

**PLANNING DEPARTMENT
CURRENT PLANNING STAFF ANALYSIS
PLANNING AND ZONING COMMISSION**

DATE: April 8, 2024

CASE: S12738, Carol Creek Subdivision, Lots 1-115 and Tracts A-H, R1, R2, R3, and R4

REQUEST: Subdivision of one (1) tract into one hundred fifteen (115) lots and twelve (12) tracts, and variances from:

(A) AMC 21.08.040A.1, *Dedication, Streets*; and

(B) AMC 21.08.050G, *Curbs and Gutters*.

APPLICANT: Carol Creek, LLC (Kourosh Partow), Owner

REPRESENTATIVE: S4 Group (Craig Bennett)

LOCATION: N/A- Vacant

PARCEL ID NO.: 051-361-50

GRID: NW0453

SITE: 29.7 Acres

LAND USE: Vacant

UTILITIES: Public Water/Wastewater

TOPO: Generally sloping to the west/northwest (15% average slope)

VEGETATION: Heavily wooded mixture of coniferous and deciduous natural vegetation and undergrowth.

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

COMPREHENSIVE PLAN

Classification: "Medium Density Residential" per the 2018 *Chugiak-Eagle River Site-Specific Land Use Plan*

SURROUNDING AREA

	<u>NORTH</u>	<u>EAST</u>	<u>SOUTH</u>	<u>WEST</u>
Zoning:	CE-PLI	CE-R6/PLI	CE-PLI	CE-B-3
Land Use:	Community	Single-family Residential	Vacant	Commercial

REQUEST

This is a request to subdivide one (1) tract into one hundred fifteen (115) lots and twelve (12) tracts, and variances from AMC 21.08.040A.1, *Dedication, Streets*, to dedicate tracts R1, R2, R3, and R4 for private roads rather than dedicated right-of-way; and AMC 21.08.050G, *Curbs and Gutters*, to install Type 2 curbs (rolled) rather than Type 1 (vertical). This request is being made to allow for the phased subdivision of land to provide 115 single-family residential lots in Eagle River. A separate case (2023-0080) is reviewing the conditional use for a Planned Unit Development (PUD). This PUD will have a mixture of 6 housing types with lots ranging from approximately 3,000 square feet to 11,000 square feet.

This site was rezoned to CE-R-2-M (Chugiak-Eagle River Mixed Residential) District with Special Limitation in 2020 per AO 2020-71, detailed in the application. Section 3 of AO 2020-71 places the following special limitation:

1. No more than 115 dwelling units shall be developed on Tract 1.

This proposed preliminary plat is consistent with AO 2020-71.

AGENCY COMMENTS

1. Utility easements have been requested.
2. Private Development comments:

Peripheral and Access Improvements:

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 advance a minimum of two soil borings in accordance with DCM 1.7 standards, located within the existing alignment, to demonstrate that the segment of Harry McDonald Road to be used as access to this development is constructed to an acceptable standard for public maintenance. Additional improvements to Harry McDonald Road, if required, shall be constructed under a subdivision agreement with Private Development.

Improvement Recommendations:

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 from Harry McDonald Road to the west property line of proposed Tract R3 and continuing with sidewalk on one side to the eastern terminus in accordance with AMC 21.08.050. Resolve the need to construct a paved temporary turnaround at the eastern terminus. Proposed interior private streets shall be constructed in accordance with AMCR 21.90 and Table 21.90.002-1 as 31-foot paved streets (measured to back of curb) with curb and gutter and a 5-foot sidewalk on one side.

Construct an 8-foot paved trail along the eastern side of proposed Tracts E and F, connecting to Harry McDonald Road.

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.

Dedication:

The proposed 60-foot ROW dedication adjacent to Tract B2, Fire Lake Elementary School appears 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.

Resolve the need to dedicate the northern 30-feet of Tract 1 adjacent to Tract B3, Recreation Center Subdivision as right-of-way for Harry McDonald Road.

Dedicate 60-foot right-of-way for the Carrol Creek Drive. Resolve the need for a temporary turnaround dedication at the eastern terminus.

Dedicate the eastern 20-feet of proposed tracts E and F as a public use and trail easement.

Drainage:

The drainage from all aspects of the proposed development shall comply with all requirements of MOA Design Criteria Manual Chapter 2. Prior to final plat approval, submit to Private Development for review and approval a comprehensive site grading and drainage plan to resolve the need for drainage easements and drainage improvements and to demonstrate that all post development drainage patterns will not adversely impact adjacent properties or rights of way, and to include a suitable outfall.

Provide to Private Development, a groundwater hydrology analysis of the subject area to determine the seasonal high groundwater table elevation and to resolve the need for footing drains and stub-outs to all lots within the subdivision. If it is determined by the analysis that footing drains and stub-outs are required, add the following plat note: All principal structures within this subdivision are required to have footing drains connected to the infrastructure.

Plat Notes:

- The property owner and utilities shall not raise, lower, or re-grade the property in a manner that will alter the drainage patterns from those shown on the approved grading and drainage plan without prior approval from the Municipality of Anchorage Building Safety Office.
- Property owners and utilities shall not obstruct, impede or alter approved drainage (e.g. swales, ditches) in any way that will adversely impact adjacent properties or rights of way.
- Private roads, sidewalks, and drainage facilities constructed outside of dedicated municipal right-of-way are not eligible for municipal maintenance.

Department Recommendations:

The Private Development Section has no objection to the proposed subdivision subject to the above recommendations and conditions.

Private Development has no objection to the requested variances from AMC 21.08.040A.1, *Dedication, Streets*, to dedicate tracts R1, R2, R3, and R4 for private roads rather than dedicated right-of-way; and AMC 21.08.050G, *Curbs and Gutters*, to install Type 2 curbs (rolled) rather than Type 1 (vertical).

3. Addressing comments:

a. Platted area:

- i. 60' dedicated right-of-way must be named- contact MOA Addressing for name approval.
- ii. All private access tracts must have approved names- contact MOA Addressing for name approval.

4. Right-of-Way (ROW) comments:

- a. The proposed plat note does not show a temporary turnaround at the end of the proposed 60' wide dedicate right-of-way.
- b. Place the following plat note:

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 removal from the public right-of-way. A right-of-way permit is required for the snow removal activities within the public right-of-way.

5. Municipal Traffic Division comments:

The Traffic Engineering recommends approval for this plat with the following comments and recommendations.

Harry McDonald Road is classified as a Collector roadway per 2014 Official Streets and Highway Plan. It appears that is currently developed to Class B local road standards consisting of approximately 20 foot stripped paved road section with drainage ditches. There is an 8-foot separated asphalt pathway that runs from intersection of Harry McDonald Road to a pedestrian crosswalk that severs Fire Lake Elementary School. A 20-foot roadway or driveway continues to the Harry McDonald Recreation Center.

The development team at the request of Municipality of Anchorage Traffic Department and State of Alaska DOTP&F provide a trip generation summary for the proposed residential development, which led to an abbreviated Traffic Impact Analysis of the intersection of Harry McDonald Road with the Old Glenn Highway. The Trip Generation for the development has potential of adding 1100 ADT when development is fully constructed and approximately 118 trips in the PM peak hour partially influenced by the dismissal time of the adjacent elementary school. The proposed ADT being generated by this development is nearly 50 % of the minimum volume for a collector roadway of 2000 ADT required for Collector roadways per 2014 OSHP.

The abbreviated Traffic Impact Analysis determined that current configuration of the intersection with Harry McDonald Road and Old Glenn Highway is sufficient to support the additional turning movements and pedestrian traffic patterns and no additional mitigation is required for the intersection.

The existing roadway and multiuse pathway currently have no lighting installed. The only lighting appears to be at Old Glenn Highway intersection and Site lighting at the driveway for Fire Lake Elementary School.

The proposed development appears to be extending the pathway along Harry McDonald Road to the intersection of internal public access for the subdivision and will be providing internal sidewalks on all but one of the private roadways.

The proposed development is R2M Zoning with special limitations and the adjacent PLI Tracts are consider Class A zoning in AMC 21.08.

Recommendations:

1. Dedicate a minimum of 60 feet of right of way for Harry McDonald Road. Additional Right of way or PUE may be required to accommodate adjacent multiuse pathway. Resolve with the Municipality the need for additional dedication.
2. Dedicate the northern 30 feet of Tract 1 adjacent to Tract B3 Recreation Center Subdivision as right of way for Harry McDonald Road.
3. Dedicate 60 feet of right of way for internal public road and 40-foot-wide tracts for internal private roadways. Construct to Class A Standards per AMC 21.08 to include curb and gutter, sidewalk on 1 side, street lighting and appropriate traffic control signage. Resolve with Traffic Engineering the location and quantity of additional street lighting need for both Harry McDonald Road and internal public and private roads.
4. Dedicate a 20-foot trail easement of proposed tracts E and F, Construct 8-foot paved trails with the easements.
5. Traffic Engineering recommends that Harry McDonald Road be developed to the minimum local road standards as determine by the Private Development section.
6. Install Street lighting meeting minimum lighting standards for local public and private roadways per Design Criteria Manual internal to the subdivision and along western boundary of Harry McDonald Road extending from intersection to new subdivision to the entrance to Fire Lake Elementary School.
7. Traffic Engineering recommends that Street Lighting also be installed along western boundary of tract A between the entrance to Fire Lake Elementary School and the intersection of Harry McDonald Road at the time this roadway is required to be upgraded to meet current design standards.
8. Construct 5-wide attached sidewalks as proposed for the public and private roadways internal to the subdivision. Extend the existing 8-foot multi-used paved path to intersection of the proposed internal public right of way.
9. Provide appropriate speed limit and school zone signage along Harry McDonald Road.

Variance to not Dedicate Public Streets (AMC 21.08.040A.1).

Traffic Engineering has no objection to approval to not dedicate 60 feet of right of way for proseed Tracts R1, R2, R3 and R4 to be constructed to private road standards required in AMCR 21.90 table 21.90.002-1.

Type 1 Curb Variance (AMC 21.08.050G)

Traffic Engineering has no objection to approval of the variance for providing Type 1 curb and gutter. The number of proposed units along with existing topology of the proposed subdivision is sufficient to allow type 2 gutter with attached sidewalks as proposed.

6. Alaska Department of Transportation (ADOT) comments:

- a. 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 the MOA.
- b. No objection to the Subdivision Variance for Street Dedication.
- c. No objection to the Subdivision Variance for Rolled Curb.

7. Anchorage Water and Wastewater Utility (AWWU) comments:

- a. This parcel is located within AWWU's certificated water and sanitary sewer service districts.
- b. AWWU water and sanitary sewer service is available to the proposed parcels upon further development. In order to receive water and sanitary sewer service from AWWU, public water and sewer mains must be extended within public rights-of-way, with private systems extended down private streets, to benefit the proposed parcels.
- c. Assessments are to be determined upon further development.
- d. AWWU has no objection to this platting action.

8. On-Site Water and Wastewater Services (OSWWS) comments:

No objection.

9. Watershed Management Services comments:

- a. There is a drainageway located on this plat that drains to a detention pond located on Tract B3 that is not shown on the plat. Please add the drainageway prior to recording the final plat.
- b. Add the following 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 Title 21. Portions of streams contained within the mapped wetlands are subject to setbacks as described in the Anchorage Wetlands Management Plan.

10. Eagle River Street Maintenance comments:

- a. Harry McDonald Road is currently a Public Use Easement owned and maintained by Eagle River Parks and Rec. The intent of the access road to Harry McDonald Rec Center was strictly for use as a driveway "Harry McDonald Dr." was built to a driveway standard in 1983 and was not intended for the volume of traffic that this subdivision would create, and paired with construction traffic it would adversely affect the problems that currently exist and would need to be constructed to a municipal collector standard for Eagle River Street Maintenance to take into its inventory for maintenance. In its status Eagle River Street Maintenance will NOT be maintaining Harry McDonald Dr. We would however recommend that the three Entities that reside on Harry McDonald Dr. (ASD, Eagle River Parks & Rec, Carol Creek HOA) enter into a maintenance agreement for shared road maintenance.
- b. Request dedicated drainage easements for storm water conveyance to receiving waters.
- c. Request temporary cul-de-sac or turnaround large enough for snow plowing equipment, such as a road grader and sander, at Tract E and Lots 74 and 75.
- d. Using type 2 "rolled curb" would create the ability to have oversized driveways and create snow storage issues paired with the narrow lot frontage, as well as making it more inviting for on-street parking. For these reasons, Eagle River Street Maintenance objects to the Type 1 curb variance.
- e. The proposed development has limited parking for residents. There is no guest or overflow parking, it appears the project will rely on on-street parking which would hamper snow plowing and other maintenance. Our recommendations is to add "no parking" signs on any dedicated right-of-way within the new development and Harry McDonald Drive to eliminate existing problems with Fire Lake Elementary drop off pick up times.

11. Eagle River Chugiak Parks and Recreation comments:

- a. Harry McDonald Road was originally constructed to serve as driveway access to 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.

- b. 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 School. 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 operating the facility. Due to existing Municipal policies and regulations concerning restricting access on public rights-of-way, we object to this dedication.
- c. 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 drainage way or in an alternate routing proposed by the applicant as allowed by AMC Title 21.

12. Project Management and Engineering comments:

Recommendations:

Harry McDonald Road is part of the School Zone for Fire Lake Elementary School and includes a preferred school crossing at the Fire Lake Elementary School crosswalk near the access for the proposed subdivision. The proposed subdivision will add a significant number of trips to Harry McDonald Road (over 1,000 vpd). Considering the significant increase in trips this development will generate on Harry McDonald Road improvements should be implemented to mitigate the negative impacts the additional vehicle traffic will have on school zone safety. Street lighting has been shown to reduce injury pedestrian crashes by as much as 42%. Similarly, crosswalk enhancements have been shown to reduce pedestrian injury crashes by 40% or more. As a result, the following peripheral improvements are recommended:

- Provide continuous lighting on Harry McDonald Road from the Old Glenn Highway to the intersection of the proposed subdivision road.
- Resolve with the Non-motorized Coordinator in the Traffic Engineering Department the need to provide crosswalk enhancements, including the possibly of a raised crosswalk, for the Fire Lake Elementary School preferred crosswalk on Harry McDonald Road.

Appendix D of the International Fire Code limits the number of single-family dwelling units that can be served by a single fire apparatus access road to a maximum of 30 dwelling units. Once the 30-dwelling unit threshold is exceeded a secondary fire apparatus access road is required.

Secondary fire apparatus access for the Carol Creek Subdivision will be provided through a separate subdivision development that will connect the proposed internal 60' ROW Dedication to Mendenhall Street. As a result, PM&E recommends adding the following note to the plat:

- No more than 30 building permits may be issued within the Carol Creek Subdivision until construction of a secondary fire apparatus access road is completed by the Owner and approved by the Anchorage Fire Department.

The multiple dead-end private roads proposed within the subdivision will require accommodations for fire turnarounds. These accommodations are shown on the Roads & Sidewalks figure submitted with the platting application. However, the private road tracts do not accommodate the fire turnarounds. As a result, PM&E recommends adding the following condition to the plat:

- Expand Tracts R1, R2, R3, & R4 to include the areas needed to construct and maintain the proposed fire turnarounds.

13. Fire Plan Review comments:

Place the following plat note:

“Building permits for no more than 30 dwelling units may be issued within the Carol Creek Subdivision until such time as the required secondary access has been constructed and completed by the Owner and accepted by the Anchorage Fire Department, unless approved automatic sprinkler protection is installed in all dwelling units constructed prior to the secondary access being completed.”

STAFF ANALYSIS

The petition site is generally located east of Old Glenn Highway, south of Harry McDonald Road, west of Knob Hill Drive, and north of Beajolais Drive. The site is currently vacant, and zoned CE-R-2M SL (Chugiak Eagle River Mixed Residential) District with special limitation. The proposed subdivision meets the requirements of the CE-R-3 (mixed residential) district and is consistent with the zoning special limitations per AO 2020-71. The R-3 District allows up to 30 dwelling units per acre (55 with a PUD), and this proposed subdivision has a residential density of 3.9. The developer is seeking to build compact housing with single-family homes on individual lots. There were no objections by the reviewing agencies on the proposed preliminary plat with conditions provided.

The petition site is bounded by CE-PLI to the north, which houses Fire Lake Elementary School and the Harry McDonald Recreation Center. To the south is CE-PLI and CE-R-1A, developed with single-family residential. To the north is CE-B-3, developed with Fred Meyer and accessory retail uses.

The 2018 Update of the *Chugiak-Eagle River Site-Specific Land Use Plan* designates this site as Medium Density Residential and places a focus on higher density residential development on this tract.

Road Improvements and Dedication

This subdivision proposes dedication of 60' of right-of-way for the majority of Harry McDonald Road which is currently within a 60' public use easement per plat 85-82. Chugiak-Eagle River Parks and Recreation has requested the ability to maintain a locked gate for access to the Harry McDonald Center through their driveway. As such, Planning has placed a condition to not dedicate the 30 feet of right-of-way beyond the intersection of Harry McDonald Road and the unnamed internal road. The plat proposes dedication of a 60' right-of-way for the central road; and 40' tracts for private roads (Tracts R1, R2, R3, and R4). The petitioner is seeking approval of a variance from AMC 21.08.040A.1, *Streets*, to dedicate these as private roads rather than public right-of-way. McDonald Road will serve as the main public access to this proposed subdivision, with future development of Carol Creek Subdivision Tract 2 providing secondary access northeast of the subject parcel to Mendenhall Street. The 2018 Update of the *Chugiak-Eagle River Site-Specific Land Use Plan* calls for development to utilize Harry McDonald Road, and to reserve a route for this connection.

The central road will be constructed to municipal standards consisting of a 33' wide paved street (back of curb to back of curb) with a 5' sidewalk on either side. The private roads will be within a 40-foot-wide tract consisting of a 31' wide road with a 5' sidewalk on one side. The petitioner is seeking approval of a variance from AMC 21.08.050G, *Curbs and Gutters*, to install Type 2 rolled curb rather than Type 1 vertical curb.

The 2018 Update of the *Chugiak-Eagle River Site-Specific Land Use Plan* recommends improvements to Harry McDonald Road from a private local road to a collector road, including improved pedestrian amenities as well as formalized access and improved trail systems within the development. A recommended improvement was to nominate the collector upgrade of Harry McDonald Road in the 2019 Anchorage Metropolitan Area Transportation Solutions (AMATS) Transportation Improvement Program (TIP) planning effort, which would have secured access to federal funding for this improvement. The road was nominated in the TIP but didn't score well enough to secure funding.

Trails

Taking into consideration Traffic Engineering Department comments, staff has made a condition of approval to require the petitioner to dedicate a 20-foot wide public use and trail easement on proposed Tracts E and F, and construct with 8-foot paved trails within the easements. The 2018 *Chugiak-Eagle River Site-Specific Land Use Plan* includes a policy to provide a "generous system of trails and open space connections between future residential development and the Carol Creek corridor.

Environmental Features

The property is affected by drainage features that drain into Carol Creek, with Class "B" moderate valuation wetlands directly to the south of this site. Drainage easements have been requested per requests by the Municipal reviewing agencies.

Variance Request

The petitioner is requesting a variance to provide private roads via dedicated Tracts R1, R2, R3, and R4 rather than dedicated right-of-way and to install Type 2 "rolled" curb to create this subdivision design. The applicant is requesting variances from the following:

1. **AMC 21.08.040A.1, Dedication, Streets; and**
"All streets and rights-of-way shall be dedicated to the public, unless a variance for private streets is approved by the Platting Board.
2. **AMC 21.08.050G, Curbs and Gutters**
"Where required, the subdivider shall construct curbs and gutters in accordance with the *Design Criteria Manual* and *Municipality of Anchorage Standard Specifications* (MASS), or, in the case of a state-maintained road, the current standard specifications of the state department of transportation and public facilities. Curbs shall be of the **MASS Curb Type 1**.

AMC 21.08.040 Streets Variance Standards

All street rights-of-way shall be dedicated to the public, unless a variance for private streets is approved by the platting board. Applicants for a variance for private streets shall demonstrate the following:

- a. **Why a private street is appropriate and preferable to a publicly dedicated street;**
The proposed subdivision and associated planned unit development is a creative use of a single tract of underutilized land to provide a variety of single-family homes fee simple lots. The private street will include sidewalks throughout the subdivision as well as easements for the necessary utilities. This design appears to be a reasonable alternative that both adequately serves the neighborhood and accommodates emergency response vehicles. The granting of the variance allows for a private street to be built that will allow for a more compact development of single-family homes.

The 2018 Update of the *Chugiak-Eagle River Site-Specific Land Use Plan* has recommendations to keep the cost of development low to ensure lower-cost housing within this development and encourages the developer flexibility to determine the subdivision layout and road systems. While the plan calls for public streets within the proposed subdivision, the private tracts and streets will meet the intent and provide enhanced pedestrian amenities.

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

Allowing the street to be constructed within the tract and associated easements allows for a more compact development. The private road will be maintained through a homeowner's association. Staff has requested a condition of approval to provide a copy of the homeowner's association documents and CC&R's to Planning prior to recording the final plat.

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

The preliminary plat will provide access to the lots through a street design that provides a compact development, maintained to public standards through a homeowner's association. The proposed private streets will not conflict to the orderly expansion of the public street system.

AMC 21.03.240G.3 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. There are special circumstances or conditions affecting the property such that the strict application of the provisions of the subdivision regulations would clearly be impractical, unreasonable, or undesirable to the general public;

The standard is met for the following variances:

AMC 21.08.040A.1, Dedication, Streets; and

AMC 21.08.050G, Curbs and Gutters.

There are special circumstances or conditions affecting the property that strict application of the regulations would clearly be impractical, unreasonable, or undesirable to the public. There are some exceptional physical circumstances of the land that warrant the granting of a variance. The lot is partially affected by streams and drainage near the southern portion and has an overall slope of 15%.

Concurrent with this plat and variance request is a conditional use for a Planned Unit Development (case 2023-0080), which provides flexibility in lot configuration and minimum standards. Providing a private street complements the efficient lot configuration and higher residential density shown in the Planned Unit Development. The requested variances to provide private streets rather than dedicated right-of-way for public streets and Type 2 curb helps achieve the goal and intent of this compact subdivision.

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

The standard is met for the following variances:

AMC 21.08.040A.1, *Dedication, Streets;* and

AMC 21.08.050G, *Curbs and Gutters.*

The granting of the variance will not be detrimental to the public welfare. The variance to dedicate Tracts R1-R4 as private roads rather than dedicated right-of-way is not anticipated to have any negative impact to the public or surrounding neighborhood. Reviewing agencies have no objection to this request. Currently, Harry McDonald Road does not have constructed curb and gutters, and the development of this subdivision will enhance drainage, connectivity, and walkability in this region. The petitioner argues that a variance to *Curbs and Gutters* to permit Type 2 rolled curb results in a more consistent sidewalk and curb type throughout the development, which reduces grade changes and enhances pedestrian safety.

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

The standard is met for the following variances:

AMC 21.08.040A.1, *Dedication, Streets;* and

AMC 21.08.050G, *Curbs and Gutters.*

The dedication of private roads will not nullify the intent or purpose of the subdivision regulations or the comprehensive plans. Dedication and development of a private road rather than dedicated right-of-way permits development of this subdivision and Planned Unit Development, which provides much-needed infill residential housing in an area that is appropriately zoned and designed to support this use.

- d. Undue hardship would result from strict compliance with specific provisions or requirements of the subdivision regulations. The applicant may supplement the form with supporting documents.**

The standard is met for the following variances:

AMC 21.08.040A.1, *Dedication, Streets;* and

AMC 21.08.050G, *Curbs and Gutters.*

Undue hardship would result from strict compliance with the subdivision regulations and dedication requirements. Concurrent to this request is a Planned Unit Development (case 2023-0080) which provides design and lot minimum standard flexibility. Requiring dedication of public rights-of-way, rather than private streets, would negatively impact the developability of the subject parcel. Per AO 2021-71(S-2), AMC 21.08.050G, *Curbs and Gutters*, was amended to provide exceptions to allow Type 2 rolled curb on minor residential streets. While this subdivision does not meet the standards for the exception in AMC 21.08.050G.1, the code revision demonstrates the need for flexibility in curb type where Type 1 vertical curb is not required for safety and walkability in residential developments.

Eagle River Street Maintenance is opposed to the variance from AMC 21.08.050G to install Type 2 Rolled Curb, citing issues that rolled curb encourages on-street parking, oversized driveways, and snow storage issues. Private Development and the Traffic Engineering Department have no objection to this variance. At the time of this writing, the Chugiak, Eagle River, Eagle River Valley, Birchwood, and CERAB Community Councils did not provide comment. Public comments are detailed in attachment 3, and are focused on the conditional use for a Planned Unit Development (case 2023-0080).

DEPARTMENT RECOMMENDATION

- A. Approval of a variance from AMC 21.08.040A.1, *Dedication, Streets*, to dedicate tracts for private roads rather than dedicate right-of-way, subject to:
 - 1) Recording a suitable plat within 60-months of preliminary approval and any approved time extensions.
- B. Approval of a variance from AMC 21.08.050G, *Curbs and Gutters*, to provide a sidewalk on one side of the cul-de-sac stem.
 - 1) Recording a suitable plat within 60-months of preliminary approval and any approved time extensions.
- C. Approval of the phasing plan, subject to:
 - 1) Recording a suitable plat within 60-months of preliminary approval and any approved time extensions.
- D. Approval of the plat for 60 months phased subject to the following conditions:
 - 1) Resolve utility easements.
 - 2) Place the following notes on the plat:
 - i. The property owner and utilities shall not raise, lower, or re-grade the property in a manner that will alter the drainage patterns from those shown on the approved grading and drainage plan without

prior approval from Municipality of Anchorage Building Safety Office.

- ii. Property owners and utilities shall not obstruct, impede or alter approved drainage facilities (e.g. swales, ditches) in any way that will adversely impact adjacent properties or rights of way.
 - iii. Private roads, sidewalks, and drainage facilities constructed outside of dedicate municipal right-of-way are not eligible for municipal maintenance.
 - iv. 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 Title 21. Portions of streams contained within the mapped wetlands are subject to setbacks as described in the Anchorage Wetlands Management Plan.
- 3) Dedicate 60 feet of right-of-way for Harry McDonald Road to the southeast intersection of Harry McDonald Road and the unnamed internal road.
 - 4) Dedicate 60 feet of right of way for internal public road and 40-foot-wide tracts for internal private roadways.
 - 5) Dedicate a 20-foot public use and trail easement on proposed tracts E and F.
 - 6) Provide to planning a copy of the homeowner's association documents and CC&R's to Planning prior to recording the final plat.
 - 7) Resolve with Traffic Engineering the following:
 - i. Harry McDonald Road be developed to the minimum local road standards or rural collector standards as determined by the Private Development section.
 - ii. The Installation of Street lighting meeting minimum lighting standards for local public and private roadways per Design Criteria Manual internal to the subdivision and along western boundary of Harry McDonald Road extending from intersection to new subdivision to the entrance to Fire Lake Elementary School.
 - iii. Street Lighting also be installed along western boundary of tract A between the entrance to Fire Lake Elementary School and the intersection of Harry McDonald Road at the time this roadway is required to be upgraded to meet current design standards.
 - iv. Constructed 5-wide attached sidewalks as proposed for the public and private roadways internal to the subdivision. Extend the

- existing 8-foot multi-used paved path to intersection of the proposed internal public right of way.
- v. Provide appropriate speed limit and school zone signage along Harry McDonald Road
- 8) Resolve with Eagle River Street Maintenance and Eagle River & Chugiak Parks and Recreation the following:
- i. The need to dedicate drainage easements for storm water conveyance to receiving waters.
- 9) Resolve with Eagle River Street Maintenance the following:
- i. The need to dedicate temporary cul-de-sac or turnaround large enough for snow plowing equipment, such as a road grader and sander, at Tract E and proposed Lots 74 and 75.
 - ii. 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 removal from the public right-of-way. A right-of-way permit is required for the snow removal activities within the public right-of-way.
 - iii. The need to provide “no parking” signs on any dedicated right-of-way within the new development and Harry McDonald Drive.
- 10) Resolve with Fire Plan Review the need to place the plat note “Building permits for no more than 30 dwelling units may be issued within the Carol Creek Subdivision until such time as the required secondary access has been constructed and completed by the Owner and accepted by the Anchorage Fire Department, unless approved automatic sprinkler protection is installed in all dwelling units constructed prior to the secondary access being completed.”
- 11) Resolve with Project Management and Engineering the need to expand Tracts R1, R2, R3, and R4 to include areas needed to construct and maintain the proposed fire turnarounds.
- 12) Resolve with Private Development the following:
- i. Prior to final plat approval, the petitioner is required to advance a minimum of two soil borings in accordance with DCM 1.7 standards, located within the existing alignment, to demonstrate that the segment of Harry McDonald Road to be used as access to this development is constructed to an acceptable standard for public maintenance. Additional improvements to Harry McDonald Road, if required, shall be constructed under a subdivision agreement with Private Development.

- ii. The need to dedicate additional right-of-way or public use easement to accommodate the existing pathway adjacent to Tract B2, for the pedestrian path along the west side of Harry McDonald Road.
 - iii. The need to construct a paved temporary turnaround at the eastern terminus with Tract R3.
- 13) Submit to Private Development for review and approval a comprehensive site grading and drainage plan to resolve the need for drainage easements and drainage improvements and to demonstrate that all post development drainage patterns will not adversely impact adjacent properties or rights of way, and to include a suitable outfall. Required drainage improvements shall be designed in accordance with the Municipality of Anchorage Design Criteria Manual Chapter 2.
- 14) Submit to Private Development a groundwater hydrology analysis of the subject area to determine the seasonal high groundwater table elevation and to resolve the need for footing drains and stub-outs to all lots within the subdivision. If it is determined by the analysis that footing drains and stub-outs are required, add the following plat note: All principal structures within this subdivision are required to have footing drains connected to the infrastructure.
- 15) Enter into a subdivision agreement with Private Development for the required public Class A area improvements, to include the asphalt street, cul-de-sac, curb and gutter, sidewalk, pedestrian walkway, traffic control devices, street lights, street signs, monuments, drainage facilities and utilities for the following:
- a. Construct Carol Creek Drive as a 33-foot wide paved street (measured to back of curb) with curb and gutter and 5-ft sidewalks on both sides from Harry McDonald Road to the west property line of proposed Tract R3, and continuing with sidewalk on one side to the eastern terminus in accordance with AMC 21.08.050.
 - b. Construct interior private streets in accordance with AMCR 21.90 and Table 21.90.002-1 as 31-foot paved streets (measured to back of curb) with curb and gutter and a 5-foot sidewalk on one side.
 - c. Construct an 8-foot paved trail along the eastern side of proposed Tracts E and F, connecting to Harry McDonald Road.
- 16) Make the following drafting changes:
- a. Platted area:
 - i. Detail the drainageway that drains to a detention pond located on Tract B3.

- ii. 60' dedicated right-of-way must be named- contact MOA Addressing for approval.
- iii. All private access tracts must have approved names-contact MOA Addressing for approval.

b. In the title block:

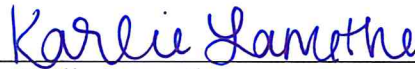
- i. Correct tract names to read "R1, R2, R3, and R4", as indicated in the platting area.

Reviewed by:

Prepared by:



Craig H. Lyon
Planning Director

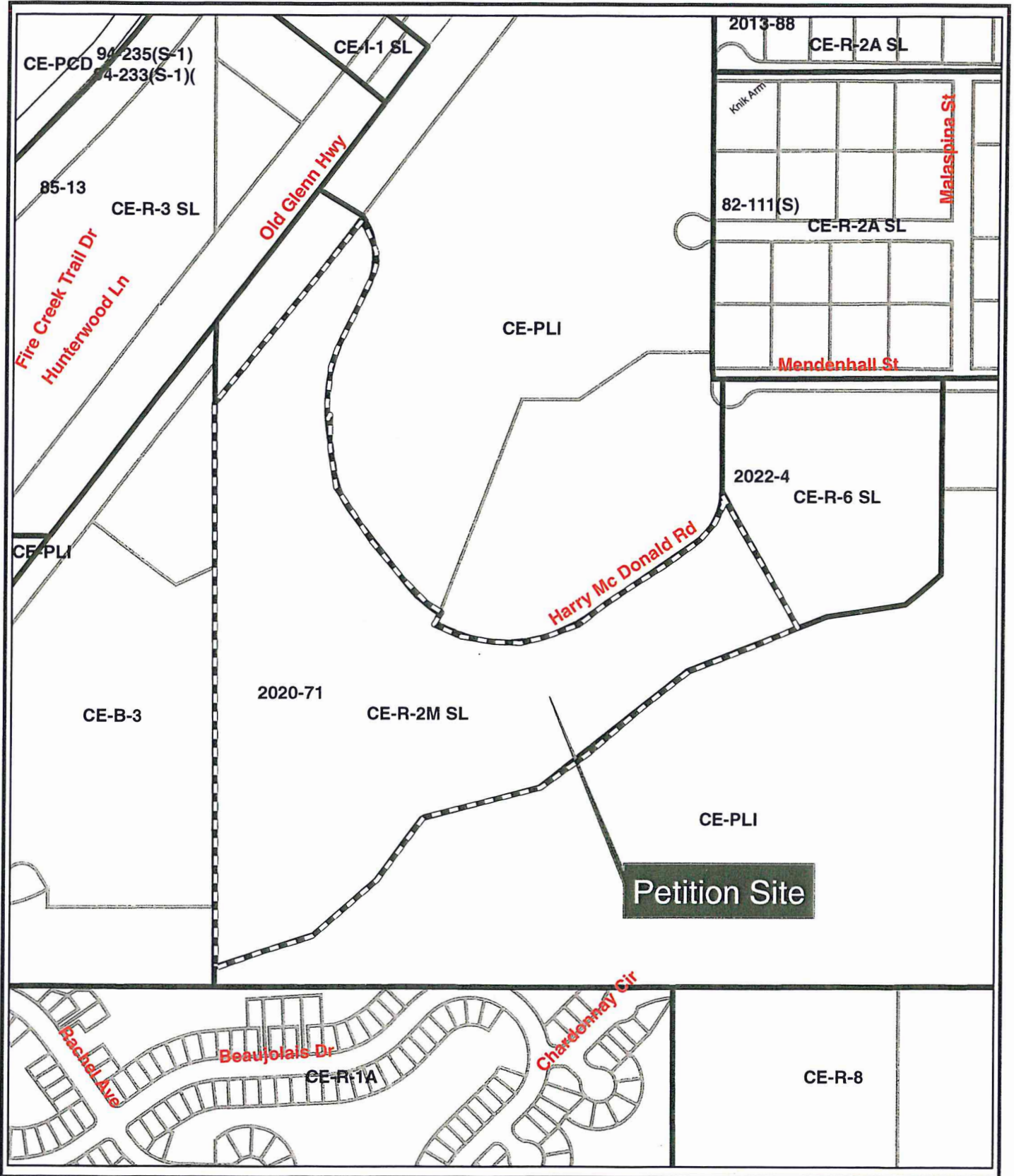


Karlie Lamothe
Senior Planner

Case S12738

MAPS

S12738



Municipality of Anchorage
Planning Department

Date: 1/31/2024



S12738



Municipality of Anchorage
Planning Department

Date: 1/31/2024



APPLICATION

Application for Preliminary Plat

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



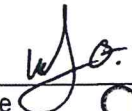
PETITIONER*		PETITIONER REPRESENTATIVE (IF ANY)	
Name (last name first) Carol Creek LLC		Name (last name first) S4 Group, LLC	
Mailing Address 19507 Richner Rd, Chugiak, AK 99567		Mailing Address 124 E 7th Ave, Anchorage, AK 99501	
Contact Phone – Day 907-310-2501		Contact Phone – Day 907-306-8104	
Evening		Evening	
E-mail dkpartow@gci.net		E-mail craigb@s4ak.com, kate@s4ak.com	

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


PROPERTY INFORMATION			
Property Tax # (000-000-00-000): 051-361-50			
Site Street Address: N/A			
Current legal description: (use additional sheet if necessary) Carol Creek Tract 1			
Zoning: CER2MSL	Acreage: 29.7	Underlying Plat #: 2018-82	Grid #: NW0453
# Lots:	# Tracts: 1	Total # parcels: 1	

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

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

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

Kate Sauve
 Print Name

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

Improvement Area (per AMC 21.08.050B.): Class A Class B

Anchorage 2040 Land Use Designation:
 Neighborhood (Residential) Center Corridor
 Open Space Facilities and Institutions Industrial Area

Anchorage 2040 Growth Supporting Features:
 Transit-supportive Development Greenway-supported Development
 Traditional Neighborhood Residential Mixed-use

Eagle River-Chugiak-Peters Creek Land Use Classification:
 Commercial Industrial Parks/opens space
 Public Land Institutions Marginal land Alpine/Slope Affected
 Special Study Residential at 3.8 dwelling units per acre

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

ENVIRONMENTAL INFORMATION (All or portion of site affected)

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

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

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

POTABLE WATER AND WASTE WATER DISPOSAL

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

APPLICATION REQUIREMENTS

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

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

4 copies required: Subdivision drainage plan

9 copies required: Topographic map of platted area

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

(Additional information may be required)

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



Carol Creek Subdivision
Platting Application Narrative
S12738

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

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

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

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

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

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

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

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

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

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

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

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

d. Provides for adequate and convenient open space;

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

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

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

f. Ensures adequate and properly placed utilities;

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

g. Provides access for firefighting apparatus;

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

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

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

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

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

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

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

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

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

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

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

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

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

Application for Subdivision Variance

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




PETITIONER*		PETITIONER REPRESENTATIVE (IF ANY)	
Name (last name first) Carol Creek LLC		Name (last name first) S4 Group, LLC	
Mailing Address 19507 Richner Rd, Chugiak, AK 99567		Mailing Address 124 E 7th Ave, Anchorage, AK 99501	
Contact Phone – Day 907-310-2501		Contact Phone – Day 907-306-8104	
Evening		Evening	
E-mail dkpartow@gci.net		E-mail craigb@s4ak.com, kate@s4ak.com	

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

PROPERTY INFORMATION
Property Tax # (000-000-00-000): 051-361-50
Site Street Address: N/A
Current legal description: (use additional sheet if necessary) Carol Creek Tract 1 (Plat 2018-82)

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

I hereby certify that (I am)(I have been authorized to act for) owner of the property described above and that I am petitioning for an subdivision variance in conformance with Title 21 of the Anchorage Municipal Code of Ordinances. I understand that payment of the application fee is nonrefundable and is to cover the costs associated with processing this application, and that it does not assure approval of the variance. I understand that the burden of evidence to show compliance with the variance standards rests with me, the applicant.

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

Kate Sauve
 Print Name

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

AMC 21. 08.040.A.1

AMC 21. 08.050.G

APPLICATION REQUIREMENTS

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

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

If not associated with a preliminary plat application:

1 copy required: Signed application(original)

16 copies required: Signed application (copies)
 Variance narrative, addressing:
 The need for the variance
 The effect of granting the variance
 An analysis of how the proposal meets the variance standards below
 Underlying plat
 Proposed plot plan or site plan, to scale (new construction)
 Topographic map of site
 Photographs

(Additional information may be required.)

VARIANCE STANDARDS

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

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



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

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

VARIANCE STANDARDS

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

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

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

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

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

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

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

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

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

ADDITIONAL VARIANCE STANDARDS

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

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

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

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

The private roads will be maintained through a homeowners association.

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

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



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

MAILING
P.O. Box 111989
Anchorage, AK 99511

OFFICE
907-561-6537

WEB
triadak.com

December 19th, 2023

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

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

Mr. Odell,

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

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

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

Exceptions

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

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

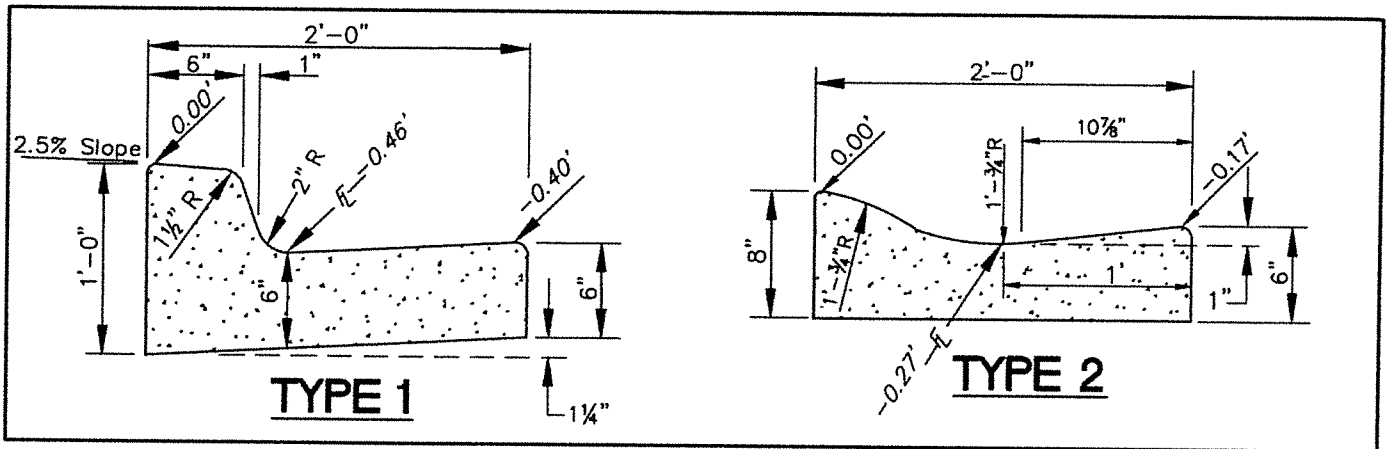
i. that do not require installation of sidewalks per Section 21.08.050H.; or

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

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

The justification is provided below.

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



Type 1 & 2 Curb per MASS Detail 30-1

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

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

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

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

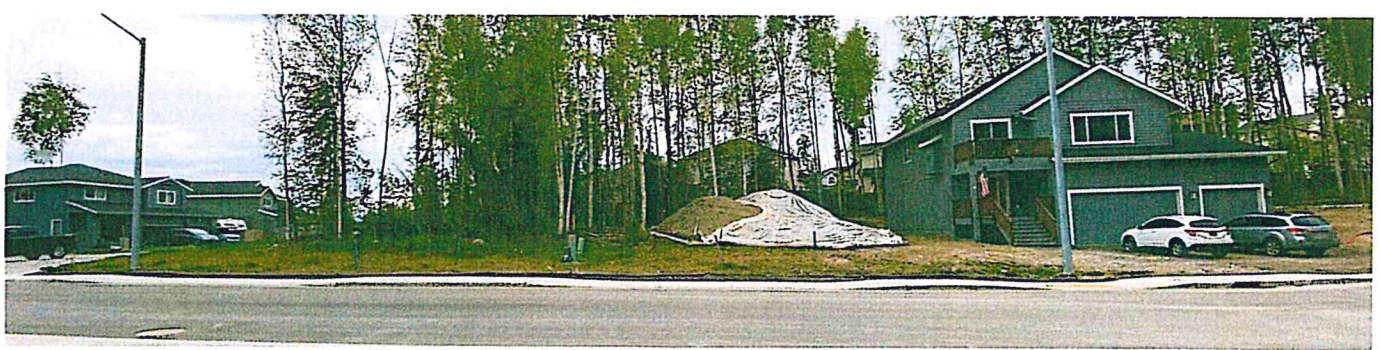
5. Price of curb is increased due to the added labor associated with forming transitions and changing curb type frequently.
6. Type 1 curb with sidewalk results in an undesirable “undulating” effect and increases tripping hazards.
7. Winter plowing operations are likely to increase damage to curb transitions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

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

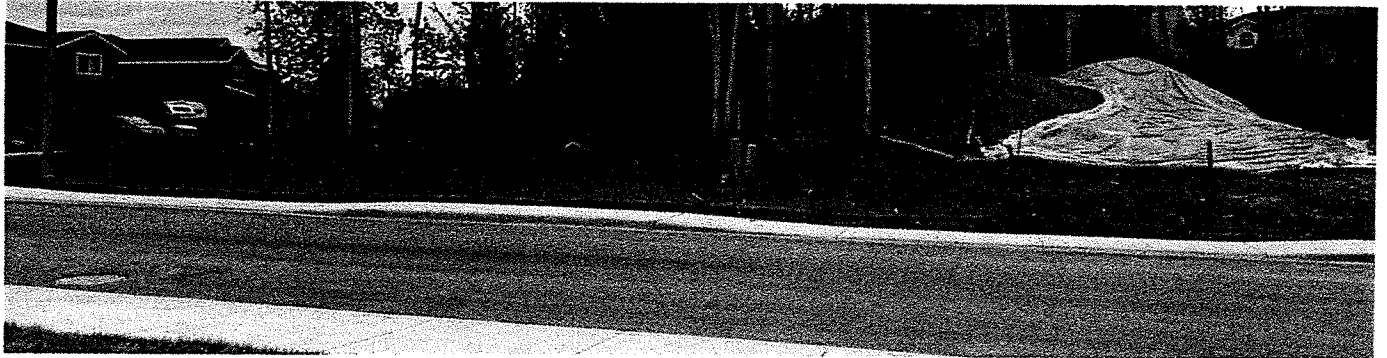
Below are photos recently taken from Hamilton Subdivision (now Curry Ridge) which contains Type 1 curb and attached sidewalks. The third home planned for construction had a conflict with the driveway curb cut that must be remediated.



Curry Ridge Subdivision (R1 Development)



Curry Ridge Subdivision (R1 Development)



Curry Ridge Subdivision (R1 Development)

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

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

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

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

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

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

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

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

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

December 19th, 2023

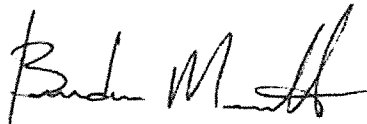
Subject: Carol Creek Subdivision - Curb Type Variance Request
Case Number TBD
Page 5 of 5

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

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

Sincerely,

TRIAD ENGINEERING, LLC

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

Brandon Marcott, P.E.

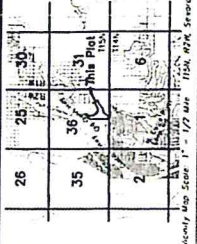


Old Green Hwy



Phase Detail

Sheet 7 of 7



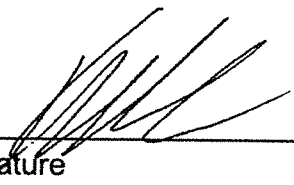
Preliminary Plat & Site Plan of
Carol Creek Subdivision
 Lots 1-115, Tracts A, B, C, D, E, F, G, H,
 I, J, K, L, M, N, O, P, Q, R, S, T, U, V, W, X, Y, Z
 A Re-subdivision of
 Lots 1-115, Tracts A, B, C, D, E, F, G, H,
 I, J, K, L, M, N, O, P, Q, R, S, T, U, V, W, X, Y, Z
 located within the S. 1/4, Section 36, T12N, R27E,
 District 5, State of North Carolina, containing 1,212.12 ACRES

S4 Group
 124 E. 20th Avenue
 Suite 200
 Charlotte, NC 28204
 (704) 366-8888
 info@s4group.com

Drawn By: GJ/AC [Scale: 1" = 80'] Date: 12/11/2014
 Check: M/AS [Scale: 1" = 80'] Date: 12/11/2014

Letter of Authorization

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



Signature

11-29-23

Date

WMS WATERCOURSE MAPPING SUMMARY

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

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

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

_____ **DOES NOT** contain stream channels and/or drainageways, as identified in WMS field or archival mapping information.*

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

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

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

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

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

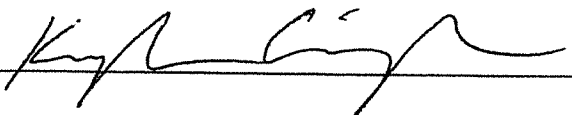
* Streams omitted in error by WMS or others remain subject to MOA Code and must be shown in new mapping upon identification of the error.

ADDITIONAL INFORMATION:

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

Inspection Certified By:

Date:



4/25/23



Anchorage Water & Wastewater Utility



AWWU REQUIRED INFORMATION FOR PRE-PLATTING

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

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

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

- Comments:
Assessments to be determined upon further development.

Verified By (AWWU):

Date:

4/26/2023

Anchorage Water & Wastewater Utility  Clearly

3000 Arctic Boulevard • Anchorage, Alaska 99503
Phone 907-564-2774 • Fax 907-562-0824 • www.awwu.biz



McCOLLUM & ROUNDS, LLC

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

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

September 13, 2023

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

Mr. Odell:

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

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

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

McCOLLUM & ROUNDS, LLC

By: _____

J. Taylor Rounds



MUNICIPALITY OF ANCHORAGE

Traffic Engineering Department



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).

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

Scott E.
Thomas

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

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



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

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Bradly 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.

Brad Coy, P.E., PTOE
October 3, 2022
Page 5

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



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

Cc: Kourosch 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

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:

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:

DATA STATISTICS

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

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: $\ln(T) = 0.92 \ln(X) - 2.68$

R²: 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

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 STATISTICS

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

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

R^2 : 0.91

Directional Distribution: 50% entering, 50% exiting

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

Data Plot and Equation

X = Number of Dwelling Units

X Study Site — Fitted Curve - - - Average Rate

Attachment B.3 Sunday Average Daily Traffic

Query

DATA SOURCE: Trip Generation Manual, 11th Ed

SEARCH BY LAND USE CODE:

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:

DATA STATISTICS

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

Independent Variable: Dwelling Units

Time Period: Sunday

Setting/Location: General Urban/Suburban

Trip Type: Vehicle

Number of Studies: 60

Avg. Num. of Dwelling Units: 186

Average Rate: 8.48

Range of Rates: 2.61 - 16.44

Standard Deviation: 1.74

Fitted Curve Equation: $T = 8.06(X) - 70.09$

R^2 : 0.94

Directional Distribution: 50% entering, 50% exiting

Calculated Trip Ends: Average Rate: 975 (Total), 487 (Entry), 488 (Exit)
Fitted Curve: 949 (Total), 474 (Entry), 475 (Exit)

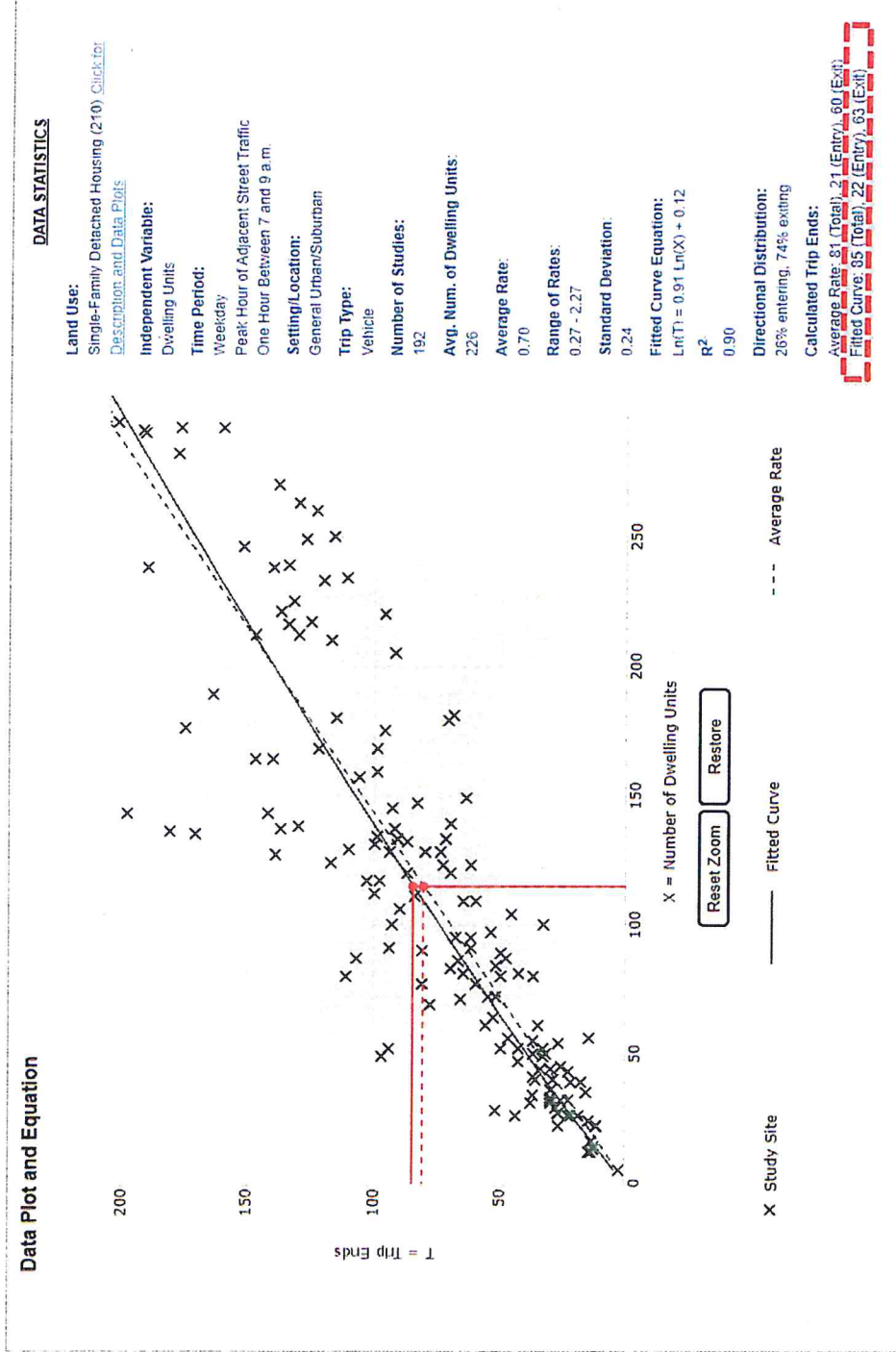
Data Plot and Equation

The plot shows a positive linear relationship between the number of dwelling units (X-axis, 0 to 1,000) and the number of trip ends (T-axis, 0 to 1,000). A solid line represents the fitted curve, and a dashed line represents the average rate. Data points are marked with 'X'.

Legend: X Study Site, — Fitted Curve, - - - Average Rate

Buttons:

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 **Calculate**

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 TRIP S: 115

DATA STATISTICS

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

Independent Variable: Dwelling Units

Time Period: Weekday
AM Peak Hour of Generator

Setting/Location: General Urban/Suburban

Trip Type: Vehicle

Number of Studies: 169

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

Directional Distribution:
26% entering, 74% exiting

Calculated Trip Ends:
Average Rate: 86 (Total), 22 (Entry), 64 (Exit)
Fitted Curve: 89 (Total), 23 (Entry), 66 (Exit)

Data Plot and Equation

The plot shows a strong positive linear correlation between the number of dwelling units (X-axis, 0 to 250) and trip ends (T-axis, 0 to 200). A solid line represents the fitted curve, and a dashed line represents the average rate. A legend indicates that 'X' represents a study site. Interactive buttons for 'Reset Zoom' and 'Restore' are provided.

Attachment B.6 Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6 p.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) [Click for Description and Data Plots](#)

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: 2.48

Average Rate: 0.94

Range of Rates: 0.35 - 2.96

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

Query

DATA SOURCE:
Trip Generation Manual, 11th Ed

SEARCH BY LAND USE CODE:

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:

DATA STATISTICS

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

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:
 $Ln(T) = 0.93 Ln(X) + 0.36$

R^2
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)

Data Plot and Equation

X = Number of Dwelling Units

X Study Site
----- Fitted Curve
--- Average Rate

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 **Calculate**

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: $T = 0.88(X) + 9.72$

$R^2 = 0.89$

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

Reset Zoom **Restore**

X Study Site — Fitted Curve - - - Average Rate

Attachment B.9 Sunday, 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

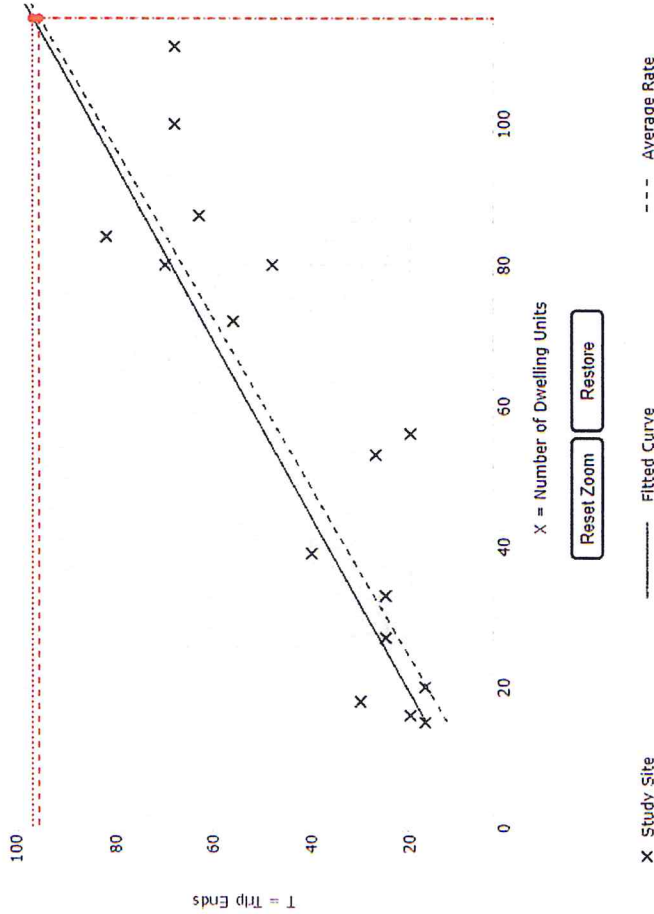
INDEPENDENT VARIABLE (IV): Dwelling Units

TIME PERIOD: 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 for Description and Data Plots](#)

Independent Variable: Dwelling Units

Time Period: Sunday

Peak Hour of Generator

Setting/Location: General Urban/Suburban

Trip Type: Vehicle

Number of Studies: 40

Avg. Num. of Dwelling Units: 162

Average Rate: 0.83

Range of Rates: 0.36 - 1.67

Standard Deviation: 0.19

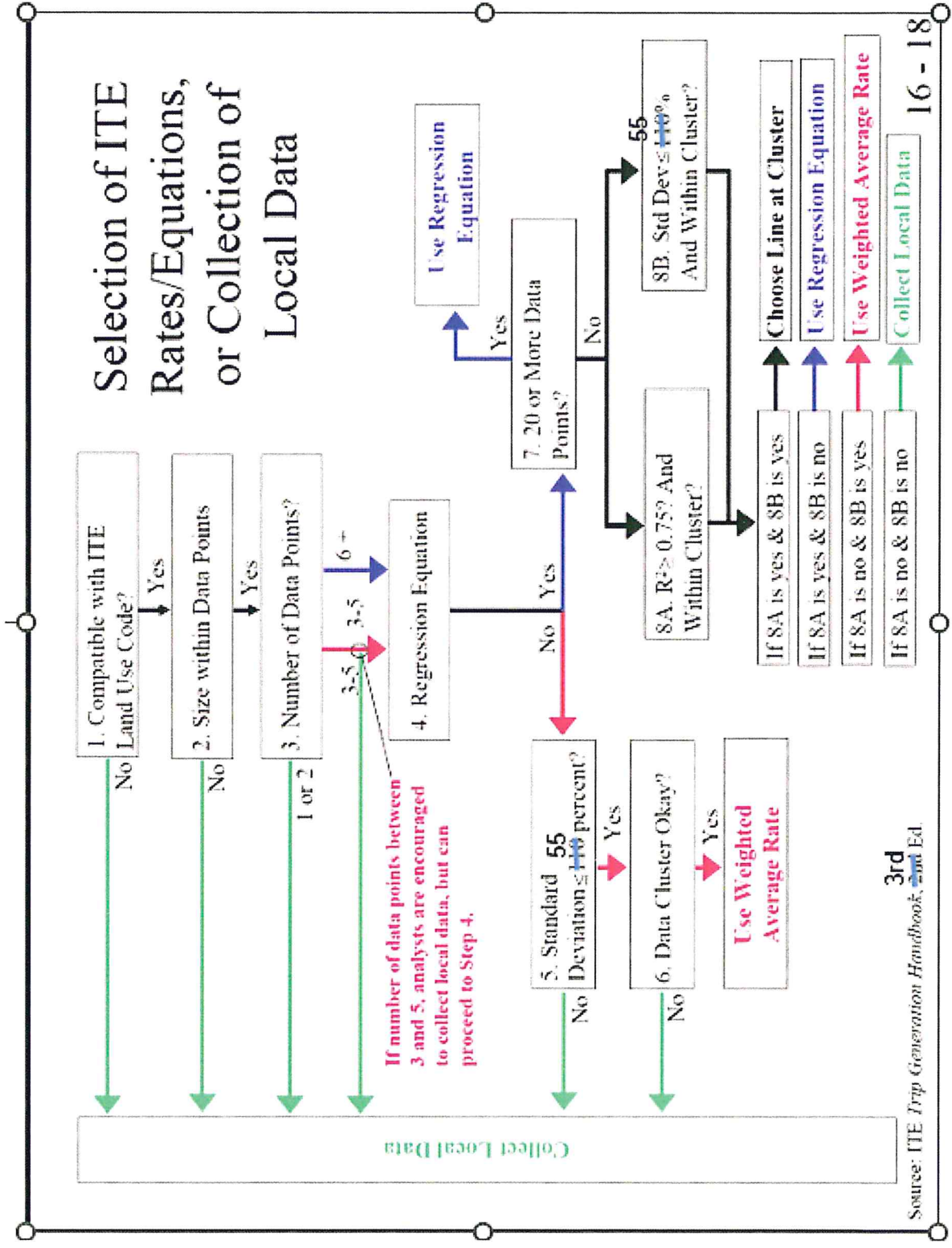
Fitted Curve Equation: $T = 0.80(X) + 4.76$

R^2 : 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





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.

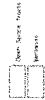
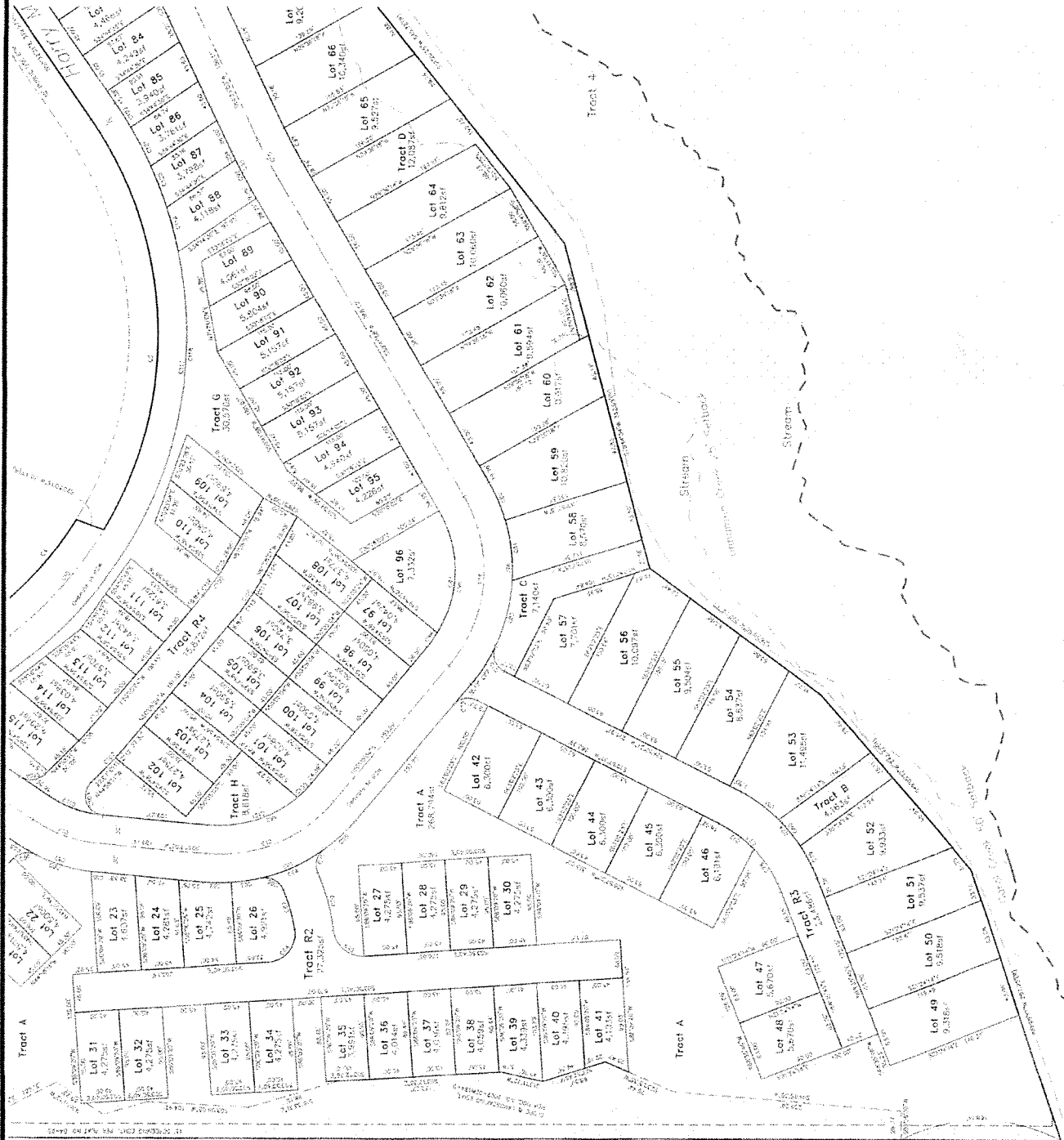
For more information go to: s4ak.com/notice



«Name»

«Street»

«City», «State» «Zip»



Lot Detail

Sheet 3 of 7

26	25	30
35	36	31
2	1	6

North Arrow Scale: 1" = 100' (1:100)

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

A Recombination of
 Tract 1, Carol Creek Subdivision, Plat 23186-R2
 and Tract 2, Carol Creek Subdivision, Plat 23186-R1
 located within the City of Carson City, Nevada
 District, State of Nevada, containing approximately 29,631 acres.

S4 Group
 14777 Nevada
 Carson City, NV 89701
 (775) 444-4444
 www.s4group.com

Drawn by: D.W.S. Scale: 1" = 50' (1:50)
 Date: 12/17/24

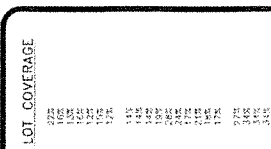
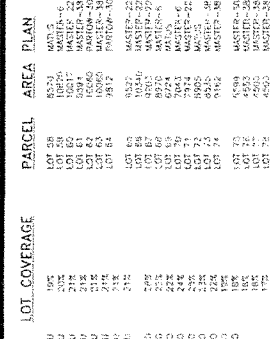
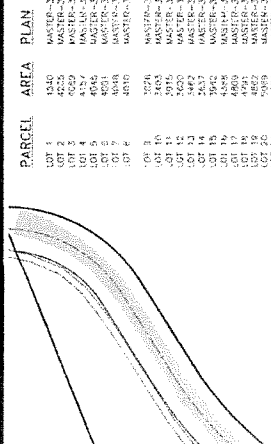
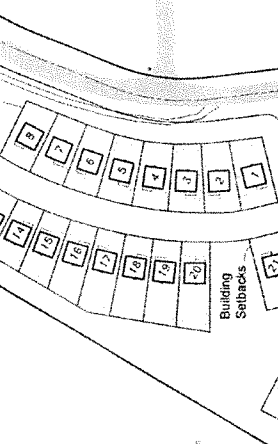
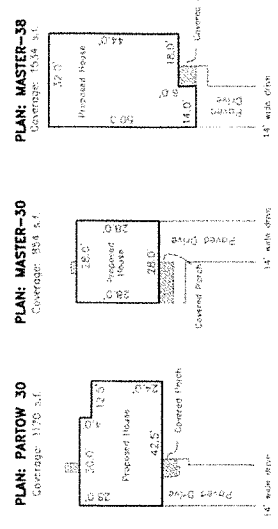
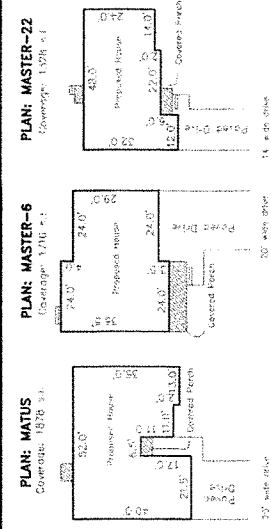
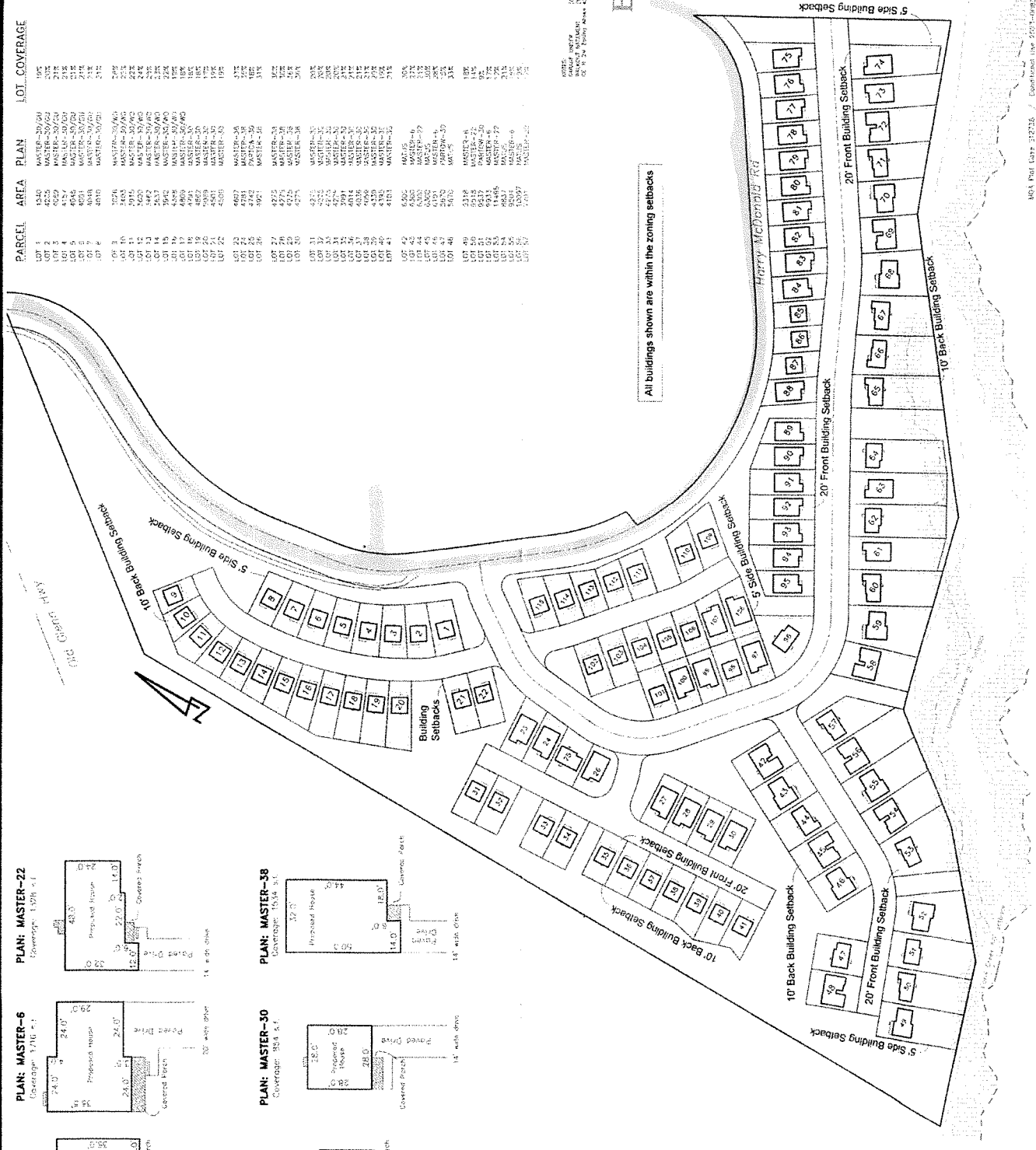
Vol. Plat Case 022248 / Conditional Use 2024-0596

PARCEL	AREA	PLAN	LOT COVERAGE
LOT 1	1040	MASTER-20/20	19%
LOT 2	425	MASTER-20/20	23%
LOT 3	425	MASTER-20/20	23%
LOT 4	425	MASTER-20/20	23%
LOT 5	425	MASTER-20/20	23%
LOT 6	425	MASTER-20/20	23%
LOT 7	425	MASTER-20/20	23%
LOT 8	425	MASTER-20/20	23%
LOT 9	425	MASTER-20/20	23%
LOT 10	425	MASTER-20/20	23%
LOT 11	425	MASTER-20/20	23%
LOT 12	425	MASTER-20/20	23%
LOT 13	425	MASTER-20/20	23%
LOT 14	425	MASTER-20/20	23%
LOT 15	425	MASTER-20/20	23%
LOT 16	425	MASTER-20/20	23%
LOT 17	425	MASTER-20/20	23%
LOT 18	425	MASTER-20/20	23%
LOT 19	425	MASTER-20/20	23%
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LOT 80	425	MASTER-20/20	23%
LOT 81	425	MASTER-20/20	23%
LOT 82	425	MASTER-20/20	23%
LOT 83	425	MASTER-20/20	23%
LOT 84	425	MASTER-20/20	23%
LOT 85	425	MASTER-20/20	23%
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LOT 88	425	MASTER-20/20	23%
LOT 89	425	MASTER-20/20	23%
LOT 90	425	MASTER-20/20	23%
LOT 91	425	MASTER-20/20	23%
LOT 92	425	MASTER-20/20	23%
LOT 93	425	MASTER-20/20	23%
LOT 94	425	MASTER-20/20	23%
LOT 95	425	MASTER-20/20	23%
LOT 96	425	MASTER-20/20	23%
LOT 97	425	MASTER-20/20	23%
LOT 98	425	MASTER-20/20	23%
LOT 99	425	MASTER-20/20	23%
LOT 100	425	MASTER-20/20	23%

SCALE: 1" = 20' (Horizontal)
 1" = 40' (Vertical)
 DATE: 10/15/10
 DRAWN BY: [Name]
 CHECKED BY: [Name]

Building Setbacks

All buildings shown are within the zoning setbacks



Building Setbacks

Scale: 1" = 120' (Horizontal) 1" = 40' (Vertical)

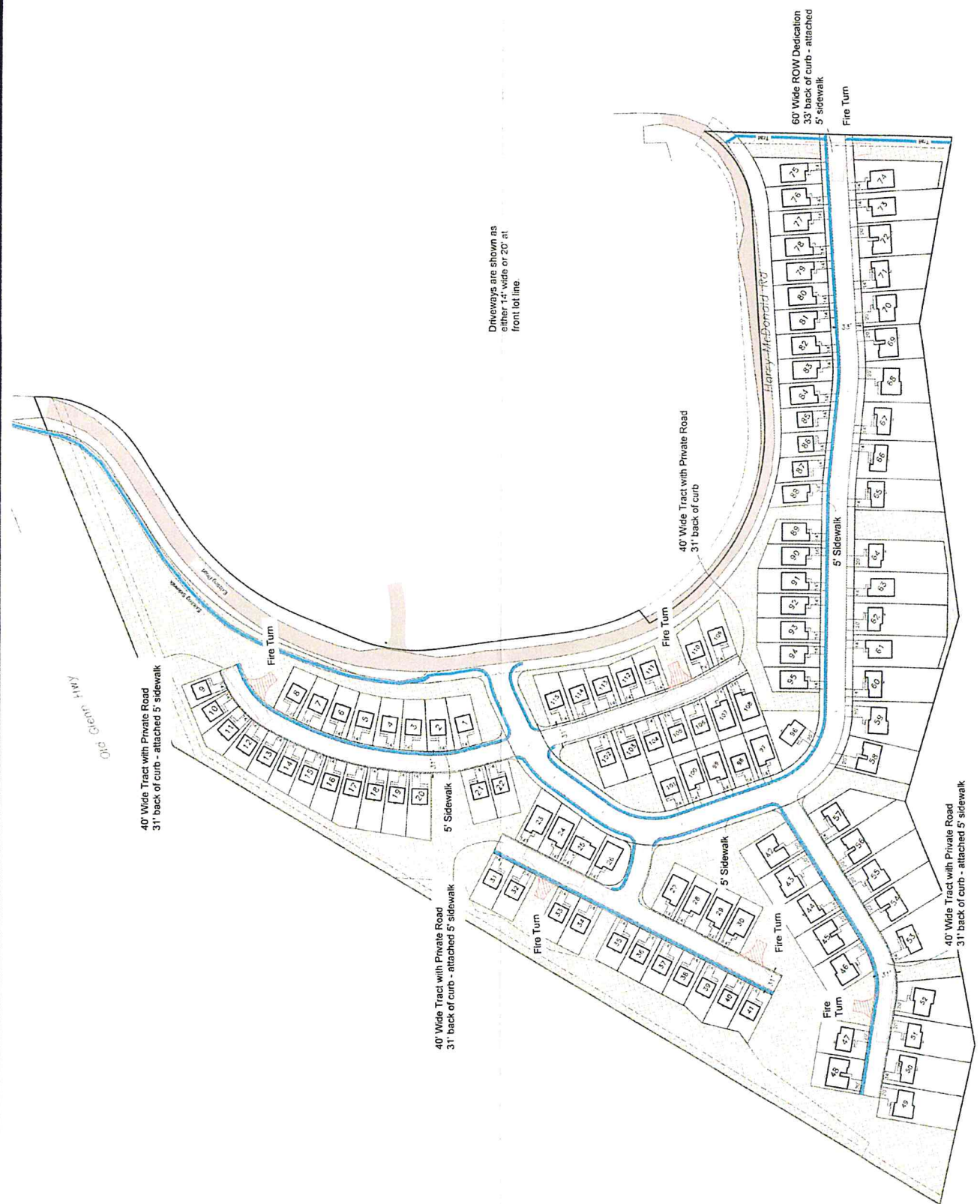
26	25	30
35	36	31
2	1	6

This Plot 31

Carol Creek Subdivision

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

14 E. 7th Avenue
 Suite 200
 Omaha, NE 68107
 (402) 342-1010
 CarolCreek.com



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

Roads & Sidewalks

Sheet 6 of 7

26	25	30
35	36	31
2	1	6

This Plot

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

124 S 7th Avenue
 Grand Island, Nebraska 68801
 (402) 334-4444
 GrandIsland.com

S4 Group
 Construction Services

MPA, Plot Case #17738 / Certificate Use: 2023-0289

Open Space Code

1. All lots shall be subject to the provisions of the code which shall prevail in the event of any conflict.
2. The code shall be subject to the provisions of the code which shall prevail in the event of any conflict.
3. The code shall be subject to the provisions of the code which shall prevail in the event of any conflict.
4. The code shall be subject to the provisions of the code which shall prevail in the event of any conflict.
5. The code shall be subject to the provisions of the code which shall prevail in the event of any conflict.
6. The code shall be subject to the provisions of the code which shall prevail in the event of any conflict.
7. The code shall be subject to the provisions of the code which shall prevail in the event of any conflict.
8. The code shall be subject to the provisions of the code which shall prevail in the event of any conflict.
9. The code shall be subject to the provisions of the code which shall prevail in the event of any conflict.
10. The code shall be subject to the provisions of the code which shall prevail in the event of any conflict.

Open Space Calculations

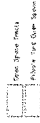
Areas
 Total Area: 1,200,000 sq ft
 Total Open Space: 100,000 sq ft
 Total Lot Area: 1,100,000 sq ft
 Total Open Space: 100,000 sq ft
 Total Lot Area: 1,100,000 sq ft

Requirements

Total Area: 1,200,000 sq ft
 Total Open Space: 100,000 sq ft
 Total Lot Area: 1,100,000 sq ft
 Total Open Space: 100,000 sq ft
 Total Lot Area: 1,100,000 sq ft

Meets Requirements

Total Area: 1,200,000 sq ft
 Total Open Space: 100,000 sq ft
 Total Lot Area: 1,100,000 sq ft
 Total Open Space: 100,000 sq ft
 Total Lot Area: 1,100,000 sq ft



Open Space

26	25	30
35	36	31
2	1	6

Open Space

Carol Creek Subdivision

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

S4 Group

1214 The Avenue
 Asheville, NC 28801
 828.252.1234
 www.s4group.com

**REVIEWING
AGENCY AND
PUBLIC
COMMENTS**



Municipality of Anchorage
Project Management and Engineering



MEMORANDUM

DATE: March 20, 2024
TO: Karlie Lamothe, Senior Planner
FROM: Brandon Telford, P.E., Acting Municipal Engineer
SUBJECT: Comments for Platting Authority
Case # S12738

RECEIVED

MAR 20 2024

Case No. S12738: Request to subdivide one (1) parcel of land into one-hundred fifteen (115) lots and twelve (12) Tracts; and request for Subdivision Variances from AMC 21.08.040A.1. (Streets) and AMC 21.08.050G. (Curbs and Gutters).

Legal Description: Tract 1, Carol Creek Subdivision (Plat 2018-82)

Roads: The subject parcels are bounded by the following rights-of-way:

- Harry McDonald Road
- Old Glenn Highway

Recommendations:

Harry McDonald Road is part of the School Zone for Fire Lake Elementary School and includes a preferred should crossing at the Fire Lake Elementary School crosswalk near the access for the proposed subdivision. The proposed subdivision will add a significant number of trips to Harry McDonald Road (over 1,000 vpd). Considering the significant increase in trips this development will generate on Harry McDonald Road improvements should be implemented to mitigate the negative impacts the additional vehicle traffic will have on school zone safety. Street lighting has been shown to reduce injury pedestrian crashes by as much as 42%. Similarly, crosswalk enhancements have been shown to reduce pedestrian injury crashes by 40% or more. As a result, the following peripheral improvements are recommended:

- **Provide continuous lighting on Harry McDonald Road from the Old Glenn Highway to the intersection of the proposed subdivision road.**
- **Resolve with the Non-motorized Coordinator in the Traffic Engineering Department the need to provide crosswalk enhancements, including the possibly of a raised crosswalk, for**

the Fire Lake Elementary School preferred crosswalk on Harry McDonald Road.

Appendix D of the International Fire Code limits the number of single-family dwelling units that can be served by a single fire apparatus access road to a maximum of 30 dwelling units. Once the 30-dwelling unit threshold is exceeded a secondary fire apparatus access road is required. Secondary fire apparatus access for the Carol Creek Subdivision will be provided through a separate subdivision development that will connect the proposed internal 60' ROW Dedication to Mendenhall Street. As a result, PM&E recommends adding the following note to the plat:

- **No more than 30 building permits may be issued within the Carol Creek Subdivision until construction of a secondary fire apparatus access road is completed by the Owner and approved by the Anchorage Fire Department.**

The multiple dead-end private roads proposed within the subdivision will require accommodations for fire turnarounds. These accommodations are shown on the Roads & Sidewalks figure submitted with the platting application. However, the private road tracts do not accommodate the fire turnarounds. As a result, PM&E recommends adding the following condition to the plat:

- **Expand Tracts R1, R2, R3, & R4 to include the areas needed to construct and maintain the proposed fire turnarounds.**

RE: Case S12738

From: Panilo, Mark M.
To: Lamothe, Karlie D.; Telford, Brandon S.
Cc: Odell, Shawn M.; Soule, Gregory G.

☺ Reply Reply All Forward 📧 ⋮
Wed 3/20/2024 3:20 PM

Karlie,

After digesting lunch, I've got a little more on this. Here's the language:

Given the number of single-family dwelling units being proposed exceeds 30, secondary access will be required meeting the requirements of IFC Section D107.1. AFD recommends the following plat note:

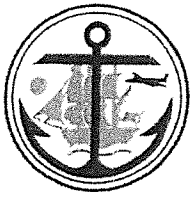
Building permits for no more than 30 dwelling units may be issued within the Carol Creek Subdivision until such time as the required secondary access has been constructed and completed by the Owner and accepted by the Anchorage Fire Department, unless approved automatic sprinkler protection is installed in all dwelling units constructed prior to the secondary access being completed.



To serve our community
before, during & after
an emergency.

Mark Panilo
Fire Inspector
Fire Plan Review
Anchorage Fire Department
Fire Prevention
4700 Elmer Rd, Anchorage, AK 99507
(907) 267-4975 Office | (907) 444-1199
Cell
mark.panilo@anchorageak.gov

  PulsePoint



MEMORANDUM

RECEIVED

DATE: March 15, 2024
TO: Current Planning Division Supervisor,
Planning Department
THRU: Kristen A. Langley, Traffic Safety Section Supervisor,
Traffic Engineering Department
FROM: Randy Ribble, Assistant Traffic Engineer
SUBJECT: Traffic Engineering Department Comments

MAR 18 2024

S12738 Request to subdivide 1 parcel of land into 115 lots and 12 tracts.
Request a variance dedicate all streets to public right of way (AMC 21.08.040 A.1)
Request variance to provide Type 1 Curb and Gutter (AMC 21.08.050 G)
Tract 1 Carol Creek Subdivision (Plat 2018-82)

Platting Action

Traffic Engineering recommends approval for this plat with the following comments and recommendations.

Harry McDonald Road is classified as a Collector roadway per 2014 Official Streets and Highway Plan. It appears that is currently developed to Class B local road standards consisting of approximately 20 foot stripped paved road section with drainage ditches. There is an 8-foot separated asphalt pathway that runs from intersection of Harry McDonald Road to a pedestrian crosswalk that severs Fire Lake Elementary School. A 20-foot roadway or driveway continues to the Harry McDonald Recreation Center.

The development team at the request of Municipality of Anchorage Traffic Department and State of Alaska DOTP&F provide a trip generation summary for the proposed residential development, which led to an abbreviated Traffic Impact Analysis of the intersection of Harry McDonald Road with the Old Glenn Highway. The Trip Generation for the development has potential of adding 1100 ADT when development is fully constructed and approximately 118 trips in the PM peak hour partially influenced by the dismissal time of the adjacent elementary school. The proposed ADT being generated by this development is nearly 50 % of the minimum volume for a collector roadway of 2000 ADT required for Collector roadways per 2014 OSHP.

The abbreviated Traffic Impact Analysis determined that current configuration of the intersection with Harry McDonald Road and Old Glenn Highway is sufficient to support the additional turning movements and pedestrian traffic patterns and no additional mitigation is required for the intersection.

The existing roadway and multiuse pathway currently have no lighting installed. The only lighting appears to be at Old Glenn Highway intersection and Site lighting at the driveway for Fire Lake ES.

The proposed development appears to be extending the pathway along Harry McDonald Road to the intersection of internal public access for the subdivision and will be providing internal sidewalks on all but one of the private roadways.

The proposed development is R2M Zoning with special limitations and the adjacent PLI Tracts are consider Class A zoning in AMC 21.08.

Recommendations

1. Dedicate a minimum of 60 feet of right of way for Harry McDonald Road. Additional Right of way or PUE may be required to accommodate adjacent multiuse pathway. Resolve with the Municipality the need for additional dedication.
2. Dedicate the northern 30 feet of Tract 1 adjacent to Tract B3 Recreation Center Subdivision as right of way for Harry McDonald Road.
3. Dedicate 60 feet of right of way for internal public road and 40-foot-wide tracts for internal private roadways. Construct to Class A Standards per AMC 21.08 to include curb and gutter, sidewalk on 1 side, street lighting and appropriate traffic control signage. Resolve with Traffic Engineering the location and quantity of additional street lighting need for both Harry McDonald Road and internal public and private roads.
4. Dedicate a 20-foot trail easement of proposed tracts E and F, Construct 8-foot paved trails with the easements.
5. Traffic Engineering recommends that Harry McDonald Road be developed to the minimum local road standards as determine by the Private Development section. Traffic Engineering recommends street lighting be required along western property frontage of Tract A for illumination of the both the road and pathway between Old Glenn Highway and internal public roadway.
6. Constructed 5-wide attached sidewalks as proposed for the public and private roadways internal to the subdivision. Extend the existing 8-foot multi-used paved path to intersection of the proposed internal public right of way.
7. Provide appropriate speed limit and school zone signage along Harry McDonald Road

Type 1 Curb Variance

Traffic Engineering has no objection to approval of the variance for providing Type 1 curb and gutter. The number of proposed units along with existing topology of the proposed subdivision is sufficient to allow type 2 gutter with attached sidewalks as proposed.

Variance to not Dedicate Public Streets.

Traffic Engineering has no objection.to approval to not dedicate 60 feet of right of way for prosed Tracts R1, R2, R3 and R4 to be constructed to private road standards required in AMCR 21.90 table 21.90.002-1.

MUNICIPALITY OF ANCHORAGE



Development Services Department

Private Development Section

Mayor Dave Bronson

MEMORANDUM

Comments to Preliminary Plat Applications/Petitions

DATE: March 11, 2024
TO: Karlie Lamothe, Senior Planner
FROM: Greg Soule, Private Development Manager
SUBJECT: Platting Case S12738

Case 2023-0080 – Request to subdivide 1 Tract into 115 lots and 12 tracts. Additionally requesting a variance from the requirement to dedicate right-of-way for all streets. Additionally requesting a variance from the requirement to construct Type 1 curb.

Legal Description: Tract 1, Carol Creek Subdivision

Peripheral and Access Improvements:

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 advance a minimum of two soil borings in accordance with DCM 1.7 standards, located within the existing alignment, to demonstrate that the segment of Harry McDonald Road to be used as access to this development is constructed to an acceptable standard for public maintenance. Additional improvements to Harry McDonald Road, if required, shall be constructed under a subdivision agreement with Private Development.

Dedication:

The proposed 60-foot ROW dedication adjacent to Tract B2, Fire Lake Elementary School appears 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.

Resolve the need to dedicate the northern 30-feet of Tract 1 adjacent to Tract B3, Recreation Center Subdivision as right-of-way for Harry McDonald Road.

Dedicate 60-foot right-of-way for the Carrol Creek Drive. Resolve the need for a temporary turnaround dedication at the eastern terminus.

Dedicate the eastern 20-feet of proposed tracts E and F as a public use and trail easement.

Interior Road Improvements and Pedestrian Improvements:

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 from Harry McDonald Road to the west property line of proposed Tract R3, and continuing with sidewalk on one side to the eastern terminus in accordance with AMC 21.08.050. Resolve the need to construct a paved temporary turnaround at the eastern terminus.

Proposed interior private streets shall be constructed in accordance with AMCR 21.90 and Table 21.90.002-1 as 31-foot paved streets (measured to back of curb) with curb and gutter and a 5-foot sidewalk on one side.

Construct an 8-foot paved trail along the eastern side of proposed Tracts E and F, connecting to Harry McDonald Road.

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.

Drainage:

The drainage from all aspects of the proposed development shall comply with all requirements of MOA Design Criteria Manual Chapter 2. Prior to final plat approval, submit to Private Development for review and approval a comprehensive site grading and drainage plan to resolve the need for drainage easements and drainage improvements and to demonstrate that all post development drainage patterns will not adversely impact adjacent properties or rights of way, and to include a suitable outfall.

Provide to Private Development, a groundwater hydrology analysis of the subject area to determine the seasonal high groundwater table elevation and to resolve the need for footing drains and stub-outs to all lots within the subdivision. If it is determined by the analysis that footing drains and stub-outs are required, add the following plat note: All principal structures within this subdivision are required to have footing drains connected to the infrastructure.

Add the Following Plat Notes:

Private roads, sidewalks and drainage facilities constructed outside of dedicated municipal right-of-way are not eligible for municipal maintenance.

The property owner and utilities shall not raise, lower, or re-grade the property in a manner that will alter the drainage patterns from those shown on the approved grading and drainage plan without prior approval from the Municipality of Anchorage Building Safety Office.

Property owners and utilities shall not obstruct, impeded or alter approved drainage (e.g. swales, ditches) in any way that will adversely impact adjacent properties or rights of way.

Department Recommendations:

The Private Development Section has no objection to the proposed subdivision subject to the above recommendations and conditions.

Private Development has no objection to the requested variances from right-of-way dedication and the requirement to construct Type 1 barrier curb.

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 April 1, 2024

Karlie Lamothe

Current Planning Division
P.O. Box 196650
Anchorage, AK 99519
RE: Case S12738

March 11, 2024

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

1. "Harry McDonald Rd is currently a Public Use Easement owned and maintained by Eagle River Parks and Rec. The intent of the access road to Harry McDonald Rec Center was strictly for use as a driveway "Harry McDonald Dr" was built to a driveway standard in 1983 and was not intended for the volume of traffic that this subdivision would create, and paired with construction traffic it would adversely affect the problems that currently exist and would need to be constructed to a municipal collector standard for Eagle River Street Maintenance to take into its inventory for maintenance. In its status Eagle River Street Maintenance will NOT be maintaining Harry McDonald Dr. We would however recommend that the three Entities that reside on Harry McDonald dr(ASD, Eagle River parks&Rec, Carol Creek HOA) enter into a maintenance agreement for shared road maintenance.
2. Request dedicated drainage easements for storm water conveyance to receiving waters.
3. Request temporary Cul de Sac or turnaround large enough for snow plowing equipment such as road grader and sander at Tract E and Fand Lots 74 and 75
4. Using type 2 "roll curb" would create the ability to have oversized (width) driveways and create snow storage issues paired with the narrow lot frontage, as well as making it more inviting for on street parking. For these reasons we object to the Type 1 curb variance
5. The proposed development has limited parking for residents. There is no guest or overflow parking, it appears the project will rely on on-street parking which would hamper snow plowing and other maintenance. Our recommendation is to add no parking signs on any dedicated ROW within the new development and Harry McDonald Dr to eliminate existing problems with Fire Lake Elementary drop off pick up times.

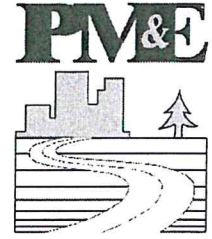
In the event that the CBERRRSA Board of Supervisors has additional comments they will be forwarded.

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.

RECEIVED

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.



ENSTAR Natural Gas Company, LLC
Engineering Department, Right of Way Section
401 E. International Airport Road
P. O. Box 190288
Anchorage, Alaska 99519-0288
(907) 277-5551
FAX (907) 334-7798

March 11, 2024

RECEIVED

Municipality of Anchorage, Planning Division
PO Box 196650
Anchorage, AK 99519-7943

MAR 12 2024

To whom it may concern:

ENSTAR Natural Gas Company, LLC has re-reviewed the following long plat and has no comments or recommendations.

**Carol Creek Subdivision
(MOA Case # S12738)**

If you have any questions, please feel free to contact me at (907) 252-1294 or by email at skylar.furlong@enstarnaturalgas.com.

Sincerely,

A handwritten signature in cursive script that reads "Skylar Furlong".

Skylar Furlong
ROW & Permitting Agent
ENSTAR Natural Gas Company, LLC

MEMORANDUM

DATE: March 11, 2024
TO: Dave Whitfield, Platting Officer, Planning Section, Planning Division
FROM: Seth Wise, Engineering Technician III, Planning Section, AWWU
RE: Plat Case Comments
Meeting Date: April 08, 2024
Agency Comments Due: March 11, 2024

Seth Wise
RECEIVED

MAR 11 2024

The Anchorage Water & Wastewater Utility has reviewed the reference plat(s) and has the following comments:

S12738 TRACT 1, CAROL CREEK SUBDIVISION (PLAT 2018-82) – Request to subdivide one (1) parcel of land into one-hundred fifteen (115) lots and twelve (12) Tracts; and request for Subdivision Variances from AMC 21.08.040A.1. (Streets) and AMC 21.08.050G. (Curbs and Gutters), Grid # NW 0453.

1. This parcel is located within AWWU’s certificated water and sanitary sewer service districts.
2. AWWU water and sanitary sewer service is available to this parcel upon further development. In order to receive water and sanitary sewer service from AWWU, public water and sewer mains must be extended within public rights-of-way, with private systems extended down private streets, to benefit the proposed parcels.
3. Assessments are to be determined upon further development.
4. AWWU has no objection to this platting action.

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





Municipality of Anchorage
Eagle River Chugiak Parks and Recreation



RECEIVED

MEMORANDUM

MAR 11 2024

DATE: March 11, 2024
TO: Karlie Lamothe, Senior Planner
FROM: Jeffrey Urbanus, Project Manager
SUBJECT: Review Comments: S12738

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.

RECEIVED

MAR 07 2024

Date: March 7, 2024

To: MOA Current Planning Division

From: Chugach Electric Association, Inc. (Chugach)

Subject: MOA Case No. S-12768
US Survey 3042, Girdwood Small Tracts, S ½ of Lot 10,
Preliminary Plat; IJ Burton Subdivision, Lots 1 and 2

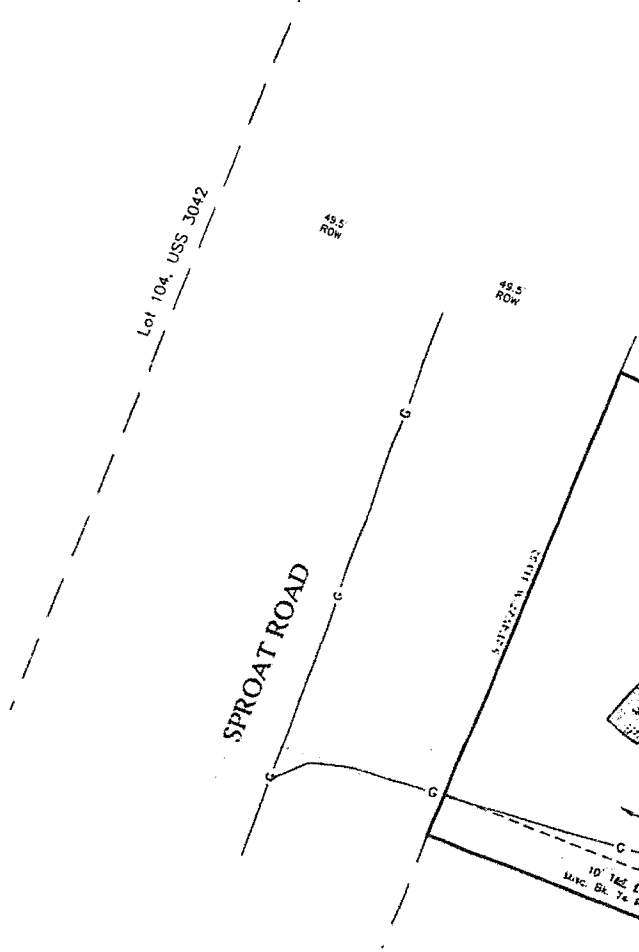
Chugach has the following comment:

1. Chugach has no objection to the preliminary plat of Lots 1 and 2, IJ Burton Subdivision, a re-subdivision of the S ½ of Lot 10, Girdwood Small Tracts, US Survey 3042.
2. A new 10' T&E easement is required along the southeasterly property line of proposed Lot 2.
3. Additional Easements may be needed depending on development plans for the property.

TAX CERTIFICATION

All real property taxes levied by the Municipality of Anchorage on the area shown on this plat have been paid in full, and if approval is sought between January 1 and the tax due date, there is on deposit with the chief fiscal officer an amount sufficient to pay estimated real property tax for the current year.

Date _____ Authorized Official _____



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o agreement, they
o agreement. Lot
be set by (N/A).

Date _____



CERTIFICATE OF OWNERSHIP AND DEDICATION

I (we) hereby certify that I (we) hold the herein specified property interest in the described hereon. I (we) hereby dedicate to the municipality all areas depicted public utility easements, streets, alleys, thoroughfares, parks, and other public hereon. There shall be reserved adjacent to the dedicated streets shown here reservation easement sufficient to contain cut and fill slopes of 1.5 feet horizontal one foot vertical (1.5 to 1) of cut or fill for the purpose of providing and main lateral support of the constructed streets. There is reserved to the grantors, their successors and assigns, the right to use such areas at any time upon providing maintaining other adequate lateral support, as approved by the municipality.

I (we) hereby agree to this plat, and to any restriction or covenant appearing in such restriction or covenant shall be binding and enforceable against present owners of this subdivided property.

Owner: Ingrid Burton
616 Sproat Road
Girdwood, AK 99587

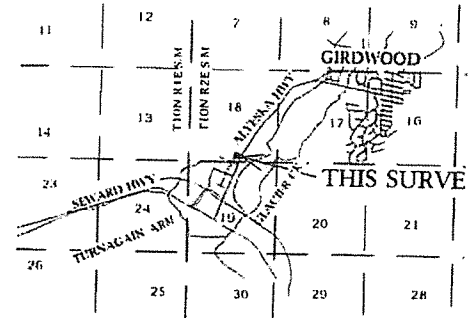
Owner: Joseph Bur
616 Sproat Road
Girdwood, AK 99587

NOTARY'S ACKNOWLEDGEMENT

Subscribed and sworn to before me this _____ day of _____, 20____.

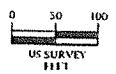
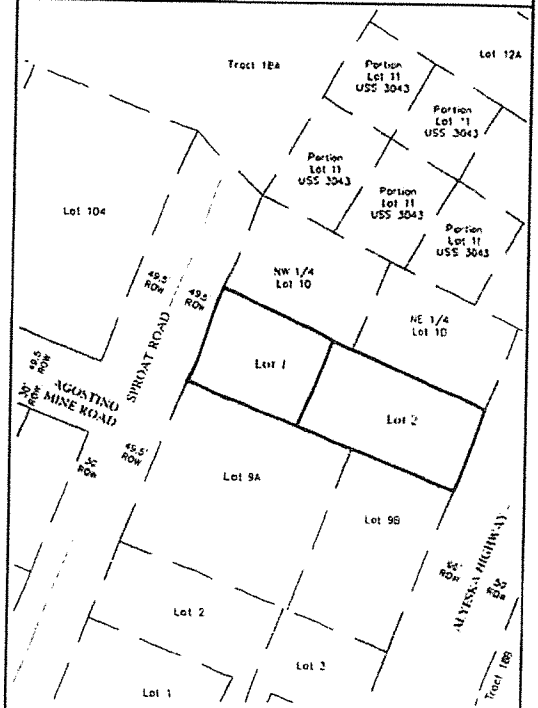
For: Ingrid Burton and Joseph Burton.

Notary Public for Alaska
My Commission Expires _____



VICINITY MAP: 1" = 1 MILE

Source: Alaska Mapper

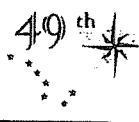


**IJ BURTON SUBDIVISION
LOTS 1 and 2**

A SUBDIVISION OF
SOUTH 1/2 of LOT 10,
US Survey No. 3042

LOCATED WITHIN
THE SE 1/4 of SECTION 18,
TOWNSHIP 10 NORTH, RANGE 2 EAST,
SEWARD MERIDIAN, ALASKA
CONTAINING 0.800 ACRES
ANCHORAGE RECORDING DISTRICT, THIRD
JUDICIAL DISTRICT, STATE OF ALASKA

Jeremy@49thStarsurveying.com



**49th
STAR
SURVEYING**
(907) 851-6111
PO BOX 738
Girdwood, AK 99587

DRAWN BY: JAH	Field Book: 23-07	SCALE: 1" = 100'
DATE: 2/12/24	Page(s):	1" = 20'
Sheet: 1 of 1	CHECKED: JAH	GRID: SE4913

90



**Municipality of Anchorage
Development Services Department
Onsite Water and Wastewater Section**



MEMORANDUM

RECEIVED

DATE: March 6, 2024
TO: Dave Whitfield, Current Planning Manager
FROM: Deb Wockenfuss, On-Site Water and Wastewater Section
SUBJECT: Comments on Cases due March 11, 2024

MAR 06 2024

The On-Site Water & Wastewater Program has reviewed the following cases and has these comments:

S12738 Carol Creek
No objection



RECEIVED

FEB 28 2024

February 29, 2024

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

[Sent Electronically]

Re: MOA Plat Review

Dear Mr. Whitfield:

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

- **S12738 – Carol Creek Lots 1-115, Tracts A-H, R1-R4 – (Eagle River) – Pre-Plat, Subdivision Variance (Road Dedication, Curb Type) (also see 2023-0080)**
 - 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 Subdivision Variance for Street Dedication
 - No objection to the Subdivision Variance for Rolled Curb

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 Planner, DOT&PF

cc:

Sean Baski, P.E., Highway Design Group Chief, DOT&PF
Matt Walsh, Property Management Supervisor CR, 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.

From: Mireya Armesto <MArmesto@gci.com>
Sent: Tuesday, February 27, 2024 2:19 PM
To: Kimmel, Corliss A.; Blake, Lori A.
Cc: OSP-Design Group
Subject: RE: S12738 - Carol Creek Subd Lots 1 - 115, Tracts A, B, C, D, E, F, G, H, R-1, R-2, R-3, R-4
Attachments: Mimecast Large File Send Instructions

[EXTERNAL EMAIL]

I'm using Mimecast to share large files with you. Please see the attached instructions.

Corliss,

In review GCI has no comments or objections to the plat, attached is the signed plat for your records.

Thanks,

MIREYA ARMESTO

GCI | Technician III, GIS Mapping
m: 907-744-5166 | w: www.gci.com

From: Stewart, Gloria I. <gloria.stewart@anchorageak.gov>
Sent: Tuesday, February 20, 2024 1:40 PM
Cc: Stewart, Gloria I. <gloria.stewart@anchorageak.gov>
Subject: S12738 Request for Reviewing Agency Comments

[EXTERNAL EMAIL - CAUTION: Do not open unexpected attachments or links.]

Hello all. Attached please find our Routing Coversheet for the above referenced Platting Case which is scheduled as a Public Hearing before the Planning and Zoning Commission on 04/08/24. Routing Materials can be viewed by clicking on the link below, scrolling to bottom of page and selecting S12738 Reviewing Agency Routing. **PLEASE REMIT COMMENTS EITHER BY MAIL OR EMAIL AS FOLLOWS:** by email to Corliss Kimmel & Lori Blake (corliss.kimmel@anchorageak.gov & lori.blake@anchorageak.gov) or by USPS to the address listed in the upper right hand corner of the Routing Cover Sheet.

<https://www.muni.org/CityViewPortal/Planning/Status?planningId=17825>.



Planning Department
MUNICIPALITY OF ANCHORAGE

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

Kimmel, Corliss A.

From: Walters, Michael S.
Sent: Thursday, February 22, 2024 7:32 AM
To: Blake, Lori A.; Kimmel, Corliss A.
Subject: Updated S12738 Request for Reviewing Agency Comments

RECEIVED

FEB 22 2024

All:

ROW has the following comments for case number S12738:

The proposed plat does not show a temporary turn around at the end of the proposed 60' wide dedicated right of way.

Place a plat note –

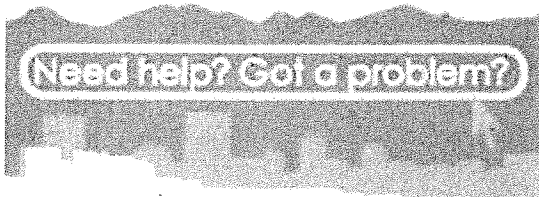
Snow Removal:

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

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MUNICIPALITY OF ANCHORAGE



Development Services Department
Addressing email: addressing@muni.org

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

RECEIVED

S12738, Carol Creek Subdivision, Proposed PUD, NW0453

FEB 21 2024

- a. In the platted area:
 - i. 60' Dedicated ROW must be named- contact MOA Addressing for name approval
 - 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

Public Comments: s12738

Commenter	Email	Phone Number	Submitted
<p>Ben Craig 3830 Harca St Eagle River, AK 99577</p>	<p>ben.craig@xnetworking.com</p>	<p>9079470787</p>	<p>3/6/2024 1:48:29 PM</p>
<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>			
<p>Darryl Parks 18328 Fish Hatchery Rd Eagle River, AK 99577</p>	<p>darrylparks@msn.com</p>	<p>805-348-9019</p>	<p>3/20/2024 10:48:01 AM</p>
<p>The developer, Carol Creek LLC, is seeking two variances associated with this development which is proposed for single family homes in the price range of \$350K to \$450K per their presentation at the Chugiak Community Council (CCC) meeting last year. Not exactly "affordable" or "entry level" housing. The first variance is related to separation of the dwellings to one another. In the proposed Plat brought to the CCC meeting, lot sizes were as little as 3500 SqFt. Nowhere else is this found in the Chugiak/Eagle River area for single family homes, only in condos or townhomes. Chugiak/Eagle River is generally known as a bedroom community with larger homes and lots as the norm. Lot sizes in this range are not in keeping with the community standards for the area, or the comments in the Site Specific Plan produced in 2018. The second variance relates to the width of required streets. If I recall, the plat referred to a width of approx. 20 feet with no on street parking. This is problematic as the homes were shown to only have single car garages with a single car driveway. No visitor parking was shown, and the only street parking appeared to be outside the primary area of the subdivision. Additionally, in the Birchwood Community Council meeting in February, the Chugiak Fire Chief stated they would have to back fire trucks in for response as there is not adequate space to turn around emergency vehicles. This creates potential delays in responses or to transporting patients to medical facilities. The narrow streets, although no parking street side would be available, also present issues for snow removal, in particular, snow storage. No snow storage was identified within the plat when presented. The lack of on residence and street parking also has the potential to create issues with parking on lawns, parking in the street anyway, etc. And if only 10% of the residents don't follow the rules, that still an opportunity for 10-25 illegally parked vehicles at any given time. Finally I would like to state that when this proposed development was brought to the Chugiak Community Council, many of these issues were raised. At that time the developers representative stated they would take comments into consideration and return for another meeting. They have not returned since. It is my position that the developer is not being completely transparent with the community, and possible the municipality. I urge to non-concur or disapprove the application for these variances.</p>			
<p>Sincerely,</p> <p>Darryl Parks 18328 Fish Hatchery Rd. Eagle River, AK 99577 805-348-9019</p>			



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

MAR 22 2024

Resolution 2024-02

Regarding: Traet 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

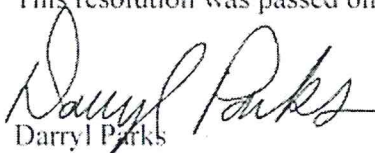
WHEREAS, Access into, and out of, the proposed subdivision would be through Harry MacDonald Rd which although listed as a collector road, is only a driveway currently and not built to the standards of a collector road; and

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

Kimmel, Corliss A.

From: Kimmel, Corliss A.
Sent: Tuesday, March 19, 2024 1:58 PM
To: Debbie Ossiander
Subject: Returned Public Hearing Notices
Attachments: Returned Public Hearing Notices.pdf

S12738

Hello Debbie,

Could you please let me know what mailing address I should use when sending public hearing notices to CERAB? These two for the April 8 PZC meeting were returned as undeliverable.

Thank you!



Planning Department
MUNICIPALITY OF ANCHORAGE

Corliss A. Kimmel
Office Associate - Planning Department
Current Planning Division
Email: corliss.kimmel@anchorageak.gov
Phone: (907) 343-7943
4700 Elmore Road, Anchorage, AK 99507
www.muni.org/planning

**POSTING
AFFIDAVIT**



AFFIDAVIT OF POSTING

CASE NUMBER: S12738

I, Kourash Partaw hereby certify that I have posted a Notice as prescribed by Anchorage Municipal Code 21.03.020H.5. on the property that I have petitioned for _____ . The notice was posted on 1-24-24 which is at least 21 days prior to the public hearing on this petition. I acknowledge this Notice(s) must be posted in plain sight and displayed until all public hearings have been completed.

Affirmed and signed this 24 day of January, 2024.

Signature _____

LEGAL DESCRIPTION

Tract or Lot: 007 Carol Creek

Block: _____

Subdivision: Carol Creek