

**PLANNING DEPARTMENT
STAFF ANALYSIS
CONDITIONAL USE**

DATE: April 8, 2024

CASE NO.: 2023-0080

APPLICANT: Carol Creek, LLC

REPRESENTATIVE: Craig Bennett, S4 Group, LLC

REQUEST: Conditional use for a 115-unit Residential Planned Unit Development (PUD) in the CE-R-2-M district, in accordance with AMC 21.07.110H., with variance to AMC 21.07.110G.2.c.v., *Design, Building Separation.*

LOCATION: Carol Creek Subdivision, Tract 1 per Plat 2018-82

COMMUNITY COUNCIL: Chugiak, Eagle River, CBERRRSA Board of Supervisors

TAX NUMBER: 051-361-50

SITE: ±29.7 acres

CURRENT LAND USE: Undeveloped

UTILITIES: Served by public water and sewer

ZONING: CE-R-2-M (Chugiak-Eagle River Mixed Residential) District with Special Limitations (AO 2020-71)

COMPREHENSIVE PLAN:
 Classification: "Special Study Area" in the *2006 Chugiak-Eagle River Comprehensive Plan Update.*

 "Medium Density Residential" (7-15 DUA) per the *Chugiak-Eagle River Site-Specific Land Use Plan 2018 Update.* (pg.33)

SURROUNDING AREA

	NORTH	EAST	SOUTH	WEST
Zoning:	CE-PLI	CE-R-6 SL	R-2M	CE-B-3
Land Use:	Fire Lake Elementary/ Coach Mac Center	Low Density Residential; Vacant	Manufactured Home Community	Commercial Fred Meyer

REQUEST

Carol Creek, LLC (Kourosch Partow) is requesting conditional use approval for a 115-unit residential planned unit development (PUD) on 29.7 acres in Eagle River on Tract 1 of the Carol Creek Subdivision. This planned unit development project intends to meet the planning objectives of the *Chugiak-Eagle River Site-Specific Land Use Plan 2018 Update* and developed in accordance with the *Chugiak-Eagle River Plan* and Chapter 10 of Anchorage Municipal Code Title 21 by providing for development of new, good quality, moderately priced housing. This project will provide single-family development on fee simple lots. The proposed development design is a result of the standards, recommendations, and objectives put in place by both Title 21 and the *Chugiak-Eagle River Site-Specific Land Use Plan 2018 Update*. Specifically, the through connection from Harry McDonald Road to Mendenhall Drive, the creation of fee simple lots, the strategic placement of utilities, the use of privately maintained roads, the retention of natural areas, design flexibility, protection of wetlands, and medium density housing. A separate case (Case S12667) is reviewing the preliminary plat of this property.

The CE-R-2M district allows up to 15 dwelling units per acre, and the proposed development has a residential density of 3.8. The site was rezoned to CE-R-2M SL in 2020 per AO 2020-71. The special limitations placed on the property limited Tract 1 to no more than 115 dwelling units. The developer is seeking to build compact housing with single-family homes on individual lots, as opposed to multifamily buildings or townhouses. This involves one zoning variance from AMC 21.07.110G.2.c.v., *Design, Building Separation*.

AGENCY COMMENTS

State and Municipal reviewing agencies have provided comments to the petitioner's request.

PUBLIC COMMENTS

A total of 510 public hearing notices were mailed on March 15, 2024. Four public comments were received. The Eagle River Community Council and Chugiak Community Council provided attached comments on the application.

Community Meeting

A community meeting was held with the Chugiak Community Council on September 15, 2022, in accordance with 21.03.020C. A summary of the community meeting is included with the application.

FINDINGS

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 2006 *Chugiak-Eagle River Comprehensive Plan Update* identifies the site as “Special Study Area”, which identifies as “Medium Density Residential” (7-15 DUA) per the *Chugiak-Eagle River Site-Specific Land Use Plan 2018 Update*, which supports a range of housing types from single-family to multifamily buildings and is the most recently adopted plan.

There are several policies in *Chugiak-Eagle River Site-Specific Land Use Plan 2018 Update* that are relevant to this conditional use:

- *Carol Creek Tract 1 Objective Development Standards:*
 - Compact Development, which promotes the efficient provision of public services and infrastructure, and allows retention of natural areas.
- *Carol Creek Plan Objective 8: 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.
- *Medium Density allows a variety of building styles, including townhouses, duplexes, and multi-family dwellings. Small, single-family detached “cottage homes” are also permitted.*
- *Carol Creek Plan Objective 9:*

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.

The applicable *Chugiak-Eagle River Comprehensive Plan Update 2006* goals and objectives are:

- *Land Use Goal A1a: Ensure an orderly, efficient pattern of development that reflects the diverse needs of the community and encourages growth that is consistent with the historical land uses, community character and the natural environment.*
- *Land Use Objective A2c: Promote appropriate infill development in the community.*

This housing development promotes balanced neighborhoods by providing single-family homes in a multifamily residential area. The undeveloped tract to the northeast is zoned CE-R-6, which allows low density larger lot homes comparable to the adjacent neighborhood. The CE-B-3 zoning to the east supports the Fred Myers building.

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.

This project will have detached homes on individual lots. The compact single-family residential development proposed in this PUD is consistent with the purpose of the CE-R-2M district. There are no applicable district-specific standards for single-family.

The CE-R-2M district is intended primarily for residential areas that allow for a variety of single-family, two-family, and multifamily dwellings, with gross densities up to 15 dwelling units per acre. The CE-R-2M district is to be located in established or redeveloping residential neighborhoods. AMC 21.10.040C.6., *CE-R-2M: Mixed Residential District*, states:

“It is intended primarily for residential areas that allow for a variety of single-family, two-family, and multifamily dwellings, with gross densities up to 15 dwelling units per acre. The CE-R-2M district provides residential neighborhoods with a greater diversity of housing by allowing a mix of both detached and a variety of attached dwelling types in close proximity to each other, rather than separated into different use districts. The CE-R-2M district is to be located in established or redeveloping residential neighborhoods. The design of new development, such as building scale and setbacks, parking facility size and location, and yard landscaping,

should be complementary to the existing neighborhood and mix of dwelling types.”

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

The standard is met.

AMC 21.07.110D., *Standards for Some Single-Family and Two-Family Residential Structures*, has a minimum of three requirements for single-family residential developments for variations in housing design. The first requirement is for there to be six noticeably different housing models. This application includes a plan sheet showing the front building elevation and floor plans for six different housing models in compliance with the requirement.

The second requirement met of single-family residential developments is for there to be window placement and entrance location. The proposed homes will meet both of these requirements.

The third requirement is for garage placement. Of the six different proposed house designs, there is a variation of single, double, and double-split garages at different planes of the building design.

The fourth requirement that is met is for roof design/feature. This includes the main ridgeline being oriented differently, two or more additional roof planes, addition of at least one dormer, or a different roof style. Each of the house plans for this development exceeds the minimum requirement for roof planes and orientation.

AMC 21.07.060F., *Pedestrian Frontage Standard. Table 21.07-3*. The site elements for pedestrian-oriented frontage standards outside of urban neighborhood contexts require windows and primary entrance doors to comprise a minimum of ten percent of the street facing elevation. Each of the house plans for this development exceeds the minimum requirement for windows and primary entrance doors. The petitioner narrative did not address items B, C, D secondary frontage, E, and F in Table 21.07-3. Staff has placed a condition of approval to demonstrate the pedestrian frontage standards are met.

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 size, location, and topography are adequate for the proposed PUD. This housing development will have a residential density of 3.8 dwelling units per acre which is consistent with other single-family developments in town. No mitigation is needed to address potential negative impacts on surrounding

residential developments because the land use plan allows for the new single-family medium-density housing nearby the surrounding shopping, school, recreation, and roadway in the western portion, and rural style, larger lot neighborhood in the northeastern section, to better match the character of the adjoining existing neighborhood.

- 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.

This is a conditional use for a residential use in a residential zoning district (CE-R-2M). The proposed use is a residential development, which will not limit or prevent the use of surrounding properties.

- 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 conditional use for a PUD is compatible with neighboring properties which are a mix of uses, including vacant residential land, commercial, and single-family residential.

The noise and light generated by this site will not have a negative impact on surrounding areas because this is a residential development with an internal street.

- 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.

No adverse impacts from this residential development are anticipated to affect neighboring properties. No special requirements are needed.

- 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.

The site plan shows all 115 lots accessing an interior street Carol Creek Drive taking access from Harry McDonald Road with private street spurs from the interior street. Harry McDonald Road is classified in *the Official Streets and Highways Plan* as a “Collector”. The applicant provided a TIA and letter of acceptance from the Municipal Traffic Engineer. The 2018 Update to the Chugiak-Eagle River Site-Specific Land Use Plan provides recommended access strategies and improvements to include:

“Upgrade Harry McDonald Road to municipal standards for a collector street up to the Harry J. McDonald Memorial Center (currently this road is a driveway). It is recommended that HLB staff nominate the collector upgrade of Harry McDonald Road during the upcoming 2019 Anchorage Metropolitan Area Transportation Solutions (AMATS) Transportation Improvement Program (TIP) planning effort. This program would gain access to federal funding with a local match.” Page 40.

The AMATS Transportation Improvement Program planning effort has not submitted this request to date. However, it can be added to the TIP program for future funding.

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 Land Use, Fire, Police, and EMS service areas. Public water and sewer, electric lines, natural gas, and fire hydrants will be installed during development.

AMC 21.07.110G. Conditional Use for a Residential Planned Unit Development.

1. **Intent and Approval**

A residential planned unit development (PUD) is intended to allow flexibility for residential development in the zoning ordinance and to achieve the creation of a more desirable environment than would be possible through a strict application of the zoning ordinance. A residential PUD shall be processed as a conditional use in accordance with section 21.03.080. The planning and zoning commission shall evaluate the proposed planned unit development in accordance with the conditional use approval criteria at section 21.03.080D., and the following additional criteria:

- a. **Creative use of the land, imaginative architectural design, a consolidation of usable open space and recreation areas and the preservation of natural features.**

This residential PUD is a creative use of a single tract of land in an otherwise single-family residential area. These will be single-family homes with garages on platted lots. The site borders CE-R-6 to the northeast, CE-PLI to the north, CE-PLI to the south, and CE-B-3 to the west. The housing style and architecture will be compatible with the residential uses in the area. There are no significant natural features that need protection at this site. Carol Creek to the south of the subject property is protected by stream setbacks per AMC 21.07.020.

b. The mixing of compatible land uses, residential densities and housing types within the neighborhood

The site plan is compatible with the surrounding neighborhood. This development adds to the diversity of housing types in the neighborhood and supports the objectives of the *Chugiak-Eagle River Site-Specific Land Use Plan* that states the residential development be good neighbors to existing residential areas, and that the residential development take advantage of proximity to adjoining commercial and civic uses, open spaces, and other natural amenities. Most of the housing in the area are single-family residential. There is commercial property located to the west. The residential tract of land to the northeast is undeveloped and provides for 7 low density one-acre dwelling units.

c. The efficiency of the configuration of utilities, vehicular circulation and parking facilities.

The site plan has an efficient configuration of utilities, vehicular circulation, and parking facilities. Public water and sewer, electric lines, natural gas, and fire hydrants will be installed at the time of development.

There will be no large parking areas because each lot has individual driveways and garages.

d. Enhancing the surrounding environment.

This project enhances the surrounding neighborhood by bringing new single-family home construction in a compact design. The site plan will retain individual yards as well as common open spaces.

e. Maintaining population densities and lot coverage that are consistent with available public services and the comprehensive plan.

This site will bring 115 homes to this 29.7-acre tract of land. The population density and lot coverage of buildings is consistent with available public services and the comprehensive plan. *Chugiak-Eagle River Site-Specific Land Use Plan* designates this tract for single, two-family, and multi-family development.

2. Minimum Standards

All planned unit developments shall meet the following minimum standards. In addition, the planning and zoning commission may require compliance with such other design standards relating to the construction, design, and placement of buildings, landscaping, streets, roadways, walkways, drainageways, and other site design features as it may deem necessary. A PUD shall comply with any special limitations of the zoning district.

a. Minimum Site Area.

The minimum site area for a PUD shall be 2.0 acres for PUDs located entirely in the R-2M, R-3, and R-4 zoning districts. If any portion of a proposed PUD is located within the R-1, R-1A, R-2A, R-2D, R-5, R-7, GR-1, GR-2, GR-2A, GR-3, GR-4, or GR-5 zoning districts, the minimum site area shall be 5.0 acres. If any portion of a proposed PUD is located within the R-6, R-8, or R-9 zoning districts, the minimum site area shall be 10 acres.

The petition site contains approximately 29.7 acres, which is greater than the 2-acre requirement for a PUD.

b. Open Space

A minimum of 30 percent of the site shall be reserved as open space which shall meet the following standards:

The landscape plan shows 42 percent of the site as open space, which exceeds the requirement of 30 percent. 6.75 acres of open space is required to meet the 30 percent minimum and 9.47 acres is shown.

i. At least one-half of such open space shall be contiguous.

Proposed Tract A consists of 268,794 square feet (6.17 acres) of contiguous common open space, or 65 percent of the total open space. 3.38 acres is required to be contiguous.

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.

The open space drawing shows required open space for the project site.

This standard is met as 5.3 acres of Tract A is shown to meet the requirements. 3.38 acres is required. The open space does not include public streets or rights-of-way, driveways, or drainage and snow storage areas.

- 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 b.iv. and b.v. below.**

No required open space is less than 2,000 square feet or less than 30 feet in its smallest dimension.

- iv. In class B districts, no portion of the required open space shall be less than half of the minimum lot size of the underlying district in area, or less than 100 feet in its smallest dimension, except for individual yards, balconies, or decks pursuant to b.v. and b.vi. below.**

This is a Class A (urban) district, so the standard is not applicable.

- 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.**

66,494 square feet (1.53 acres) of open space consists of yards reserved for the residents of individual dwelling units. This complies with the minimum 12 percent requirement of 35,305 square feet (0.81 acres).

- vi. In multistory buildings, balconies or decks may be used in lieu of individual yards provided that the total area of all balconies or decks is not less than the total yard area otherwise required.**

Not applicable.

c. Design

- i. Any nonresidential use permitted in a PUD shall be compatible with the residential nature of the development. Parking areas which are intended to serve nonresidential uses shall be separated from those designed to serve residential areas. Unless nonresidential and residential uses are combined within a single structure, nonresidential uses shall be separated from dwelling units by L2 buffer landscaping.**

This development will only be a residential use. No nonresidential use is being proposed for this development.

- ii. Pedestrian walkways shall connect residential and nonresidential uses within a PUD.**

There are no nonresidential uses in this development. The houses will have walkways to individual driveways, and the driveways connect to

Carol Creek Drive or a private street. There will be sidewalks on both sides of Carol Creek Drive from Tract R3 (sidewalk on one side of the street for the remainder section) that will connect to existing pedestrian pathways along Harry McDonald Road as well as connections to the open space tract to the south as described in the *Chugiak-Eagle River Site-Specific Land Use Plan* for pedestrian facilities.

TABLE 21.07-1: LANDSCAPING SPECIFICATIONS			
TYPE OF LANDSCAPING	BED WIDTH OR AREA/LOCATION REQUIRED	PLANT MATERIALS REQUIRED	OPTIONAL DESIGN STANDARDS
SITE PERIMETER LANDSCAPING REQUIREMENTS			
Buffer Landscaping (L2)	Minimum average planting bed width shall be 15 feet, with minimum width at any point not less than 10 feet, except as modified by the Optional Design Standards, in which case the overall minimum planting bed width shall be 10 feet.	Provide 2 trees and 6 shrubs per 20 linear feet of property line requiring buffer landscaping. At minimum, 1/2 of all trees shall be coniferous. Distribute trees and shrubs evenly along the length of the planting bed. All areas within the planting bed shall be covered with living ground cover, turf, or mulch. If relying on existing vegetation to meet these requirements, use of a site-obscuring or screening fence as an optional design standard is not allowed. All trees, shrubs, and ground covers shall be chosen for suitable hardiness and length of season for the specific area to be planted.	A 6-foot high ornamental sight-obscuring or screening fence may be used in lieu of 5 feet of planting bed width on side or rear property lines, but not along streets or street rights-of-way. The fence shall be situated within or on the edge of the planting bed, except where utilities or existing conditions create a conflict. Trees may be substituted with an equal number of shrubs at 6 feet minimum planting height in utility easements with overhead lines.
Screening Landscaping (L3)	Minimum planting bed width of 30 feet, except as allowed by the Optional Design Standards.	Provide 3 trees and 10 shrubs per 20 linear feet of property line requiring screening landscaping. At minimum, 75% of all trees shall be coniferous. Trees and shrubs shall be evenly distributed along the frontage. 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.	On side or rear property lines, but not along streets or street rights-of-way, planting bed width may be reduced by 10 feet with provision of an eight-foot high ornamental screening fence.

iii. L2 buffer landscaping shall be planted along each boundary of the PUD adjacent to a nonresidential district or a right-of-way designated for collector or greater capacity on the Official Streets And Highways Plan.

The petitioner states L2 buffer landscaping is provided along each boundary of the site that is adjacent to a nonresidential district or right-of-way designated for collector or greater on the Official Streets and Highways Plan. The open space plan meets the minimum planting bed widths for L2 landscaping, however a detailed landscape plan was not

submitted. Staff has placed a condition of approval to provide a landscape plan that meets the requirements of Table 21.07-4 for bed width and plant materials.

- iv. Common open space with L3 screening landscaping shall be provided along any lot line abutting a residential neighborhood where any abutting lot is greater than 150 percent of the average lot size along that lot line of the PUD.**

The petitioner is providing L3 screening landscaping along the eastern boundary of the subdivision that is adjacent to Carol Creek Tract 2. The minimum planting bed width of 30 feet is met, however a detailed landscape plan was not submitted. Staff has placed a condition of approval to provide a landscape plan that meets the requirements of Table 21.07-4 for bed width and plant materials.

- v. Any two adjacent buildings within a PUD shall be separated from each other by a distance equal to one-half the height of the taller building.**

The structure heights will be approximately 25 feet, which requires 12.5 feet of separation between houses. The applicant is seeking a variance to allow a minimum of ten feet separation between structures.

- vi. Each dwelling unit shall be provided with either heated parking, or at least one electrical outlet that is convenient to the required parking space(s).**

Each house will have a heated garage and an exterior electric outlet.

- d. Access and Connectivity**
PUDs shall comply with 21.07.060, *Transportation and Connectivity*.

This residential development will be served by a new internal street (Carol Creek Drive) that connects to Harry McDonald Road. Carol Creek will have sidewalks that connect to trails to the park and to the existing pathway along Harry McDonald Road. Carol Creek Road connects to Tract 2 of Carol Creek Subdivision which will provide future secondary access to Mendenhall Street when the property is subdivided. This complies with the street connectivity recommendations of the *Chugiak-Eagle River Site-Specific Land Use Plan*. The street system provides adequate street connectivity throughout the area. A Traffic Impact Analysis was provided in the application with letters from the Municipal Traffic Engineer.

- e. Utility installation.**
All new utilities shall be installed underground.

All future utilities will be installed underground.

- f. Homeowners' agreements. Any PUD which will involve the formation of a horizontal property regime under the terms of AS 34.07.030 et seq. or any mandatory homeowners' or similar association must submit for review by the commission the articles of incorporation and bylaws of any such association prior to the sale of any property subject to the association. The planning and zoning commission may require any provisions necessary to ensure that the provisions and intent of this title are met.**

The application did not include an example of homeowners' agreements but a letter from McCollum & Rounds, LLC states that Carol Creek, LLC has engaged the law office in preparing the governing documents. Staff has placed a condition of approval to provide planning with a homeowners' agreement that meets the requirement. A final version will be recorded with the sale of each home.

3. Development Options

The following provisions allow the developer of the PUD to propose changes from the provisions of the underlying zoning district with regard to density, allowed uses, and dimensional standards. The extent of the changes to the standards shall be determined by the planning and zoning commission in accordance with the approval criteria of subsection F.1. above.

- a. Density The number of dwelling units per acre allowable on the gross are of a PUD shall be determined by the planning and zoning commission. However, in no event shall the number of dwelling units per acre exceed the maximums established by the following schedule:**

TABLE 21.07-12	
Zoning District	Dwelling Units per Acre (gross area)
R-1 and R-5	8
R-1A	6
R-2A	12
R-2D	15
R-2M	22
R-3	55
R-4	110
R-6	2
R-7	4.5
R-8	0.5
R-9	1.0
GR districts	As determined by the planning and zoning commission

The R-2M district is permitted to have a maximum of 22 dwelling units per acre (gross area). This development will have 3.8 dwelling units per acre, which is well below the maximum allowed, but this density will implement the “Residential Medium Density” designation in *2018 Update- Chugiak-Eagle River Site-Specific Land Use Plan*.

b. Uses

The applicant may propose any residential use, and in class A zoning districts, may propose any commercial use that is allowed in the R-4 district in table 21.05- 1. A PUD may not include the storage or use of mobile homes or quonset huts. Any nonresidential use must be specifically authorized as to its exact location, type, and size. In no event shall the total gross floor area of all nonresidential uses exceed 10 percent of the total gross floor area of the PUD.

No nonresidential uses are being proposed with this application.

c. Dimensional Standards

i. Height limitations in the R-1, R-1A, R-2A, R-2D, R-2F, R-2M, R-6, R-7, R8, R-9, GR-1, GR-2, GR-2A, GR-3, GR-4, or GR-5 zoning districts may be exceeded by an additional five feet. Height limitations in the R-3 and R-4 districts may be exceeded by an additional 10 feet.

The maximum height allowed in the R-3 district is 30 feet. The houses in this development will not exceed 30 feet in height.

ii. The applicant may propose changes to minimum lot area, maximum lot coverage, and minimum setbacks for the PUD.

The minimum lot area for single-family detached houses in the CE-R-2M district is 6,000 square feet. The smallest lot in this PUD will be 3,026 square feet. The largest lot will be 11,495 square feet.

The maximum lot coverage for single-family detached houses in the CE-R-2M district is 40 percent. This PUD will adhere to the CE-R-2M maximum lot coverage and not exceed 40 percent.

The minimum lot width for single-family detached homes in the CE-R-2M district is 50 feet. This development will have a minimum lot width of 40 feet.

The CE-R-2M setbacks from lot lines for single-family detached homes are 20 feet in the front yard, 5 feet in the side yards, and 10 feet in the rear yards. This PUD will not change any of the CE-R-2M setbacks.

Chapter 21.10: Chugiak-Eagle River
 Sec. 21.10.060 Dimensional Standards

TABLE 21.10-6: TABLE OF DIMENSIONAL STANDARDS – CHUGIAK-EAGLE RIVER RESIDENTIAL DISTRICTS
 (Additional standards may apply.
 See district-specific standards in section 21.10.040 and chapter 21.04, and use-specific standards in section 21.10.050 and chapter 21.05.)

Use	Minimum lot dimensions ⁵		Max lot coverage (%)	Minimum Setback Requirements (ft)			Max number of principal structures per lot or tract ⁶	Maximum height of structures (ft)
	Area (sq ft)	Width (ft)		Front	Side	Rear		
Dwelling, single-family attached	3,250	35 (40 on corner lots)	40	20	N/A on common lot line; otherwise 5	10	1	Accessory garages/carports: 25 Other accessory: 12
All other uses	6,000	50	40	20	10	10	N/A	
CE-R-2M: Mixed Residential District								
Dwelling, single-family detached	6,000	50	40	20	5	10	1	Principal: 30 Accessory garages/carports: 25 Other accessory: 12
Dwelling, two-family	6,000	50	40	20	5	10	1	
Dwelling, single-family attached	3,250	35 (40 on corner lots)	40	20	N/A on common lot line; otherwise 5	10	1	
Dwelling, townhouse	2,400	24 (30 on corner lots)	60	20		10	1	
Dwelling, multifamily	8,500 + 3,000 for every unit over 3	50	50	20	10	10	More than 1 principal structure allowed only on lots greater than one acre	
All other uses	6,000	50	40	20	5	10	N/A	

AMC 21.03.240 Variances

VARIANCE

The variance requested is from AMC 21.07.110G.2.c.v., *Design*, that states:

“Any two adjacent buildings within a PUD shall be separated from each other by a distance equal to one-half the height of the taller building”.

The applicant is proposing elimination of this requirement and maintain the side setback requirement for the CE-R-2M District of 5 feet, per *Table 21.10-6; Table of Dimensional Standards- Chugiak-Eagle River Residential Districts*.

AMC 21.03.240 Variances

G. Approval Criteria.

The application must state with particularity the relief sought and must specify the facts or circumstances that are alleged to show that the application substantially meets the following standards:

- a. The proposed alternative achieves the intent of the subject design standard to the same or better degree than the subject standard.**

The standard is met.

The intent of the regulation is for tall multifamily buildings to have sufficient separation to prevent crowding. In this case, the petitioner is simply requesting to meet the CE-R-2M zoning side yard setback, which is five feet from property lines. Each single-family home will have a minimum separation of ten feet, which is more than adequate since these are not apartment buildings.

- b. The proposed alternative achieves the goals and policies of the comprehensive plan to the same or better degree than the subject standard.**

The standard is met.

The CE-R-2M side setback of five feet equates to a minimum of ten feet between every single-family home. Larger setbacks would shrink the size of homes. The proposed setbacks achieve the housing goals of the comprehensive plan better than the PUD standard.

- c. The proposed alternative results in benefits to the community that are equivalent to or better than compliance with the subject standard.**

The standard is met.

The proposed ten-foot separation between buildings results in benefits to the neighborhood that are better than the PUD required setbacks of half the building height. These will be modest-sized homes and ten feet is a common side yard setback for single-family detached homes. Granting the variance will match existing homes found in the CE-R-2M district with a side setback of five feet.

- d. The variance, if granted, will not adversely affect the use of adjacent property as permitted under this code.**

The standard is met.

The granting of the variance will not adversely affect the use of other properties around this development. The proposed residences will be subject to existing side setback minimum requirements of 5 feet, per AMC Table 21.10-6; Table of Dimensional Standards- Chugiak-Eagle River Residential Standards. There will be no negative affect on surrounding properties.

- e. The variance, if granted, does not change the character of the zoning district where the property is located, is in keeping with the intent of the code, and does not permit a use not otherwise permitted in the district in which the property lies.**

This standard is met.

The character of the zoning district will not change as a result of this variance. The variance is a very small amount of space, however, this will provide a substantial improvement to the future homes. This is not related to a prohibited use in this zoning district.

- f. Persons with disabilities are provided with access as required by the Americans with Disabilities (ADA) and reasonable accommodation; and**

The standard is met.

The variance does not change ADA accessibility.

- g. The variance, if granted, does not adversely affect the health, safety, and welfare of the people of the municipality.**

The standard is met.

The variance will not adversely affect the health, safety, and welfare of the people of the municipality. For homes that are 25 feet tall, the PUD standard setback would be 12.5 feet. This is excessive because ten feet is the standard setback for the CE-R-2M district.

- h. In evaluating the request for a variance from the maximum sign height, the urban design commission may consider whether there are special topographic circumstances that would result in a material impairment of visibility of the sign from the adjacent roadway which significantly diminishes the owner's or user's ability to continue to communicate adequately and effectively with the public through the use of the sign.**

The standard is met.


Not applicable

DEPARTMENT RECOMMENDATION


- A. The Department recommends APPROVAL of the variance from AMC 21.07.110G.2.c.v., *Design*, to allow building to be separated by a minimum of ten feet.

- B. The Department recommends APPROVAL of the conditional use for a residential planned unit development, subject to the following conditions:
 - 1. This approval is subject to all standards for a residential planned unit development in AMC Title 21, the petitioner’s application, narrative, submittals, and the plans on file at the Planning Division.
 - 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. Provide to Planning the site element standards for pedestrian-oriented frontages per AMC 21.07.060F., Pedestrian Frontage Standard. Table 21.07-3. For site element items B, C, D, E, and F. For the six different housing styles and placement on site plan.
 - 4. Provide a landscaping plan that meets the requirements of Table 21.07-4 Buffer Landscaping (L2) for each boundary of the PUD adjacent to a nonresidential district or a right-of-way designated for collector or greater capacity on the Official Streets and Highways Plan.
 - 5. Provide a landscaping plan that meets the requirements of Table 21.07-4 Screening Landscaping (L3) shall be provided along any lot line abutting a residential neighborhood where any abutting lot is greater than 150 percent of the average lot size along that lot line of the PUD.
 - 6. Provide documents that meet the standard of AMC 21.07.110G.2.f. *Homeowners’ Agreements*.

Reviewed by:


Craig H. Lyon
Director

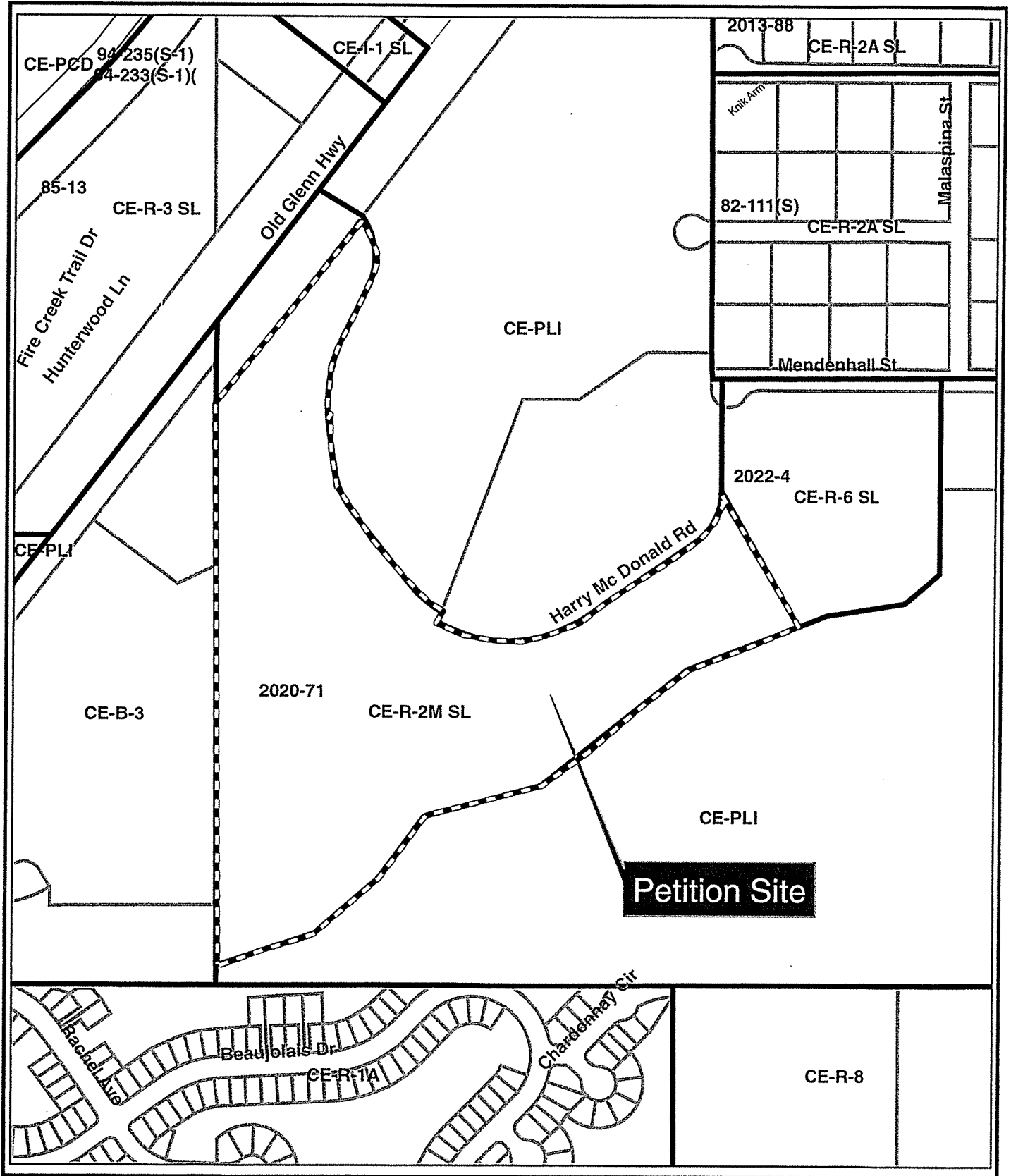
Prepared by:


Shawn Odell
Senior Planner

Parcel ID No. 051-361-50

MAPS

2023-0080



Municipality of Anchorage
Planning Department

Date: 1/31/2024



2023-0080



Municipality of Anchorage
Planning Department

Date: 1/31/2024



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) 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)		
Zoning: CE-R-2M-SL	Acreage: 29.7	Grid #: NW0453

CONDITIONAL USE APPROVAL REQUESTED	
Use: Planned Unit Development	
<input checked="" type="radio"/> New conditional use	<input type="radio"/> 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.

CB 12/19/2023
 Signature Owner Representative Date
(Representatives must provide written proof of authorization)

Craig Bennett
 Print Name

Accepted by: <u>Shawn O.</u>	Poster & Affidavit: <u>1+1</u>	Fee: <u>\$14,350⁰⁵</u>	Case Number: <u>2023-0080</u>	Meeting Date: <u>P2C: 04/08/2024</u>
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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

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 landscaping
 - loading facilities fences drainage required open space
 - snow storage area or alternative strategy trash receptacle location and screening detail
 - easements significant natural features 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 21.03.030D)

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.



Carol Creek Subdivision
Conditional Use for a Residential Planned Unit Development Narrative
Case 2023-0080

PROPOSAL

Carol Creek, LLC is requesting review and approval of the following narrative, attached project plans, and documents for a proposed Planned Unit Development (PUD) of Carol Creek Subdivision, Tract 1 (MOA Parcel ID# 051-361-50) under AMC 21.03.080.H *Conditional Use for a Residential Planned Unit Development*. The proposed development is for 115 detached single family dwellings on individual lots, which creates a density of 3.8 dwelling units per acre. This meets the target density for the parcel established in the *Chugiak-Eagle River Site-Specific Land Use Plan 2018 Update* (2018 CESSLUP) and the 2020 zoning ordinance AO No. 2020-71. This conditional use application is being submitted in concurrence with a platting application 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 (Case S12738). This is a phased development.

To accommodate the site design and proposed density, the following variance is requested:

Design Variance for Building Separation (AMC 21.07.110.G.2.c.v). The conditional use for a residential planned unit development standard for building separation of 1.5 times the height of the tallest adjacent building is deemed excessive and unnecessary for the single unit lots proposed. We are requesting to adhere to the standard minimum setback requirements for CE-R-2M districts in place of the stated standard. See attached design variance request.

LOT DIMENSIONAL STANDARDS:

A minimum lot size of 3,000 square feet is proposed for this PUD.

A minimum lot width of 40 feet is proposed for this PUD.

OVERVIEW

The project site is a 29.7 acre tract of land located west of the Old Glenn Highway at the North Eagle River exit, with its western boundary adjacent to Fred Meyer and its northern boundary adjacent to Harry McDonald Road. The site consists of one tract of land, known as Carol Creek Subdivision, Tract 1 (underlying plat 2018-82). The property is owned by Carol Creek, LLC.

The project site was previously a portion of Tract B4 of the Recreation Center Subdivision (Plat No. 85-82), owned and managed by the Heritage Land Bank. The *Chugiak-Eagle River Site-Specific Land Use Plan 2018 Update* (2018 CESSLUP) was written to document the findings of the study of the area and to implement goals, policies, recommendations, and development standards for this parcel and others. The 2018 CESSLUP identified this portion of Tract B4 as being suitable for development as Medium Density Residential. In accordance with Land Use Plan update Tract B4 was subdivided into Carol Creek Subdivision in late 2018, creating Carol Creek Subdivision, Tract 1. In 2020 the parcel was rezoned from PLI: Public Lands and

Institutions District to CE-R-2M-SL: Mixed Residential District with Special Limitations by AO No. 2020-71, with the special limitation that “no more than 115 dwelling units shall be developed on Tract 1.”

The Carol Creek Planned Unit Development will be a Common Ownership Interest Community with a Homeowners Association that will be responsible for snow removal, road maintenance of the private streets, ownership of the open space tracts, and maintenance of the landscaping.

The proposed development consists of 115 detached single family homes (Lots 1-115), 8 open space tracts (Tracts A-H), and 4 private street tracts (Tracts R1-R4). The proposed homes range from ranch style homes to two story homes in a range of sizes and styles. The development was laid out with consideration for topography, drainage, wetlands, and stream protection. Carol Creek Drive will be dedicated as a public street that, when the adjacent parcel to the east is developed, will provide a thru connection from Old Glenn Highway via Harry McDonald Road to Mendenhall Street above.

By developing the site as a Planned Unit Development the site design can incorporate shorter roads, develop fewer feet of utility infrastructure, and provide more open space; while meeting the Special Limitation of 115 dwelling units. The site design is extensively determined by the goals of the 2018 CESSLUP; specifically, the thru connection from Harry McDonald Road to Mendenhall Drive, the creation of small fee simple lots, the strategic placement of utilities, and the use of privately maintained roads.

UTILITY & ROAD IMPROVEMENTS

The development will be serviced by public sewer and water. All main utility lines constructed within the right-of-way will become the property of Anchorage Water and Wastewater Utility (AWWU) upon completion. Preliminary discussions have begun with AWWU to up-size the water main for future needs.

In accordance with the 2018 CESSLUP Carol Creek Drive, a publicly dedicated street, will provide a thru connection from Old Glenn Highway via Harry McDonald Road to Mendenhall Street above. Four private streets will connect to Carol Creek Drive and provide access and utilities to 68 of the 115 lots. These private streets will each be encompassed by a 40 foot wide tract (Tracts R1-R4) and will prevent additional ingress onto Harry McDonald Road, which will not be upgraded as part of this development.

Carol Creek Drive is 33 feet wide from back of curb to back of curb with a detached pathway. Tracts R1-R4 contain 31 foot wide private streets.

LANDSCAPING

The existing natural vegetation will be preserved as much as possible, particularly where the development nears the wetlands and Carol Creek. The existing vegetation will be supplemented with additional landscaping as necessary. AMC 21.07.110.G.2.b requires that a minimum of 30% of the site shall be reserved for open space, wherein at least half of such open space be contiguous and 12%-50% of the open space be private. Total open space provided for the development is 412,647 square feet or 42% of the site's square footage, 16% of which is private open space. See the attached Landscaping Plan for details.

CONFORMANCE WITH COMPREHENSIVE PLAN

Applicable provisions from the *Chugiak-Eagle River Comprehensive Plan Update 2006* (2006 CESSLUP):

- *Land Use Goal A1a: 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 Objective A2c: Promote appropriate infill development in the community. (pg 35)*
- *Community Design Goal B1a: 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 B1b: Improve the appearance and function of arterials and major collectors through the use of appropriate design techniques. (pg 37)*

Applicable provisions from the *Chugiak-Eagle River Site Specific Land Use Plan 2018 Update* (2018 CESSLUP):

- *Carol Creek Tract 1 Objective 1: Compact Development, which promotes the efficient provision of public services and infrastructure, and allows retention of natural areas. (pg 45)*
- *Carol Creek Parcel Plan Objective 8: 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. (pg 31)*
- *Carol Creek Plan Objective 9: 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)*
- *"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)*
- *"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)**

CONFORMANCE WITH APPROVAL CRITERIA

GENERAL CONDITIONAL USE STANDARDS (AMC 21.03.080.D)

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

The proposed use conforms to the applicable comprehensive plans and provisions of this title, state, and federal regulations to the maximum extent feasible. Key design elements of the proposed subdivision and planned unit development are a result of the standards and intent put in place by both *Title 21* and the *Chugiak-Eagle River Site Specific LUP 2018 Update* (2018 CESSLUP). Specifically, the thru connection from Harry McDonald Road to Mendenhall Drive, the creation of small fee simple lots, the strategic placement of utilities, the use of privately maintained roads, the retention of natural areas, design flexibility, protection of wetlands, and medium density housing.

- 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.**

In 2020 the parcel was rezoned from PLI: Public Lands and Institutions District to CE-R-2M-SL: Mixed Residential District with Special Limitations by AO No. 2020-71, with the special limitation that “no more than 115 dwelling units shall be developed on Tract 1”, or 3.8 dwelling units per acre. This limitation is more restrictive than the standard CE-R-2M zoning district, which allows up to 15 dwelling units per acre. The CE-R-2M district is intended for the detached single family dwelling units planned for this development.

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

Per AMC 21.10.040.C.6 and table 21.10-4, Table of Allowed Uses single-family detached dwellings are intended for and permitted in the CE-R-2M zoning district.

- 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 2018 CESSLUP 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. The 2018 update specifically outlines this site as ideal for medium density residential development. Creative site design has created a planned development that takes into account the wide-ranging topography and slopes, wetlands, stream protection, and drainage of the tract.

- 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 2018 CESSLUP specifically outlines this site as ideal for medium density residential development. The site's northern boundary is the Old Glenn Highway, Harry McDonald Road, the Harry J. McDonald Memorial Center, and the Fire Lake Elementary School. Across the Old Glenn Highway are CE-R-3SL zoned residential neighborhoods. The western boundary is adjacent to the commercially zoned Northgate Business Park and Fred Meyer. South of the site, past a strip of vacant public lands, is the Brandywine CE-R-1A residential development. Northeast of the site is the undeveloped Carol Creek Subdivision Tract 2, zoned CE-R-6SL for future residential development. Carol Creek Drive will connect thru this future development to Mendenhall Street and the adjacent Fire Lake Alaska Subdivision, a CE-R-2ASL zoned residential development. This proposed use is ideally suited for this site and will enhance the intended use of surrounding properties.

In the 2018 CESSLUP's plan for Carol Creek Objective 9 states that, *"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."*

- 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 2018 CESSLUP specifically outlines this site as ideal for medium density residential development. The site's northern boundary is the Old Glenn Highway, Harry McDonald Road, the Harry J. McDonald Memorial Center, and the Fire Lake Elementary School. Across the Old Glenn Highway are CE-R-3SL zoned residential neighborhoods. The western boundary is adjacent to the commercially zoned Northgate Business Park and Fred Meyer. South of the site, past a strip of vacant public lands, is the Brandywine CE-R-1A residential development. Northeast of the site is the undeveloped Carol Creek Subdivision Tract 2, zoned CE-R-6SL for future residential development. Carol Creek Drive will connect thru this future development to Mendenhall Street and the adjacent Fire Lake Alaska Subdivision, a CE-R-2ASL zoned residential development. This proposed use is ideally suited for this site and will enhance the intended use of surrounding properties.

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

No significant adverse impacts are anticipated from the proposed development. The compact design, density, and interior streets mitigate any off site impacts.

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 development is adjacent to Old Glenn Highway, which is a collector and provides immediate access to public transportation via Harry McDonald Road. Additionally, the subdivision has no individual driveway access to any exterior streets.

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**

The development is appropriately located with respect to AWWU water and wastewater supply and is located within the police and fire service areas of Eagle River. All main utility lines constructed within the right-of-way will become the property of Anchorage Water and Wastewater Utility (AWWU) upon completion. Preliminary discussions have begun with AWWU to up-size the water main for future needs.

RESIDENTIAL PLANNED UNIT DEVELOPMENT STANDARDS (AMC 21.07.110.G)

1. **Additional Conditional Use Criteria**

- a. **Creative use of the land, imaginative architectural design, a consolidation of usable open space and recreation areas, and the preservation of natural features.**

The proposed subdivision and associated planned unit development utilize a creative design that provides efficient and responsible development of the tract through the use of compact fee-simple lots, private streets, and large expanses of open space; all of which contribute to the preservation of the natural features of the site.

- b. **The mixing of compatible land uses, residential densities, and housing types within the neighborhood.**

The 2018 CESSLUP specifically outlines this site as ideal for medium density residential development. The site's northern boundary is the Old Glenn Highway, Harry McDonald Road, the Harry J. McDonald Memorial Center, and the Fire Lake Elementary School. Across the Old Glenn Highway are CE-R-3SL zoned residential neighborhoods. The western boundary is adjacent to the commercially zoned Northgate Business Park and Fred Meyer. South of the site, past a strip of vacant public lands, is the Brandywine CE-R-1A residential development. Northeast of the site is the undeveloped Carol Creek Subdivision Tract 2, zoned CE-R-6SL for future residential development. Carol Creek Drive will connect thru this future development to Mendenhall Street and the adjacent Fire Lake Alaska Subdivision, a CE-R-2ASL zoned residential development. This proposed use is ideally suited for this site and will enhance the intended use of surrounding properties. The proposed homes range from ranch style homes to two story homes in a range of sizes and styles. The development was laid out with consideration for topography, drainage, wetlands, and stream protection.

c. The efficiency of the configuration of utilities, vehicular circulation, and parking facilities.

The use of a public thoroughfare street and four private streets retained within Tracts R1-R4 allows for a more efficient layout of utilities and vehicle circulation, preventing unnecessary connections onto Harry McDonald Road. Parking is provided in the individual home garages and driveways.

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.

d. Enhancing the surrounding environment.

This development will enhance the surrounding environment by providing a well planned out residential area with ample private and common open space, a development that adheres to the specific guidelines for the site laid out by the surrounding community in the 2018 CESSLUP, and providing a thru connection from Old Glenn Highway via Harry McDonald Road to Mendenhall Street, when the adjacent Carol Creek Tract 2 is developed.

e. Maintaining population densities and lot coverage that are consistent with available public services and the comprehensive plan.

In 2020 the parcel was rezoned from PLI: Public Lands and Institutions District to CE-R-2M-SL: Mixed Residential District with Special Limitations by AO No. 2020-71, with the special limitation that "no more than 115 dwelling units shall be developed on Tract 1", or 3.8 dwelling units per acre. This limitation is more restrictive than the standard CE-R-2M zoning district, which allows up to 15 dwelling units per acre. The 2018 CESSLUP specifically outlines this site as ideal for medium density residential development. Creative site design has created a planned development that takes into account the wide-ranging topography and slopes, wetlands, stream protection, and drainage of the tract.

The development will be serviced by public sewer and water. All main utility lines constructed within the right-of-way will become the property of Anchorage Water and Wastewater Utility (AWWU) upon completion. Preliminary discussions have begun with AWWU to up-size the water main for future needs.

2. Minimum Standards

- a. *Minimum site area.*** The minimum site area for a PUD shall be 2.0 acres for PUDs located entirely in the R-2M, R-3, and R-4 zoning districts. If any portion of a proposed PUD is located within the R-1, R-1A, R-2A, R-2D, R-5, R-7, GR-1, GR-2, GR-2A, GR-3, GR-4, or GR-5 zoning districts, the minimum site area shall be 5.0 acres. If any portion of a proposed PUD is located within the R-6, R-8, or R-9 zoning districts, the minimum site area shall be ten acres.

The project site exceeds the minimum site area of 2 acres for PUDs located in R-2M zoning districts.

- b. *Open space.*** A minimum of 30 percent of the site shall be reserved as open space which shall meet the following standards:

- i. At least one-half of such open space shall be contiguous;
- 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;
- 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;
 - iv. In class B districts, no portion of the required open space shall be less than half of the minimum lot size of the underlying district in area, or less than 100 feet in its smallest dimension, except for individual yards, balconies, or decks pursuant to subsections b.v. and b.vi. Below;
 - 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; and
 - vi. In multistory buildings, balconies or decks may be used in lieu of individual yards provided that the total area of all balconies or decks is not less than the total yard area otherwise required.

Total open space provided for the development is 412,647 square feet or 42% of the site's square footage, 16% of which is private open space. Tract A consists of 268,794 square feet of contiguous common open space, or 65% of the total open space. This site is in a Class A district; no portion of the common open space is less than 2,000 square feet in area or less than 30 feet in its smallest dimension. See the attached Landscaping Plan for details.

c. Design.

- i. Any nonresidential use permitted in a PUD shall be compatible with the residential nature of the development. Parking areas which are intended to serve nonresidential uses shall be separated from those designed to serve residential areas. Unless nonresidential and residential uses are combined within a single structure, nonresidential uses shall be separated from dwelling units by L2 buffer landscaping.
- ii. Pedestrian walkways shall connect residential and nonresidential uses within a PUD.
- iii. L2 buffer landscaping shall be planted along each boundary of the PUD adjacent to a nonresidential district or a right-of-way designated for collector or greater capacity on the Official Streets and Highways Plan.
- iv. Common open space with L3 screening landscaping shall be provided along any lot line abutting a residential neighborhood where any abutting lot is greater than 150 percent of the average lot size along that lot line of the PUD.
- v. Any two adjacent buildings within a PUD shall be separated from each other by a distance equal to one-half the height of the taller building.
- vi. Each dwelling unit shall be provided with either heated parking, or at least one electrical outlet that is convenient to the required parking space(s).

This development consists of only residential uses, there are no nonresidential uses included in the development. L2 buffer landscaping is provided along each boundary of the site, except for the eastern boundary of the subdivision adjacent to Carol Creek Tract 2, where-in L3 screening landscaping is to be installed.

A variance is being requested for the relief from the standard for building separation of 1.5 times the height of the tallest adjacent building, as this requirement would be antithetical to tighter lot configurations and compact development of fee-simple lots inherent in the site design. Key design elements of the proposed subdivision and planned unit development are a result of the standards and intent put in place by both Title 21 and the 2018 CESSLUP. Specifically, the thru connection from Harry McDonald Road to Mendenhall Drive, the creation of small fee simple lots, the strategic placement of utilities, the use of privately maintained roads, the retention of natural areas, design flexibility, protection of wetlands, and medium density housing.

Each dwelling unit is provided with a heated one-car or two-car garage for parking.

d. Access and connectivity. PUDs shall comply with Section 21.07.060, Transportation and Connectivity.

This development complies with AMC 21.07.060 to the most feasible extent. Please see the attached letter from the Municipality of Anchorage's Traffic Engineering Department stating their 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.

e. Utility installation. All new utilities shall be installed underground.

This standard will be met.

f. Homeowners' agreements Any PUD which will involve the formation of a horizontal property regime under the terms of AS 34.07.010 et seq. or any mandatory homeowners' or similar association shall submit for review by the commission the articles of incorporation and bylaws of any such association prior to the sale of any property subject to the association. The commission may require any provisions necessary to ensure that the provisions and intent of this title are met.

This standard will be met.

3. Development Options

a. Density. The number of dwelling units per acre allowable on the gross area of a PUD shall be determined by the planning and zoning commission. However, in no event shall the number of dwelling units per acre for R-2M exceed 22 dwelling units per Acre.

This development features 3.8 dwelling units per acre, which meets this standard.

b. Uses. The applicant may propose any residential use, and in class A zoning districts, may propose any commercial use that is allowed in the R-4 district in Table 21.05-1. A PUD may not include the storage or use of mobile homes or quonset huts. Any nonresidential use must be specifically authorized as to its exact location, type, and size. In no event shall the total gross floor area of all nonresidential uses exceed ten percent of the total gross floor area of the PUD.

No disallowed uses will be present in the PUD, this development only includes residential uses.

c. Dimensional standards.

i. Height limitations in the R-1, R-1A, R-2A, R-2D, R-2F, R-2M, R-6, R-7, R-8, R-9, GR-1, GR-2, GR-2A, GR-3, GR-4, or GR-5 zoning districts may be exceeded by an additional five feet. Height limitations in the R-3 and R-4 districts may be exceeded by an additional ten feet.

ii. The applicant may propose changes to minimum lot area, maximum lot coverage, and minimum setbacks for the PUD.

It is requested that the minimum lot area be 3,000 square feet and the minimum lot width be 40 feet.

d. Planned unit developments in the turnagain arm district. PUDs in the TA district shall conform, with regard to uses and residential density, to the land use plans of the Turnagain Arm Area Plan and the standards of this section.

This PUD is not located in the Turnagain Arm district.

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.

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.G.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 Design 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) CE-R-2M-SL	
Mailing Address 19507 Richner Rd, Chugiak, AK 99567		Mailing Address Carol Creek Tract 1 (Plat 2018-82)	
Contact Phone – Day dkpartow@gci.net		Contact Phone – Day N/A	
Evening		Evening	
E-mail 907-310-2501		E-mail 051-361-50	

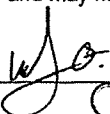
*Report additional petitioners or disclose other co-owners on supplemental form. Failure to divulge other beneficial interest owners may delay processing of this application.

PROPERTY INFORMATION		
Property Tax # (000-000-00-000): NW0453		
Site Street Address: 29.7		
Current legal description: (use additional sheet if necessary) Carol Creek Tract 1 (Plat 2018-82)		
Zoning: CE-R-2M-SL	Acreage: 29.7	Grid #: NW0453

PETITIONING FOR
Relief from PUD building separation standard

CODE CITATIONS
AMC 21.07.110.G.2.c.v
AMC 21.

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 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. I also understand that assigned hearing dates are tentative and may have to be postponed by Planning Department staff or the Urban Design Commission for administrative reasons.

Signature 	<input type="radio"/> Owner <input checked="" type="radio"/> Representative (Representatives must provide written proof of authorization)	01/29/2024
		Date

Kate Sauve				
Print Name				
Accepted by:	Poster & Affidavit:	Fee:	Case Number:	Meeting Date: Pzc :
			2023-0080	04/08/2024

REGENT REGULATORY INFORMATION (Events that have occurred in last 5 years for all or portion of site)	
<input checked="" type="checkbox"/>	Rezoning - Case Number: 2020-0037
<input type="checkbox"/>	Preliminary Plat <input checked="" type="checkbox"/> Final Plat - Case Number(s): 2018-82
<input type="checkbox"/>	Conditional Use - Case Number(s):
<input type="checkbox"/>	Zoning variance - Case Number(s):
<input checked="" type="checkbox"/>	Land Use Enforcement Action for
<input type="checkbox"/>	Building or Land Use Permit for
<input type="checkbox"/>	Wetland permit: <input type="checkbox"/> Army Corps of Engineers <input type="checkbox"/> Municipality of Anchorage

APPLICATION REQUIREMENTS (One of each applicable item is required for initial submittal, additional copies are required after initial submittal)	
1 copy required:	<input type="checkbox"/> Signed application (original)
16 copies required:	<input type="checkbox"/> Signed application (copies) <input type="checkbox"/> Variance narrative, addressing: <input type="checkbox"/> The need for the variance <input type="checkbox"/> The effect of granting the variance <input type="checkbox"/> An analysis of how the proposal meets the variance standards below <input type="checkbox"/> As-built survey showing existing conditions, to scale (no more than 2 years old) <input type="checkbox"/> Proposed plot plan, site plan, or building elevations, to scale (new construction) <input type="checkbox"/> Photographs or renderings
(Additional information may be required.)	

VARIANCE STANDARDS
<p>The Urban Design Commission may only grant a variance if the Commission finds that all of the following 8 standards are substantially met. 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.</p> <ol style="list-style-type: none"> The proposed alternative achieves the intent of the subject design standard to the same or better degree than the subject standard; The proposed alternative achieves the goals and policies of the comprehensive plan to the same or better degree than the subject standard; The proposed alternative results in benefits to the community that are equivalent to or better than compliance with the subject standard; The variance, if granted, will not adversely affect the use of adjacent property as permitted under this code; The variance, if granted, does not change the character of the zoning district where the property is located, is in keeping with the intent of the code, and does not permit a use not otherwise permitted in the district in which the property lies; Persons with disabilities are provided with access as required by the Americans with Disabilities Act (ADA) and reasonable accommodation; and The variance, if granted, does not adversely affect the health, safety, and welfare of the people of the municipality. In evaluating the request for a variance from the maximum sign height, the urban design commission may consider whether there are special topographic circumstances that would result in a material impairment of visibility of the sign from the adjacent roadway which significantly diminishes the owner's or user's ability to continue to communicate adequately and effectively with the public through the use of the sign.



Carol Creek Subdivision
DESIGN VARIANCE NARRATIVE
Building Separation (AMC 21.07.110.G.2.c.v)

Anchorage Municipal code AMC 21.07.110.G.2.c.v states that, "Any two adjacent buildings within a PUD shall be separated from each other by a distance equal to one-half the height of the taller building." A variance for relief from this standard is requested. It is proposed that in lieu of this requirement, the standard minimum setbacks for CE-R-2M stated in code be used. Specifically, Table 21.10-6 states that minimum setback requirements for a single-family detached dwelling have a front setback of 20 feet, side setback of 5 feet, and rear setback of 10 feet. The relief from the stated standard will allow the site design to retain the density of 115 single unit lots.

VARIANCE STANDARDS

- a. The proposed alternative achieves the intent of the subject design standard to the same or better degree than the subject standard.**

The petition site is zoned CE-R-2M. The request to adhere to the CE-R-2M minimum setback requirements set forth in Title 21 as the standard for this subdivision will achieve the intent of the subject design standard set forth in Title 21 Table 21.10-6 for CE-R-2M districts.

- b. The proposed alternative achieves the goals and policies of the comprehensive plan to the same or better degree than the subject standard.**

The need for more housing, compact housing styles, and affordable housing is clearly stated throughout the 2040 Comprehensive Plan and the Chugiak-Eagle River Comprehensive and Site-Specific plans. The relief from the AMC 21.07.110.G.2.c.v requirement will allow for more affordable and compact housing to the community of the municipality.

- c. The proposed alternative results in benefits to the community that are equivalent to or better than compliance with the subject standard.**

The petition site is zoned CE-R-2M. The request to adhere to the CE-R-2M minimum setback requirements set forth in Title 21 as the standard for this subdivision will allow for equivalent benefits to the community as standard CE-R-2M zoned lots do.

- d. The variance, if granted, does not change the use of adjacent property as permitted under this code.**

The adherence to Title 21 minimum setback requirements will in no way change the use of adjacent properties.

- e. The variance, if granted, does not change the character of the zoning district where the property is located, is in keeping with the intent of the code, and does not permit a use not otherwise permitted in the district in which the property lies.**

The petition site is zoned CE-R-2M. The request to adhere to the CE-R-2M minimum setback requirements set forth in Title 21 as the standard for this subdivision will keep with the character of the zoning district, intent of the code, and permitted uses of the district.

f. Persons with disabilities are provided with access as required by the Americans with Disabilities Act (ADA) and reasonable accommodation.

This variance will have no impact on ADA accessibility in the area.

g. The variance, if granted, does not adversely affect the health, safety, and welfare of the people of the municipality.

The petition site is zoned CE-R-2M. The request to adhere to the CE-R-2M minimum setback requirements set forth in Title 21 as the standard for this subdivision will allow for equivalent benefits to the community as standard CE-R-2M zoned lots do and will not adversely affect the health, safety, and welfare of the people of the municipality.

STRENGTHS, CERTIFICATE
 I, the undersigned, being duly sworn, do hereby certify that the plat of Carol Creek Subdivision, as shown on the attached map, is a true and correct representation of the same, and that the same has been approved by the Planning and Zoning Commission of the City of Jones, Georgia, and that the same is in accordance with the provisions of the Subdivision Control Act, Chapter 126-11, Official Code of Georgia Annotated, and that the same is in accordance with the provisions of the Subdivision Control Act, Chapter 126-11, Official Code of Georgia Annotated. In witness whereof, I have hereunto set my hand and the seal of the City of Jones, Georgia, this 15th day of June, 2024.

DECLARATION
 I, the undersigned, being duly sworn, do hereby certify that the plat of Carol Creek Subdivision, as shown on the attached map, is a true and correct representation of the same, and that the same has been approved by the Planning and Zoning Commission of the City of Jones, Georgia, and that the same is in accordance with the provisions of the Subdivision Control Act, Chapter 126-11, Official Code of Georgia Annotated, and that the same is in accordance with the provisions of the Subdivision Control Act, Chapter 126-11, Official Code of Georgia Annotated. In witness whereof, I have hereunto set my hand and the seal of the City of Jones, Georgia, this 15th day of June, 2024.

AGREEMENT AND DECLARATION BY MUNICIPALITY OF JURISDICTION
 I, the undersigned, being duly sworn, do hereby certify that the plat of Carol Creek Subdivision, as shown on the attached map, is a true and correct representation of the same, and that the same has been approved by the Planning and Zoning Commission of the City of Jones, Georgia, and that the same is in accordance with the provisions of the Subdivision Control Act, Chapter 126-11, Official Code of Georgia Annotated, and that the same is in accordance with the provisions of the Subdivision Control Act, Chapter 126-11, Official Code of Georgia Annotated. In witness whereof, I have hereunto set my hand and the seal of the City of Jones, Georgia, this 15th day of June, 2024.

NOTARY PUBLIC
 My name is _____, my commission expires on _____, and my commission number is _____.

CERTIFICATE OF OWNERSHIP AND DEDICATION
 I, the undersigned, being duly sworn, do hereby certify that the plat of Carol Creek Subdivision, as shown on the attached map, is a true and correct representation of the same, and that the same has been approved by the Planning and Zoning Commission of the City of Jones, Georgia, and that the same is in accordance with the provisions of the Subdivision Control Act, Chapter 126-11, Official Code of Georgia Annotated, and that the same is in accordance with the provisions of the Subdivision Control Act, Chapter 126-11, Official Code of Georgia Annotated. In witness whereof, I have hereunto set my hand and the seal of the City of Jones, Georgia, this 15th day of June, 2024.

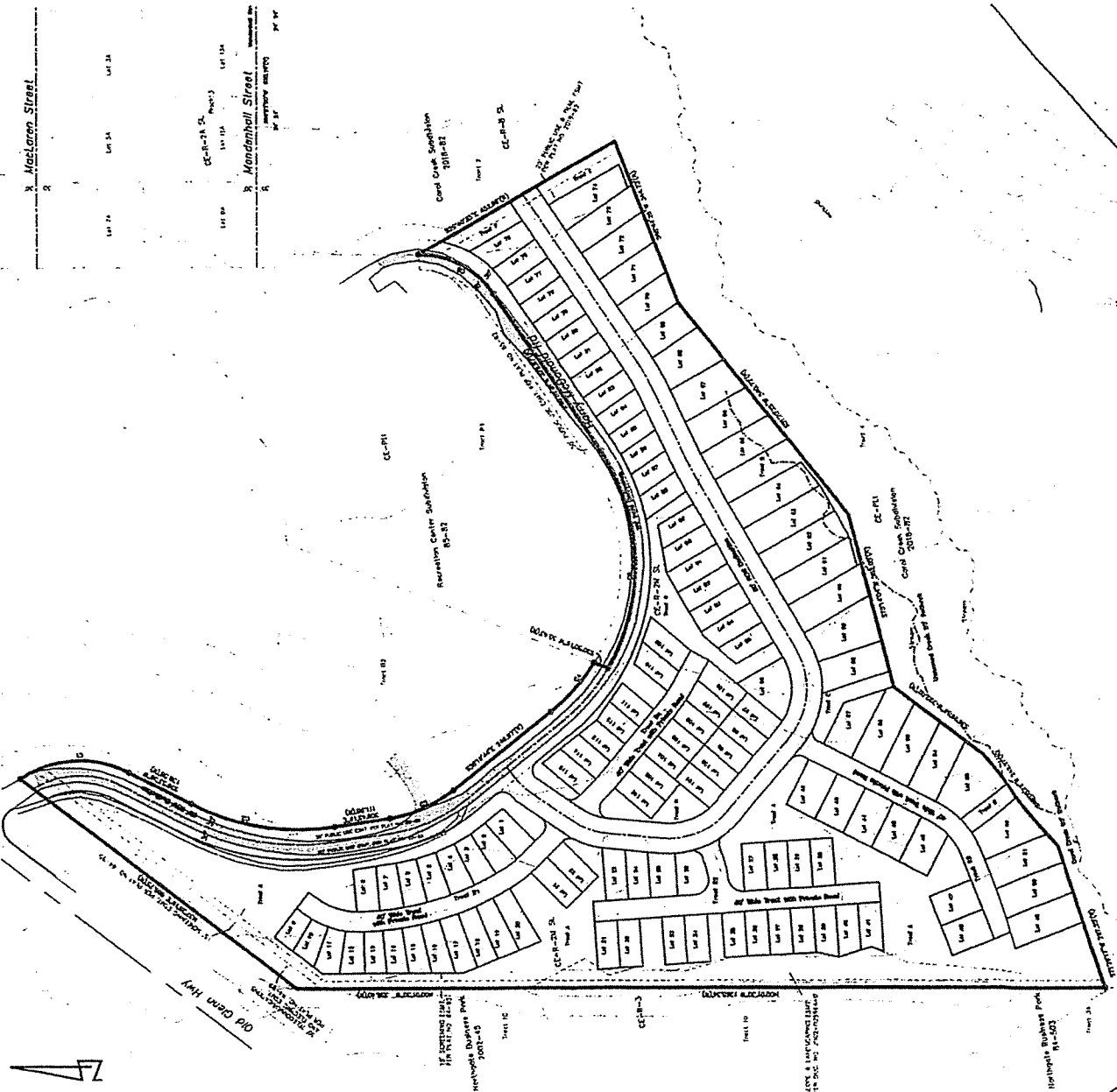
TAX CERTIFICATION
 I, the undersigned, being duly sworn, do hereby certify that the plat of Carol Creek Subdivision, as shown on the attached map, is a true and correct representation of the same, and that the same has been approved by the Planning and Zoning Commission of the City of Jones, Georgia, and that the same is in accordance with the provisions of the Subdivision Control Act, Chapter 126-11, Official Code of Georgia Annotated, and that the same is in accordance with the provisions of the Subdivision Control Act, Chapter 126-11, Official Code of Georgia Annotated. In witness whereof, I have hereunto set my hand and the seal of the City of Jones, Georgia, this 15th day of June, 2024.

NOTARY ACKNOWLEDGEMENT
 I, the undersigned, being duly sworn, do hereby certify that the plat of Carol Creek Subdivision, as shown on the attached map, is a true and correct representation of the same, and that the same has been approved by the Planning and Zoning Commission of the City of Jones, Georgia, and that the same is in accordance with the provisions of the Subdivision Control Act, Chapter 126-11, Official Code of Georgia Annotated, and that the same is in accordance with the provisions of the Subdivision Control Act, Chapter 126-11, Official Code of Georgia Annotated. In witness whereof, I have hereunto set my hand and the seal of the City of Jones, Georgia, this 15th day of June, 2024.

BY CONVEYOR
 I, the undersigned, being duly sworn, do hereby certify that the plat of Carol Creek Subdivision, as shown on the attached map, is a true and correct representation of the same, and that the same has been approved by the Planning and Zoning Commission of the City of Jones, Georgia, and that the same is in accordance with the provisions of the Subdivision Control Act, Chapter 126-11, Official Code of Georgia Annotated, and that the same is in accordance with the provisions of the Subdivision Control Act, Chapter 126-11, Official Code of Georgia Annotated. In witness whereof, I have hereunto set my hand and the seal of the City of Jones, Georgia, this 15th day of June, 2024.

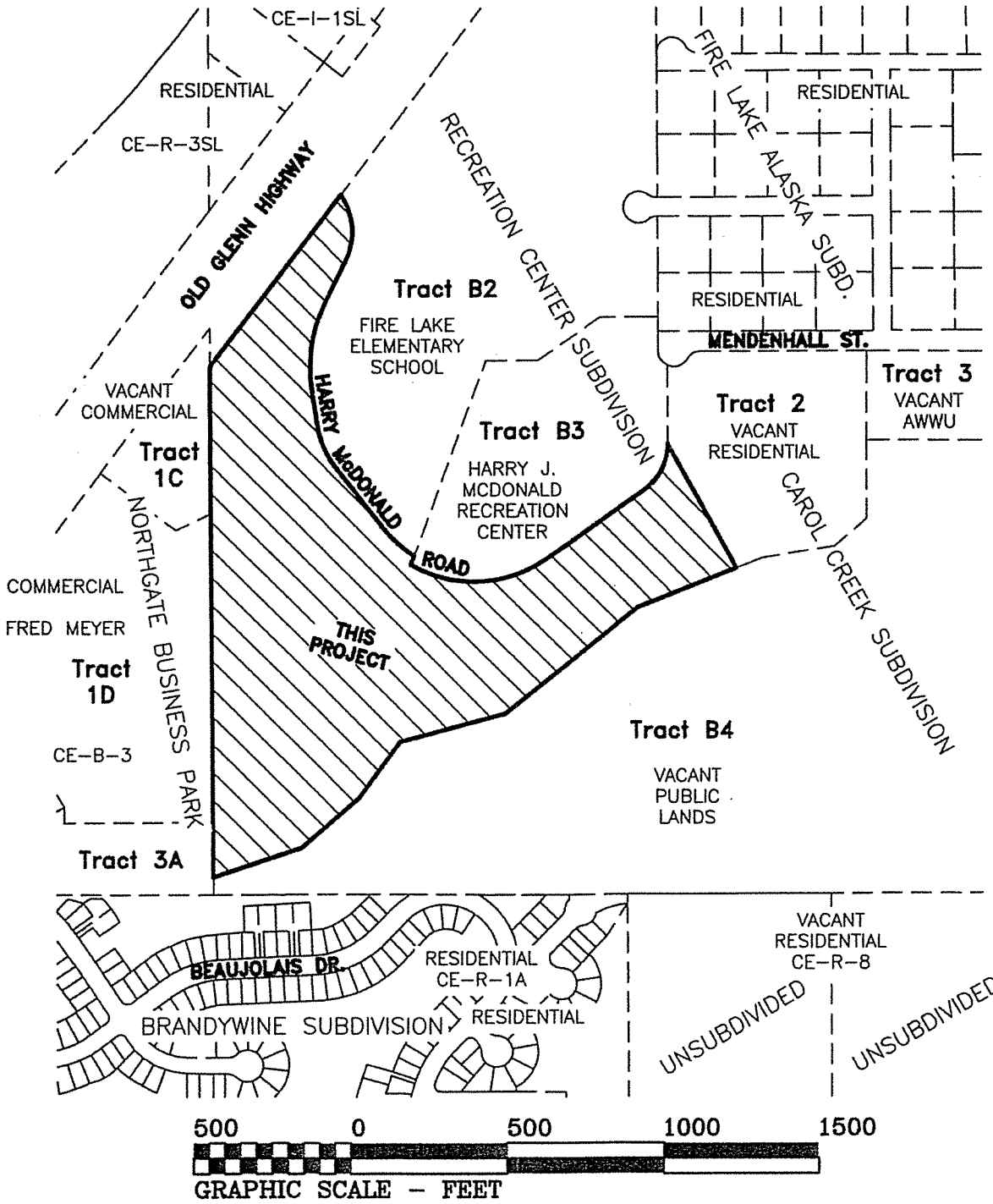
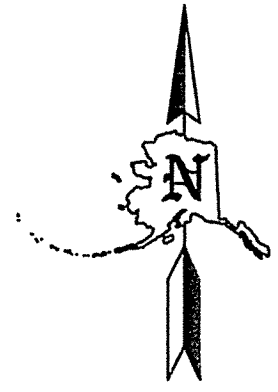
DESCRIPTION
 Overview..... 1 of 7
 Lot Details..... 2 of 7
 Lot Details..... 3 of 7
 Lot Details..... 4 of 7
 Buildings and Setbacks..... 5 of 7
 Road and Sidewalk..... 6 of 7
 Open Space..... 7 of 7

Sheet #	Length	Width	Area	Area	Area	Area	Area
1	212.87	210.00	44707.80	213.50	10230.17	10230.17	10230.17
2	292.47	490.00	144311.30	297.74	89390.00	89390.00	89390.00
3	139.17	270.00	37576.50	137.50	32370.00	32370.00	32370.00
4	132.31	270.00	35723.70	131.81	31874.14	31874.14	31874.14
5	633.31	400.00	253324.00	639.20	405000.00	405000.00	405000.00
6	174.87	160.00	28180.80	167.00	17744.52	17744.52	17744.52



SURROUNDING USES

Scale: 1" = 500'



Prepared by
Lang & Associates, inc.
 Professional Land Surveyors

11500 Daryl Avenue
 Anchorage, Alaska 99515-3049
 (907) 522-6476
 (907) 522-4625 Fax
 ken@langsurvey.com
 jonathan@langsurvey.com

State of Alaska AECC963



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

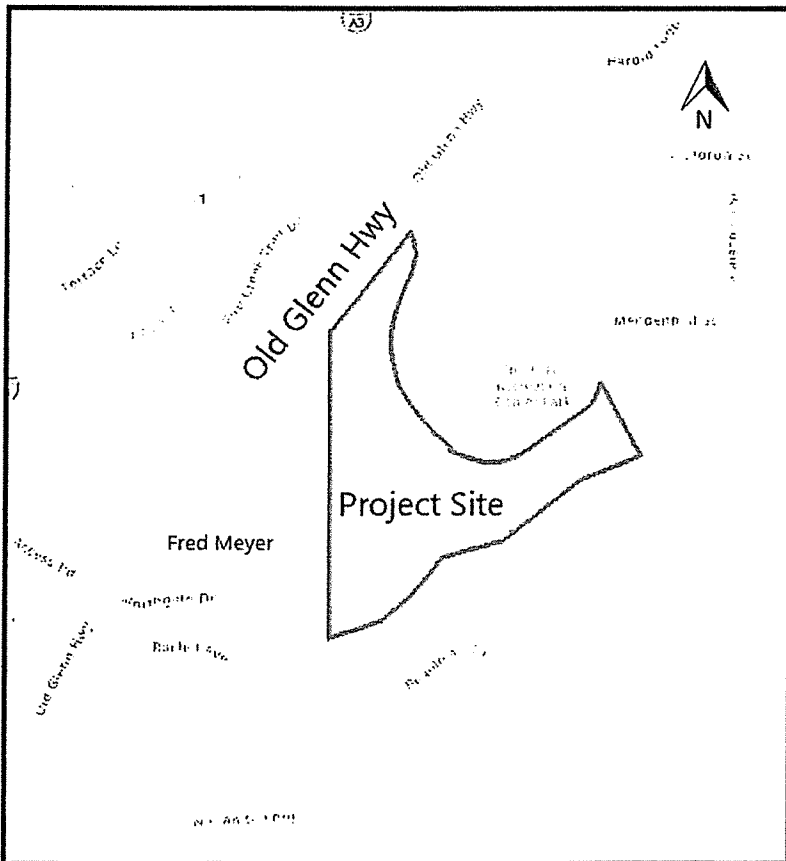
Please check the Chugiak Council page on communitycouncils.org for possible meeting changes or updates.

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»

Sent by: S4 Group, LLC, E 7th Ave, Anchorage, AK 99501



TIA Acceptance

DATE: April 17, 2023

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

CC: Kourosh 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).

Bradley 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

MUNICIPALITY OF ANCHORAGE

Traffic Engineering Department
4700 Elmore Road, Anchorage, AK 99507



Ph: 907.343.8406
Fax: 907.343.8488

Mayor Ethan Berkowitz

January 13, 2020

Mr. Randy Kinney, P.E., PTOE
Kinney Engineering, LLC
3909 Arctic Boulevard, Suite 400
Anchorage, AK 99503

Subject: Carol Creek Trip Determination

Dear, Mr. Kinney.

Thank you for submitting the trip determination analysis for the Carol Creek Retirement Center project to be located adjacent to Fire Lake Elementary School and the Harry J. McDonald Center in Eagle River, Alaska.

The Traffic Engineering Department agrees with the finding that there will be less than 100 new trips during the peak hours on the adjacent streets and a traffic impact analysis (TIA) is not required for this development.

If you have any further questions, please let me know.

Respectfully,



Stephanie Mormilo, P.E.
Municipal Traffic Engineer

cc: Kris Langley and Randy Ribble, P.E., MOA-Traffic Safety



October 3, 2022

Brad Coy, P.E., PTOE
Traffic Engineering Director/Municipal Traffic Engineer
Traffic Engineering Department
Municipality of Anchorage
4700 Elmore Road
Anchorage, AK 99519-6650

Sent by email to: Brad Coy bradly.coy@anchorageak.gov

Subject: Carol Creek Retirement Center -Trip Determination Analysis

Dear Mr. Coy:

Kinney Engineering, LLC (KE) has been retained by Carol Creek, LLC to prepare a trip determination analysis for the Carol Creek Subdivision. Carol Creek Subdivision has a planned development of 115 detached single-family homes, each sited on individual lots. This letter presents the results of the analysis, finding that:

- The development is computed to generate about 1,147 vehicle trips per day on non-holiday week days, and about 1,000 vehicle trips per day on weekend days (1,099 on Saturday; 949 on Sunday).
- The development is computed to generate weekday afternoon/evening peak hour traffic of about 118 vehicle trips per hour. The development during a Saturday peak hour generates about 109 vehicle trips per hour. As such, computations indicate that there will be over 100 trips per hour generated by the development for 6 of 7 days each week.

The remainder of this letter develops this analysis and conclusions. Section 1 provides a development description. Section 2 discusses trip generation. Attachments A through C provide supporting materials and computations.

1 Development Description

Carol Creek Subdivision is located within the Municipality of Anchorage, to the north of the community of Eagle River. The general location and area is presented in Figure 1. Attachment A presents the developer's preliminary plan and layout of facilities.

The development extends along the west and south perimeter of Harry McDonald Road, a collector street that is owned and maintained by the Municipality of Anchorage. The preliminary plan shows one access intersection for the main development circulation road to be connected to Harry McDonald Road.

Harry McDonald Road connects to the State-owned and -maintained Old Glenn Highway, functionally classified as an arterial.



Figure 1- Carol Creek Retirement Center General Vicinity, Highlighted (Google Earth)

Carol Creek Subdivision has a planned development of 115 detached single-family homes on individual lots (Attachment A). The homes will have 2 or 3 bedrooms and the primary market will be small families.

2 Trip Generation

2.1 References

This analysis uses two references to compute trip generation:

- Institute of Transportation Engineers (ITE) Trip Generation Manual (TGM) 11th Edition available as a publication or an online subscription service for a web-based application. This analysis used the web-based application (itetripgen.org). The TGM provides trip generation rates and equations for land use classifications to determine number of vehicle or person trips occurring over various time periods given an independent variable such as dwelling units, floor area, employees, or other variables. ITE Land Use

210 Single-Family Detached Housing best applies to the Carol Creek Subdivision development.

- ITE's Trip Generation Handbook (TGH), 3rd Edition. This handbook provides additional methodologies and support for trip generations computations. Of particular application to this study is that it provides a methodology for the user to select rates, equations, or conduct local studies based on the parameters of a particular development and the ITE land use characteristics. This methodology is depicted in flow chart form in Attachment Con page 17.

2.2 Trip Generation for Land Use 210 Single-Family Detached Housing
 Attachment B provides a discussion of this land use and its characteristics or attributes. ITE TGM indicates that land use 210 would include single-family detached homes on an individual lot.

The TGM trip generation values apply to these conditions:

- Land use 210 includes general urban and suburban sites.
- The independent variable used for the trip generation computations is dwelling units.
- The trip type is exclusively a vehicle trip.

The Carol Creek Subdivision development fits the description and conditions very well.

2.2.1 Daily Trips

For land use 210, the TGM provides site average daily traffic (ADT) trip estimates for non-holiday weekdays, Saturdays, and Sundays. The computation results (total vehicle trips; vehicle trips entering and exiting development), including TGH method selection guidance' are summarized in Table 1, below. Attachments B.1, B.2, and B.3 present TGM data plots and computations for weekdays, Saturdays, and Sundays, respectively. TGH computation method selection was derived from the flow chart as presented in Attachment C.

Table 1- Carol Creek Trip Generation Vehicle Trips ADT for Weekday, Saturday, and Sunday

Time Period	Independent Variable (x)	Method of Trip Generation	Computation Form (ITE TGH recommended form highlighted)	Total Vehicle Trips	Exiting Vehicle Trips	Entering Vehicle Trips
Weekday, ADT	115 Dwelling Units	Average Rate	9.43(x)	1084	542	542
		Equation	$\ln(T) = 0.92\ln(x) + 2.68$	1147	574	573
Saturday, ADT	115 Dwelling Units	Average Rate	9.48(x)	1090	545	545
		Equation	$\ln(T) = 0.97\ln(x) + 2.4$	1099	550	549
Sunday, ADT	115 Dwelling Units	Average Rate	8.48(x)	975	488	487
		Equation	$T = 8.86(x) - 70.09$	949	475	474
Maximum Daily ADT				1147	574	573

The development will generate about 1,147 vehicle trips per day on week days, and about 1,000 vehicle trips per day on weekend days (1,099 on Saturday; 949 on Sunday). As such, the TGM estimates that the development will generate a 1,000 trips or more for at least 6 non-holiday days each week upon full development.

2.2.2 Peak Hour Trips

TGM provides land use 210 trip generation estimates for morning and afternoon/evening commuting peak hour time (between 7 and 9 a.m., between 4 and 6 p.m.) and estimated development peak hour trips both morning and afternoon/evening site peak periods. The computation results (total vehicle trips; vehicle trips entering and exiting development), as well as the TGH method selection guidance are summarized in Table 2, below. Attachments B.4 through B.9 have the TGM data plots and computations for each hourly case.

Table 2- Carol Creek Trip Generation Vehicle Trips per Hour for Peak Hours

Time Period	Independent Variable (x)	Method of Trip Generation	Computation Form (ITE TGH recommended form highlighted)	Total Vehicle Trips	Exiting Vehicle Trips	Entering Vehicle Trips
Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 7 and 9 a.m.	115 Dwelling Units	Average Rate	0.70(x)	80	59	21
		Equation	$\ln(T)=0.91\ln(x)+0.12$	85	63	22
Weekday, AM Peak Hour of Generator	115 Dwelling Units	Average Rate	0.75(x)	86	63	23
		Equation	$T=0.71(x)+7.23$	89	66	23
Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6 p.m.	115 Dwelling Units	Average Rate	0.94(x)	108	39	69
		Equation	$\ln(T)=0.94\ln(x)+0.27$	113	42	71
Weekday, PM Peak Hour of Generator	115 Dwelling Units	Average Rate	0.99(x)	113	41	72
		Equation	$\ln(T)=0.93\ln(x)+0.36$	118	43	75
Saturday, Peak Hour of Generator	115 Dwelling Units	Average Rate	0.92(x)	105	48	57
		Equation	$T=0.86(x)+9.72$	109	50	59
Sunday, Peak Hour of Generator	115 Dwelling Units	Average Rate	0.83(x)	95	45	50
		Equation	$T=0.8(x)+4.76$	97	46	51
Maximum Hourly				118	43	75

As shown in the table, the TGM indicates that during afternoon/evening peak hours on weekdays, the site will generate 118 vehicle trips per hour. Moreover, Saturday's peak hour is computed by TGM to be 109 vehicle trips per hour. As such, TGM indicates there will be over 100 vehicle trips per hour generated by the development for 6 of 7 days each week.

Thank you for your attention to this trip determination analysis letter. Please let me know if you have any questions or comments on this matter.

I am reached by telephone at 344-7575 or by email at randykinney@kinneyeng.com.

Sincerely,
Kinney Engineering, LLC

A handwritten signature in black ink that reads "Randy Kinney". The signature is written in a cursive, flowing style.

Randy Kinney, PE, PTOE
Member, Kinney Engineering, LLC

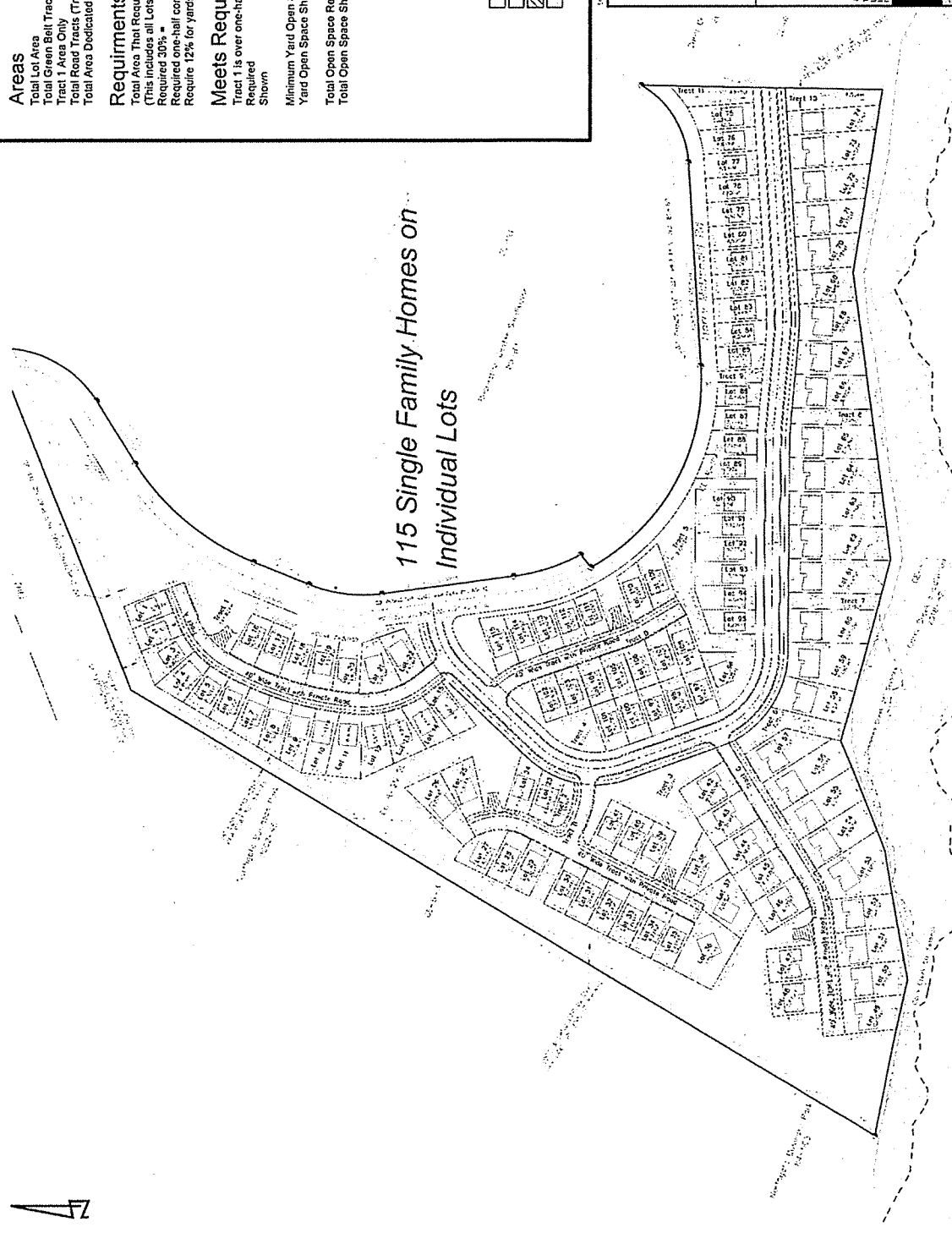
Cc: Kourosh Partow, Member, Carol Creek, LLC

Attachments

Attachment A: Developer's Preliminary Plan

Attachment B: ITE Land Use 210- Single Family Detached Housing Description (B) and Data Plots (B.1 through B.9)

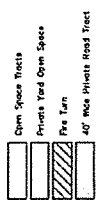
Attachment C: Trip Generation Handbook Process for Selecting Average Rates or Equations or Collection Local Data



115 Single Family Homes on Individual Lots

Open Space Calculations

Areas	655,812 sf
Total Lot Area	328,349 sf
Total Green Belt Tracts (Tracts 1-11)	233,189 sf
Tract 1 Area Only	88,024 sf
Total Road Tracts (Tracts A, B, C, & D)	233,251 sf
Total Area Dedicated to ROW	
Requirements	984,161 sf
Total Area That Requires 30% Open Space (This includes all Lots and Green Belt Tracts) Required 30% =	295,248 sf
Require one-half contiguous =	147,624 sf
Require 12% for yards =	35,430 sf
Meets Requirements	
Tract 1 is over one-half contiguous Required	147,624 sf
Shown	233,189 sf
Minimum Yard Open Space Required	35,430 sf
Yard Open Space Shown	70,535 sf
Total Open Space Required	295,248 sf
Total Open Space Shown	303,724 sf



Sheet 1 of 2

20	25	30
35	36	31
2	1	6

Scale: 1" = 30' 0"

Monday, Mar 20, 2012 11:52 AM

Carol Creek Subdivision

Lots 1-115, Tracts A, B, C, D, & Tracts 1-11

A. Inverchill, Inc.
 1100 E. 3000 S. Salt Lake City, UT 84119
 Tel: 801.466.1100 Fax: 801.466.1101
 www.inverchill.com

S4 Group
 1100 E. 3000 S. Salt Lake City, UT 84119
 Tel: 801.466.1100 Fax: 801.466.1101
 www.inverchill.com

11/13/2011 10:58:00 AM

Attachment B: ITE Land Use 210- Single Family Detached Housing Description and Data Plots

This page and following attachment data plots are from: ([Graph Look Up \(itetripgen.org\)](http://itetripgen.org))

Land Use: 210 Single-Family Detached Housing

Description

A single-family detached housing site includes any single-family detached home on an individual lot. A typical site surveyed is a suburban subdivision.

Specialized Land Use

Data have been submitted for several single-family detached housing developments with homes that are commonly referred to as patio homes. A patio home is a detached housing unit that is located on a small lot with little (or no) front or back yard. In some subdivisions, communal maintenance of outside grounds is provided for the patio homes. The three patio home sites total 299 dwelling units with overall weighted average trip generation rates of 5.35 vehicle trips per dwelling unit for weekday, 0.26 for the AM adjacent street peak hour, and 0.47 for the PM adjacent street peak hour. These patio home rates based on a small sample of sites are lower than those for single-family detached housing (Land Use 210), lower than those for single-family attached housing (Land Use 251), and higher than those for senior adult housing -- single-family (Land Use 251). Further analysis of this housing type will be conducted in a future edition of *Trip Generation Manual*.

Additional Data

The technical appendices provide supporting information on time-of-day distributions for this land use. The appendices can be accessed through either the ITETripGen web app or the trip generation resource page on the ITE website (<https://www.ite.org/technical-resources/topics/trip-and-parking-generation/>).

For 30 of the study sites, data on the number of residents and number of household vehicles are available. The overall averages for the 30 sites are 3.6 residents per dwelling unit and 1.5 vehicles per dwelling unit.

The sites were surveyed in the 1980s, the 1990s, the 2000s, and the 2010s in Arizona, California, Connecticut, Delaware, Illinois, Indiana, Kentucky, Maryland, Massachusetts, Minnesota, Montana, New Jersey, North Carolina, Ohio, Ontario (CAN), Oregon, Pennsylvania, South Carolina, South Dakota, Tennessee, Vermont, Virginia, and West Virginia.

Source Numbers

100, 105, 114, 126, 157, 167, 177, 197, 207, 211, 217, 267, 275, 293, 300, 319, 320, 356, 357, 367, 384, 387, 407, 435, 522, 550, 552, 579, 598, 601, 603, 614, 637, 711, 716, 720, 728, 735, 868, 869, 903, 925, 936, 1005, 1007, 1008, 1010, 1033, 1066, 1077, 1078, 1079

Attachment B.1 Weekday Average Daily Traffic

Query

DATA SOURCE: Trip Generation Manual, 11th Ed

SEARCH BY LAND USE CODE: 210

LAND USE GROUP: (200-299) Residential

LAND USE: 210 - Single-Family Detached Housing

LAND USE SUBCATEGORY: All Sites

SETTING/LOCATION: General Urban/Suburban

INDEPENDENT VARIABLE (IV): Dwelling Units

TIME PERIOD: Weekday

TRIP TYPE: Vehicle

ENTER IV VALUE TO CALCULATE TRIPS: 115

DATA STATISTICS

Land Use: Single-Family Detached Housing (210) [Click Here](#)

[Download Raw Data File](#)

Independent Variable: Dwelling Units

Time Period: Weekday

Setting/Location: General Urban/Suburban

Trip Type: Vehicle

Number of Studies: 174

Avg. Num. of Dwelling Units: 246

Average Rate: 9.43

Range of Rates: 4.45 - 22.61

Standard Deviation: 2.13

Fitted Curve Equation: $\ln(T) = 0.92 \ln(X) - 2.69$

R^2 : 0.95

Directional Distribution: 50% entering, 50% exiting

Calculated Trip Ends: Average Rate: 1084 (Total), 542 (Entry), 542 (Exit)
Fitted Curve: 1147 (Total), 573 (Entry), 574 (Exit)

Data Plot and Equation

X = Number of Dwelling Units

X Study Site — Fitted Curve - - - Average Rate

Use the mouse wheel to Zoom Out or Zoom In.
Hover the mouse pointer on data points to view X and T values.

Attachment B.2 Saturday Average Daily Traffic

Query

DATA SOURCE: Trip Generation Manual, 11th Ed

SEARCH BY LAND USE CODE: 210

LAND USE GROUP: (200-299) Residential

LAND USE: 210 - Single-Family Detached Housing

LAND USE SUBCATEGORY: All Sites

SETTING/LOCATION: General Urban/Suburban

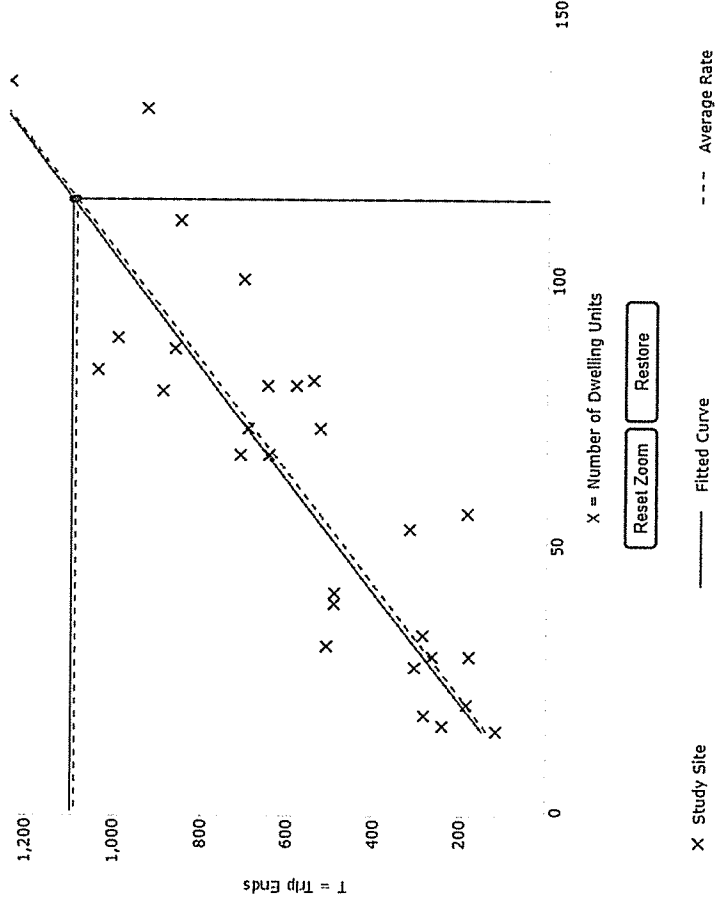
INDEPENDENT VARIABLE (IV): Dwelling Units

TIME PERIOD: Saturday

TRIP TYPE: Vehicle

ENTER IV VALUE TO CALCULATE TRIPS: 115

Data Plot and Equation



DATA STATISTICS

Land Use: Single-Family Detached Housing (210) [Click for Description and Data File](#)

Independent Variable: Dwelling Units

Time Period: Saturday

Setting/Location: General Urban/Suburban

Trip Type: Vehicle

Number of Studies: 63

Avg. Num. of Dwelling Units: 179

Average Rate: 9.48

Range of Rates: 3.36 - 16.52

Standard Deviation: 2.26

Fitted Curve Equation: $\ln(T) = 0.97 \ln(X) + 2.40$

R²: 0.91

Directional Distribution: 50% entering, 50% exiting

Calculated Trip Ends: Average Rate: 1090 (Total), 545 (Entry), 545 (Exit)
 Fitted Curve: 1089 (Total), 549 (Entry), 540 (Exit)

Attachment B.3 Sunday Average Daily Traffic



DATA SOURCE:
 Trip Generation Manual, 11th Ed

SEARCH BY LAND USE CODE:
 210

LAND USE GROUP:
 (200-299) Residential

LAND USE:
 210 - Single-Family Detached Housing

LAND USE SUBCATEGORY:
 All Sites

SETTING/LOCATION:
 General Urban/Suburban

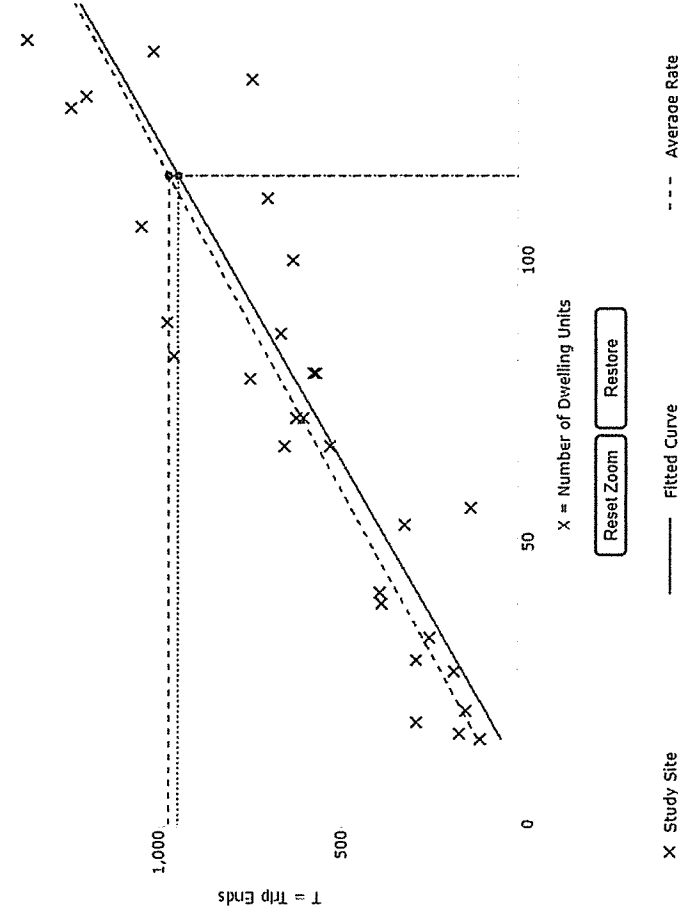
INDEPENDENT VARIABLE (IV):
 Dwelling Units

TIME PERIOD:
 Sunday

TRIP TYPE:
 Vehicle

ENTER IV VALUE TO CALCULATE TRIPS:
 115

Data Plot and Equation



DATA STATISTICS

Land Use:
 Single-Family Detached Housing (210) [Click for Description and Data File](#)

Independent Variable:
 Dwelling Units

Time Period:
 Sunday

Setting/Location:
 General Urban/Suburban

Trip Type:
 Vehicle

Number of Studies:
 60

Avg. Num. of Dwelling Units:
 188

Average Rate:
 8.48

Range of Rates:
 2.61 - 16.44

Standard Deviation:
 1.74

Fitted Curve Equation:
 $T = 8.86(X) - 70.09$

R²:
 0.94

Directional Distribution:
 50% entering, 50% exiting

Calculated Trip Ends:
 Average Rate: 97.5 (Total): 487 (Entry), 488 (Exit)
 Fitted Curve: 949 (Total), 474 (Entry), 475 (Exit)

Attachment B.4 Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 7 and 9 a.m.

Query

DATA SOURCE: Trip Generation Manual, 11th Ed

SEARCH BY LAND USE CODE: 210

LAND USE GROUP: (200-299) Residential

LAND USE: 210 - Single-Family Detached Housing

LAND USE SUBCATEGORY: All Sites

SETTING/LOCATION: General Urban/Suburban

INDEPENDENT VARIABLE (IV): Dwelling Units

TIME PERIOD: Weekday, Peak Hour of Adjacent Street Traffic

TRIP TYPE: Vehicle

ENTER IV VALUE TO CALCULATE TRIPS: 115

DATA STATISTICS

Land Use: Single-Family Detached Housing (210)

Independent Variable: Dwelling Units

Time Period: Weekday

Peak Hour of Adjacent Street Traffic: One Hour Between 7 and 9 a.m.

Setting/Location: General Urban/Suburban

Trip Type: Vehicle

Number of Studies: 192

Avg. Num. of Dwelling Units: 226

Average Rate: 0.70

Range of Rates: 0.27 - 2.27

Standard Deviation: 0.24

Fitted Curve Equation: $\ln(T) = 0.91 \ln(X) + 0.12$

R²: 0.90

Directional Distribution: 26% entering, 74% exiting

Calculated Trip Ends: Average Rate: 81 (Total: 21, Entry: 60, Exit: 61) Filled Curve: 85 (Total: 22, Entry: 63, Exit: 62)

Data Plot and Equation

X = Number of Dwelling Units

X Study Site — Fitted Curve - - - Average Rate

Attachment B.5 Weekday, AM Peak Hour of Generator

Query

DATA SOURCE: Trip Generation Manual, 11th Ed

SEARCH BY LAND USE CODE: 210

LAND USE GROUP: (200-299) Residential

LAND USE: 210 - Single-Family Detached Housing

LAND USE SUBCATEGORY: All Sites

SETTING/LOCATION: General Urban/Suburban

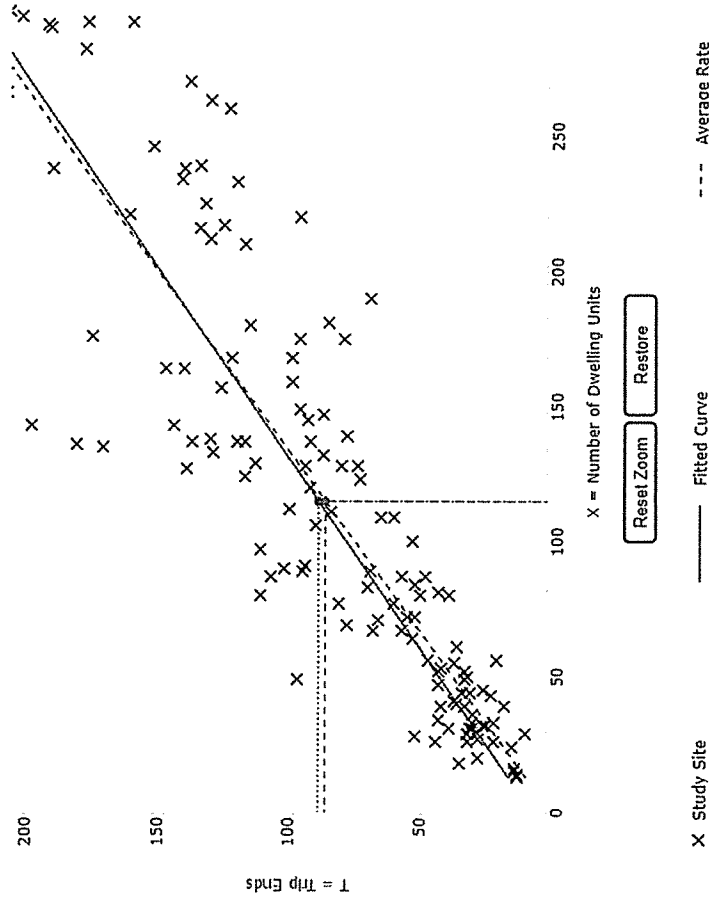
INDEPENDENT VARIABLE (IV): Dwelling Units

TIME PERIOD: Weekday, AM Peak Hour of Generator

TRIP TYPE: Vehicle

ENTER IV VALUE TO CALCULATE TRIPS: 115

Data Plot and Equation



DATA STATISTICS

Land Use: Single-Family Detached Housing (210)

Directional Distribution: 26% entering, 74% exiting

Independent Variable: Dwelling Units

Time Period: Weekday

AM Peak Hour of Generator

Setting/Location: General Urban/Suburban

Trip Type: Vehicle

Number of Studies: 189

Avg. Num. of Dwelling Units: 217

Average Rate: 0.75

Range of Rates: 0.34 - 2.27

Standard Deviation: 0.25

Fitted Curve Equation: $T = 0.71(X) - 7.23$

R^2 : 0.91

Calculated Trip Ends: Average Rate: 85 (Total), 22 (Entry), 64 (Exit)

Fitted Curve: 85 (Total), 23 (Entry), 66 (Exit)

Attachment B.6 Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6 p.m.

DATA SOURCE:
Trip Generation Manual, 11th Ed

SEARCH BY LAND USE CODE:
210

LAND USE GROUP:
(200-299) Residential

LAND USE:
210 - Single-Family Detached Housing

LAND USE SUBCATEGORY:
All Sites

SETTING/LOCATION:
General Urban/Suburban

INDEPENDENT VARIABLE (IV):
Dwelling Units

TIME PERIOD:
Weekday, Peak Hour of Adjacent Street Traffic

TRIP TYPE:
Vehicle

ENTER IV VALUE TO CALCULATE TRIPS:
115

DATA STATISTICS

Land Use:
Single-Family Detached Housing (210) [Click for Description and Data Files](#)

Independent Variable:
Dwelling Units

Time Period:
Weekday

Peak Hour of Adjacent Street Traffic
One Hour Between 4 and 6 p.m.

Setting/Location:
General Urban/Suburban

Trip Type:
Vehicle

Number of Studies:
208

Avg. Num. of Dwelling Units:
248

Average Rate:
0.94

Range of Rates:
0.35 - 2.98

Standard Deviation:
0.31

Fitted Curve Equation:
 $Ln(T) = 0.94 Ln(X) + 0.27$

R²:
0.92

Directional Distribution:
63% entering, 37% exiting

Calculated Trip Ends:
Average Rate: 108 (Total), 68 (Entry), 40 (Exit)
Fitted Curve: 113 (Total), 71 (Entry), 42 (Exit)

Data Plot and Equation

X = Number of Dwelling Units

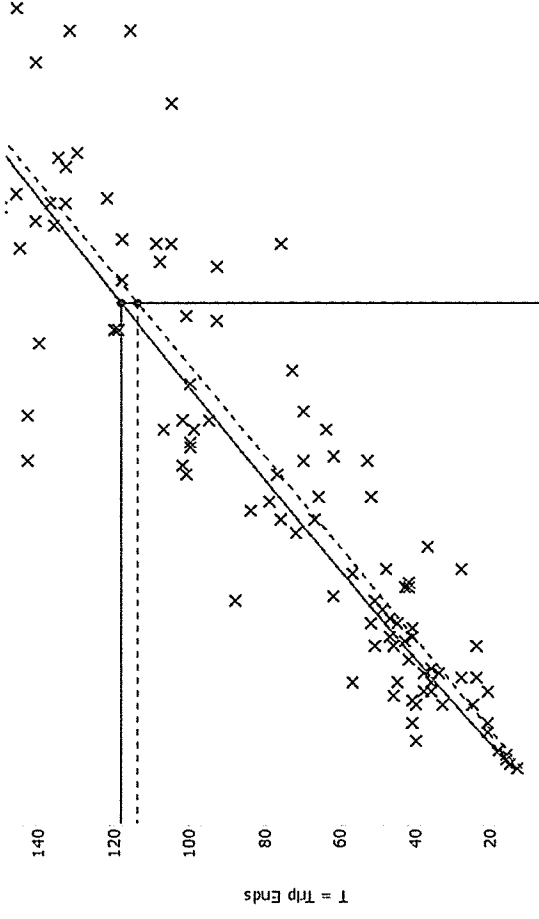
X Study Site — Fitted Curve - - - Average Rate

Attachment B.7 Weekday, PM Peak Hour of Generator



DATA SOURCE: Trip Generation Manual, 11th Ed
SEARCH BY LAND USE CODE: 210
LAND USE GROUP: (200-299) Residential
LAND USE: 210 - Single-Family Detached Housing
LAND USE SUBCATEGORY: All Sites
SETTING/LOCATION: General Urban/Suburban
INDEPENDENT VARIABLE (IV): Dwelling Units
TIME PERIOD: Weekday, PM Peak Hour of Generator
TRIP TYPE: Vehicle
ENTER IV VALUE TO CALCULATE TRIPS: 115

Data Plot and Equation



X Study Site — Fitted Curve - - - Average Rate

DATA STATISTICS

Land Use: Single-Family Detached Housing (210) [Click Here](#)
[Return to Land Use Page](#)
Independent Variable: Dwelling Units
Time Period: Weekday
PM Peak Hour of Generator
Setting/Location: General Urban/Suburban
Trip Type: Vehicle
Number of Studies: 178
Avg. Num. of Dwelling Units: 203
Average Rate: 0.99
Range of Rates: 0.49 - 2.98
Standard Deviation: 0.28
Fitted Curve Equation: $\ln(T) = 0.93 \ln(X) + 0.36$
R²: 0.92
Directional Distribution: 64% entering, 36% exiting
Calculated Trip Ends: Average Rate: 114 (Total), 73 (Entry), 41 (Exit)
Fitted Curve: 118 (Total), 75 (Entry), 43 (Exit)

Attachment B.8 Saturday, Peak Hour of Generator

Query

DATA SOURCE: Trip Generation Manual, 11th Ed

SEARCH BY LAND USE CODE: 210

LAND USE GROUP: (200-299) Residential

LAND USE: 210 - Single-Family Detached Housing

LAND USE SUBCATEGORY: All Sites

SETTING/LOCATION: General Urban/Suburban

INDEPENDENT VARIABLE (IV): Dwelling Units

TIME PERIOD: Saturday, Peak Hour of Generator

TRIP TYPE: Vehicle

ENTER IV VALUE TO CALCULATE TRIPS: 115

DATA STATISTICS

Land Use: Single-Family Detached Housing (210) [Click for Description and Data Plots](#)

Independent Variable: Dwelling Units

Time Period: Saturday

Peak Hour of Generator

Setting/Location: General Urban/Suburban

Trip Type: Vehicle

Number of Studies: 42

Avg. Num. of Dwelling Units: 152

Average Rate: 0.92

Range of Rates: 0.41 - 1.78

Standard Deviation: 0.27

Fitted Curve Equation: $T = 0.85(X) - 9.72$

R²: 0.89

Directional Distribution: 54% entering, 46% exiting

Calculated Trip Ends: Average Rate: 106 (Total), 57 (Entry), 49 (Exit)

Fitted Curve: 109 (Total), 59 (Entry), 50 (Exit)

Data Plot and Equation

X = Number of Dwelling Units

Study Site Fitted Curve Average Rate

Attachment B.9 Sunday, Peak Hour of Generator



DATA SOURCE: Trip Generation Manual, 11th Ed

SEARCH BY LAND USE CODE: 210

LAND USE GROUP: (200-299) Residential

LAND USE: 210 - Single-Family Detached Housing

LAND USE SUBCATEGORY: All Sites

SETTING/LOCATION: General Urban/Suburban

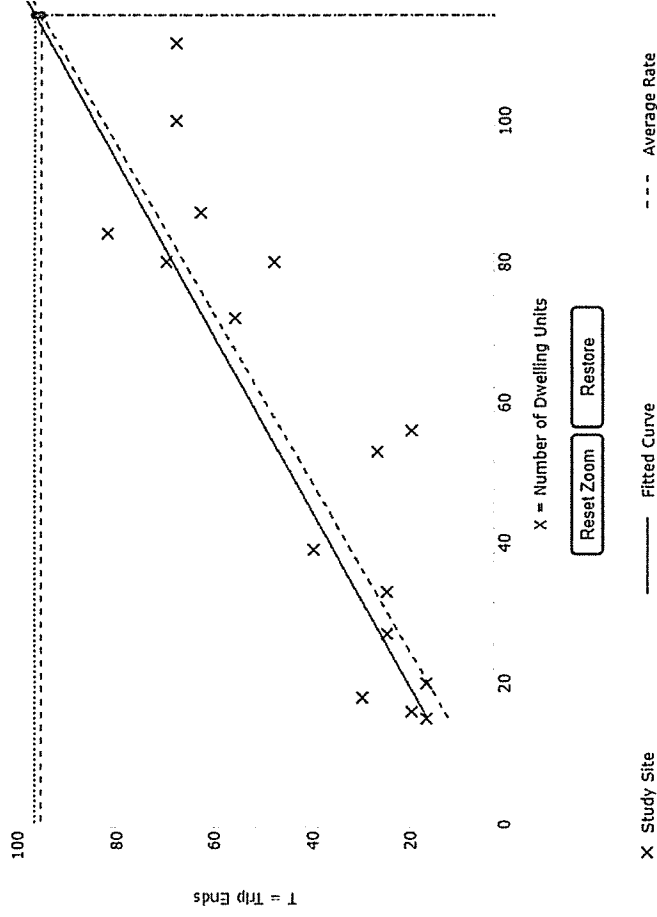
INDEPENDENT VARIABLE (IV): Dwelling Units

TIME PERIOD: Sunday, Peak Hour of Generator

TRIP TYPE: Vehicle

ENTER IV VALUE TO CALCULATE TRIPS: 115

Data Plot and Equation



DATA STATISTICS

Land Use: Single-Family Detached Housing (210) [Click Here](#)
[Download Data File](#)

Independent Variable: Dwelling Units

Time Period: Sunday

Peak Hour of Generator: General Urban/Suburban

Setting/Location: Trip Type: Vehicle

Number of Studies: 40

Avg. Num. of Dwelling Units: 162

Average Rate: 0.63

Range of Rates: 0.35 - 1.67

Standard Deviation: 0.19

Fitted Curve Equation: $T = 0.80(X) - 4.76$

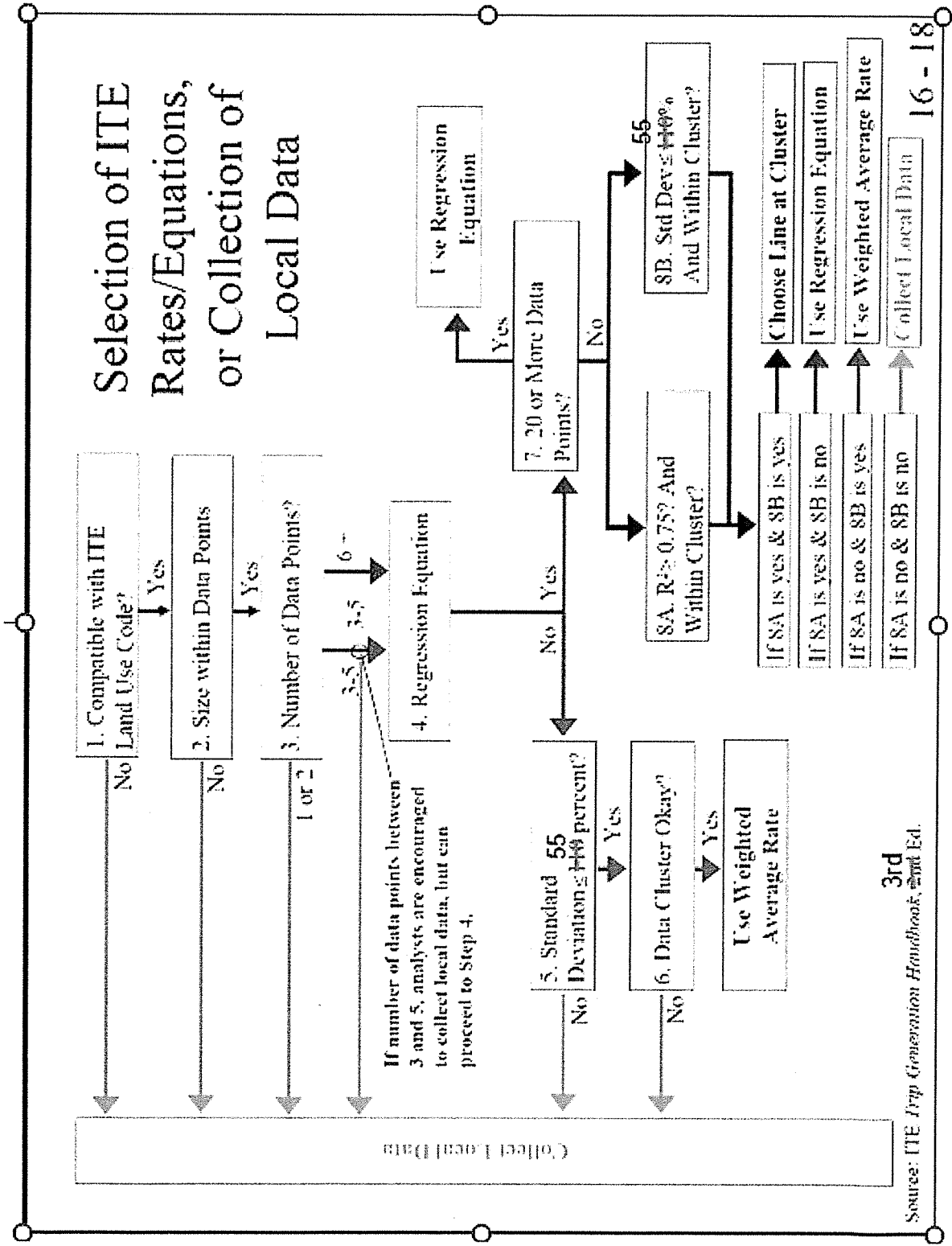
R²: 0.92

Directional Distribution: 53% entering, 47% exiting

Calculated Trip Ends: Average Rate: 95 (Total), 50 (Entry), 45 (Exit)

Fitted Curve: 97 (Total), 51 (Entry), 46 (Exit)

Attachment C: Trip Generation Handbook Process for Selecting Average Rates or Equations or Collection Local Data



**REVIEWING
AGENCY AND
PUBLIC
COMMENTS**

MUNICIPALITY OF ANCHORAGE



Development Services Department
Addressing email: addressing@muni.org

Phone: 907 343-8466
Fax: 907 249-7868

RECEIVED

Case 2023-0080, Carol Creek Subdivision, Proposed PUD, NW0453

MAR 21 2024

- a. In the platted area:
 - i. 60' Dedicated ROW will be named Harmony Drive (as that name was approved for the connecting Carol Creek development it connects to)
 - ii. All private access tract must have approved names- contact MOA Addressing for name approval
 - iii. A current list of street names is available at [Street Name Master List \(muni.org\)](http://www.muni.org)

Karleen Wilson

MUNICIPALITY OF ANCHORAGE



Development Services Department

Private Development Section
RECEIVED

Mayor Dave Bronson

MAR 19 2024

MEMORANDUM

Comments to Planning and Zoning Commission Applications/Petitions

DATE: March 4, 2024
TO: Shawn Odell, Senior Planner
FROM: Greg Soule, Private Development Manager
SUBJECT: PZC Case 2023-0080

Case 2023-0080 – Conditional Use for Planned Unit Development - Carol Creek

Advisory Comments:

- 1) Harry McDonald Road is not currently maintained by CBERSSA. As a condition of the proposed platting action, the petitioner is required to dedicate ROW to accommodate the portion of the road, drainage and pedestrian improvements currently located on Carol Creek Subdivision, Tract 1. Prior to final plat approval the petitioner is required to demonstrate that the segment of Harry McDonald road to be used as access to this development is constructed to a standard meeting the municipal requirements to be accepted for public maintenance, or to resolve the need for additional improvements. Additional improvements to Harry McDonald Road, if required, shall be constructed under a subdivision agreement with Private Development.
- 2) The proposed 60-foot ROW dedication adjacent to Tract B2, Fire Lake Elementary School appear to be insufficient to accommodate the existing pedestrian path along the west side of Harry McDonald Road. The petitioner shall resolve the need for additional ROW or PUE dedication for the existing pathway during platting.
- 3) Carol Creek Drive shall be constructed as a 33-foot wide paved street (measured to back of curb) with curb and gutter and 5-ft sidewalks on both sides in accordance with AMC 21.08.050. The proposed 60-foot ROW dedication is adequate.
- 4) All proposed interior private streets shall be constructed in accordance with AMCR 21.90 and Table 21.90.002-1.
- 5) The petitioner shall enter into a subdivision agreement with Private Development for the Carol Creek Drive improvements and all private street improvements, including road, sidewalk, pathway, storm drain, signing and street lighting.

- 6) Streets constructed outside of dedicated municipal right-of-way are not eligible for municipal maintenance.
- 7) The drainage from all aspects of the proposed development shall comply with all requirements of MOA Design Criteria Manual Chapter 2.

Department Recommendations:

Private Development has no objection to the conditional use as a planned unit development.

Private Development has no objection to the variance from the PUD building separation standard.

MUNICIPALITY OF ANCHORAGE



Eagle River Street Maintenance
Eagle River Town Center, Room 131
12001 Business Blvd., Eagle River 99577

Mayor Dave Bronson

Phone: 907-343-1510
Fax: 907-694-1540

RECEIVED

MAR 13 2024

Shawn Odell

Current Planning Division
P.O. Box 196650
Anchorage, AK 99519

March 11, 2024

RE: Case 2023-0080

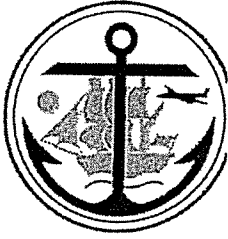
The Eagle River Street Maintenance staff has reviewed the case and have a few concerns.

1. The narrow lot frontage concerns us in loss of snow storage dependent on the driveway widths and would require us to haul snow at a high cost to tax payers.
2. Request dedicated drainage easements for storm water conveyance to receiving waters.

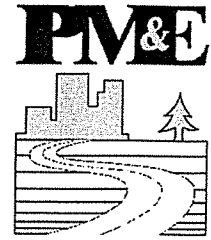
In the event that the CBERRRSA Board of Supervisors has additional comments they will be forwarded.

Sincerely,

Tony Winsor
Deputy Officer
Eagle River Street Maintenance
Administration, M.O.A.
Office: 343-1512
Email: Anthony.winsor@anchorageak.gov



Municipality of Anchorage
Project Management and Engineering
MEMORANDUM



DATE: March 11, 2024

To: Dave Whitfield

FROM: Kyle Cunningham

SUBJECT: Cases 2023-0080, S12738 & 2024-0022: Comments from Watershed Management Services.

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MAR 12 2024

Watershed Management Services (WMS) has the following comments for the April 8, 2024 Planning and Zoning Commission hearing:

- 2023-0080 – Tract 1, Carol Creek Subdivision (Plat 2018-82);
 - Add plat note: There is a stream located on this plat and the stream protection setback will be as specified in AMC 21.07.020 or as specified in future adopted provisions of AMC 21. Portions of streams contained within mapped wetlands are subject to setbacks as described in the Anchorage Wetlands Management Plan.
 - There is a drainageway located on this plat that drains a detention pond located on Tract B3 which is not shown on the plat. Please add the drainageway prior to recording the final plat.
- S12738 - Tract 1, Carol Creek Subdivision (Plat 2018-82);
 - Add plat note: There is a stream located on this plat and the stream protection setback will be as specified in AMC 21.07.020 or as specified in future adopted provisions of AMC 21. Portions of streams contained within mapped wetlands are subject to setbacks as described in the Anchorage Wetlands Management Plan.
 - There is a drainageway located on this plat that drains a detention pond located on Tract B3 that is not shown on the plat. Please add the drainageway prior to recording the final plat.
- 2024-0022 – Tract E3, Girdwood Elementary School Subdivision (Plat 95-35).
 - WMS has no comments on or objections to this request.



Municipality of Anchorage
Eagle River Chugiak Parks and Recreation



MEMORANDUM

MAR 11 2024

DATE: March 11, 2024
TO: Shawn Odell, Senior Planner
FROM: Jeffrey Urbanus, Project Manager
SUBJECT: Review Comments: 2024-0080

Harry McDonald Road was originally constructed to serve as driveway access the McDonald Center. Eagle River Chugiak Parks and Recreation is concerned about the possible adverse impacts to the roadway from construction traffic and eventual subdivision traffic. We request as a condition of approval, that the applicant demonstrate that Harry McDonald Road is constructed to the appropriate municipal standard for a subdivision collector and resolve the need for additional road improvements.

The proposed development plan and subdivision plat dedicates 30 feet of right of way on the portion of Harry McDonald Road past the entrance to Fire Lake Elementary. Eagle River Chugiak Parks and Recreation has an existing gate on this portion of its driveway to the McDonald Center. The department needs to be able to gate off access to the Harry McDonald Center as part of operation of the facility. Due do existing municipal policies and regulations concerning restricting access on public right of ways, we object to this dedication.

There is an existing municipal stormwater facility roughly opposite Harry McDonald Road from proposed Lot 87. This facility drains to Carol Creek via a drainageway that is identified in existing municipal drainage mapping. Eagle River Chugiak Parks and Recreation requests a drainage easement in the alignment of this drainageway or in an alternate routing proposed by the applicant as allowed in Title 21.

MEMORANDUM

RECEIVED

MAR 11 2024

DATE: March 6, 2024
TO: Dave Whitfield, Planning Manager, Planning Section, Planning Division
FROM: Seth Wise, Engineering Technician III, Planning Section, AWWU
RE: Zoning Case Comments
Decision date: April 08, 2024
Agency Comments due: March 11, 2024

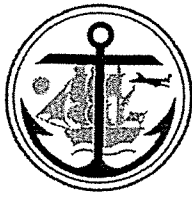
AWWU has reviewed the materials and has the following comments:

2023-0080 TRACT 1, CAROL CREEK SUBDIVISION (PLAT 2018-82) – Request for Conditional Use for a Planned Unit Development with a Design Variance from AMC 21.07.110G.2.c.v. (building separation), Grid NW0453.

1. AWWU water and sanitary sewer service is available to these parcels upon further development.
2. AWWU has no objections to this Request for Conditional Use with Design Variance.

If you have any questions pertaining to public water or sewer, please call (907) 564-2757 or send an e-mail to seth.wise@awwu.biz.





MEMORANDUM

RECEIVED

DATE: March 7, 2024
TO: Current Planning Division Supervisor,
Planning Department
THRU: Kristen A. Langley, Traffic Safety Section Supervisor,
Traffic Engineering Department
FROM: Randy Ribble PE, Assistant Traffic Engineer
SUBJECT: **2023-0080 Request for Conditional Use for a Plan Unit Development with a design variance from AMC 21.07.110G.2.c.v (Building Separation)**
Tract 1 Carol Creek Subdivision (Plat 2018-82))

MAR 07 2024

Traffic Engineering recommends approval of the conditional use permit for this planned unit development with the following comments.

Proposed development is located along Harry McDonald Road which is classified as collector roadway per current Official Streets and Highway Plan. Currently this roadway serves as access for Fire Lake Elementary School and Harry McDonald Recreation Center. The new development proposes to add up to 115 single family homes in the tracts located along south and west side of the road. Harry McDonald Road appears to meet rural collector (Class B) standards with a 20-foot stripped paved road with drainage ditches and separated asphalt pathway constructed to the driveway to Fire Lake Elementary School.

Platting Case S12738 is concurrently being reviewed with this Planned Unit Development. This platting action is dedicating both public and private roadways that will provide internal circulation with a single access point to and from Harry McDonald Road. Traffic will provide specific comments on level of improvements required for this Planned Unit Development with the platting action.

The proposed development meets the requirements of AMC 21.07.110 for the conditional use approval.

Variance (Building Separation)

Traffic Engineering has no objection to the requested design variance for building separation based on height of adjacent structure. This variance has no direct impact on site access or circulation. There development has significant number of narrow lots that may prevent issues with snow storage in winter months. Proposed driveway widths and separation are in compliance with AMC 21.07 and Municipal Driveway Standards.

Kimmel, Corliss A.

From: Walters, Michael S.
Sent: Friday, March 1, 2024 8:52 AM
To: Blake, Lori A.; Kimmel, Corliss A.
Subject: 2024-0080 Request for Reviewing Agency Comments

RECEIVED

MAR 01 2024

ROW has the following comments for case number 2024-0080:

Proposed lot sizes does not take into account for snow storage.

Snow Removal:

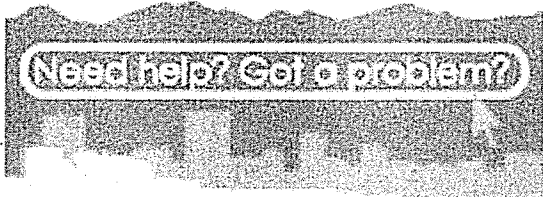
Obtain a Memorandum of Understanding (MOU) between the Municipality of Anchorage / Eagle River Street Maintenance and the Developer/HOA for all winter maintenance to include hauling snow from the public right-of-way. A right-of-way permit is required for the snow removal activities within the public right-of-way.

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





THE STATE
of **ALASKA**
GOVERNOR MICHAEL J. DUNLEAVY

Department of Transportation and
Public Facilities

Program Development and Statewide Planning
Anchorage Field Office

4111 Aviation Avenue
P.O. Box 196900
Anchorage, AK 99519-6900
Main number: 907-269-0520
Fax number: 907-269-0521
Website: dot.state.ak.us

February 29, 2024

David Whitfield, Current Planning Manager
MOA, Community Development Department
Planning Division
P.O. Box 196650
Anchorage, Alaska 99519-6650

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FEB 29 2024

[Sent Electronically]

Re: MOA Zoning Review

Dear Mr. Whitfield:

The Alaska Department of Transportation and Public Facilities (DOT&PF) has reviewed the following zoning cases and has no comments:

- **2023-0128 – 16543 Farm Ave (Eagle River) Major Site Plan Review**
- **2024-0022 – Glacier City Center -DMP Amendment**
- **2024-0028 – 2981 Concord Lane (Lot 5 Bk 5 Village Green Subdivision Dimensional Variance**
- **2024-0031 – 158 Northland Dr (Alyeska #1 Blk 18 Lot 10) Dimensional Variance**

The Alaska Department of Transportation and Public Facilities (DOT&PF) has reviewed the following zoning cases and has the following comments:

- **2023-0080 – Carol Creek Tract 1 – Conditional Use (Planned Unit Development) and Design Variance (Building Separation Standard) (also see S12738)**
 - No objection to the proposed plat. This proposed subdivision has already had an Abbreviated Transportation Impact Analysis (ATIA) study done and approved by DOT&PF and Municipality.
 - No objection to the Conditional Use Permit
 - No objection to the Design Variance
- **2024-0036 – 8600 King St - Costco Major Site Plan Review (Loading dock addition)**
 - No objections or comments on the Major Site Plan.

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.

If there are any questions regarding these comments, please feel free to contact me at (907) 269-0522 or mark.eisenman@alaska.gov.

Sincerely,



Mark Eisenman
Anchorage Area Planer, DOT&PF

cc: Sean Baski, P.E., Highway Design Group Chief, DOT&PF
Matt Walsh, Property Management Supervisor, Right of Way, DOT&PF
Corliss Kimmel, Office Associate, Current Planning, MOA
Lori Black, Office Associate, Current Planning, MOA
Devki Rearden, Engineering Associate, DOT&PF
Orion LeCroy, P.E. Acting Highway Safety Engineer, DOT&PF

Kimmel, Corliss A.

RECEIVED

From: Mike Quimby <michaelquimby@gmail.com>
Sent: Wednesday, March 27, 2024 11:21 PM
To: Kimmel, Corliss A.; Blake, Lori A.
Subject: Proposed Carol Creek development: Case No. 2023-0080

MAR 27 2024

[EXTERNAL EMAIL]

To Whom it May Concern:

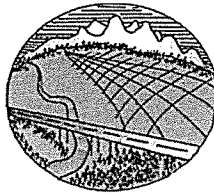
I live in the HOA adjacent to the proposed development, the Brandywine HOA. I am opposed to the changes that the developer is seeking and the municipality has previously granted to rezone and reduce the lot sizes and zoning requirements.

I am concerned that the proposed development is being billed as "affordable housing" but it is really just crammed in houses without adequate parking and small lot sizes. Please do not permit a variance for eliminating sidewalks, reducing street sizes, or reducing lot sizes.

I support going back to what was previously included in the Chugiak-Eagle River Site-Specific Land Use Plan, but that doesn't seem likely, so at a bare minimum I request that no further variance be allowed.

Thank you,

--
Mike Quimby
907-854-3285
michaelquimby@gmail.com



RECEIVED

MAR 22 2024

Eagle River Community Council
12001 Business Blvd. #123 EAGLE RIVER, AK 99577
eaglercommunitycouncil@gmail.com

Eagle River Community Council Resolution 2024-2

Tract 1 Carol Creek Subdivision variance and replat: Planning and Zoning project number S12738 and project number 2023 - 0080.

WHEREAS, the developers application states that access to the development will be via Harry McDonald Road and no improvements to the road will be made; and

WHEREAS, the Harry McDonald Road is a driveway that is maintained by the users it serves, Fire Lake Elementary School and the Harry J McDonald Memorial Center; and

WHEREAS, the driveway fails to meet the road standards of the Municipality of Anchorage to be adopted as a municipal maintained road; and

WHEREAS, Title 21.0 8.050 requires subdivisions developments be served by roads built to the standard adopted in the code; and

WHEREAS, Harry McDonald Road experiences times of high volumes of traffic and on street parking will create safety hazards;

NOW, THEREFORE BE IT RESOLVED, the Eagle River Community Council request the following items be required of the developer:

1. A Plat Note be included stating "Parking on Harry McDonald Road is prohibited".
2. The developer be required to upgrade Harry McDonald Road to full municipal public roadway standards.
3. The developer be required to enter into an agreement with the Anchorage School District and the Eagle River Parks and Recreation Department to pay for the maintenance and upkeep of the Harry McDonald Road until such time as the developer completes the required road improvements and the Chugiak/Birchwood/Eagle River Rural Road Service Area accepts responsibility for maintenance.

This resolution was passed on March 14, 2024 by a vote of 5 yea, and 1 nay.

Charles E Homan II
Chuck Homan II
President
Eagle River community Council



Chugiak
Community
Council

Post Office Box 67350
Chugiak, Alaska 99567

RECEIVED

MAR 22 2024

Resolution 2024-02

Regarding: Tract 1 Carol Creek Subdivision ~~variance~~ and replat: Planning and Zoning project number S12738 and project number 2023 - 0080.

WHEREAS, The developer of Carol Creek and his representatives presented their plan to the Chugiak Community Council 21 April 2023; and

WHEREAS, The council members at the meeting provided feedback and comment to the developer and their representatives regarding both the variances be requested and the plat related to lot sizes, street widths, emergency access, parking, snow storage, potential parking impacts to the MAC Center and Fire Lake Elementary School and Chugach State Park trail access; and

WHEREAS, The developer and their representatives stated they would take the comments under consideration and return to address them at a future date with an update, but did not; and

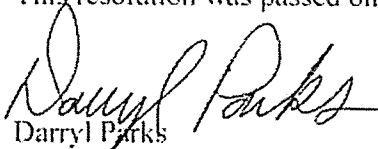
WHEREAS, Access into, and out of, the proposed subdivision would be through Harry MacDonald Rd which although listed as a collector road, is only a driveway currently and not built to the standards of a collector road; and

WHEREAS, The proposed subdivision does nothing to help the entry level housing shortage with prices starting in the \$350K to \$400K range, is not fitting with the surrounding community or in concert with the 2018 Update of the Eagle River Site Specific Land Use Plan; and

WHEREAS, The Chugiak Community Council and community members were not supportive of, and frankly, vehemently against the proposed subdivision as it was presented

NOW, THEREFORE BE IT RESOLVED the Chugiak Community Council strongly opposes the approval of the variances and the plat as presented at the 21 April 2023 Chugiak Community Council meeting.

This resolution was passed on 21 March 2024 by a vote of 24 yea, and 1 nay.


Darryl Parks
President
Chugiak Community Council

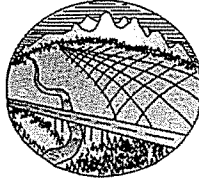
Public Comments: 2023-0080

Commenter	Email	Phone Number	Submitted
Debbie Ossiander PO Bx 670772 Chugiak, AK 99567	ossiander@hotmail.com	9076882308	3/6/2024 7:24:42 PM
<p>Is there a current TIA for McDonald Center access road? Many locals consider the Mac Road a driveway. This PUD has 115 units; I believe it will need multiple access points to the Old Glenn. Additionally I believe the developer in Chugiak-Eagle River has financial responsibility for infrastructure.</p> <p>There are many steep slopes on this property, variances to building location, open space, height and building proximity could have big drainage impacts.</p> <p>There will be a need for a walking path of some kind to at least access the adjacent Fred Meyer shopping area.</p> <p>Lastly, this development is within the jurisdiction of the Chugiak Vol. Fire Department. Have they been asked about circulation for their equipment?</p>			
Ben Craig 3830 Harca St Eagle River, AK 99577	ben.craig@xnetworking.com	9079470787	3/8/2024 8:25:15 PM
<p>I request this subdivision be required to use "Dark Sky" compliant lighting both in streetlights and in the Homeowners Association's (HOA) Covenants, Conditions & Restrictions (CCRs). Dark Sky compliant lighting is designated by a third-party certification to minimize glare, reduce light pollution, and minimize impact to star and aurora viewing. The overall additional cost to implement Dark Sky compliant lighting from the start of a development is negligible, provided CCRs are clearly communicated to new homeowners. The Chugiak and Eagle River communities within the Anchorage Municipality struggle to leverage some of our greatest assets: proximity to water, interconnected trail and bike systems, and our rare access to the Northern Lights. It would be ideal to preserve our ability to stargaze at night for residents and visitors alike. Thank you for your consideration.</p>			
Margie Yadlosky 13640 Savage Drive Eagle River, AK 99577	akmargie2009@hotmail.com	907-441-5650	3/15/2024 4:37:07 PM
<p>I do not believe this PUD is consistent with the current surrounding homes that are acre plus lots. The traffic from an additional 115 homes trying to gain access to the Old Glenn will be substantial and many require a stop light at Harry Macdonald and Old Glenn. Road maintenance on Mendenhall and the adjoining roads are maintained thru contract with MOA, not a HOA. Phase 2 proposes to connect thru Mendenhall, thru additional neighborhood roads, with no sidewalks, on to Fish Hatchery Road. Additional vehicles going thru these neighborhood roads will be a safety hazard for pedestrians. Fish Hatchery is slippery in winter and cars have a hard time getting up and down. Because busses are not able to drive up or down Fish Hatchery, parents park at the bottom of Fish Hatchery by Old Glenn to meet busses. There is hardly one lane when this occurs and can be difficult to get by the parked cars. When there is a traffic accident on the Glenn Highway, traffic is diverted to Old Glenn and without a stoplight the neighborhoods will really have a hard time getting on to the Old Glenn. We have lived in this community for over 30 years and now see it growing into a "trailer court" of small homes and apartments with no regard to open spaces for family activities. Thank you.</p>			
Debbie Ossiander	ossiander@hotmail.com	907-688-2308	3/18/2024 12:41:48 PM

PO Box 670772
Chugiak, AK 99567

It has been very difficult to get accurate information about this case. At a recent Birchwood CC meeting the developer and an Assemblyman contradicted the submitted case comments regarding lot size. We were told there is a TIA but it is not available. Developer comments indicated trails, snow storage and future roads will exist that are not seen on the submitted case file. The Chugiak Fire Chief told our Council they have concerns about the proposed road width for their rescue trucks. Is this information available to P&Z? It appears changes have been made after the case file submittals and after the Sept. Chugiak Council meeting. The MOA planner on this case did not return calls for clarification.

This development has been of high interest locally. It merited a special section in our Comp Plan. The lack of clear and consistent information violates the intent of the required public meeting.



RECEIVED

MAR 18 2024

Eagle River Community Council
12001 Business Blvd. #123 EAGLE RIVER, AK 99577
eaglercommunitycouncil@gmail.com

Eagle River Community Council Resolution 2024-2

Tract 1 Carol Creek Subdivision variance and replat: Planning and Zoning project number S12738 and project number 2023 – 0080.

WHEREAS, the developers application states that access to the development will be via Harry McDonald Road and no improvements to the road will be made; and

WHEREAS, the Harry McDonald Road is a driveway that is maintained by the users it serves, Fire Lake Elementary School and the Harry J McDonald Memorial Center; and

WHEREAS, the driveway fails to meet the road standards of the Municipality of Anchorage to be adopted as a municipal maintained road; and

WHEREAS, Title 21.0 8.050 requires subdivisions developments be served by roads built to the standard adopted in the code; and

WHEREAS, Harry McDonald Road experiences times of high volumes of traffic and on street parking will create safety hazards;

NOW, THEREFORE BE IT RESOLVED, the Eagle River Community Council request the following items be required of the developer:

1. A Plat Note be included stating "Parking on Harry McDonald Road is prohibited".
2. The developer be required to upgrade Harry McDonald Road to full municipal public roadway standards.
3. The developer be required to enter into an agreement with the Anchorage School District and the Eagle River Parks and Recreation Department to pay for the maintenance and upkeep of the Harry McDonald Road until such time as the developer completes the required road improvements and the Chugiak/Birchwood/Eagle River Rural Road Service Area accepts responsibility for maintenance.

This resolution was passed on March 14, 2024 by a vote of 5 yea, and 1 nay.

Charles E Homan II

Chuck Homan II
President
Eagle River community Council

18110 MacLaren Street
Eagle River, AK 99577
15 March 2024

RECEIVED

MAR 15 2024

Municipality of Anchorage Planning Department
Current Planning Division, Shawn O'Dell, Planner
PO Box 196650
Anchorage, Alaska 99519-6650

Re: Planning Application Status 2023-0080

After having spent almost 20 years involved in the development of the site-specific land use plan for this area, known as the Chugiak-Eagle River Site-Specific Land Use Plan (CERSSLUP)—we have a number of concerns about the development proposal now being presented, including the variances that are being requested by the developer.

Listed below are some of those concerns--

VARIANCES:

The developer, Kourosh Partow (Carol Creek LLC), is asking for two variances, which the Chugiak Community Council opposed. One relates to building separation (developer wants to reduce the amount of land between houses), and the other relates to the streets developer is proposing within the subdivision. We oppose granting these variances.

TRAFFIC AND STREETS:

- Harry McDonald Driveway was not built to normal municipal public road standards. The developer does not plan to upgrade this "road".
- A traffic study is required within two years of the start of the project.
- There is no street parking within the subdivision. Only parking in the garages and driveways. (Developer's representative stated that most homes will have room for 2 cars—1 in garage and 1 in driveway. Some may have room for 4 cars—2 in garage and 2 in driveway.)
- There is no visitor/guest parking within the subdivision.
- Streets are narrow.
- There are no turnarounds for fire and emergency vehicles.
- The required sidewalk on one side of the street may be eliminated if variances are approved.
- There is no place for onsite snow storage.

PUBLIC SAFETY:

- This is a repeat of a concern listed above, but there are no turnarounds for fire and emergency vehicles.

POTENTIAL ADVERSE EFFECTS:

- Lack of adequate parking may result in spillover parking at the McDonald Center.
- Damage to the Harry McDonald Driveway, if it is not upgraded prior to construction.

HOUSING CRITERIA/DEVELOPMENT STANDARDS:

- This site has many steep slopes and must meet MOA criteria for development of lots with steep slopes.
- The 2018 Update of the Chugiak-Eagle River Site-Specific Land Use Plan contains extensive criteria for development of housing on this parcel. There are specific design standards for buildings on this

parcel. There is a concern that there may not be adequate oversight to ensure the plan requirements are followed.

ADDITIONAL CONCERNS:

The developer approached the Chugiak Community Council with a plan to build assisted living and senior housing. This plan was acceptable to the community and the Council. However, after purchasing the land, the developer stated that his intent had changed, and he was now planning to build a subdivision of "affordable housing". This raises concerns about the developer's reliability.

Already the developer has shown a lack of regard for compliance with MOA regulations by allowing his contractor to dump dirt on site to build roads so they could dig test holes without having the proper permits. The MOA had to issue a stop work order. (After the stop work order, they then applied for permits.)

The developer attended two Chugiak Community Council meetings at which concerns were raised and objections voiced. No changes have been made and nothing has been done to address the concerns. The Chugiak Community Council does not support the plan in its current form. Currently, emails sent to the Petitioner's Representative are not being answered.

This is not "affordable housing". Based on discussion at an earlier Chugiak Community Council meeting, home prices would be "in the low \$400K", according to the developer, and the square footage of the homes would be between 900 and 1200 square feet. The lot sizes would be around 1200 square feet.

Of note: to purchase a \$450,000 home with a 30-year fixed rate mortgage at 7% (current rates about 7.5%) and 20% (~\$60,000) down payment, a household combined income would need to be about \$120,000 to qualify for a loan. The median income for Anchorage at the 2021 census was \$88,871.

SUMMARY:

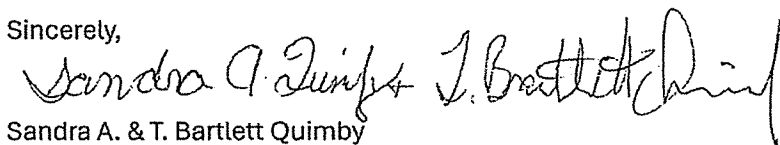
As Anchorage struggles with the lack of affordable housing, Carol Creek LLC/Kourosh Partow is presenting his plan as a solution. However, this proposed development will do nothing to solve the problem of affordable housing.

The Chugiak-Eagle River Site-Specific Land Use Plan (CERSSLUP), and its 2018 Update, is about creating a development that our community can be proud of—a development that will provide a higher quality of housing while helping to meet the needs of our community. It is the result of extensive community input and was approved the Assembly.

The builder, despite being asked by individuals and the Chugiak Community Council, has not made any adjustments to his original plan, but instead maximizes the number of dwelling units and then asks for variances that sacrifice the goals of the plan.

If the developer does not want to adhere to the goals of this plan, and Title 21, and must ask for variances to accomplish his goal of maximizing saleable units, then let him look elsewhere for land to develop. Please do not sacrifice the quality CERSSLUP requires for the quantity the developer desires.

Sincerely,



Sandra A. & T. Bartlett Quimby
SAQUIMBY@gmail.com
bartquimby@gmail.com

**POSTING
AFFIDAVIT**

