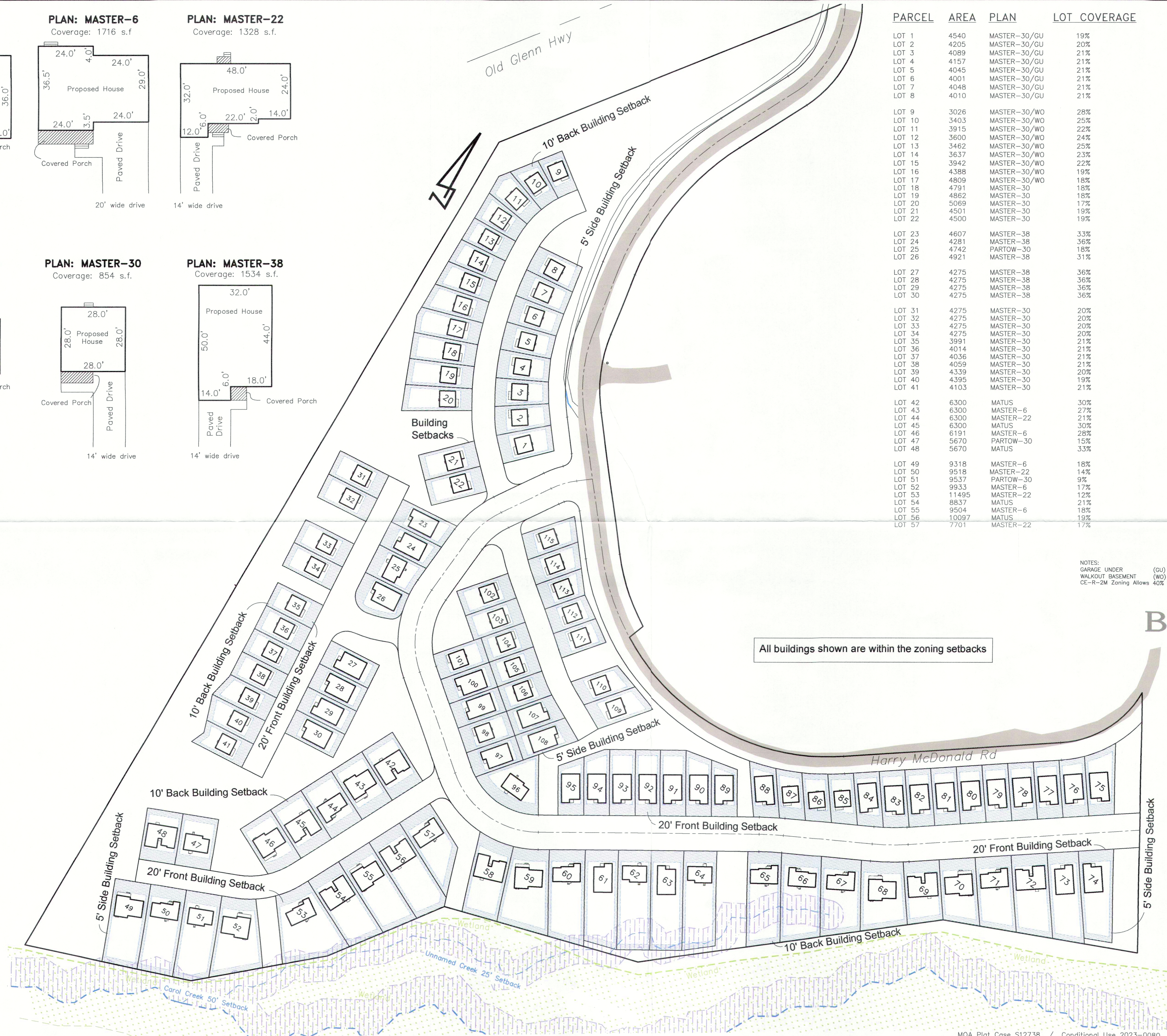
PLAN: MASTER-30
Coverage: 854 s.f.



PLAN: MASTER-38
Coverage: 1534 s.f.



Zoning Building Setbacks
Stream Setbacks
Wetlands
Setbacks:
 Front 20'
 Side 5'
 Rear 10'



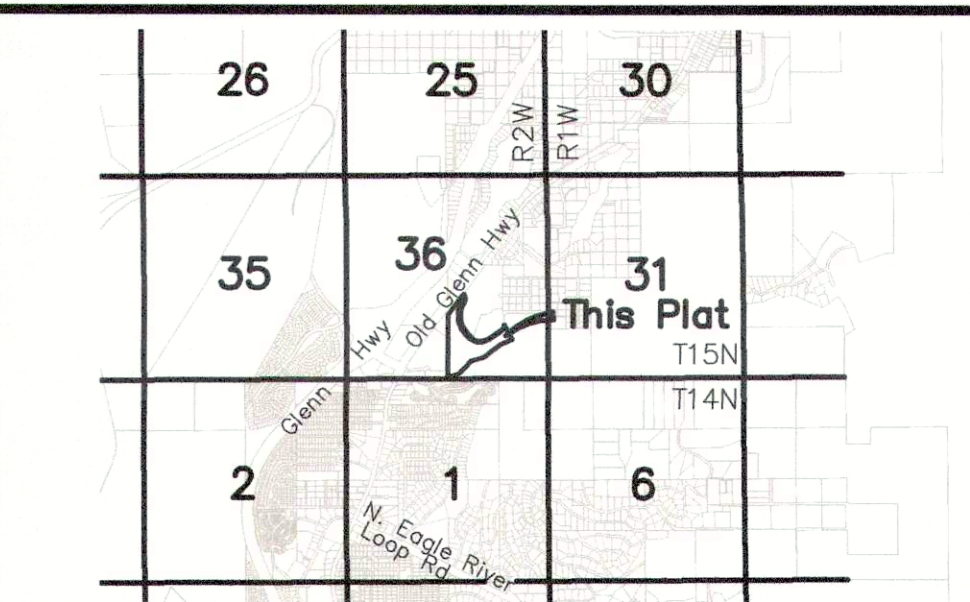
All buildings shown are within the zoning setbacks

PARCEL	AREA	PLAN	LOT COVERAGE	PARCEL	AREA	PLAN	LOT COVERAGE
LOT 1	4540	MASTER-30/GU	19%	LOT 58	8570	MATUS	22%
LOT 2	4205	MASTER-30/GU	20%	LOT 59	10820	MASTER-6	16%
LOT 3	4089	MASTER-30/GU	21%	LOT 60	10017	MASTER-22	13%
LOT 4	4157	MASTER-30/GU	21%	LOT 61	9594	MASTER-38	16%
LOT 5	4045	MASTER-30/GU	21%	LOT 62	10060	PARTOW-30	12%
LOT 6	4001	MASTER-30/GU	21%	LOT 63	10060	MASTER-38	15%
LOT 7	4048	MASTER-30/GU	21%	LOT 64	9812	PARTOW-30	12%
LOT 8	4010	MASTER-30/GU	21%	LOT 65	9527	MASTER-22	14%
LOT 9	3026	MASTER-30/WO	28%	LOT 66	10340	MASTER-22	14%
LOT 10	3403	MASTER-30/WO	25%	LOT 67	9203	MASTER-22	14%
LOT 11	3915	MASTER-30/WO	22%	LOT 68	8970	MASTER-6	19%
LOT 12	3600	MASTER-30/WO	24%	LOT 69	6724	MATUS	28%
LOT 13	3462	MASTER-30/WO	25%	LOT 70	7043	MASTER-6	24%
LOT 14	3637	MASTER-30/WO	23%	LOT 71	7974	MASTER-22	17%
LOT 15	3942	MASTER-30/WO	22%	LOT 72	8905	MATUS	21%
LOT 16	4388	MASTER-30/WO	19%	LOT 73	8535	MASTER-38	18%
LOT 17	4809	MASTER-30/WO	18%	LOT 74	9162	MASTER-38	17%
LOT 18	4791	MASTER-30	18%	LOT 75	5599	MASTER-38	27%
LOT 19	4862	MASTER-30	18%	LOT 76	4553	MASTER-38	34%
LOT 20	5069	MASTER-30	17%	LOT 77	4500	MASTER-38	34%
LOT 21	4501	MASTER-30	19%	LOT 78	4500	MASTER-38	34%
LOT 22	4500	MASTER-30	19%	LOT 79	4500	MASTER-38	34%
LOT 23	4607	MASTER-38	33%	LOT 80	4500	MASTER-38	34%
LOT 24	4281	MASTER-38	36%	LOT 81	4500	MASTER-38	34%
LOT 25	4742	PARTOW-30	18%	LOT 82	4500	MASTER-38	34%
LOT 26	4921	MASTER-38	31%	LOT 83	4468	MASTER-38	34%
LOT 27	4275	MASTER-38	36%	LOT 84	4249	MASTER-38/GU	36%
LOT 28	4275	MASTER-38	36%	LOT 85	3940	MASTER-30/GU	22%
LOT 29	4275	MASTER-38	36%	LOT 86	3761	MASTER-30/GU	23%
LOT 30	4275	MASTER-38	36%	LOT 87	3798	MASTER-30/GU	22%
LOT 31	4275	MASTER-30	20%	LOT 88	4118	MASTER-38/GU	37%
LOT 32	4275	MASTER-30	20%	LOT 89	4061	MASTER-38	38%
LOT 33	4275	MASTER-30	20%	LOT 90	5804	MASTER-38	26%
LOT 34	4275	MASTER-30	20%	LOT 91	5157	MASTER-38	30%
LOT 35	3991	MASTER-30	21%	LOT 92	5157	MASTER-38	30%
LOT 36	4014	MASTER-30	21%	LOT 93	5157	MASTER-38	30%
LOT 37	4036	MASTER-30	21%	LOT 94	4940	MASTER-38	33%
LOT 38	4059	MASTER-30	21%	LOT 95	4226	MASTER-38	39%
LOT 39	4339	MASTER-30	20%	LOT 96	7332	PARTOW-30	12%
LOT 40	4395	MASTER-30	19%	LOT 97	4042	MASTER-38	38%
LOT 41	4103	MASTER-30	21%	LOT 98	4050	MASTER-30	21%
LOT 42	6300	MATUS	30%	LOT 99	4050	MASTER-38	38%
LOT 43	6300	MASTER-6	27%	LOT 100	4050	MASTER-38	38%
LOT 44	6300	MASTER-22	21%	LOT 101	4038	MASTER-30	21%
LOT 45	6300	MATUS	30%	LOT 102	4275	MASTER-30	20%
LOT 46	6191	MASTER-6	28%	LOT 103	4275	MASTER-30	20%
LOT 47	5670	PARTOW-30	15%	LOT 104	3690	MASTER-30	23%
LOT 48	5670	MATUS	33%	LOT 105	3690	MASTER-30	23%
LOT 49	9318	MASTER-6	18%	LOT 106	3720	MASTER-30	23%
LOT 50	9518	MASTER-22	14%	LOT 107	3983	MASTER-38	39%
LOT 51	9537	PARTOW-30	9%	LOT 108	4377	MASTER-38	35%
LOT 52	9933	MASTER-6	17%	LOT 109	4690	MASTER-30/GU	18%
LOT 53	11495	MASTER-22	12%	LOT 110	4088	MASTER-30/GU	21%
LOT 54	8837	MATUS	21%	LOT 111	3612	MASTER-30/GU	24%
LOT 55	9504	MASTER-6	18%	LOT 112	3443	MASTER-30/GU	25%
LOT 56	10097	MATUS	19%	LOT 113	3570	MASTER-30/GU	24%
LOT 57	7701	MASTER-22	17%	LOT 114	4038	MASTER-30/GU	21%
				LOT 115	4294	MASTER-30/GU	20%

NOTES:
 GARAGE UNDER (GU)
 WALKOUT BASEMENT (WO)
 CE-R-2M Zoning Allows 40% Max Lot Coverage

Building Setbacks

Sheet 5 of 7



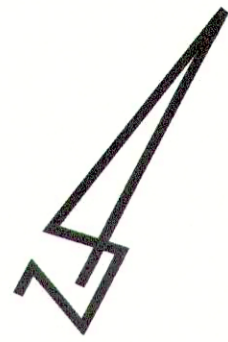
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 Lots 1-115, Tracts A, B, C, D, E, F, G, H, R-1, R-2, R-3, & R-4
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Drawn by: CB/SC Scale 1" = 80'
 Grid NW0453
 Date: 1/11/2024



40' Wide Tract with Private Road
31' back of curb - attached 5' sidewalk

40' Wide Tract with Private Road
31' back of curb - attached 5' sidewalk

Driveways are shown as
either 14' wide or 20' at
front lot line.

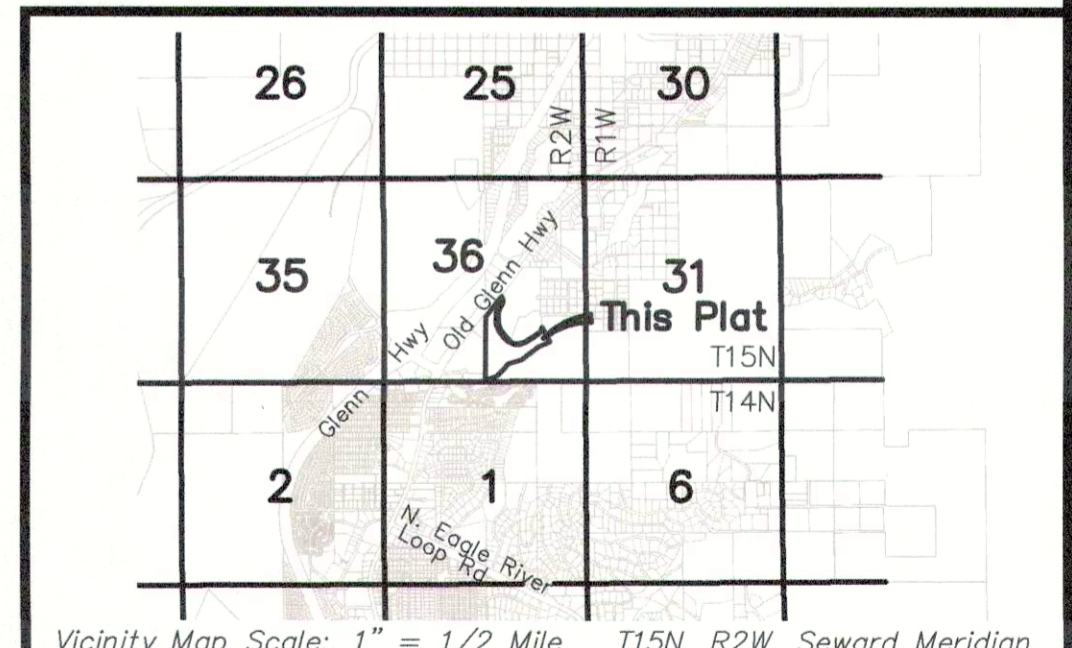
40' Wide Tract with Private Road
31' back of curb

60' Wide ROW Dedication
33' back of curb - attached
5' sidewalk

40' Wide Tract with Private Road
31' back of curb - attached 5' sidewalk

Roads & Sidewalks

Sheet 6 of 7



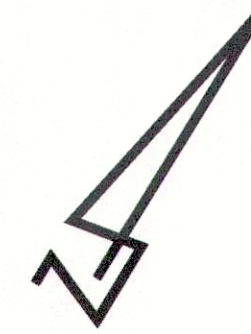
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Old Glenn Hwy

Open Space Code

21.07.110H.2.b. Open space.
 A minimum of 30 percent of the site shall be reserved as open space which shall meet the following standards:
6.75 ac of Open Space is required to meet the 30%, and 9.47 ac is shown.

i. At least one-half of such open space shall be contiguous;
3.38 ac of Open Space is required to be contiguous, and 6.17 ac is shown in Tract A.

ii. The open space shall not include public or private streets or rights of way, parking facilities, driveways, other motor vehicle circulation areas, loading areas, or refuse collection areas; slopes over 15 percent; 50 percent of designated snow storage areas; drainage easements, ditches, swales, or other areas intended to collect and channel water;
On Tract A, 5.3 ac of Open Space meets these requirements.

iii. In class A districts, no portion of the required open space shall be less than 2,000 square feet in area or less than 30 feet in its smallest dimension, except for individual yards, balconies, or decks pursuant to subsections b.iv. and b.v. below;
The Open Space show meets requirements.

v. A minimum of 12 percent and a maximum of 50 percent of required open space shall consist of yards which shall be reserved for the residents of individual dwelling units;
0.81 ac of yard open space is required and 1.53 ac is shown.

Open Space Calculations

Areas	
Total Area	1,293,434 sf
Total Lot Area	637,917 sf
Total Green Belt Tracts (Tracts A-H)	346,153 sf
Tract A Only	268,794 sf
Total Road Tracts (Tracts R1, R2, R3, & R4)	89,931 sf
Total Dedicated to ROW	222,803 sf

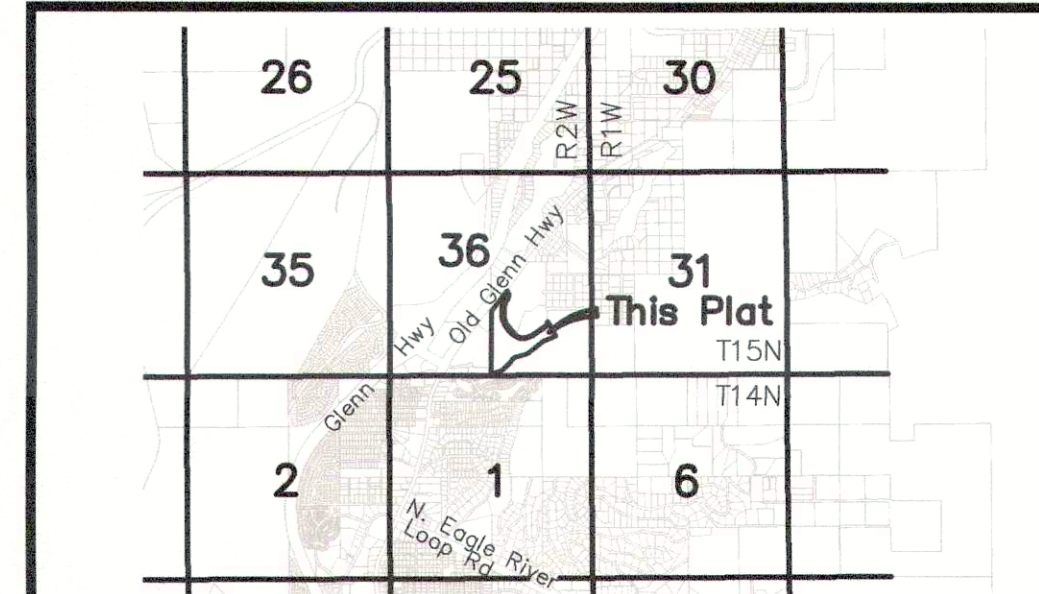
Requirements	
Total Area That Requires 30% Open Space (This includes all Lots and Green Belt Tracts)	980,682 sf
Required 30% =	294,205 sf
Required one-half contiguous =	147,103 sf
Required 12% for yards =	35,305 sf

Meets Requirements	
Tract A is over one-half contiguous	
Required	147,103 sf
Shown	268,794 sf
Minimum 12% Yard Open Space Required	35,305 sf
Yard Open Space Shown	66,494 sf
Total Open Space Required	294,205 sf
Total Open Space Shown	412,647 sf



Open Space

Sheet 7 of 7



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