

MUNICIPALITY OF ANCHORAGE



Community Development Department
Planning Division

Phone: 907-343-7942
Fax: 907-343-7927

Mayor Dan Sullivan

October 15, 2014

Michelle Ritter
DOWL HKM
4041 B Street
Anchorage, AK 99503

SUBJECT: Case 2014-0099 - Administrative Review of an Amendment to an Approved Site Plan for a Large Retail Establishment (Case 2007-101)

Legal Description: Anchorage Village Subdivision, Tract A, Fragment Lots 2, 3, 4, 5, 6, 7, and 12

Tax Parcel #: 013-092-24

Zoning: I-2 Heavy Industrial District

Dear Ms. Ritter:

The Planning Division has reviewed your application for an Administrative Review of an Amendment to an Approved Site Plan for a Large Retail Establishment for fragment lots 2 and 7 for the Anchorage Village Subdivision, Tract A, Fragment Lots 2, 3, 4, 5, 6, 7, and 12.

The Planning and Zoning Resolution (2007-55) approving the Large Retail Establishment for the Anchorage South Retail Mall included condition #2 stating: "Review of the future phases of development on this site shall be subject to administrative approval by the Planning Department. All development shall comply substantially with the submitted design standards and pedestrian and traffic circulation and landscaping layout. These reviews will be for the exterior designs of the structures, and said structures will have to meet current standards at the time of review. Major deviations from the site plan for pedestrian and traffic circulation, landscaping, or the design standards, shall be required to be reviewed by the Planning and Zoning Commission as a non-public hearing item." The resolution also states under #2 findings of fact: Development in Phases II and III will conform to established design guidelines to establish a consistent design theme as specified in the Operation and Easement Agreement (OEA). The submittal is generally in compliance with these standards except where indicated below.

The subject submittal concerns the development of fragment lots 2 and 7. The project does not propose any major deviations from the approved site plan.

The expansion is reviewed against AMC 21.50.320, the approved Site Plan Review for Anchorage South Retail Mall (case 2007-101), and the Operation and Easement Agreement (OEA).

AMC 21.50.320 Large retail establishment

B. Vehicular access. Primary vehicular access shall be from a street designated collector or greater on the Official Streets and Highways Plan. Secondary vehicular access may be from a street designated less than a collector on the Official Streets and Highways Plan, provided the applicant demonstrates that any traffic and visual impacts on adjacent residential and commercial areas are sufficiently minimized.

The Retail Mall is located at the southwest corner of 'C' Street and 100th Avenue. 'C' Street is classified as a major arterial and 100th Avenue is a collector on the *Official Streets and Highways Plan*. Primary access is via 100th Avenue, 104th Avenue and King Street.

C. Traffic impacts. The applicant shall have a professional entity perform a Traffic Impact Analysis (TIA) and traffic mitigation measures for approval by the Commission.

ADOT&PF has requested traffic information collected in 2012 and the TIA page(s) used as comparison before ADOT&PF will approve this site plan.

D. Drainage. A site drainage and grading plan shall be submitted and approved as required by this Code along with the site plan.

The petitioner will be required to submit a site grading and drainage plan when applying for a building permit.

E. Visual and noise buffers. The large retail establishment shall provide a landscape plan that provides acceptable visual and noise buffers, including at least 25-foot wide buffer landscaping, to separate the commercial development from abutting R-zoned areas.

There is no abutting residentially-zoned property; and no visual or noise buffers are needed for the development of the two lots.

F. Outdoor storage or display areas. Products stored or displayed outside shall not be visible from abutting R-zoned property. Areas for the outdoor storage and sale of seasonal inventory shall be permanently defined and screened with walls and/or fences. The height of stored materials shall not exceed the height of the screening wall or fence. Materials, colors, and the design of screening walls and/or fences and their covers shall be complementary to those used as predominant materials and colors on the building. Commercial trailers, shipping containers, and similar equipment used for transporting merchandise, shall remain on the premises only as long as required for loading and unloading operations, and shall not be maintained on the premises for storage purposes.

No outdoor storage or display areas are proposed for the two retail shops.

G. Trash collection and recycling. Trash handling and recycling shall be screened from public streets and pedestrian ways, internal pedestrian sidewalks, and adjacent R-zoned property by

landscaping or architectural features in conformity with the external design and material used by the establishment. Screening shall be designed to abate noise and to confine loose trash. The commission may limit hours of trash collection as necessary to reduce the effects of noise or traffic on surrounding residential and commercial areas.

Each store has a dumpster located in the parking lot and will be enclosed with a screening fence. The fence detail should be submitted to the Planning Division for review and approval and shall be comprised of similar materials and colors to compliment the building in accordance with the OEA.

H. Snow storage or removal. A plan for snow storage or removal from the site shall be submitted and approved. Use of sidewalks for snow storage may be allowed under the approved snow storage-landscaping plan. The Commission may impose such restrictions on snow removal operations as are necessary to reduce the effects of noise or traffic on surrounding residential and commercial areas.

The submittal states that snow will be stored along the edges of the parking lot and will be hauled off within 72 hours. Temporary snow storage areas should be shown on the landscape plans.

I. Parking. A detailed parking plan shall address the convenience and safety of patrons, adequate winter lighting, and landscaping amenities and the configuration of parking spaces, walkways, and other amenities. Aesthetic features, landscaping, and the design of parking areas shall, wherever practicable, reduce the appearance of large expanses of parking from neighboring streets and enhance the view of the establishment from its principal point(s) of access. The number and configuration of parking spaces may be determined by the Commission as necessary to achieve these standards. Additional landscaping and community spaces may be required where the applicant wishes to provide parking that exceeds the minimum standards of this Title. The site shall not allow storage or overnight camping of trailers or recreational vehicles.

In accordance with AMC 21.45.080.H.1.; 4 parking spaces are required per 1,000 sq. for shopping centers with a gross leasable area between 25,000 and 400,000 sq. ft. Lot 2 requires 33 parking spaces at 8,250 sq. ft. and 33 spaces are provided. Lot 7 requires 41 parking spaces at 10, 200 sq. ft. and 41 spaces are provided.

J. Pedestrian access. The establishment shall provide sufficient accessibility, safety, and convenience to pedestrians, customers and employees. Unobstructed sidewalks shall link the site to existing public sidewalks, its entrances, adjacent transit stops, and abutting residential and commercial areas. Sidewalks shall also be provided or barriers shall be provided between parked cars and buildings to prevent vehicles from protruding into reasonable pedestrian passage. Sidewalks shall be separated from adjacent streets by an area sufficient for snow storage to provide a buffer for pedestrians from vehicular traffic.

Sidewalks with crosswalks link the lots along the north side of the driveway off 104th Avenue. There are also two sidewalks with crosswalks that run east/west to allow pedestrian access between shopping venues. An additional pedestrian connection is needed from the sidewalk that leads from Cabela's to Lot 7. A small section of sidewalk in the parking island on the north side of the driveway and a crosswalk will complete this pedestrian connection.

Further, a connection is needed from the sidewalk at the northwest corner of frag lot 11 to the northeast corner of frag lot 2 with a crosswalk across the driveway.

K. Community spaces. Appropriate interior and exterior public areas shall be provided and maintained for customers and visitors to the site to congregate and relax.

No specific community spaces are provided, although the proposed retail shops are small in size and not typical of Large Retail Establishments.

L. Delivery and loading spaces. Delivery and loading operations shall be designed and located to mitigate visual and noise impacts on adjacent R-zoned property or commercial areas. The Commission may limit hours of delivery and loading as necessary to reduce the effects of noise or traffic on surrounding residential and commercial areas.

The delivery and loading berth is shown as a striped area within each parking lot. These should be labeled.

M. Exterior signs. An exterior sign plan which respects the needs of the establishment to establish its location as well as the higher aesthetic aspirations of the community in general and the immediately surrounding areas shall be submitted for approval. Signs shall be architecturally treated to compliment the building architecture. Pole signs, rotating sign, and flashing signs shall be prohibited.

Signage for the buildings was not provided. These will be approved by the Planning Division prior to obtaining a sign permit and shall be architecturally treated to compliment the building architecture.

N. Outdoor lighting. A photometric and outdoor lighting plan to mitigate negative impacts on adjacent uses shall be submitted for approval.

New lighting poles where needed will be full cut-off LED lights. Building mounted lighting will augment the pole lighting for security and way-finding and should be full cut-off. Lighting fixtures shall adhere to the Material Samples Board in the approved Site Plan Review for Anchorage South Retail Mall (case 2007-101).

O. Northern design elements. The Commission may require the provision of design elements that address Anchorage's distinct geography, low light angles, length of days, cold temperatures, wind, snow and ice.

The entryway for the Lot 2 building is recessed to provide protection from inclement weather. The porous (wire mesh) entry feature on Lot 7 does not seem to offer overhead weather protection. It appears that the canopy will collect snow and could drip onto customers entering/exiting the building during periods of warmer weather throughout the winter. Both buildings include entry doors into a vestibule area.

P. Aesthetic characteristics.

1. Facades and exterior walls, including side and back walls. The building shall be designed in order to reduce the appearance of massive scale or a uniform and impersonal

appearance and to provide visual interest. Long building walls shall be broken up with projections or recessions. Along any public street frontage, the building design should include windows, arcades, or overhangs along at least sixty (60) percent of the building length. When appropriate, architectural treatment, similar to that provided to the front face, shall be provided on the sides and rear of the building to mitigate any negative view from abutting properties and/or streets. The site plan shall ensure buildings have complexity at street level with human scale by providing features such as changes in building form at entrances, and providing windows, enhanced trim and architectural detail.

The building proposed for Lot 7 features arcades and windows on all sides of the building that achieve the above standard. The Lot 2 building has varying wall planes, recessed entrances, and windows to create complexity at the street level.

- 2. Detail features. The design shall provide architectural features that contribute to visual interest at the pedestrian scale and reduce the massive scale effect by breaking up the building wall, front, side, or rear, with color, texture change, and repeating wall offsets, reveals, or projecting ribs.*

Windows will provide views into the stores offering visual interest at the pedestrian scale. Varying building planes and massing also contribute to visual interest. The Lot 2 building exhibits color changes that contribute to visual interest.

- 3. Roofs. The roof design shall provide variations in roof lines and heights to add interest to, and reduce the massive scale of, large buildings. Parapet walls shall be architecturally treated to avoid a plain or monotonous style.*

Roof lines vary in height and reduce the scale of the buildings. The store on Lot 2 has overhanging roof canopies that vary the front elevation and avoid a monotonous customer experience.

- 4. Materials and colors. The buildings shall have exterior building materials and colors which are aesthetically pleasing and compatible with the overall site plan. Construction material shall provide color, texture, and scale.*

The building on Lot 7 appears to display four primary materials: a cladding material with a wood-like look, glass, siding, and the metal canopy. The Lot 2 building features four primary materials: a resin wood grain panel, stone tile, glass, and corrugated metal, all of which introduce varying wall texture. The building materials and colors shall adhere to the Material Samples Board in the approved Site Plan Review for Anchorage South Retail Mall (case 2007-101).

- 5. Entryways. Entryways shall be designed to orient customers and add aesthetically pleasing character to buildings by providing inviting customer entrances that are protected from the weather.*

The cedar lattice feature at the entrance to the Lot 2 building offers aesthetically pleasing character and is repeated on the south side of the building.

As noted above, the porous entry feature on the Lot 7 building does not seem to offer overhead weather protection. It appears that the canopy will collect snow and could drip onto customers entering the building during periods of warmer weather throughout the winter. The canopy should be redesigned to ensure customer protection from the weather.

6. *Screening of mechanical equipment. Roof or ground-mounted mechanical equipment shall be screened to mitigate noise and views in all directions. If roof mounted, the screen shall be designed to conform architecturally with the design of the building, whether it is with varying roof planes or with parapet walls. Ground-mounted mechanical equipment shall be screened. The screen shall be of such material and be of sufficient height to block the view and noise of the equipment.*

The submittal notes that the mechanical equipment will be screened by parapet walls and centered to mitigate noise and views from all adjacent streets. Screening will be compatible with exterior materials.

AGENCY COMMENTS: See attachments for all agency comments. The following is an abbreviated account of their primary concerns.

Department of Transportation and Public Facilities

- a. More data is required. On page 8, the Traffic Impacts section addresses the additional square footage and how it will “not pose an expectation of increased traffic” due to the lower than expected traffic numbers from the approved TIA. We request the traffic information collected in 2012 and the TIA page(s) used as comparison before ADOT&PF will approve this site plan.
- b. No access will be granted to C Street.
- c. A correction needs to be made to the vehicular access paragraph on page 7. Access is controlled by the Alaska Department of Transportation & Public Facilities (ADOT&PF). Any break in this controlled access would require a permit from ADOT&PF with concurrence from FHWA. Please make this correction even though access to C Street is not being requested at this time.

Traffic Division

- a. The revised site plan proposes an additional drive thru for Frag Lot 2, which intersects the pedestrian facility approximately twenty five (25) feet west of the north/south mall driveway.
- b. The north – south mall drive is on a horizontal curve alignment. Where there are sight obstructions (landscaping, pedestrians, signs, vehicles, snow storage) adjacent to curves, the design may need adjustment for speed control and/or sight distance.
- c. The additional drive thru design encourages pedestrian-vehicular conflicts and confusion due to the overlapping travel points.

- d. Verify the separation distance between the pedestrian sidewalk and the drive thru exit connection is adequate to allow queued or stopped design vehicles not to obstruct the sidewalk.
- e. Verify the approach and departure sight triangles for left turns from the Frag Lot 2 drive thru.
- f. Verify that egress maneuvering sight distances are adequate for proposed angled parking stalls located adjacent to Frag Lots 2, 3 and 4.

Addressing

- a. Frag Lot 7 has a "PRELIMINARY- meaning it can change at ANY TIME" address of 345 W 104th Avenue.
- b. Frag Lot 2 has a "PRELIMINARY- meaning it can change at ANY TIME" address of 320 W 100th Avenue.
- c. Please make sure these are corrected as we do not want any new plans to be associated with the wrong location.

DIVISION RECOMMENDATIONS

The Division finds that the Administrative Review of an Amendment to an Approved Site Plan for a Large Retail Establishment meets all the standards of approval and APPROVES the application, subject to the following conditions:

1. A notice of zoning action shall be filed with the State of Alaska District Recorder's Office. Proof of such shall be submitted to the Planning Department.
2. All construction and improvements related to this approval shall be substantially in compliance with the application, narrative, lighting fixtures cut-sheets, and with the following plans on file with the Planning Division, except as modified by conditions of this approval.

Anchorage Village Subdivision Tract A, Fragment Lots, 2, 3, 4, 5, 6, 7, and 12; prepared by DOWL HKM, RIM Architects, and HZA, LLC; Sheets Plat 2008-95, Plat 2013-71; C, C101, C102, C103, C001, C201, C301 dated 2014.08.14; L1.0, L1.1, L1.2, L101 dated 2014.09.18; A101, A201, A202, A203 not dated; E101, E102, E103 dated 05/15/2014.

3. Submit details of the dumpster screening fence to the Planning Division for review and approval. The screening fence shall be comprised of similar materials and colors to compliment the building in accordance with the OEA.
4. Provide the clear distance for the parking space in the corner that appears undersized at the 17 parking spaces for Lot 7.

5. Provide a lighting plan that shows the horizontal footcandles for property boundaries along 'C' Street and 104th Avenue. Building and site lighting shall have full cut-off LED fixtures.
6. Show temporary snow storage areas on the landscape plans.
7. Provide a pedestrian connection across the driveway from the sidewalk that leads from Cabela's to Lot 7.
8. Provide a pedestrian connection from the sidewalk at the northwest corner of frag lot 11 to the sidewalk at the northeast corner of frag lot 2.
9. Redesign the canopy for the building on frag lot 7 to ensure customer protection from the weather. It shall extend a minimum of 5 feet in accordance with the OEA.
10. Indicate the building materials for the building on frag lot 7 to ensure compliance with the OEA.
11. Label the delivery and loading berth for each lot.
12. Signage shall be approved by the Planning Division prior to obtaining a sign permit and shall be architecturally treated to compliment the building architecture.
13. Resolve the following with ADOT&PF:
 - a. The need for more traffic information collected in 2012 and the TIA page(s) used in the comparison.
 - b. Correct the vehicular access paragraph on page 7.
14. Resolve the following with the Traffic Division:
 - a. Sight obstructions (landscaping, pedestrians, signs, vehicles, snow storage) adjacent to curves at the north – south mall drive.
 - b. Verify that the overlapping pedestrian-vehicular travel points due to the drive-thru design on Fragment Lot 2 do not create pedestrian-vehicular conflicts and confusion.
 - c. Verify the separation distance between the pedestrian sidewalk and the drive thru exit connection is adequate to allow queued or stopped design vehicles not to obstruct the sidewalk.
 - d. Verify the approach and departure sight triangles for left turns from the Fragment Lot 2 drive thru.
 - e. Verify that the egress maneuvering sight distances are adequate for proposed angled parking stalls located adjacent to Fragment Lots 2, 3 and 4.
15. Verify correct address for Fragment Lot 7 with Addressing prior to use.

16. Provide a final Operation and Easement Agreement for the Anchorage South Retail Mall.

Sincerely,



Jerry T. Weaver, Jr.
Director