

Application for a Site Plan Review

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

Please fill in the information asked for below.

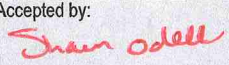
PETITIONER*	PETITIONER REPRESENTATIVE (IF ANY)
Name (last name first) Karcz, Dean (for the Municipality)	Name (last name first) Adams, Dwayne
Mailing Address PTS, Inc. Alaska 912 East 15th Avenue, Anchorage AK 99503	Mailing Address 2515 A Street Anchorage AK 99503
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*Report 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): 002-171-01-000-Exempt
Site Street Address: 230 East 16th Avenue Anchorage, AK 99503
Current legal description: (use additional sheet if necessary) Chester Creek Sports Complex - Mulcahy Field MOA
Zoning: PLI Acreage: 34.29 Grid # SW1431

SITE PLAN APPROVAL REQUESTED
☐ Special limitation ☐ Public facility ☐ Public facility project landscaping ☒ Other: <u>Site Plan Amendment -Preliminary Approval Resubmittal</u>

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

Date 28 January 2015		Signature (Agents must provide written proof of authorization) 	
Accepted by: 	Poster & Affidavit:	Fee: \$4800 pa. thru 2014-003	Case Number 2015-0008

COMPREHENSIVE PLAN INFORMATIONAnchorage 2020 Urban/Rural Services: ☒ Urban ☐ RuralAnchorage 2020 West Anchorage Planning Area: Inside ☒ Outside

Anchorage 2020 Major Urban Elements: Site is within or abuts:

- ☐ Major Employment Center ☐ Redevelopment/Mixed Use Area ☐ Town Center
☐ Neighborhood Commercial Center ☐ Industrial Center
☐ Transit - Supportive Development Corridor

Eagle River-Chugiak-Peters Creek Land Use Classification:

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

Girdwood- Turnagain Arm

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

ENVIRONMENTAL INFORMATION (All or portion of site affected)

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

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

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

DOCUMENTATION

- Required: ☒ One copy of original application with signature(s)
☒ 35 copies of site plan to scale depicting: building footprints; parking areas; vehicle and pedestrian circulation; lighting; grading; landscaping; signage; drainage and project location.
☐ 35 copies of Building plans to scale depicting: floor plans; building elevations; exterior colors and textures.
☒ 35 copies of narrative: explaining the project; planning objectives; construction and operation schedule; final ownership
☐ 35 copies of Assembly Ordinance enacting zoning special limitations, if applicable.
☐ Watershed sign off form, completed

Required if indicated:

- ☐ Air quality impact ☐ Traffic impact analysis ☐ Economic impact analysis
☐ Soils analysis ☐ Noise impact analysis ☐ Holding capacity of the land analysis
☐ Shadow impact analysis

PUBLIC FACILITY PROJECT LANDSCAPING REVIEW STANDARDS (if applicable)

The Urban Design Commission shall consider the following criteria in reviewing public facility project landscaping under this section. Each standard must have a response in as much detail as it takes to explain how your project satisfies the standard. The burden of proof rests with you. Use additional paper if needed.:

Cost.

\$1.8 million landscape and amenities (external to Mulcahy Field)

Feasibility.

See Attached Narrative

Explain how planning and design criteria are met by the proposed landscape plan:

The external impacts generated by the public facility project on adjacent areas. The landscape elements of the public facility project should complement, maintain or improve the landscape quality of adjacent neighborhoods and areas.

See Attached Narrative

The degree to which the landscape elements contribute to on-site use of the public facility project. The landscape elements of the public facility project should enhance safe, efficient and comfortable public use.

See Attached Narrative

The visual attractiveness of the landscaping and its enhancement of the architecture of the public facility project, including the integration of internal and exterior architectural themes.

See Attached Narrative

PUBLIC FACILITY STANDARDS (if applicable)

The Planning and Zoning Commission shall review a proposed site plan for consistency with the goals, policies and land use designations of the comprehensive development plan and other municipal plans adopted by the assembly, conformity to the requirements of this title, and the effects of the proposal on the area surrounding the site.

See attached narrative.

SPECIAL LIMITATION STANDARDS (if applicable)

The Planning and Zoning Commission shall review the proposed site plan governed by special limitation for consistency with the special limitations, goals, policies and land use designations of the comprehensive development plan and other municipal plans adopted by the assembly, conformity to the requirements of this title, and the effects of the proposal on the area surrounding the site. Each special limitation standard must have a response in as much detail as it takes to explain how your project satisfies the standard. The burden of proof rests with you. Use additional paper if needed.:

Not Applicable

GENERAL SITE PLAN REVIEW STANDARDS (AMC 21.50.200) (if applicable)

The Planning and Zoning Commission shall review the proposed site plan governed by the general site plan review standards for consistency with conformity to the requirements of this title, and the effects of the proposal on the area surrounding the site. Each standard must have a response in as much detail as it takes to explain how your project satisfies the standard. The burden of proof rests with you. Use additional paper if needed.:

Explain how the proposed site plan meets the criteria for its approval established under this title.

See attached narrative.

Explain how the proposed conditional use will not have a permanent negative impact on the items listed below substantially greater than that anticipated from permitted development:

1. Pedestrian and vehicular traffic circulation and safety.

See attached narrative.

2. The demand for and availability of public services and facilities.

See attached narrative.

3. Noise, air, water or other forms of environmental pollution.

See attached narrative.

4. The maintenance of compatible and efficient development patterns and land use intensities.

See attached narrative.

Stantec, Inc.

Mulcahy
Stadium/CCSC
Parking - Urban
Design Commission
Final Approval
Submittal

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1 PROJECT OVERVIEW

1.1 GENERAL

Chester Creek Sports Complex (CCSC) is located in Midtown Anchorage, south of the Downtown area. The location encompasses Anchorage's premier athletic venues, including the Sullivan Arena, Ben Boeke Ice Arena, Anchorage Football Stadium (AFS), Mulcahy Stadium, Kosinski Baseball Fields, and two outdoor hockey sheets of ice. The site is bordered by 16th Avenue to the north, Gambell Street to the east, Chester Creek to the south, and A Street to the west (see Figure 1).

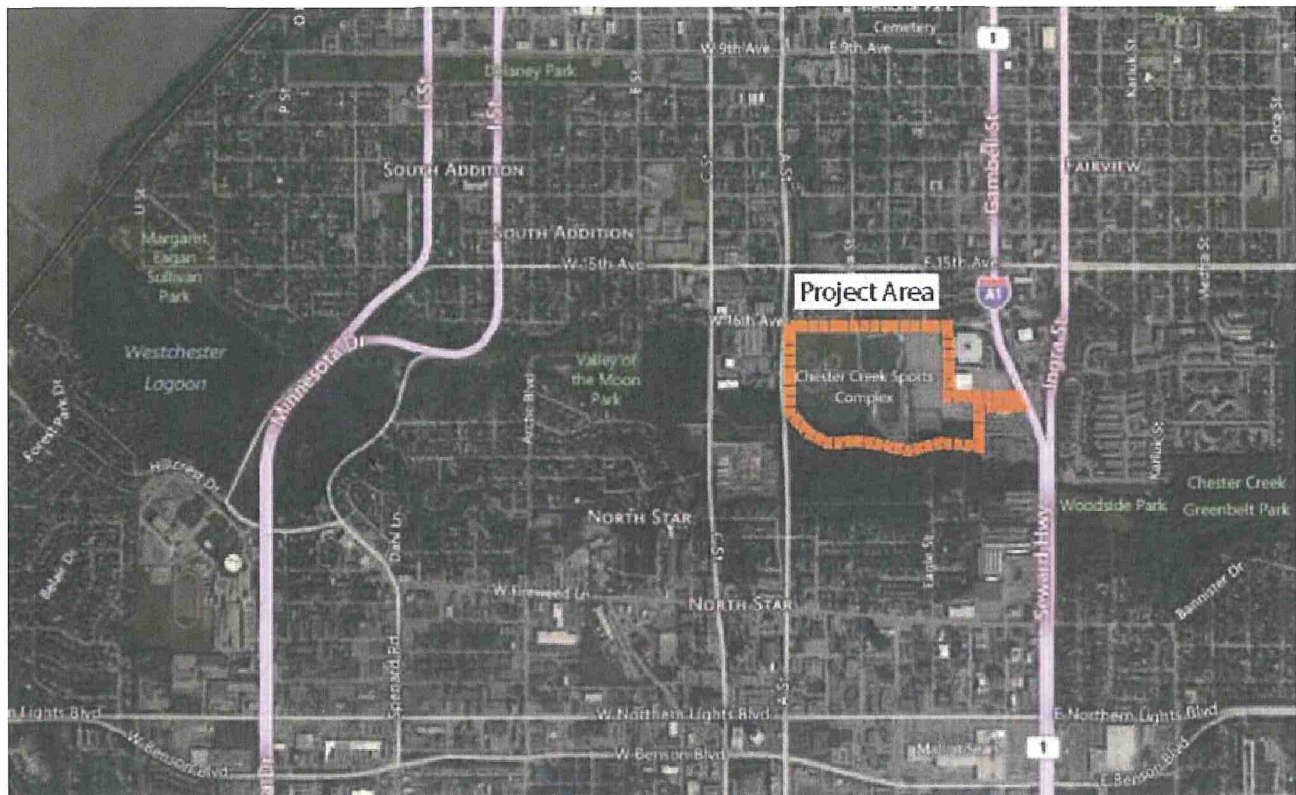


Figure 1: Location Map

This summary provides the Urban Design Commission (UDC) a review of the proposed design for a new Mulcahy Stadium, including a description of parking and pedestrian amenities within the CCSC, specifically between the Mulcahy Stadium and Sullivan Arena.

The CCSC project was scoped in November 2012 to provide for a new parking lot to be located at Kosinski Fields #1 and #2, which comprise the two fields located at the northern portion of the Kosinski American Legion Ball Field Complex. Initial discussions on the parking lot development and the need for major renovations at Mulcahy Stadium resulted in consideration of relocation of Mulcahy Stadium onto Kosinski Fields #1 and #2 with new parking at the current Stadium location.

The current project is the result of a legislative request that garnered a \$5.19 million grant to the Municipality of Anchorage (MOA) of which \$1.49 million is to provide for HVAC and security upgrades to Sullivan Arena and \$3.7 million is to provide for parking lot improvements and Mulcahy Stadium relocation.

2 PARKING LOT AND SITE DEVELOPMENT

Parking lot improvements in the current project are to provide additional parking for all facilities within CCSC to accommodate peak time demands created by high-capacity events that occur at Sullivan Arena, AFS, Ben Boeke Ice Arena, and/or Mulcahy Stadium.

The original scope of the project was based on an interim parking solution that was defined in the *2006 Chester Creek Sports Complex Master Plan Update (2006 CCSC Master Plan Update)* prepared by Land Design North in association with USKH Inc. (now Stantec). That project reviewed a number of options for parking and facility improvements within CCSC updating an earlier master plan. Key to all parking solutions considered was Mulcahy Stadium. As originally considered, Mulcahy Stadium was to be renovated in place, thus any parking layout was predicated on working around the existing facilities, with the exception of the two northern Kosinski Fields.

The new Mulcahy Stadium and associated parking area design proposes placing a new Mulcahy Stadium at the site of the northern Kosinski Fields. This allows use of the existing facility during construction. The existing Mulcahy Stadium will then be demolished to create the desired parking in a more central location. A new traffic study has been completed (Stantec, 2015) to direct the proposed project and address UDC conditions of approval. This traffic study is included with the updated UDC project application.

2.1 EXISTING CONDITIONS

The Chester Creek Sports Complex includes the many athletic facilities discussed above, with multiple parking areas. The parking areas are differentiated only by the buildings and venues that comprise the CCSC. There are no islands, plantings, or existing vegetation in any of the described areas except at the base of the Sullivan Arena.

2.1.1 Parking and Access

The existing CCSC includes the many athletic facilities discussed above, as well as multiple different parking areas. The parking areas were constructed over many years, prior to the existence of AMC Title 21 Land Use Code parking lot landscape requirements. Thus there are no plantings or existing vegetation in any of the existing described areas except for plantings at the base of the Sullivan Arena. The large open parking lot leads to undirected traffic movements, except as provided by lane/parking lot markings and whatever traffic direction is provided by vendors for special events.

The availability of parking and access to the site during large events has long been an issue. The *2006 CCSCS Master Plan* noted that “[t]he initial *CCSC Master Plan* acknowledged that on-site parking in 1984 met less than 30% of the projected high demand of 4,900 vehicle spaces.” With on-site parking insufficient during high demand events, parking is displaced off-site - generally to private lots along 16th west of A Street, across Gamble Street. As reported in the *Chester Creek Sports Complex Parking Lot Access Study (2015 CCSC Parking Lot Access*

Study, Stantec) provided with this submittal, there are 1,521 existing parking stalls on site. Parking demand is currently estimated at 4,650 vehicles when full-capacity events occur at all of the facilities on the site.

The ability to access or leave the parking lot has also been an issue with reported wait times of up to half an hour. The ingress and egress is constrained by the site access and surrounding road capacity (A Street, Gambell Street, and 16th Avenue.

The access and egress from the parking lot, reorganization of the parking lot to maximize parking spaces; improve traffic flow; and provide modern landscaping has been an important goal of the Mulcahy Stadium redesign project. A full description of existing and proposed parking, ingress, and egress, is provided in the full 2015 CCSC Parking Lot Access Study provided with this submittal.

2.1.2 Grading/Drainage

The area generally drains from north to south. 16th Avenue, which provides the northern border is approximately 12 feet above the southern “developed” area of the complex and is approximately 18 feet above the elevation of Chester Creek, which defines the southern boundary of the project area. The area is generally evenly graded for the full area of parking lot paving, but there is approximately a four-foot drop in grade south of the existing Mulcahy Stadium for those areas that are west of existing parking. Thus both AFS and Kosinski Fields #3 and #4 feature a four foot drop in elevation at their northern extents.

2.1.3 Soils

DOWL HKM conducted borings and analysis of soils and found the affected area is generally comprised of fill with well graded sand, silt and gravel, underlain by peat, which is underlain by either clay or silty sands which are underlain by clay. The following is an excerpt from the report:

The surficial fill and peat deposits extend from the ground surface to as deep as 15 feet below the existing ground surface. The fill material consists mostly of silty sands with over 20% silt and is moderately to highly frost susceptible (F2 to F4). The thickness of the fill material is inconsistent with as little as 3 feet to a maximum observed of 10.5 feet below the ground surface. The fill was partially frozen at the time of our investigation, and blow counts on frozen soil will be biased high. Blow counts obtained on fill material below the frost zone was variable with N-values ranging from 10 to 34. This suggests that the fill was not placed with moisture/density control. The peat below was generally soft, fibrous, and wet. The native mineral soils below the fill and peat generally consist of a 3- to 8-foot layer of silty sand with gravel overlying silts and clays. This sand layer below the peat and fill extends to depths of approximately 18 to 20 feet below grade

2.2 PROPOSED DESIGN

The proposed design includes the relocation of Mulcahy Stadium on Kosinski fields #1 and #2 and their associated parking lot. A small (25 stall) parking lot is maintained in the northwest corner of the site of use at Mulcahy Stadium and the remaining Kosinski Fields (#3 and #4). The existing Mulcahy Stadium when demolished will become additional parking and include revised entrances, landscaping, and striping. The new lots and the existing lots between Mulcahy Stadium and Sullivan Arena will be reoriented so that drive lanes are oriented

east-west to improve traffic flow and minimize parking movements into the major drive aisles. Access improvements are also included for the driveway to Gambell Street.

The proposed design addresses a number of community concerns, stakeholder interests, and input from the UDC:

- Mulcahy Stadium is located north of Kosinski Field #3 and is moved slightly west to allow UDC mandated handicapped parking stalls to be located directly adjacent to the stadium.
- A parking lot is maintained north of Mulcahy Stadium. The lot is maintained to provide service access to Mulcahy Stadium and parking for Kosinski Fields #3 and #4. Its smaller size allows space to move Mulcahy Stadium to the west, allowing the handicapped parking to be along the east of Mulcahy Stadium. The reduced number of parking spaces reduces the numbers of people walking along East 16th Avenue, and the need to stop northbound exiting traffic to provide for pedestrian passage.
- Kosinski fields #3 and #4 are maintained as presently configured.
- A southern access road from A Street that was in the preliminary submittal has been removed from the design alternative. This is for the following reasons:
 - The primary factor affecting time of ingress to the site is ticketing (parking fee collection) during large events, not numbers of access points. SMG, the management company operating the Sullivan Arena and Ben Boeke Ice Arena, can be required to increase ticketing throughput according to the MOA.
 - A Street only has two traffic lanes available to serve traffic existing CCSC. A new driveway onto A Street south of the new Mulcahy stadium could decrease pedestrian conflicts in the parking area, but due to the limited capacity of A street to accept additional traffic / driveways, it isn't clear that the additional driveway would actually increase exiting capacity. This is governed more by available lanes on A street than by number of driveways. Also, a new driveway onto A street would require channelization and control of traffic between the driveway and 16th Avenue. There would be a substantial desire for vehicles to turn either east or west on 16th, in order to make "U Turns" onto either C Street or Gambell Street, so they could go southbound. Without channelization and traffic controls, there could be a large amount of potentially unsafe weaving and lane change maneuvers just prior to 16th, conflict with thru traffic on A Street.
 - Grade differences between Kosinski Field #4 and the parking lot complicate how access would work at that location. The intersection of the previously proposed new access road and the parking lot connection is restricted in space by the presence of the new stadium and Kosinski Field #4. The geometry of the intersection is problematic for traffic flow. Resolving the grade and alignment with traffic aisles in the parking lot may ultimately affect Kosinski Field #4.
 - An access between Mulcahy Stadium and the Kosinski Fields will cross Land Water Conservation Fund (LWCF) lands and the Department of Natural Resources (DNR) has indicated that an entry serving the entire complex may be acceptable to the National Parks Service (NPS) so long as the access remains ungated and does not have adverse effects to existing outdoor recreational uses.

- The access will bisect the baseball field complex and could impede and pose safety problems for pedestrian traffic. The Alliance for American Legion Baseball notes that fields are designed to avoid having automobile traffic close to the fields, so that young children can safely play around the fields, since families and younger siblings are often in attendance at games.
- ADOT&PF has determined that the entry would require a deceleration lane, which is problematic due proximity of the A Street hill, to the narrow width of the bridge crossing of Chester Creek and the potential to back traffic to Fireweed Lane.
- Providing the new entrance would require relocation of Kosinski Field #3 to the south by approximately 50 feet. Because of the geometry of A Street, a shift south will further shorten the right field. Kosinski 3 is already considered an undesirable field because of the short right field and potential for sending a ball into traffic. Modifications, particularly adding a deceleration lane on A Street would further decrease the desirability of the field and make it unusable for American Legion play and possibly high school and adult leagues. Loss of the field would be a Land and Water Conservation Fund (LWCF)¹ issue and require construction of an additional field elsewhere. Estimates of reconstruction are in the neighborhood of \$1.2 million, not including property purchase. The relocation would also require relocation of a segment of the Lanie Fleischer Trail.
- Cost of the proposed access including the deceleration lane, roadway, movement of Kosinski Field #3, and accommodation of grade differences generated project costs of approximately \$2 million in a funding climate that challenges the feasibility of the project. This excludes any costs that would be associated with construction of a deceleration lane or bridge enlargement.
- The additional access to Gambell Street that was that was in the preliminary submittal has been removed from the design alternative. This is for the following reasons:
 - Impacts to Cal Worthington would be increased significantly. The distance between a new access and the Cal Worthington entry is too short to safely allow Gambell Street through traffic to merge across exiting CCSC traffic into Cal Worthington's. Additionally, Cal Worthington traffic already finds it difficult to leave during exiting periods.
 - There are utilities present on Gambell Street that greatly increase project cost and complications.
 - There are utilities present near the southeastern corner of Ben Boeke Ice Arena that complicate the traffic routing and construction of any access in the area and that would also increase project cost.
 - The proposed design solution provides two exit lanes to Gambell at the existing central access to accommodate exiting traffic, simplify entry management and pedestrian crossings, and provide a result similar to a new driveway without increasing the intersections on Gambell Street

¹ Much of the property purchase and development for CCSC was funded through the federal LWCF. Section 6(f) of the LWCF Act requires that land or park appearances cannot be eliminated without coordination with the National Park Service and mitigation that replaces the eliminated item 1:1 for both quantity and quality.

- Improved channelization in the parking lot will provide more uniform movement of traffic from parking to exit lanes, providing more uniform exiting and better ability for traffic to exit from the southernmost lots.
- It should be noted that the Fairview Business Association (FBA) has investigated the possibility of providing a multi-use structure between Gambell and Ingra Streets, south of 15th Avenue, which would provide for multi-level parking. FBA is actively pursuing this concept, which would add significantly to the parking available to users of the Sullivan Arena. The Stantec team met with this group on two occasions. Currently the FBA has a developer to construct the new garage, but needs financing. The Stantec team spoke with them as part of the *2015 CCSC Parking Lot Access Study* and found that their proposal will require dedicated acceleration and deceleration lanes on Gambell, but how those might occur is only conjecture and the FBA has not resolved that issue to a degree that the CCSC project can be constructed to accommodate the garage.

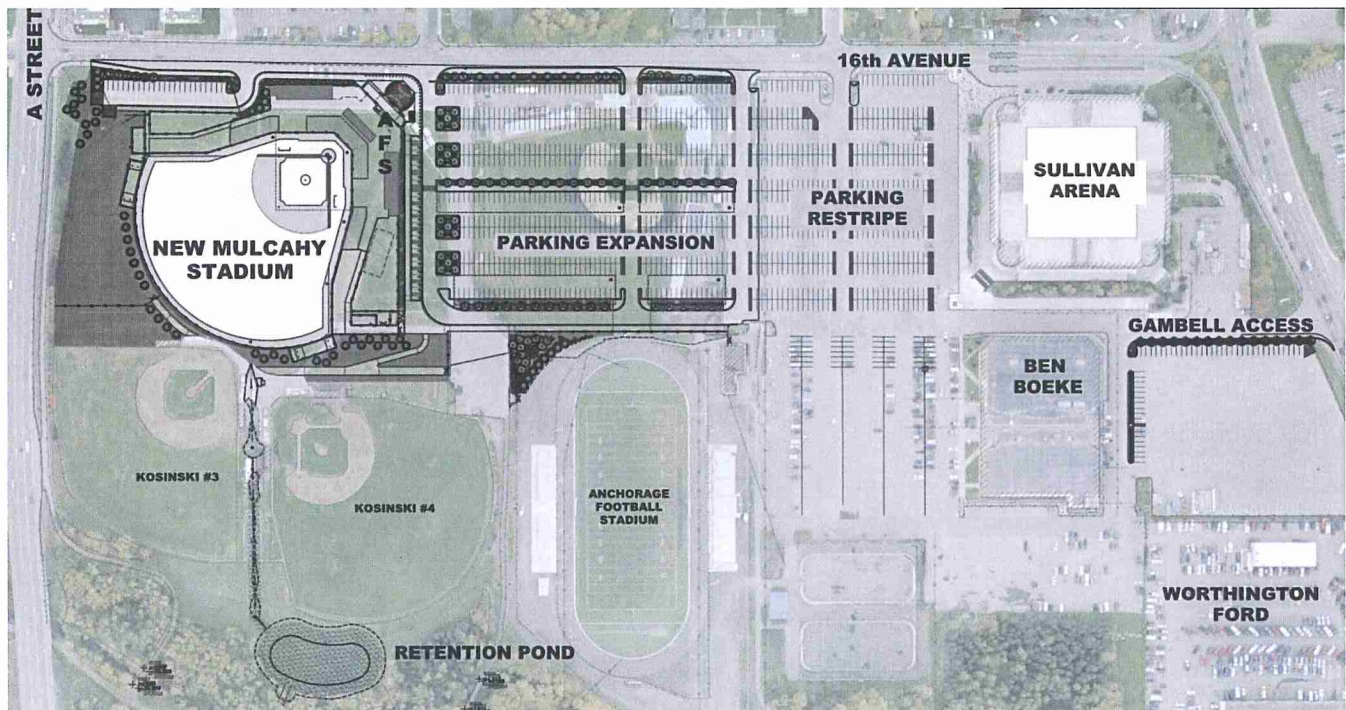


Figure 2-Proposed Design

- Expansion of parking into the location of the existing Mulcahy Stadium:
 - The expansion into the space occupied by Mulcahy Stadium provides an increase of 471 parking spaces.
 - The increased capacity should induce more on-premises parking and less off-premises parking which, coupled with the reduction of available parking west of Mulcahy Stadium, should reduce the number of pedestrians along East 16th Avenue at major events. This should reduce the frequency that traffic control officers must stop entering/exiting traffic, facilitating flow from

lots onto streets. While this is short of the parking needs for the full complex, it is the maximum that can be done without triggering Land and Water Conservation Fund “conversion” issues.

- Re-orientation of parking to provide alignment that better facilitates traffic movement, pedestrian movement, and pedestrian safety.
 - The re-oriented facilitates parking economizes on space, respecting the addition of the new parking area in the existing Mulcahy Stadium area.
 - Traffic queuing is accommodated by interior traffic aisles, not at the final exit to 16th Avenue and Gambell Street. This provides a more systematic manner of queuing and better traffic control at entry and exit points. It eliminates conflict with parked cars pulling into main traffic aisles.
 - Pedestrians now exit cars and walk along traffic aisles. The need to cross between parking bays is greatly reduced in the proposed design. Pedestrians are much more visible to drivers, increasing pedestrian safety.
 - Almost all parking is now interior to the center of the parking areas, not at the perimeter, excepting a small amount of parking that will be retained along East 16th Avenue. As a result, pedestrian traffic along 16th Avenue is reduced, facilitating entering and exiting vehicular traffic movement. The current funding available does not allow for the full reconstruction of all parking in the CCSC parking lots. The proposed project does provide that the parking that will remain between Mulcahy Stadium and Sullivan Arena will be fully restriped to establish the parking and drive aisle pattern. This will require relocating four lights.
- Provision for “water retention” in the parking lot to accommodate runoff from the parking lot and to facilitate infiltration.
 - By capturing water in planting islands within the lots and directing flows via beehive inlets to underground infiltration chambers, water is absorbed into the ground nearer the source.
 - The need to devote large amounts of land for water treatment is reduced, allowing land to remain forested or to serve recreation/facility needs.
 - When flows exceed the capacity of the subgrade to absorb water, a piped drainage system carries overflow water either in existing outfalls to Chester Creek or to an detention pond located south of the Kosinski Fields that overflows via land to Chester Creek.
- Landscaping to address requirements of Title 21 with respect to landscaping in large parking lots.
 - Landscaping is required to meet Anchorage Municipal Code Title 21 landscape requirements. The lots have long been “grandfathered” in; however, the parking improvements will trigger a need to comply with Title 21 landscaping.
 - The landscape/infiltration aisles provide more definitive traffic control than now exists. This will prevent “short-circuiting” by traffic and facilitate queuing within the traffic aisles, not at exits. This will improve flow from the parking lots to streets.

- Provision of a new entry and exit from/to 16th Avenue.
 - A fourth entry to 16th Avenue is proposed to facilitate loading into the parking lot and exiting from the lot during major events.
 - The additional entry will allow flexibility for traffic control to direct exiting traffic either north or south, depending on the traffic control pattern desired for individual events.
 - The proposed configuration recognizes that SMG uses the eastern portion of the north parking lot for home shows and other large trade shows by setting up tented displays. The ability to partition the lot for the tent displays is retained in the proposed layout.
- Provision of a north-south pedestrian corridor aligned with Cordova Street to facilitate travel by pedestrians and dog sleds, viewing of dogsled races, and provision of a large plaza/open area for vendors and events.
 - The pedestrian corridor that is provided along the eastern side of Mulcahy Stadium allows for dog sled travel during the Fur Rondy and Iditarod sled dog races. The parking lot and adjoining plaza at the entry to Mulcahy Stadium and near the future pavilion to the south allow spectator viewing of the races.
 - The north-south corridor facilitates pedestrian travel between Mulcahy Stadium, Kosinski Fields, and AFS as well as continued pedestrian travel to and from the Lanie Fleischer Chester Creek Trail.
 - The proposed corridor is designed to be used for handicapped parking for Mulcahy Stadium, allowing it also to function as a mushing corridor during Fur Rondy and the Iditarod Ceremonial start.
- Though not funded by this project, the design makes provision for a new multi-purpose event pavilion that serves summer and winter use for ballgame viewing, winter multi-sport viewing to the east and west of the event pavilion, farmer's markets, and other events that are seeking space within the community. The submittal requests that the facility be included in the approval as donors will be solicited to fund construction of the pavilion.
- An open area west of Mulcahy Stadium that provides open space between the ball field and A Street.
 - The area provides open space consistent with the interest of the LWCF property restrictions and public use on a daily basis, as well as when events are occurring at CCSC.
 - The area also provides access to 16th Avenue parking north of Kosinski fields #3 and #4 to reduce conflicts with parking for large events in the main CCSC parking lot.
- Provision for a detention/infiltration basin to enhance storm water runoff treatment.
 - The major contributors to runoff are the parking area, buildings, and new hardscape of the Mulcahy Stadium. Most infiltration will occur either in the parking lots where subsurface infiltration chambers are to be provided or within the new Mulcahy ball fields where the field

remains permeable. Overflow from Mulcahy Stadium for large rain events will be routed to a detention pond prior to discharge to Chester Creek.

- The detention pond will be constructed in the existing open space south of Kosinski Fields 3 and 4. Clearing of vegetation along the creek will be minimal.

3 MULCAHY STADIUM

Mulcahy Stadium is Anchorage's primary spectator baseball park. It was constructed in 1964 and is home to the Anchorage Glacier Pilots and the Anchorage Bucs, two teams that are members of the six-team Alaska Baseball League. The League attracts some of the finest college baseball talent in the nation. Top teams from the League are sent to compete in the National Baseball Congress World Series where they have won multiple championships. The field also serves American Legion Baseball when not in use by the Pilots or Bucs. The field has a natural grass outfield with automated sprinkler system and artificial turf base paths and infield. It is one of the largest-capacity outdoor sports facility in Alaska and also serves for non-baseball activity such as the 4th of July fireworks show. The field provides a left field dimension of 325 feet, center field of 398 feet, and a right field dimension of 325 feet.

3.1 EXISTING CONDITIONS

Mulcahy Stadium has largely been cobbled together over many years with facility additions as money was available. In general, facilities have served their useful life, with the exception of new fencing, new scoreboard, and box seats (2007), new multi-tiered beer garden (2008), and new dugouts with relocated bullpens and artificial turf (2009). Facilities such as concessions, team stores, and restrooms are in poor condition and while one concession is on a permanent foundation and has permanent-type construction, other concession facilities are largely of a temporary-type of construction.

There have been multiple plans developed over a period of years that have sought to either refurbish or reconstruct Mulcahy Stadium. This effort has gained momentum as facilities continue to be cobbled together to meet needs and the parking issue has continued to be of concern. The first concerted effort to examine alternatives for replacement of Mulcahy Stadium was conducted in the *2006 Master Plan Update*. A more in-depth look at Mulcahy Stadium was conducted by Stantec in 2011 and again in early 2012.

The proposed site for the new Mulcahy Stadium is located immediately west of the existing field, generally on top of two existing baseball fields, Kosinski fields #1 and #2. To the north of Kosinski fields #1 and #2 is 16th Avenue, along with a parallel parking lot. To the south are two more baseball fields, Kosinski fields #3 and #4. To the east is the existing Mulcahy Stadium, which will ultimately become additional parking for the Sullivan Arena and the new Mulcahy Stadium.

There are substantial elevation differences between Kosinski fields #1 and #2 and the Kosinski fields #3 and #4. Field #1 in particular is as much as 6 to 8 feet higher in elevation than Field #4 to the south. This presents some grading challenges, as the new Mulcahy Stadium will need to transition from the street elevation at 16th Avenue (about elevation 54.0), to the field elevation at the lower Kosinski fields #3 and #4 (about elevation 46.0).

Soils in the area are also challenging. Preliminary geotechnical exploration work consists of six test holes distributed across the outside edges of Kosinski fields #3 and #4. These test holes suggest the proposed stadium site consists of 8 to 10 feet of poor quality, frost susceptible sand, silt, and gravel fill materials (10 to 30 percent silt content) over about 4 feet of wet, soft organic peat, within the water table. The peat lies over variable materials ranging from plastic silts with sand pockets, to reasonably high quality well graded gravel pockets). The existing soils have been acceptable under a natural turf baseball field, but are largely unsuitable for use as-is under a conventional building foundation, and marginal to unsuitable for use under artificial turf, due to concerns with settlement, ground movement, and frost heave.

Nine additional test holes, along with several infiltration / percolation tests were completed in 2013 to better define the soils conditions in the proposed stadium and parking lot area for purposes of foundation designs. On the west edge of the site, these recent borings found the peat layer to be somewhat shallower and thicker than previously believed. Here, the peat was only 2.5 to 7 feet below the surface, and 7 to 8 feet thick. Other borings found the peat layer to be 4 to 6 feet thick, again, somewhat thicker than the preliminary investigation.

3.2 STADIUM INTERIOR CIRCULATION

The new Mulcahy Stadium will have an entry plaza with baseball thematic elements including bats for seat backs and spherical “baseballs” for bollards. Visitors will then pass through a gate to ticketing. The gateway, as with the perimeter stadium fence (as opposed to the outfield fence) will be constructed of wrought iron to replicate the stadium details of historic ballparks throughout America. Locker rooms and clubhouses for the Pilots and Bucs will flank the entry with space allowed for future expansion that will allow team retail sales. Concessions and restrooms are located on both sides of the field. Seats would be accessible from the plaza level with 13 rows of seats from the plaza down to the backstop/fence line.

Down the third base line seating and clubhouse/restroom/concession area, space will be provided to allow construction of a pavilion that, is currently included as an alternative in this design submittal. It is anticipated to be constructed should fundraising allow.

Service to the stadium will be available at the third base line. There will be direct access to the pavilion from the parking lot access drive for unloading catering supplies, food, or carrying out trash. A trash dumpster would be located near the central plaza between Mulcahy Stadium and AFS with access to the dumpster from the parking lot access drive.

3.3 SITE DRAINAGE

3.3.1 Grade Accommodation

The architectural concepts developed for the proposed Mulcahy Stadium provide for a roughly ground level entry on the north and east sides, such that the North side of the stadium is perhaps 1 to 2 feet above 16th Avenue, and the east side is a similar height above the proposed parking lot on that side.

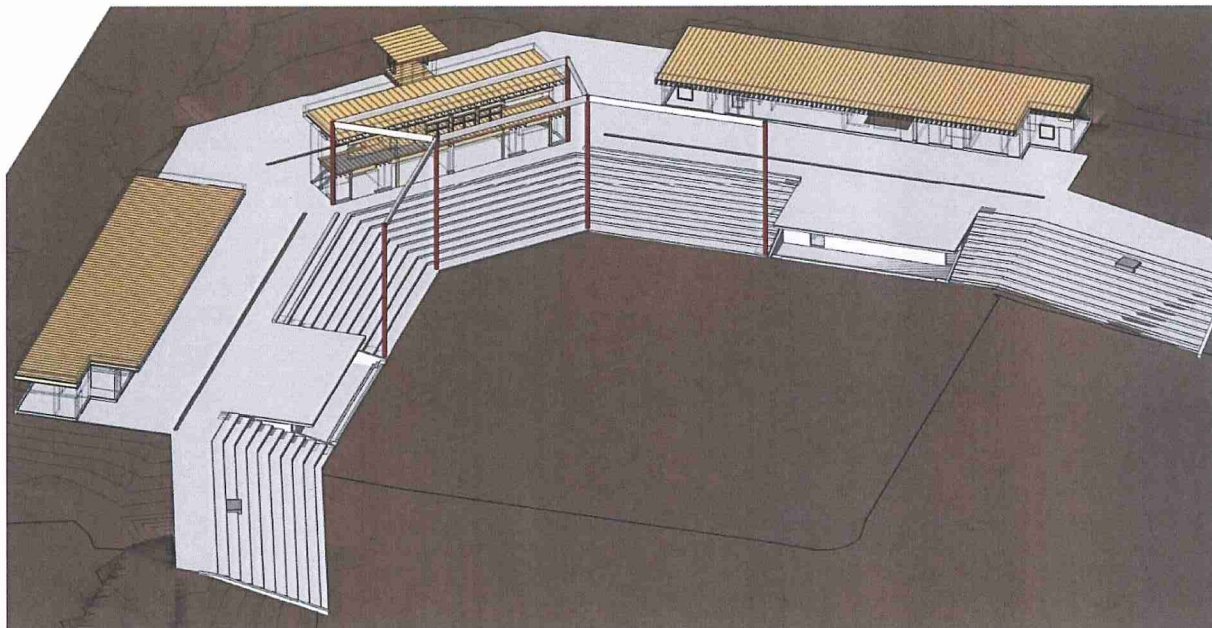
The plaza areas of the stadium are at the same elevation, such that the plazas are elevated above and looking across the field and seating areas. This requires that the entire baseball field be depressed below the existing elevation about 5 to 6 feet. This requires a fairly substantial amount of excavation; however, it offers the following advantages:

- It allows for construction of the stadium seating “on grade”, on the slopes formed between the upper stadium plaza level and the lower field. Nine rows of stadium seating, with a rise of 8 inches per row equals the required 6 feet of excavation.
- It provides a more manageable transition and grade accommodation between the proposed stadium, and Kosinski fields #3 and #4 to the south. The new Mulcahy Stadium outfield ends up at roughly the same elevation as Kosinski fields 3 and 4, rather than 6 feet above these fields.

- Eliminating the excessive grade transition opens up areas for bullpens, batting cages, and the storage / maintenance garages between Mulcahy Stadium and Kosinski fields, which would otherwise be taken up with steep transition slopes.
- Providing for the grade accommodation will require maintaining a minimum of 4-5 feet of non-organic soil and fill material above the peat material, with appropriate drainage provisions, such that the peat is not disturbed, maintained in its existing condition and does not expand or become saturated, leading to expansion, subsidence, and the resulting unevenness that could be problematic if not recognized.

3.4 STADIUM DESIGN ALTERNATIVE

The preferred alternative provides a solution that addresses the multi-use function envisioned for the stadium facilities while creating a classic American ballpark.



1 3D AERIAL VIEW FROM THE SOUTHWEST
0.004

Figure 3 Stadium Perspective

3.4.1 Entry/Ticketing

A new plaza will provide a gathering and queuing area for spectators entering the facility. The plaza and the stadium will present hallmark pedestrian amenities to reflect the feel of the ballpark. Ticketing will provide for purchase of tickets at the front of the building and credential/pass checking at two windows at the sides of the structure. The plaza and building will be gated for security purposes during non-event days.

3.4.2 Clubhouse Buildings

Buildings to the left and right of the entry will provide clubhouse space for the respective clubs. The space will provide lockers, showers, restrooms, storage, and a training room. Space will also be available for washers/dryers. The clubhouse buildings are located such that retail stores can be constructed at the entry for the respective teams should they choose to construct and operate retail sales.

3.4.3 Press Box and Luxury Boxes

As visitors enter, they will turn either left or right to find seating. Directly in front of the entry will be four luxury boxes with press boxes located above. The press boxes have access via stairs on either end and contain five media booths; two for radio, one for media and two for each team's statistics staff and a small restroom. Each space will have sound attenuation between the spaces. The press box windows could be opened to allow better viewing if desired.

The luxury boxes will provide the ability for management to rent out space for birthday parties, corporate rentals, or other special occasions. All four boxes will have separate doors for security and control by the rental interest. Two of the spaces will be large enough to accommodate parties of up to 20 and the other two will accommodate 12 to 16 people.

3.4.4 First Base Restroom and Concession

After turning right and passing between the Anchorage Glacier Pilots clubhouse and the luxury box, visitors will view the grandstands and field. On the right attached to the clubhouse will be first base restrooms and concessions. Attached to the concessions and restrooms will be an umpire changing room.

3.4.5 Third Base Restrooms and Concession

The third base pavilion and restrooms are similar to those of the first base side and will be located, and attached, to the Anchorage Bucs clubhouse. Attached to the third base restroom and concessions will be a stadium office to allow a manager space as needed for administrative and some storage purposes.

3.4.6 Pavilion

A space for a pavilion is provided beyond the 3rd base concession and restroom facilities. While not being constructed at present, project supporters are hopeful that fundraising may be successful in gaining support for the structure through one or more sponsors. The pavilion is intended to be a highly flexible, multi-purpose, multi-season facility that allows the "front" of the pavilion to change from east to west via use of overhead sectional doors depending on the event. For ball field-use days, or winter/summer specialty events at Mulcahy Stadium, the glazed sectional doors on the west can open allowing either renting for company parties or use by spectators on a pay-basis during ballgames. The pavilion will open to the east via the glazed sectional doors, or portions of the available doors, for events such as the Fur Rondy or the Iditarod sled dog races.

3.4.7 Dugouts/Storage Room

The dugouts will provide seating and traditional ball field accommodations for players and gear. The dugouts will be approximately 1-1/2 feet below the ball field level. The layout will accommodate two levels of seating within the dugout space, one in front, protected by chain-link fencing and one in the rear portion of the dugout with two level benches and a shelf. The dugout structure serves as the foundation for the Family/Beer Garden areas of the stadium seating. Behind each dugout will be a storage area, accessed from the dugout, as well as a restroom to serve the dugout during events.

3.4.8 Grandstands

The grandstands will provide approximately 1,000 permanent seats. They will be constructed of concrete with seatbacks for the home plate preferred seating area (approximately 288 seats), and possibly bench seating for the remaining seats. Included in the seat count are 12 accessible seat spaces. These are dispersed on the upper/concourse areas of the seating areas on the first and third base sides. There are also 2 accessible spaces on the lower third base side, accessed by a ramp. Each designated accessible space has a corresponding "companion space" directly adjacent to it. Beyond the permanent seating will be sloped banks that will be covered with a low-cost artificial turf and will allow on ground seating for large capacity crowds such as on the traditional 4th of July Pilots/Bucs double-header.

The grandstands will feature a covering system that will allow the rollout of a fabric covering over the main seating that is located directly over the seats in front of the press box, if funding allows. This covering will be on a halyard system that can be opened or closed as conditions warranted.

To the right and left of the grandstands, at the mezzanine level over the dugouts, will be relatively small family/beer garden spaces. Each of these areas will be covered by canopies to provide some relief from sun or rain as weather dictates, if funding allows.

3.4.9 The Field

The field will be constructed of artificial turf similar to that of the existing Mulcahy Stadium turf that covers the baselines and infield. The design section includes geotextile for material separation, imported soils for stabilization and to prevent heaving, a fabric for stabilization and support of drainage tiles, and at the surface artificial turf infilled with a rubber/sand infill that provides for a "natural" bounce to the baseball.

3.4.10 Playground

Space is provided to allow future construction of a playground facility for family activity.

4 COST ESTIMATE

The proposed improvements to 16th Avenue and the Sullivan arena parking lot, including lighting, drainage, landscaping and other elements shown on the drawings have an estimated construction cost of \$4,692,000 including 8.7% estimating and inflation contingencies. A total of \$5.2 million is presently available for this work from a combination of prior years' State Grants and ARDSA road bonds.

The proposed Mulcahy Stadium has an estimated base bid construction cost of \$11,809,000, including 8.7% estimating and inflation contingencies. The free-standing canopies over the seating and patios are an additive alternate with an estimated price of \$213,000; total stadium cost is thus \$12,022,000. Various funding avenues from both public and private sources are being sought to provide the full project funding, including a 2015 State grant request of \$9.995 million

Total estimated construction cost, for all project elements combined is \$16,714,000, including the parking and 16th Avenue improvements.

5 PUBLIC PROCESS

The *2006 Master Plan Update* underwent an extensive public process to determine what the needs were for future improvements within CCSC. That work included meeting with stakeholders, meetings with an advisory group, public meetings, and community council meetings. Alternatives then were derived from input provided.

The current project was further developed in a design study report (DSR) completed by Stantec (then USKH) in May 2014. The Design Study Report – Chester Creek Sports Complex Parking Area and Mulcahy Stadium Reconstruction (DSR) focused on providing some form and layout to the proposed facilities within the direction provided by the public in the 2006 effort. This has included the following efforts:

- Creation of stakeholders group of the primary parties affected by a new Mulcahy Stadium project. Stakeholders and representatives included:
 - The Alliance for American Legion Baseball, Mr. Steve Nerland, Mr. Don Winchester, Mr. Willie Paul
 - The Anchorage Bucs, Mr. Shawn Maltby
 - The Anchorage Glacier Pilots, Mr. Jon Dyson
 - Anchorage Parks and Recreation, Mr. John Rodda
 - Department of Public Works, Project Management and Engineering, Mr. Dean Karcz
- Development of a list of needed project facilities for a functional Mulcahy Stadium.
- A weeklong design charrette employing representatives of The Ripken Group, a specialist in the development of sporting facilities, in particular the development of baseball stadiums for communities similar to Anchorage.
- From the design charrette that was held the second week in December 2012, a concept evolved for a stadium that would fit the available space while providing for the proposed parking. As the project has progressed, the Stantec team has held a number of meetings with the stakeholders group including meetings on January 17, 2013, January 22, 2013, May 22, 2013, May 30, 2013, July 16, 2013, and July 18, 2013.
- A larger stakeholder group meeting on March 7, 2013 included:
 - SMG
 - Alaska Department of Transportation and Public Facilities (DOT&PF)
 - Alaska Aces
 - Anchorage District Soccer Federation
 - Anchorage Hockey Association
 - University of Alaska Athletics Department
 - Fairview Community Council

- Alliance for American Legion Baseball
- MOA Traffic Engineering
- Anchorage Waterways Council
- Anchorage School Activities Association

In addition to the stakeholder groups above, the Stantec team provided other opportunities for public input to the concept developed, including:

- A presentation of the proposed concept to the Fairview Community Council at their March 14, 2013 meeting and the 35% design at their December 12, 2013 meeting.
- A public meeting on April 18, 2013, for the public to provide input. The meeting was attended by nine members of the public. The project was generally well-received with recommendations for ensuring pedestrian connectivity from the north commercial area near Gambell Street; pedestrian circulation that is safe in the winter months; landscape in the parking areas including both evergreens and deciduous plant materials; and landscape plantings be provided along Gambell Street. There was also concern expressed that idling buses in front of Sullivan Arena may be detrimental to air quality.
- A meeting with Paul Fuhs of the Fairview Business Association (FBA) on April 15, 2013, to review commonalities and synergies between the CCSC effort and *the Economic Revitalization Plan* being put together by the Fairview community. The team also met with the FBA's consultant on May 22, 2013. That effort has evaluated a number of components, including:
 - An FBA proposed parking garage between Ingra and Gambell Streets, south of 15th Avenue. The parking garage could affect circulation in and around CCSC and potentially change the number of lanes available and/or traffic control requirements on Gambell Street. Acceleration/deceleration lanes are likely to be required and their placement is currently unknown.
 - The proposed parking project and other development could inject new sports-oriented food and beverage businesses north of the Sullivan Arena in current B3 zoned properties. That business could result in added pedestrian traffic that connects to CCSC from the north.
- A presentation to the Parks and Recreation Commission on November 14, 2013. The project proposal received unanimous approval.

6 PUBLIC FACILITY PROJECT LANDSCAPE REVIEW STANDARDS

6.1 PLANNING AND DESIGN CRITERIA

Explain how planning and design criteria are met by the proposed landscape plan:

1. *Feasibility:*

The project has been scaled to a size that proponents feel makes it feasible considering the current funding climate within the State of Alaska. There is existing funding for the work on East 16th Avenue and within the parking lot. The stadium portion of the project is unfunded though it has been designed such that “team facilities” will be largely unfinished shells that the teams can finish through fundraising. The project is promoted by the Alliance for American Legion Baseball and many other baseball and non-baseball interests; hopefully, gathering enough interest from legislators to garner some state financial support. Also, supporters are striving to gain support from corporate sponsors to provide matching funds to move the project to completion.

2. *The external impacts generated by the public facility project on adjacent areas. The landscape elements of the public facility project should complement, maintain, or improve the landscape quality of adjacent neighborhoods and areas.*

The project will facilitate improved quality of the neighborhood setting by providing improved pedestrian facilities along East 16th Avenue, safer and more organized movement of traffic within the lot, improved landscape within the parking and at the exterior of parking, where none exists now, and improved architecture within CCSC that will provide a more refined sense of. Neighbors and visitors will view a more scenic setting of the parking lot areas and the parking will be broken into more discrete pieces, reducing the scale of the large mass of asphalt that currently exists.

3. *The degree to which the landscape elements contribute to on-site use of the public facility project. The landscape elements of the public facility should enhance safe, efficient, and comfortable public use.*

The project will provide permanent facilities where primarily temporary construction-type of facilities exist. It will provide a permanent and professional look to the ballpark, facilitating public comfort during ballgames and providing a more appropriate setting for a core public recreation and entertainment pursuit. It will enhance access for the disabled and will facilitate much improved pedestrian flow in both the parking areas and in Mulcahy Stadium. Additionally the landscape elements, specifically the plaza, parking access, and pedestrian pathways have been designed to encourage additional, multi-season use.

4. *The visual attractiveness of the landscaping and its enhancement of the architecture of the public facility project, including the integration of internal and exterior architectural themes.*

The project is centered on “baseball” and baseball thematic elements are provided with site architecture that respects that theme. The entry plaza features bench seating with baseball bat back supports. Spherical bollards are “baseballs” of a size and similar in concept to the red balls found at Target stores. The entry fencing proposed is 8-foot tall wrought iron fencing typical to baseball parks throughout America. The concrete plaza will feature baseball patterns within the concrete. Plantings are provided to provide a ball-“park” setting, eschewing the makeshift buildings and architecture that

exists within the existing park. Also, the project will introduce parking lot plantings that are completely lacking within the existing parking lots at CCSC.

6.2 PUBLIC FACILITY STANDARDS

The Planning and Zoning Commission shall review a proposed site plan for consistency with the goals, policies, and land use designations of the comprehensive development plan and other municipal plans adopted by the assembly, conformity to the requirements of this title, and the effects of the proposal on the area surrounding the site.

The project complies as follows with key policies of Anchorage 2020:

Policy 37: Design, construct, and maintain roadways or rights-of-way to accommodate pedestrians, bicyclists, transit users, the disabled, automobiles, and trucks, where appropriate. The project provides for the improvement of East 16th Avenue by providing a widened pedestrian area of 10 feet for much of the walkway areas. The plan also facilitates access to the site by vendor transportation services such that drop-off and pick-up is easier than currently exists.

Policy 38: Design, construct, and maintain roadways or rights-of-way to promote and enhance physical connectivity within and between neighborhoods. The project provides a broad walkway south of East 16th Avenue at the extension of Cordova Street to facilitate the ability of the public to gain access from East 16th Avenue to the Lanie Fleischer Chester Creek Greenbelt Trail.

Policy 42: Northern city design concepts shall guide the design of all public facility projects, including parks and roads: The project provides for enhanced pedestrian movement along East 16th Avenue to facilitate the public's access during the summer and winter to major public facilities such as the Sullivan Arena and Ben Boeke Ice Arena. Also, the project provides for enhancement of the connection of the East 16th Avenue/Cordova Street intersection to the Lanie Fleischer Chester Creek Greenbelt Trail, for use by not only the public, but also dog mushers during the Fur Rondy sled dog race and the Iditarod Ceremonial start. Further, Mulcahy Stadium is being designed to encourage use by the public during the winter for such events as the "yukigassen" (snowball fight), and snowshoe softball during Fur Rondy.

Policy 44: Design and build public improvements for long-term use. The parking lot and Mulcahy Stadium are being design to ensure they last into the next 20-50 years. Whereas almost all construction within Mulcahy Stadium is currently of a temporary nature, the new facilities will be permanent construction complying with local building codes. The parking lot is also being designed to accommodate drainage from the newly developed parking areas, helping to protect the quality of Chester Creek.

Policy 45: Connect local activity centers, such as neighborhood schools and community centers with parks, sports fields, greenbelts, and trails, where appropriate. The project provides for a broad walkway south of East 16th Avenue at the extension of Cordova Street to facilitate the ability of the public to gain access from East 16th Avenue to the Lanie Fleischer Chester Creek Greenbelt Trail.

Policy 47: Provide distinctive public landmarks and other public places in neighborhoods. The stadium and entry plaza are being designed to provide a distinctive "baseball feel" with unique architectural site elements at the baseball field entry.

Policy 50: *Healthy, mature trees and forested areas shall be retained as much as possible.* The project was redesigned to eliminate a south entry to the site from A Street. That southern entry would have required relocation of Kosinski Field #3 and the relocation of the A Street trail that connects to the Chester Creek Trail. Doing so would have required the clearing of approximately ½ acre of mature forest along the trail. Recognizing that the goals of handling parking lot traffic could be handled by existing roadway access points, with reconfiguration of those entries, that clearing will not be necessary.

Policy 70: *The ecological and drainage functions of Anchorage's aquatic resources shall be protected and, where appropriate, restored.* The new parking areas, as well as the new Mulcahy Stadium, are being designed to provide for the collection of run off and the infiltration via underground chambers or a detention basin.

6.3 GENERAL SITE PLAN REVIEW STANDARDS

Explain how the proposed site plan meets the criteria for its approval established under this title.

The proposed plan provides for improvement of a facility that has been plagued by years of temporary construction. Pedestrian circulation is currently impaired by narrow sidewalks, which becomes increasingly problematic in the winter. Also, current configuration of drive aisles is contrary to the encouragement of pedestrian flow and safety.

The new plan:

- Addresses Anchorage 2020 goals and policies for connectivity, neighborhood protection, and public facility development.
- Better meets the internal and external pedestrian needs of the public within and outside the parking lot.
- Addresses water quality within the parking lot and sports field improvement project.
- Provides landscaping within parking area.

Explain how the proposed use will not have a permanent negative impact on the items listed below substantially greater than that anticipated from permitted development:

Pedestrian and vehicular traffic circulation and safety: The project will better organize traffic patterns inside the parking area, providing for better differentiation of entry and exit patterns. The project will also provide additional entry and exiting lanes, providing for better flow. The traffic aisles are re-organized such that pedestrians are more visible and walk more directly from vehicles to destinations. East 16th Avenue will be provided a safer pedestrian environment with wider walkways. Connectivity is better provided from East 16th Avenue to the Lanie Fleischer Chester Creek Trail.

The demand for and availability of public services and facilities: The project will provide for better accommodations within the new Mulcahy Stadium. Bathrooms will better meet patrons' needs. Concessions will provide facilities that are easier to clean, serve the public, and are secure. Seating will provide a better setting than is available at the current facility. The project is also designed to allow use on a 4-season basis. Luxury boxes and other spaces (e.g. future pavilion) are provided in order to encourage a sustainable financial future for Mulcahy Stadium through rental activity.

Noise, air, water, and other forms of environmental pollution. The new parking lot and the stadium will feature both above and below ground retention and treatment of water in order to better protect the waters of Chester Creek, with infiltration to the extent possible. Noise will continue, as this is a ballfield open to public attendance; however, the field will be set into the ground approximately 6-8 feet below existing grade such that the noise is contained inside the park to a greater degree than currently exists. Modern lighting will be focused on the lowered playing surface better enabling light to be captured within the confines of the ballpark, using a system that minimizes light trespass.

The maintenance of compatible and efficient development patterns and land use intensities. The use continues historic use of the area and does not change the recreational/spectator character of the area beyond the land use types that exist.

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7 RESPONSE TO UDC PRELIMINARY APPROVAL CONDITIONS OF APPROVAL

1. *Stadium lights shall meet municipal requirements for light trespass. Vertical foot-candles (fc) should not exceed 0.3 at the property line.* The design provides for highly directional lighting of the field such that the lighting will not exceed 0.3 fc at the property line.
2. *The Department of Health and Human Services shall determine the point at which noise complaints (if any are generated) warrant a noise study for the expanded baseball facilities and a noise mitigation plan to minimize impacts on the surrounding residential area. Agree.*
3. *Provide benches in the stadium entry plaza.* Seat wall is shown on Sheet L-101.
4. *Add the following statement to the site plan to limit access for the new exit to Gambell Street – “The access will be gated to allow use only during large events when parking demand is high.”*
The proposed new exit has been eliminated from the project.
5. *Consider specifying a wrought iron fence that will not risk impaling or trapping moose.* The fence is proposed to be 8 feet high which should dissuade any impalement by moose.
6. *Resolve with the Planning Division the need to provide an easement for right-of-way purposes along East 16th Avenue.* All of 16th avenue is located completely within dedicated street ROW, refer to drawing C107 for location of the ROW line. There is approximately 300 feet of sidewalk, which does sit astride the property line serving both 16th Avenue and the new Mulcahy Stadium. However, this sidewalk is mostly on CCSC property, and as it is associated with the Stadium, rather than 16th Avenue, we do not believe easements or additional ROW for 16th are required.
7. *Resolve traffic and parking concerns with the MOA Traffic Division and State DOT.* Project staff met with both parties on January 23, 2015. The proposed project was presented. Both parties indicated that they were comfortable with the 2015 CCSC Parking Lot Access Study and its conclusions. However, they cannot provide formal approval until such time that formal project documents are provided for circulation to their respective departments.
8. *Provide a snow removal plan for the stadium parking lot.* Requested plan is presented in schematic format. Actual removal will depend on the management company that will have responsibility for the Sullivan Arena and surrounding parking lots. That contract will be up for bidding in the near future thus it is not productive to get SMG's input since they may not be the successful bidder.
9. *Prior to final submittal the petitioner will resolve methods and means of providing an alternative access to CCSC parking, coordinating with key affected parties, including but not limited to ADOT&PF, MOA Traffic, Fairview Business Association, and the Alaska DNR.* A parking study that addresses this condition is attached to this submittal. The general findings of that study have indicated that:

- a. Ticketing (parking fee collection) is the single most contributory factor to holdups in entry times to the parking areas.
- b. The number of lanes available on both A Street and Gambell Street dictate exiting volumes and speeds. It is not an issue of insufficient exits being available.
- c. Exiting traffic flow can be increased to both A Street and Gambell by relatively simple modifications to East 16th Avenue and the existing interior parking lot exit to Gambell.
- d. Better controlling and channelizing traffic within the parking lot by reorienting the parking will assist in promoting quicker exit times.
- e. The reduced numbers of parking stalls in the lot parallel to E. 16th Avenue will decrease the numbers of pedestrians that must walk from that lot, reducing the numbers of pedestrians along E. 16th Avenue. This improves exit times since there will be less stoppage for pedestrian crossings than currently required.
- f. A new A Street entry/exit would have undesirable effects to existing ballfield facilities.
- g. A new Gambell Street exit would have undesirable effects to Cal Worthington Ford exiting/entry traffic.
- h. The cost of the two “new” entries/exits from and to A Street and Gambell Street would exceed \$2 million. The value of such measures was not found to be cost effective when other solutions were found better address the traffic problem.



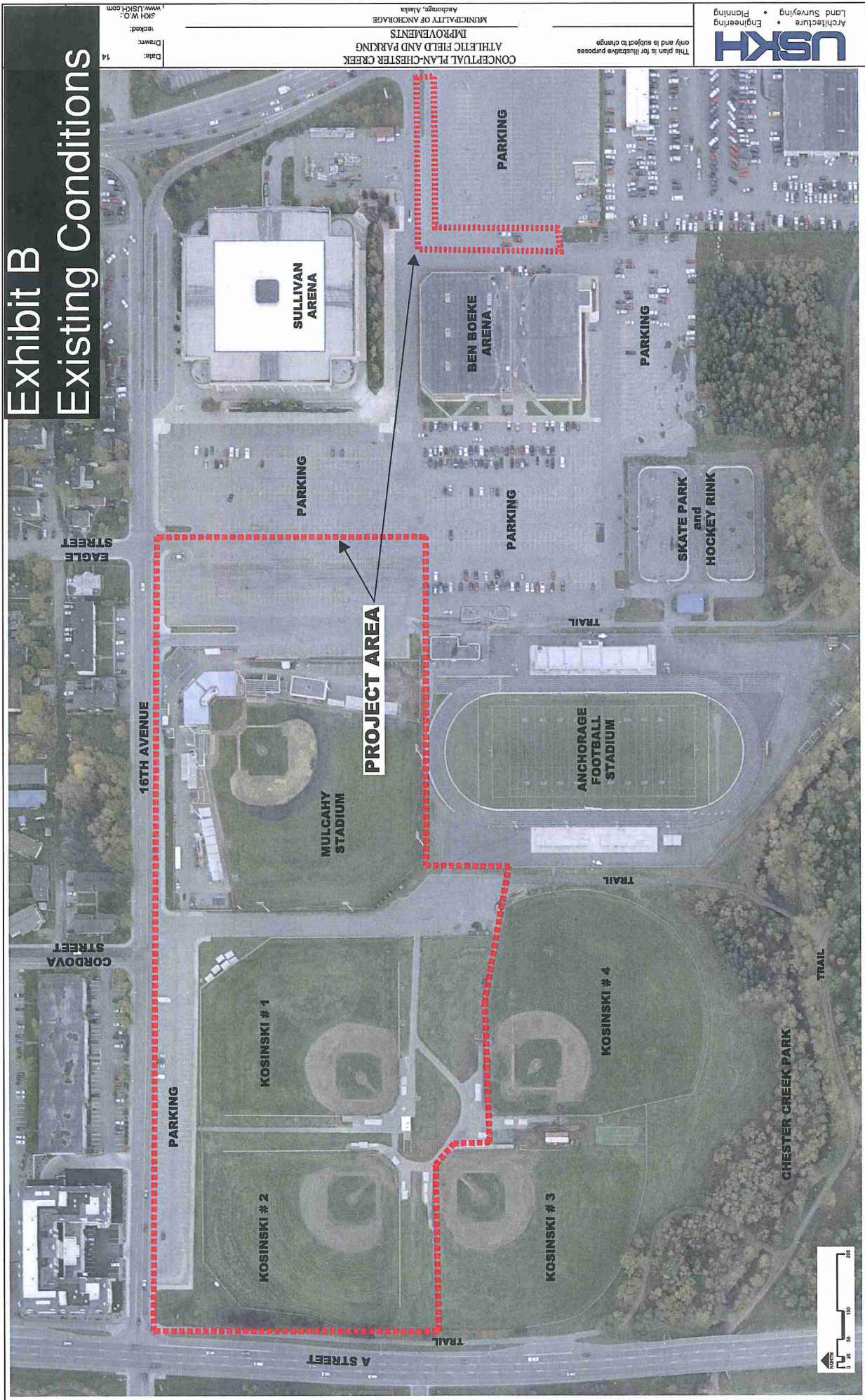
Exhibit A

Vicinity Map & Local Area Map

Chester Creek Sports Complex
Mulcahy Field



Exhibit B Existing Conditions



This plan is for illustrative purposes only and is subject to change

**CONCEPTUAL PLAN-CHESTER CREEK
ATHLETIC FIELD AND PARKING
IMPROVEMENTS**
Municipality of Anchorage
Anchorage, Alaska

Date: 14
Drawn:
Checked:
JKH W.O.
www.uskh.com

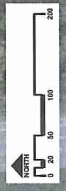
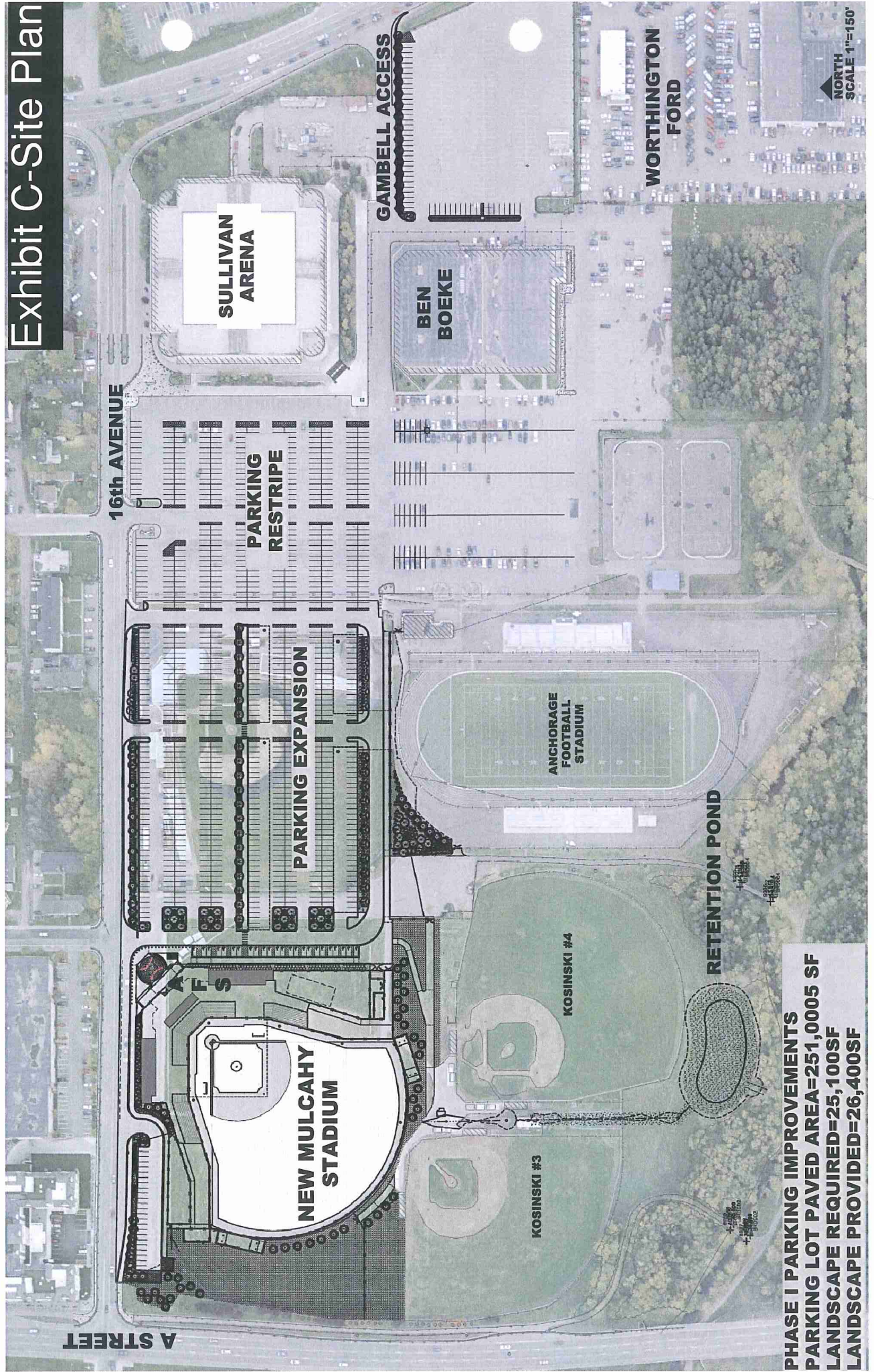


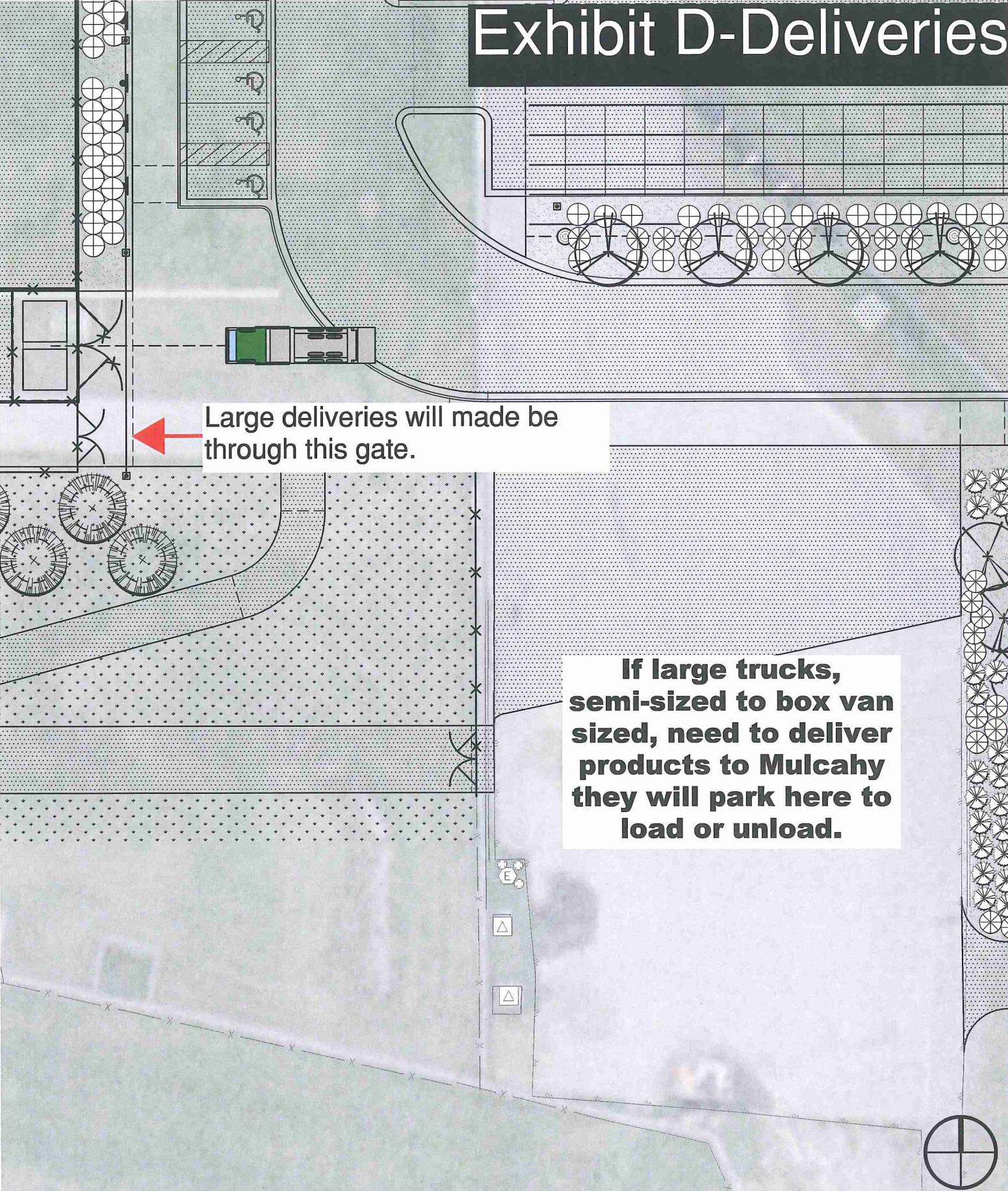
Exhibit C-Site Plan



NORTH
SCALE 1"=150'

PHASE I PARKING IMPROVEMENTS
 PARKING LOT PAVED AREA=251,000SF
 LANDSCAPE REQUIRED=25,100SF
 LANDSCAPE PROVIDED=26,400SF

Exhibit D-Deliveries



A detailed site plan diagram for the CCSC-Mulcahy facility. The plan shows various parking lots, roads, and building footprints. A green truck is shown parked in a lot, with a red arrow pointing to a specific gate. The diagram includes landscaping elements like trees and shrubs, and a north arrow in the bottom right corner.

Large deliveries will made be through this gate.

If large trucks, semi-sized to box van sized, need to deliver products to Mulcahy they will park here to load or unload.

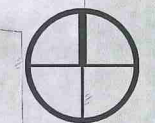


Exhibit E-Dumpster Access

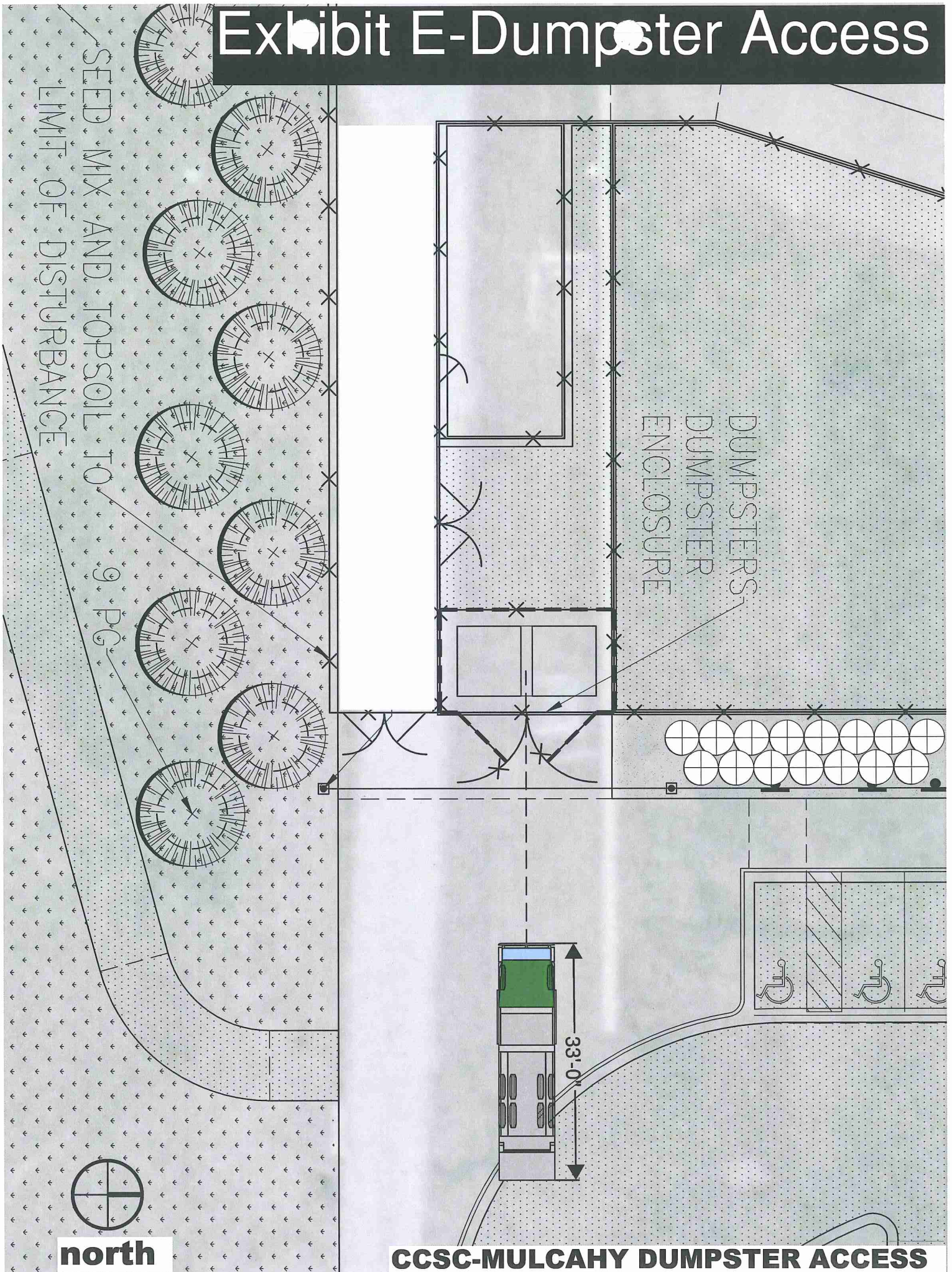
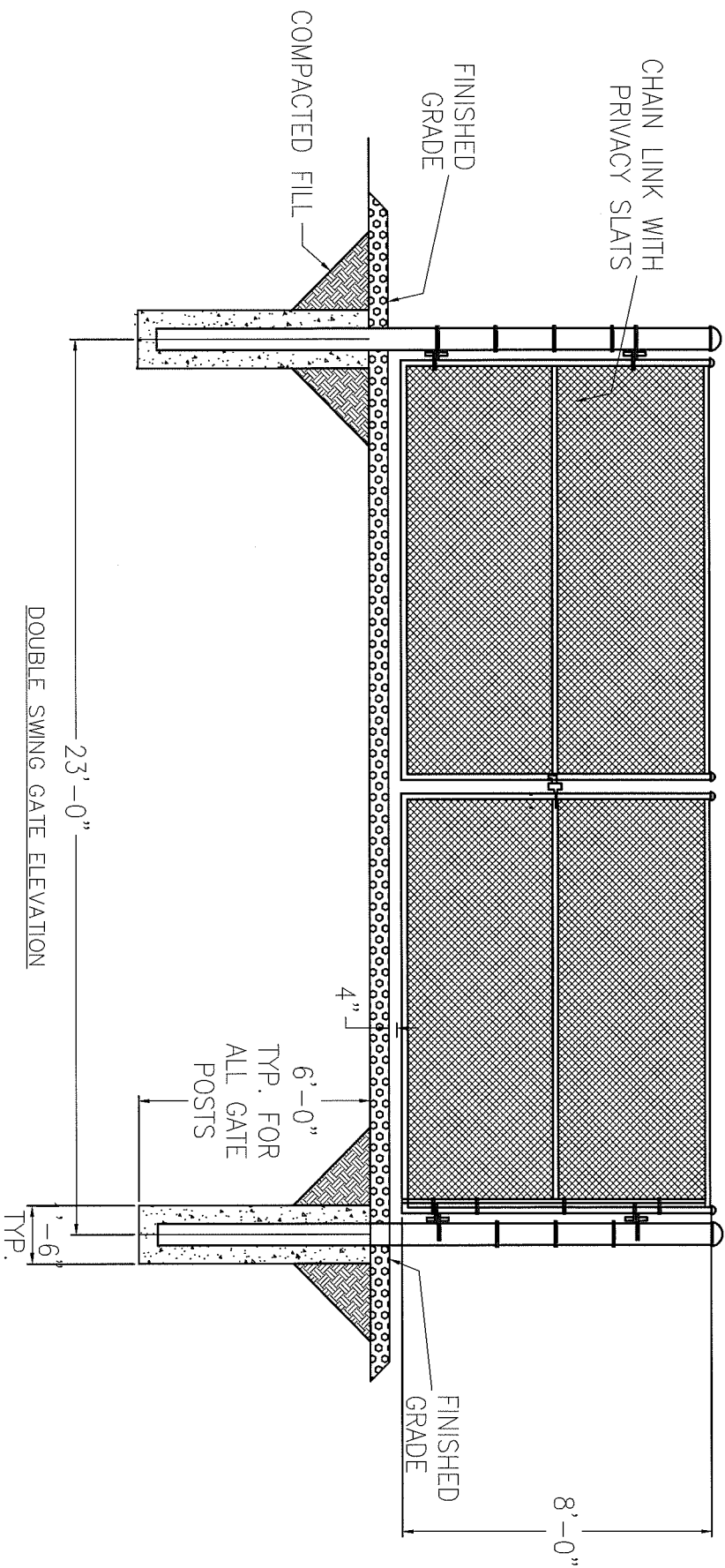


Diagram illustrating the plan view of a Double Swing Gate. The gate is shown with a central hinge assembly and a gate frame (typ.). The gate is labeled "DOUBLE SWING GATE PLAN". Dimensions include a total width of 6' 5 1/8" and a hinge post diameter of 40 SCH. The gate is shown in an open position, with the "INSIDE" and "OUTSIDE" labels indicating the orientation.





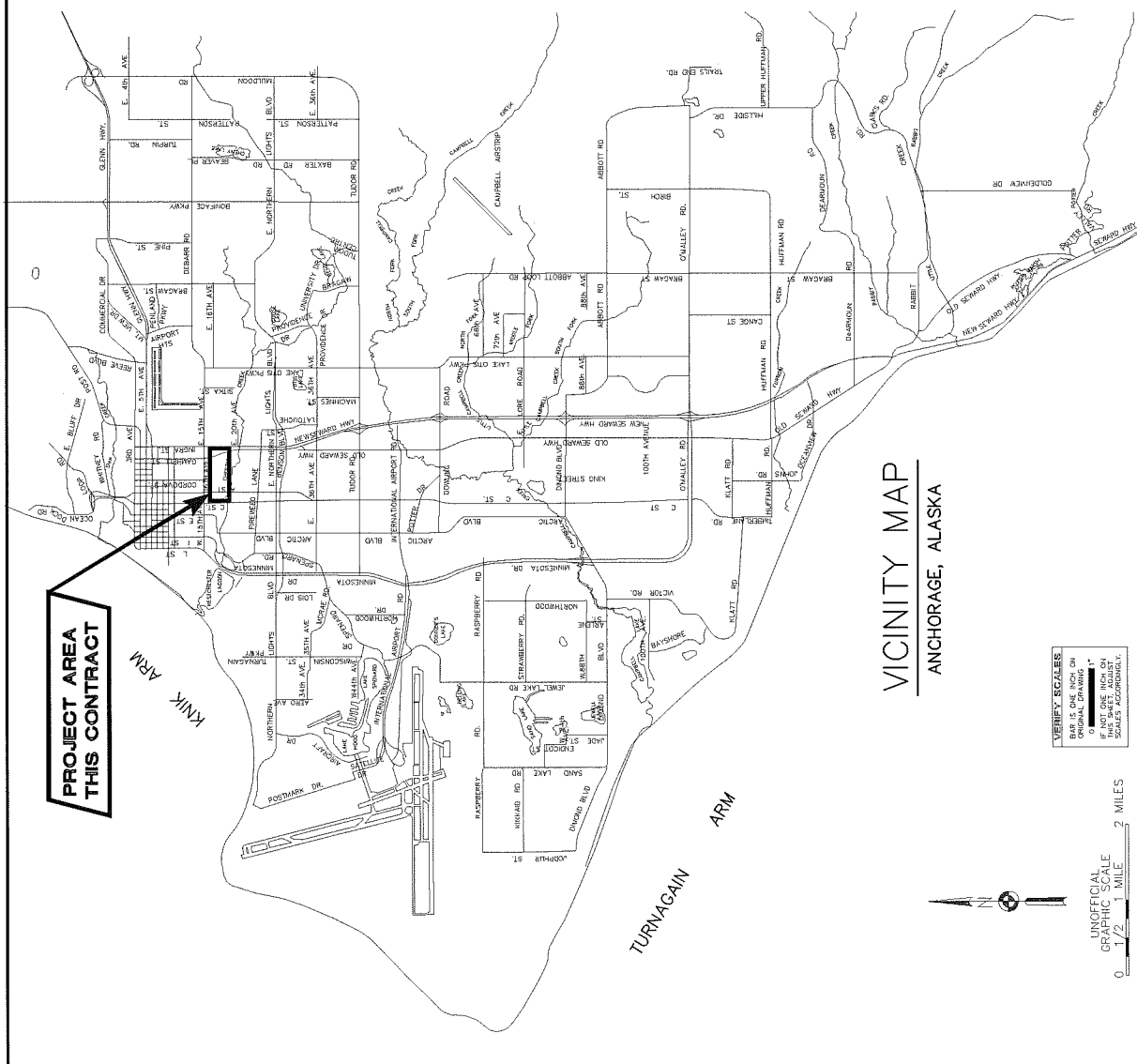
DANIEL A. SULLIVAN
MAYOR

STEPHEN D. SHRADER, P.E.
ACTING MUNICIPAL ENGINEER

PREPARED BY:



65%
NOT FOR
CONSTRUCTION
01-14-2015



VICINITY MAP
ANCHORAGE, ALASKA

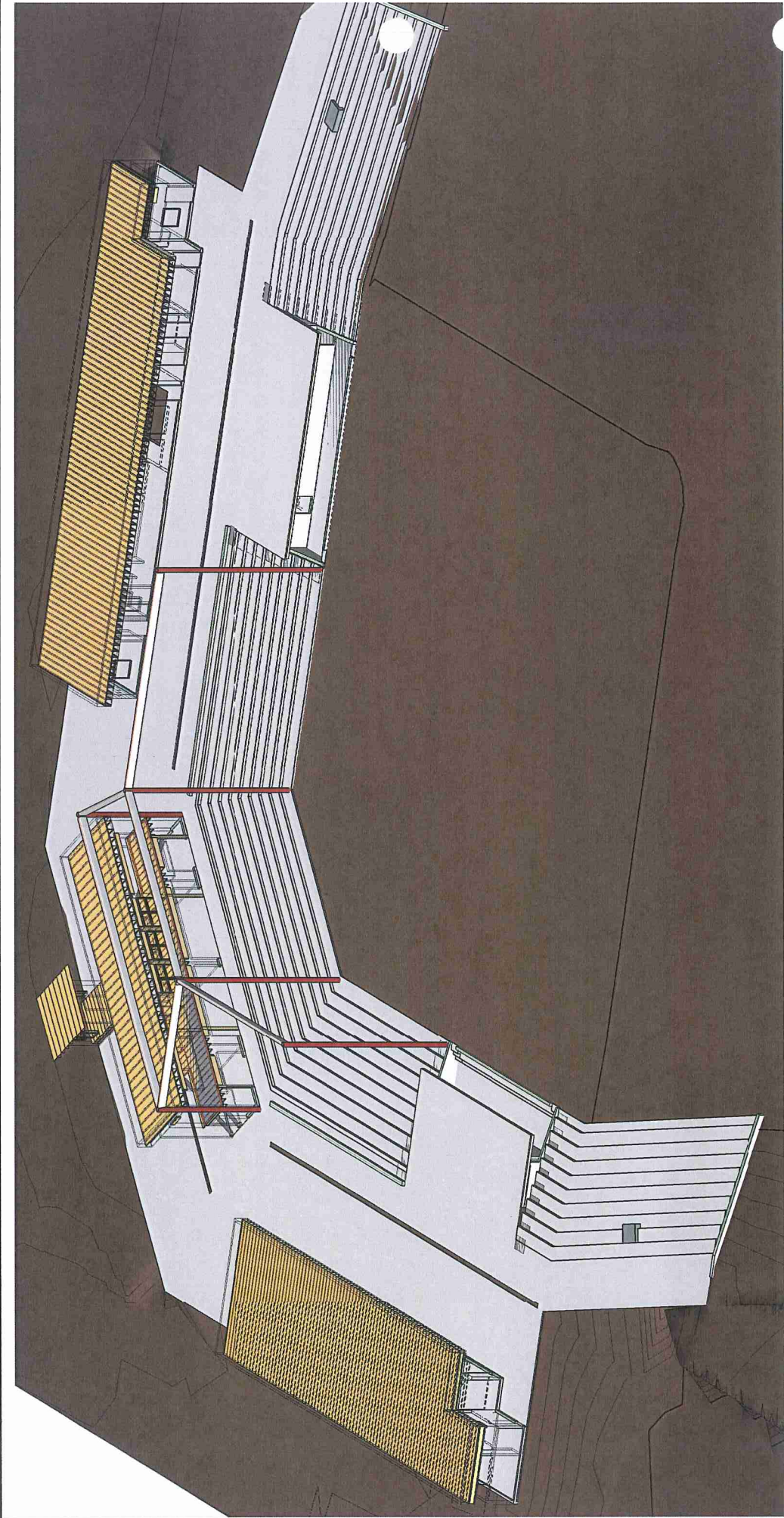
VERIFY SCALES

BAR IS ONE INCH ON
ORIGINAL DRAWING

0 1"

IF NOT ONE INCH ON
THIS SHEET, ADJUST
SCALES ACCORDINGLY

UNOFFICIAL
GRAPHIC SCALE
0 1/2 1 MILE 2 MILES



1 3D AERIAL VIEW FROM THE SOUTHWEST

FIELD BOOKS		BUI NO.	LOCATION	ELEV.	DATA	NS	DE-S	DATA	REV	DATE	DESCRIPTION	BY	REV	DATE	DESCRIPTION
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Stantec
2550 M Street
Suite 100
Phoenix, AZ 85001
Phone: (602) 244-4455
Fax: (602) 244-4455
STANTEC NO. 25400330

CONSULTANT

65%
NOT FOR
CONSTRUCTION

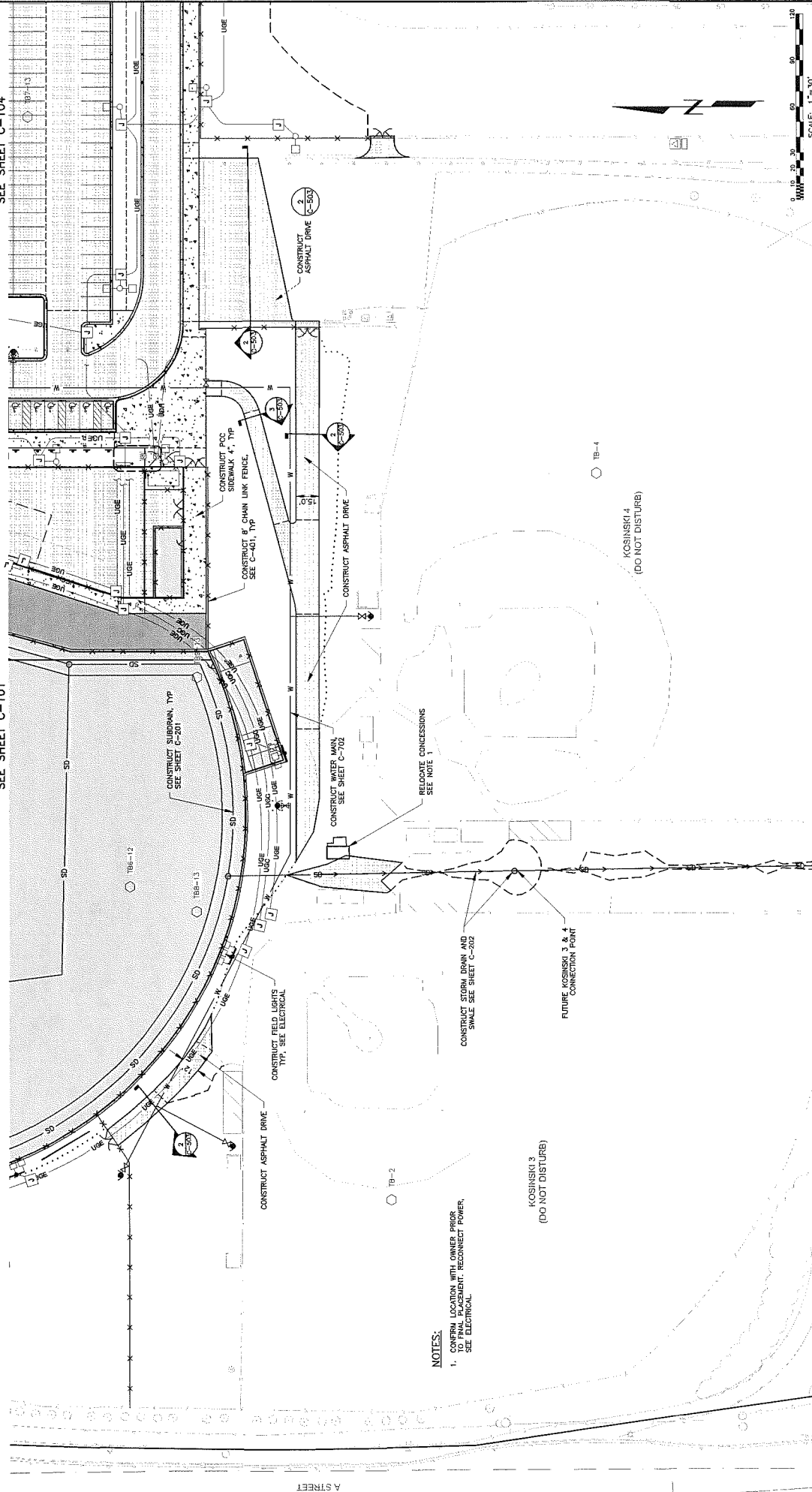
SEAL

PROJECT MANAGEMENT AND ENGINEERING
DEPARTMENT
12-02
CHESTER CREEK SPORTS COMPLEX
3D VIEW

SCALE: 1" = 10' 0"

S-004 121

FILE NO. -



NOTES:

1. CONFIRM LOCATION WITH OWNER PRIOR TO FINAL PLACEMENT. RECONNECT POWER, SEE ELECTRICAL.

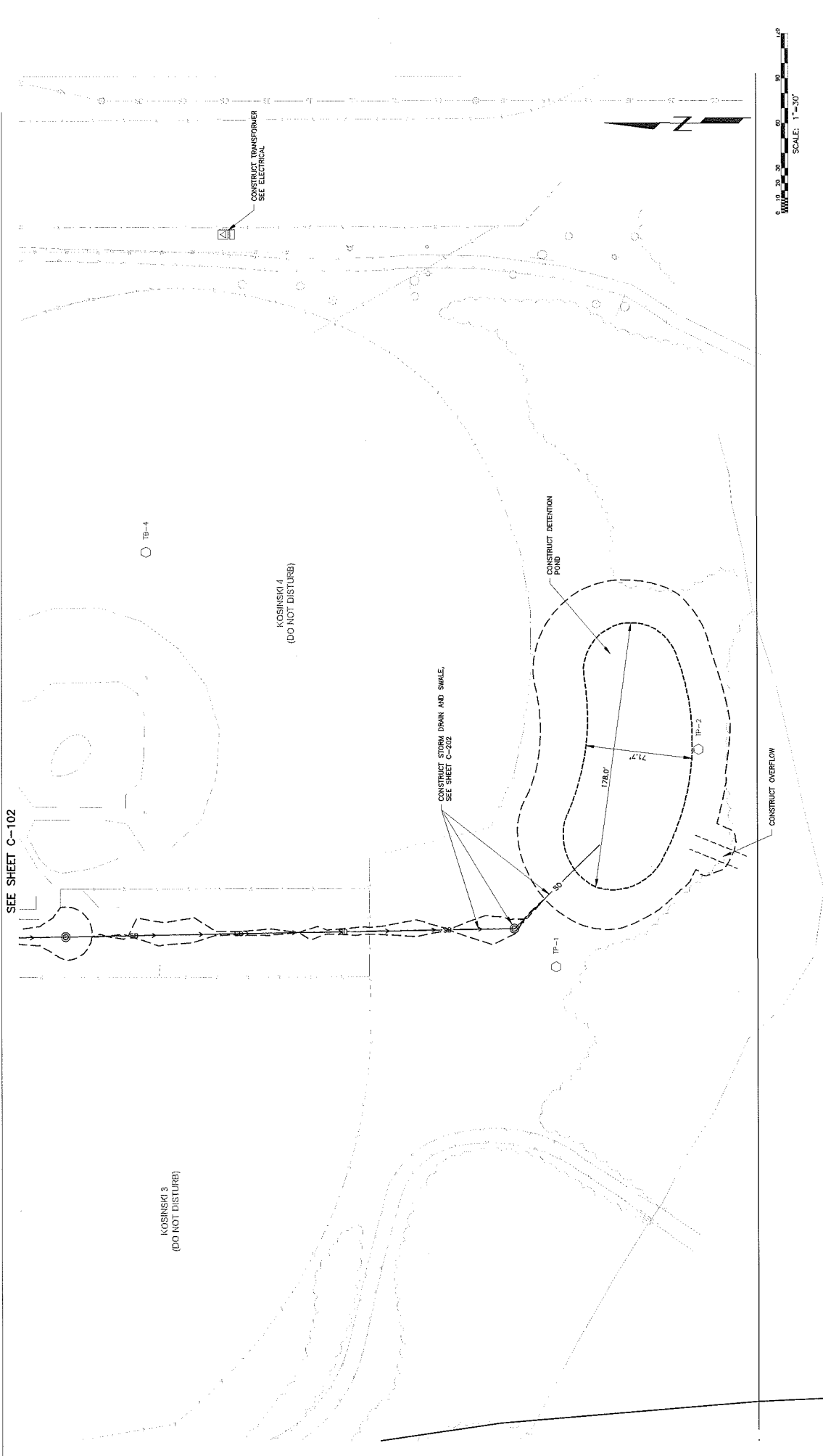
KOSINSKI 3
(DO NOT DISTURB)

KOSINSKI 4
(DO NOT DISTURB)

FUTURE KOSINSKI 3 & 4
CONNECTION POINT

III
SEE SHEET C-103

[illegible]



SEE SHEET C-102

KOSINSKI 3
(DO NOT DISTURB)

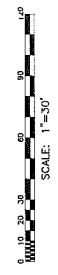
KOSINSKI 4
(DO NOT DISTURB)

— CONSTRUCT STORM DRAIN AND SWALE,
SEE SHEET C-202

— CONSTRUCT DETENTION POND

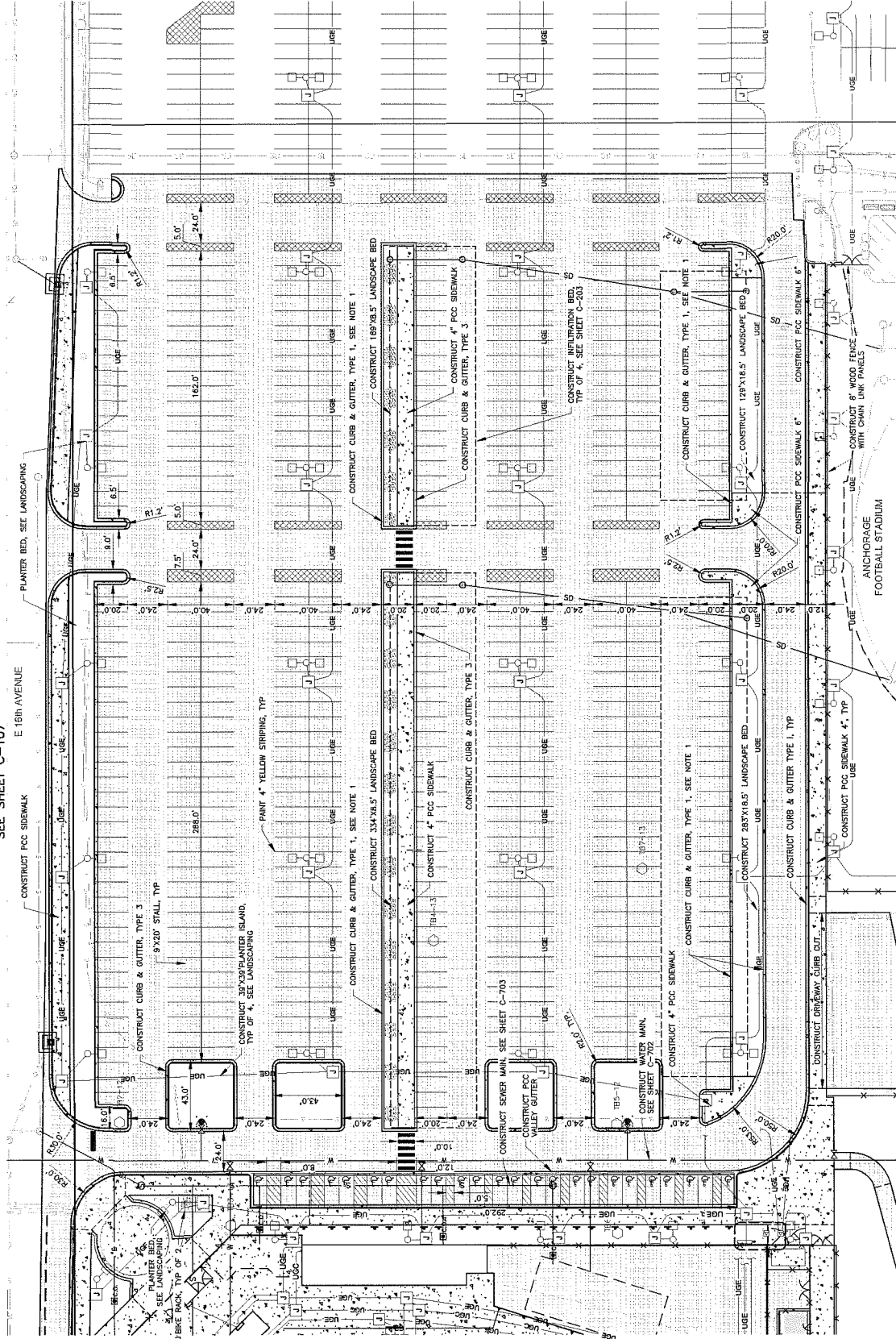
CONSTRUCT OVERFLOW

CONSTRUCT TRANSFORMER
SEE ELECTRICAL

[illegible]

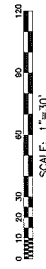
FILE NO. —

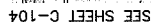
1. PROVIDE 16" WIDE OPENING/NOTCH IN CURB
5' EITHER SIDE OF CONSTRUCTED INLETS.



SEE SHEET C-105

SEE SHEET C-101

[illegible]



E 16th AVENUE

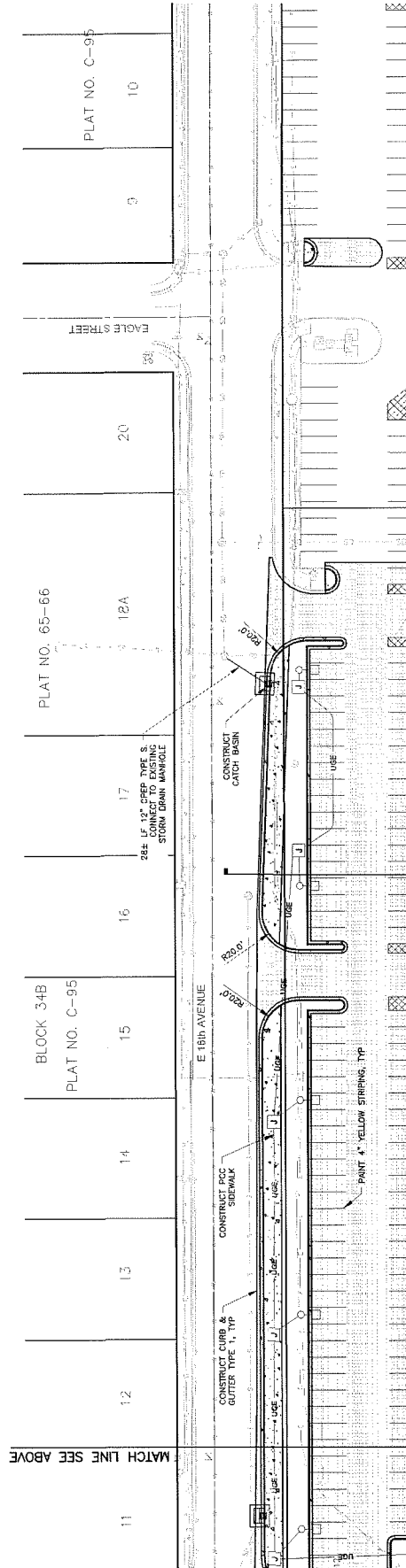
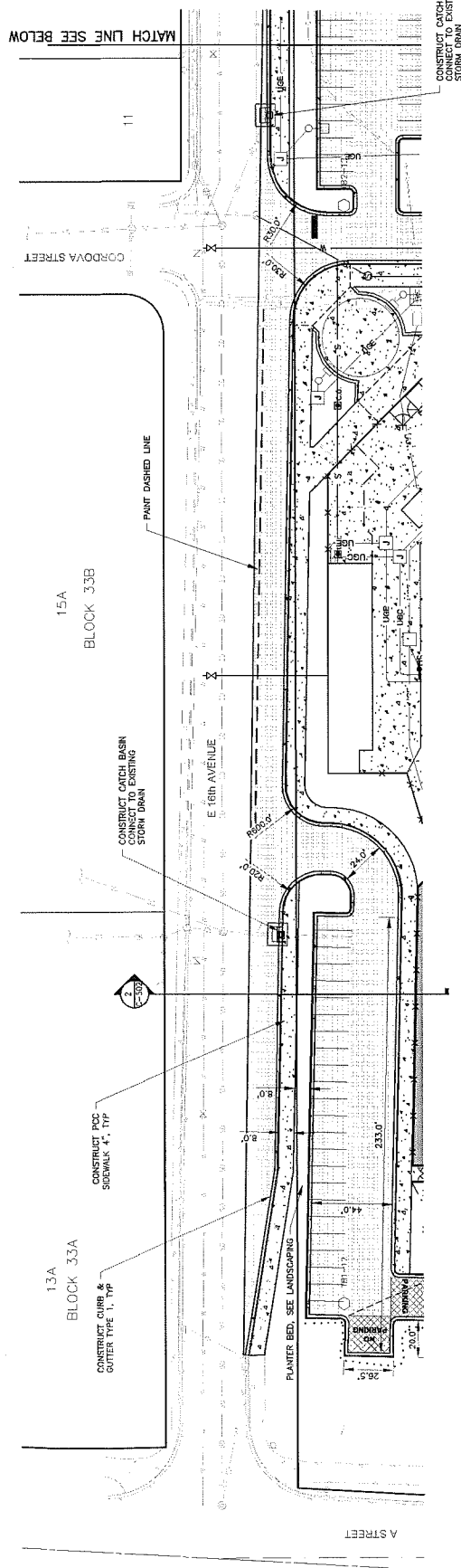
SULLIVAN
ARENA

SCALE: _____

FILE NO. - _____

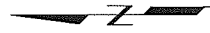
[illegible]

1. FIELD MARKINGS SHOWN ARE SCHEMATIC. LINES ARE INCLUDED IN ARTIFICIAL TURF CONSTRUCTION AS APPROVED BY THE ENGINEER ON SHOP DRAWINGS AND ARE SHOWN ONLY FOR REFERENCE.

[illegible]

FILE NO. -

1. PROTECT INSTALLED SUBDRAIN FROM DAMAGE AND SEDIMENTATION DURING CONSTRUCTION.
2. CONTRACTOR TO RECORD ON PROJECT RECORD DRAWINGS CONSTRUCTED SUBDRAIN PROFILES, INCLUDING THAT OF TRENCH ELEVATIONS, INCLUDING THAT OF TRENCH AND STRUCTURE BOTTOMS AND ENCOUNTERED GROUNDWATER.
3. CONSTRUCT SUBDRAIN MANHOLES IN ACCORDANCE WITH DETAIL 4/C-601. CONSTRUCT PERFORATED PIPE WITHIN PLAYING FIELD IN ACCORDANCE WITH DETAIL 5/C-602.



PROJECT MANAGEMENT AND ENGINEERING
DEPARTMENT

DRAINAGE PLAN--FIELD

SCALE:	DATE: 01/27/2015	CHID: SW1431	SHEET C-201 of 121
	ACCT. NO.		

Stantec

251.5 'A' Street
Anchorage, Alaska 99503
Phone: (907) 276-4245
FAX: (907) 258-4653

65%
NOT FOR
CONSTRUCTION

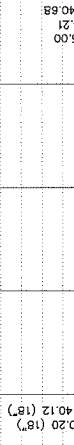
[illegible]

DATE	01/01/2025
TIME	10:00 AM
BY	JOHN DOE
FOR	JOHN DOE
REMARKS	100% OK

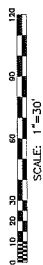
VEGETATION DATA

FILE: U:\204700230\DWG\DWG\204700230_C201-302.DWG PLOTTED: Jan 27, 2015 - 4:57:56 PM (Hidalgo, Marym)

1. PROTECT INSTALLED SUBDRAIN FROM DAMAGE AND SEDIMENTATION DURING CONSTRUCTION.
2. CONTRACTOR TO RECORD ON PROJECT RECORD DRAWINGS CONSTRUCTED SUBDRAIN PIPE AND STRUCTURE COORDINATES AND ELEVATIONS, INCLUDING THAT OF TRENCH AND STRUCTURE BOTTOMS AND ENCOUNTERED GROUNDWATER.

[illegible]

1. CONSTRUCT INFILTRATION BED(S) IN ACCORDANCE WITH DETAIL 4/5-402. INFILTRATION BED SHALL PROVIDE FOR A MINIMUM OF 10% INFILTRATION OF THE 10% OF THE TOTAL VOLUME OF THE 40% OF ROCK VOLUME IN AVAILABLE STORAGE (VOID) SPACE.
2. PROVIDE GREEN WARNING TAPE OVER PROPOSED AND EXISTING INFILTRATION BEDS. TAPE SHALL BE 2 FEET BELOW GRADE UNDER PAVEMENTS, 3 FEET BELOW GRADE WHERE UNPAVED.
3. REPLACE LID WITH STORM DRAIN LID PER MASS DETAIL 55-7.
4. THERE SHALL BE NO MATERIAL OR EQUIPMENT ON ARTIFICIAL TURF FIELD OR CONCRETE PROTECT SURFACES PROTECT CONSTRUCTION AND CLEAN AS DIRECTED BY THE ENGINEER.

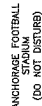


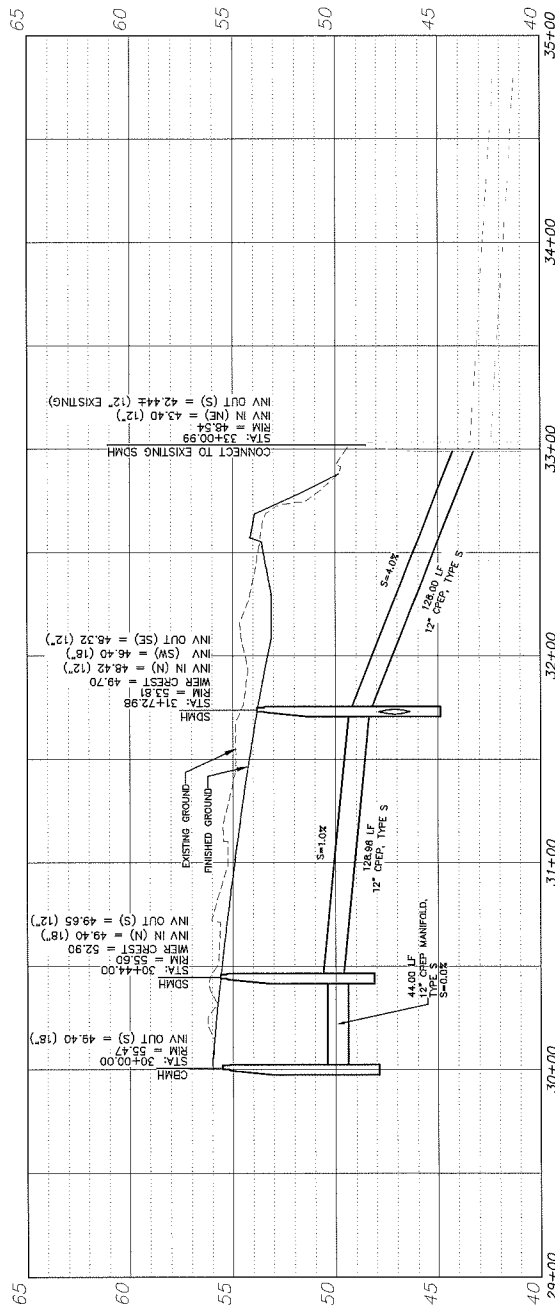
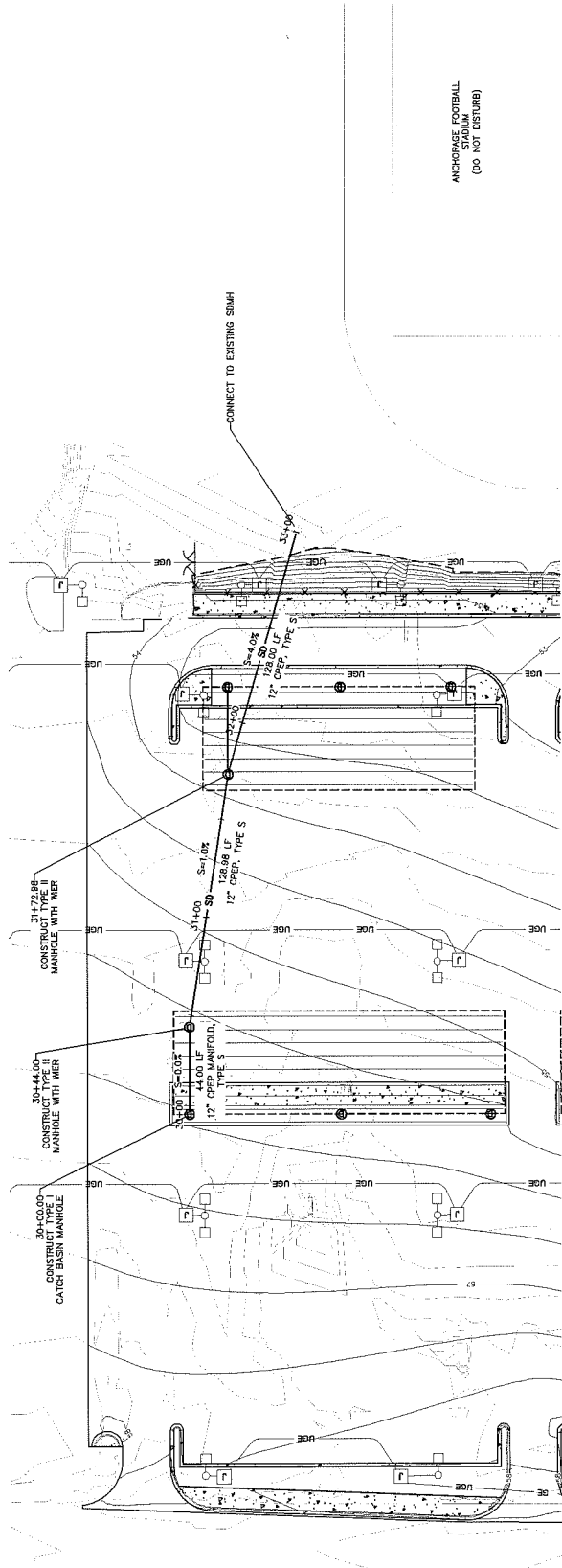
ANCHORAGE FOOTBALL
STADIUM, SEE NOTE 4
(DO NOT DISTURB)

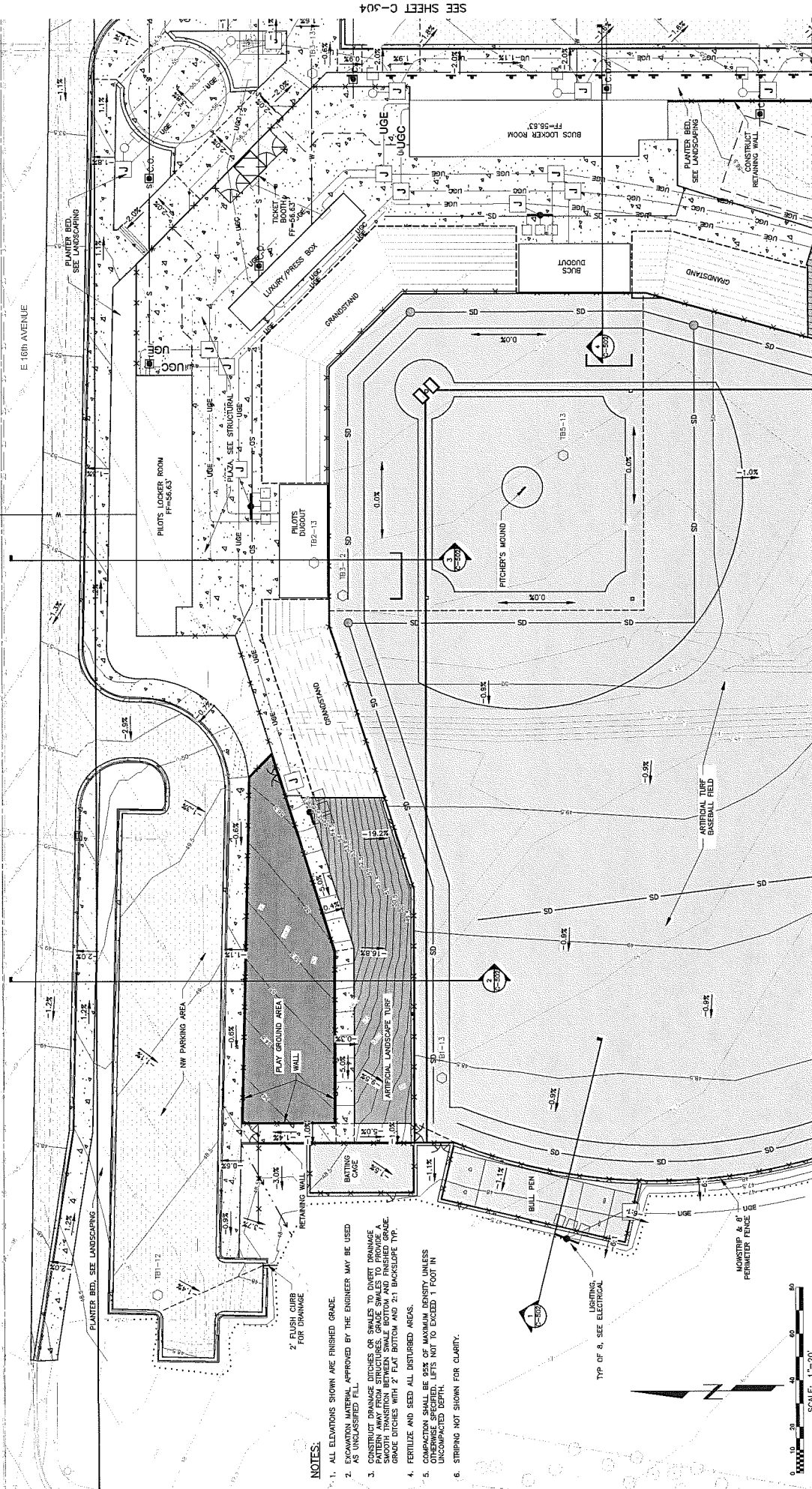
[illegible]

FILE NO. -

1. PROVIDE DROP CONNECTION PER MASS
DETAIL 55-24 OR 55-25 AS REQUIRED.

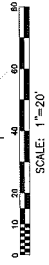
[illegible]

[illegible]

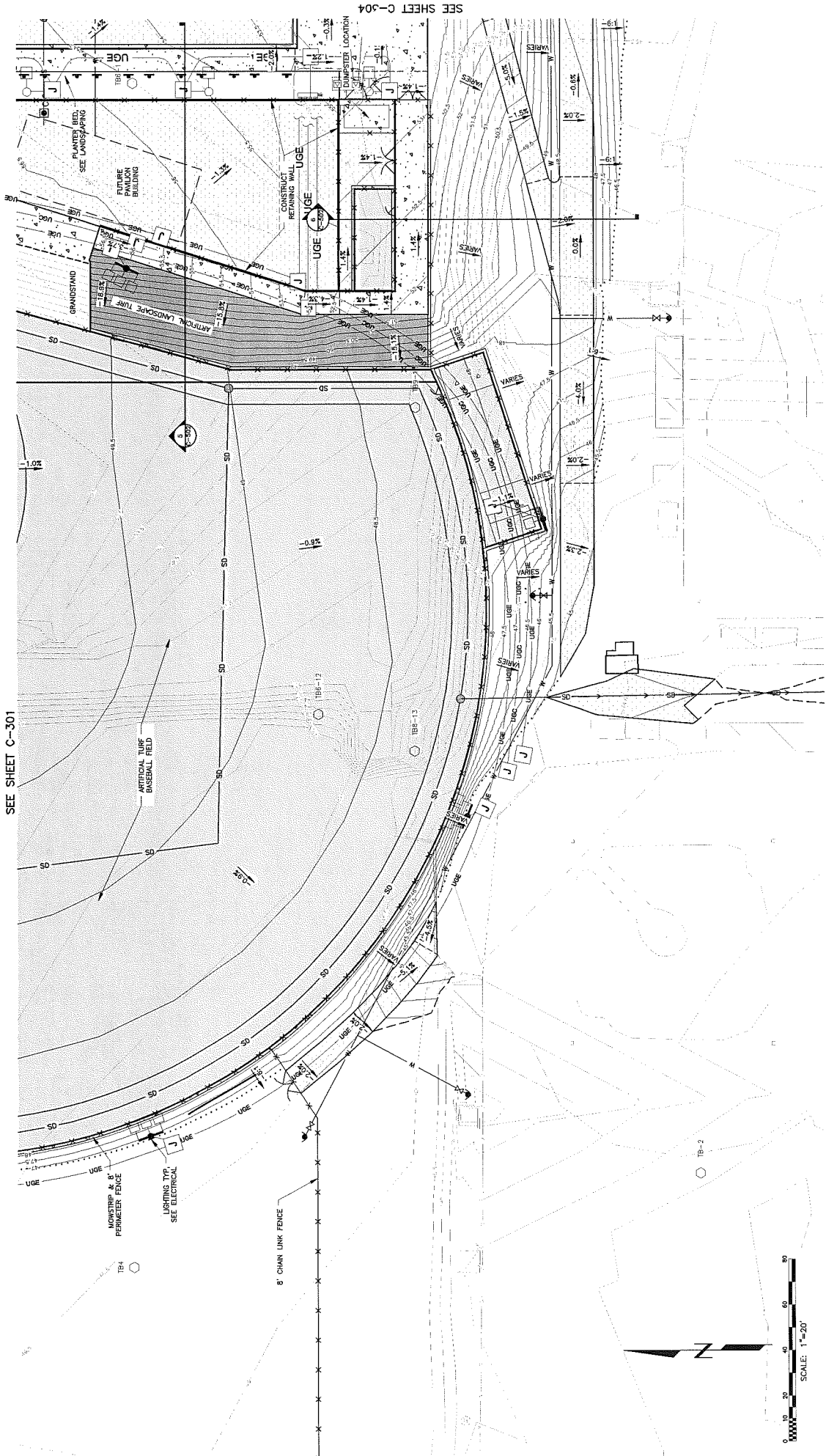


- NOTES:**
1. ALL ELEVATIONS SHOWN ARE FINISHED GRADE.
 2. EXCAVATION PERMITS APPROVED BY THE ENGINEER MAY BE USED AS UNCLASSIFIED FILL.
 3. CONSTRUCT DRAINAGE DITCHES OR SWALES TO DIVERT DRAINAGE PATTERN AWAY FROM STRUCTURES. GRADE SWALES TO PROVIDE A SMOOTH TRANSITION BETWEEN SWALE BOTTOM AND FINISHED GRADE. GRADE DITCHES WITH 2' FLAT BOTTOM AND 2:1 BACKSLOPE (1H:2V).
 4. FERTILIZE AND SEED ALL DISTURBED AREAS.
 5. COMPACTION SHALL BE 95% OF MAXIMUM DENSITY UNLESS OTHERWISE SPECIFIED. LETS NOT TO EXCEED 1 FOOT IN UNCOMPACTED DENSITY.
 6. STRIPING NOT SHOWN FOR CLARITY.

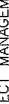
SEE SHEET C-302



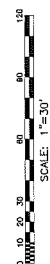
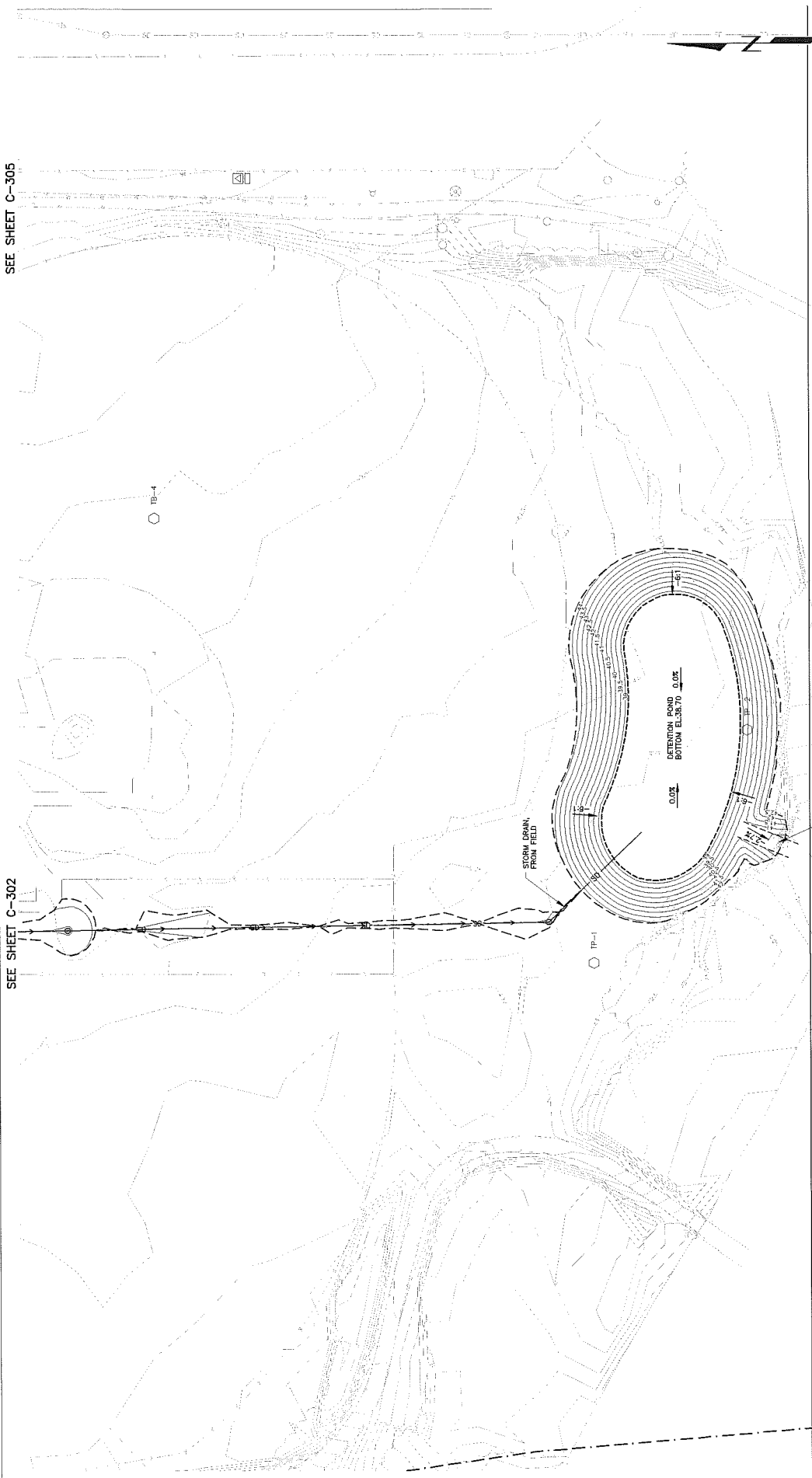
PROJECT MANAGEMENT AND ENGINEERING DEPARTMENT		12-42		CRESTVIEW CREEK SPORTS COMPLEX		GRADING PLAN		SCALE: 1"=20'		SHEET C-301 OF 121	
Stantec		65% NOT FOR CONSTRUCTION		CONSULTANT		FARRINGTON SURVEYING		DATE: 01/27/2015		DRAWN: JAV	
1111 N. 1st Street Suite 100 Phoenix, AZ 85004 Phone: (602) 224-4444 Fax: (602) 224-4444		BY		REV		DATE		DESCRIPTION		BY	
FIELD BOOKS		REV NO.		LOCATION		ELEV.		DATA		DATE	
REVISIONS		REVISIONS		REVISIONS		REVISIONS		REVISIONS		REVISIONS	
CONSTRUCTION RECORD		CONSTRUCTION RECORD		CONSTRUCTION RECORD		CONSTRUCTION RECORD		CONSTRUCTION RECORD		CONSTRUCTION RECORD	

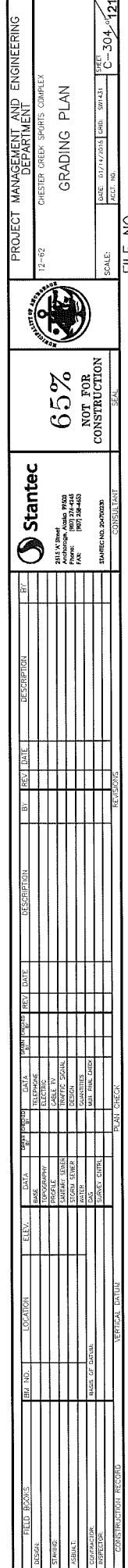


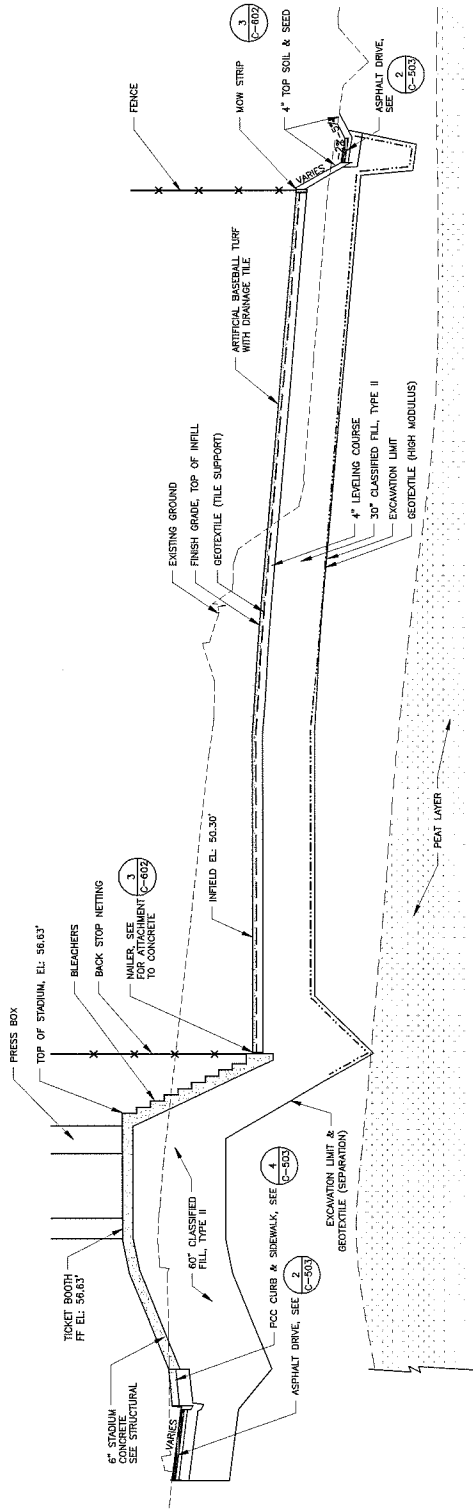
SEE SHEET C-303

PROJECT MANAGEMENT AND ENGINEERING DEPARTMENT										12-02		CHESTER CREEK SPORTS COMPLEX		GRADING PLAN		DATE: 11/17/2015		CADD: 501431		SHEET: C-302-12	
 Stantec 2015 V. Enfield Project Manager (907) 231-6543 Fax: (907) 236-6653										6.5% NOT FOR CONSTRUCTION				SCALE:		ACCT: HHS		FORSETT			
FIELD BOOKS										CONSTRUCTION RECORDS											
SHEET NO.										VERTICAL DATUM											
LOCATION										PLAN CHECKS											
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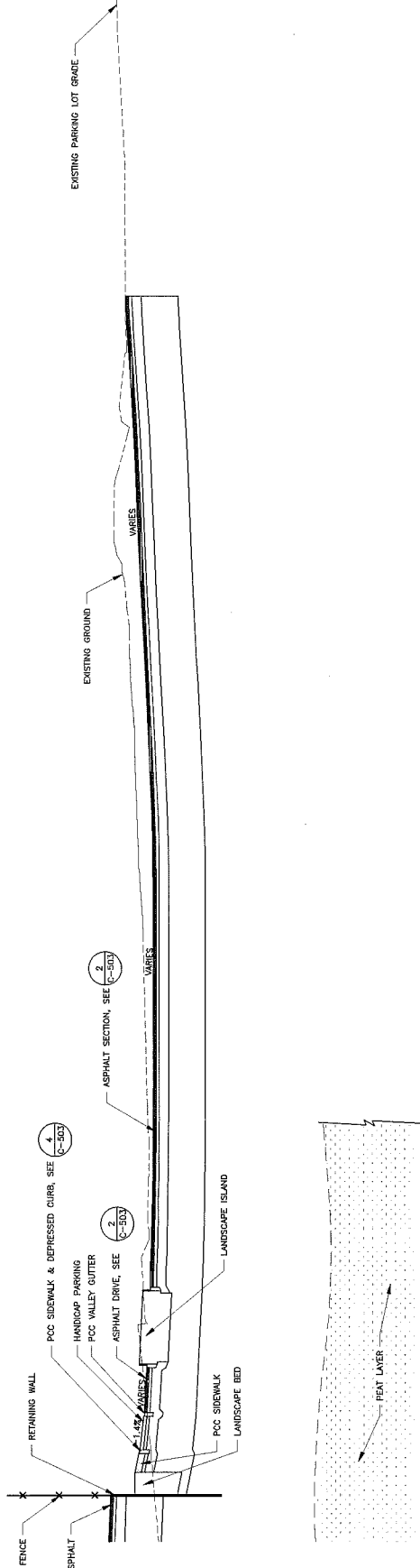
SEE SHEET C-302

[illegible]

[illegible]

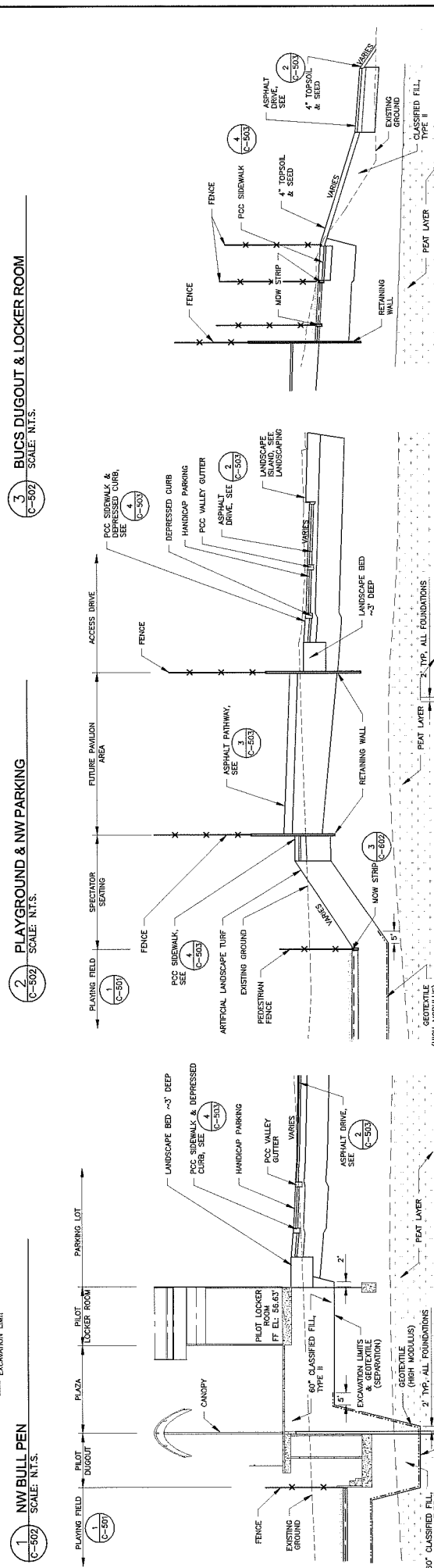
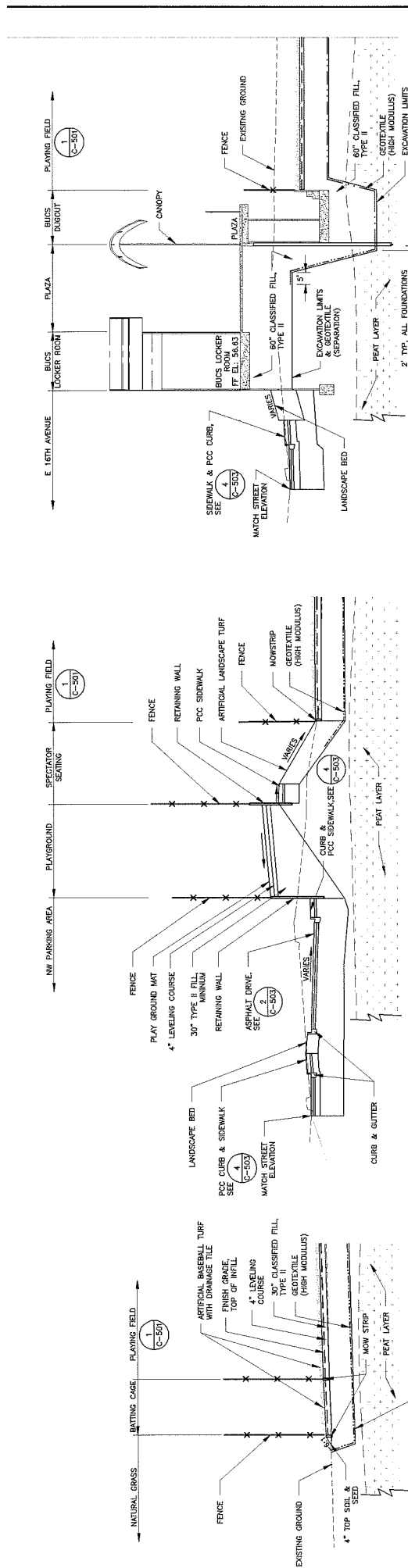


1 MULCAHY STADIUM - TYPICAL SECTION
SCALE: N.T.S.



2 MAIN PARKING TYPICAL SECTION - EAST WEST
SCALE: N.T.S.

PROJECT MANAGEMENT AND ENGINEERING DEPARTMENT		CHESTER CREEK SPORTS COMPLEX		TYPICAL SECTION - MULCAHY STADIUM		DATE: 07/17/2015 (DWG: 301-43) SHEET: C-501-121	
12-62		65% NOT FOR CONSTRUCTION		Seal		FILE NO. -	
Stantec		3315 N. 1st Ave. Suite 400, Phoenix, AZ 85018 Phone: (602) 794-4444 FAX: (602) 794-4444		Seal		FILE NO. -	
CONSULTANT		REVISIONS		DATE		BY	
DESCRIPTION		DATE		BY		REVISIONS	
FIELD RECORD		ELEV		LOCATION		DATE	
BASE		DATA		DATA		DATA	
PROFILE		ELECTRIC		ELECTRIC		ELECTRIC	
STORM SEWER		STORM SEWER		STORM SEWER		STORM SEWER	
WATER		WATER		WATER		WATER	
SURVEY DATA		SURVEY DATA		SURVEY DATA		SURVEY DATA	
VERTICAL DATUM		VERTICAL DATUM		VERTICAL DATUM		VERTICAL DATUM	
CONSTRUCTION RECORD		CONSTRUCTION RECORD		CONSTRUCTION RECORD		CONSTRUCTION RECORD	



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3030 K Street, Suite 900
Phoenix, AZ 85004
Phone: (602) 994-4444
Fax: (602) 994-4444

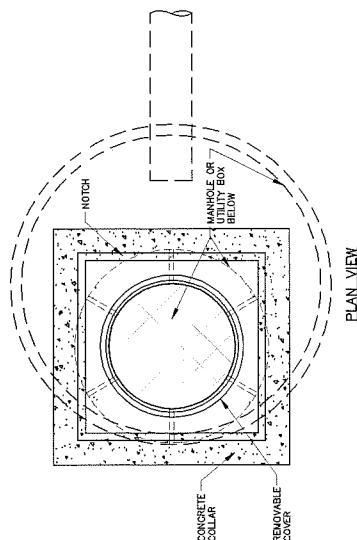
65% NOT FOR CONSTRUCTION

PROJECT MANAGEMENT AND ENGINEERING
12-42
CHERRY CREEK SPORTS COMPLEX

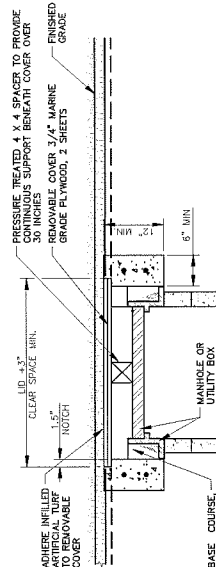
SECTIONS

SCALE: 1"=10' (1/4"=1'-0")
DATE: 07/14/2015
SHEET: SW-1.1
C-502-121

FILE NO. -

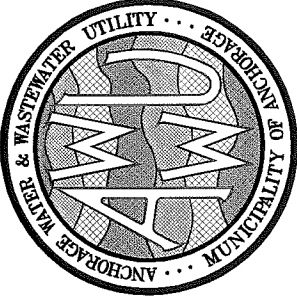


6. ADJUST EXISTING MANHOLE RIM OR BOX JO. ELEVATION AS REQUIRED.
7. SETTY ANTERIAL TUBE TO CONVERTED RIM IN JUNCTION WITH MANHOLE. TUBE TO BE CONFORMED TO RECOMMENDATIONS FOR JOINTS. EXCEPT AT APPROPRIATE GRADE (E.G. CARPET OR TILE ELEVATION), CARPET MAY BE AFFIXED DIRECTLY TO TUBES. SEE JO. CONSULT TUBE MANUFACTURER FOR REQUIREMENTS.
8. COLLAR MAY BE DESIGNED.
9. REFER TO A.S.T.M. DESIGNATION C-470-69 FOR DESIGN REQUIREMENTS.
10. RUNGS TO BE PLACED 12" ON CENTER ON UNOBSTRUCTED SIDE OF MANHOLE 18" FROM BOTTOM AND 6" MAX. FROM TOP. RUNGS TO BE 2" DIA. STEEL OR 3/4" DIA. WOOD AND RESIST A PULLOUT FORCE OF 1500 LBS.
11. EVERY 90° TURN IN MANHOLE SEAL PENETRATIONS WITH NON-SPRINKLE GROUT.
12. STEEL REQUIRED FOR BASE AS PER A.S.T.M. C-478 SHALL BE EMBEDDED IN BASE SO THAT FIRST BARRED SECTION IS CONNECTED WITH BASE.
13. BLOCKWORKS TO BE FORMED



3 MANHOLE OR UTILITY COVER

FIELD BOOKS		STANTAC		PROJECT MANAGEMENT AND ENGINEERING DEPARTMENT		CHESTER CREEK SPURTS COMPLEX	
BOOK NO.	LOCATION	ELEV.	DATA	DATE	REV.	DATE	BY
5424-1			DATE				
			TIME				
			DESCRIPTION				
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			DATE				
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**MUNICIPALITY OF ANCHORAGE
WATER & WASTEWATER UTILITY**

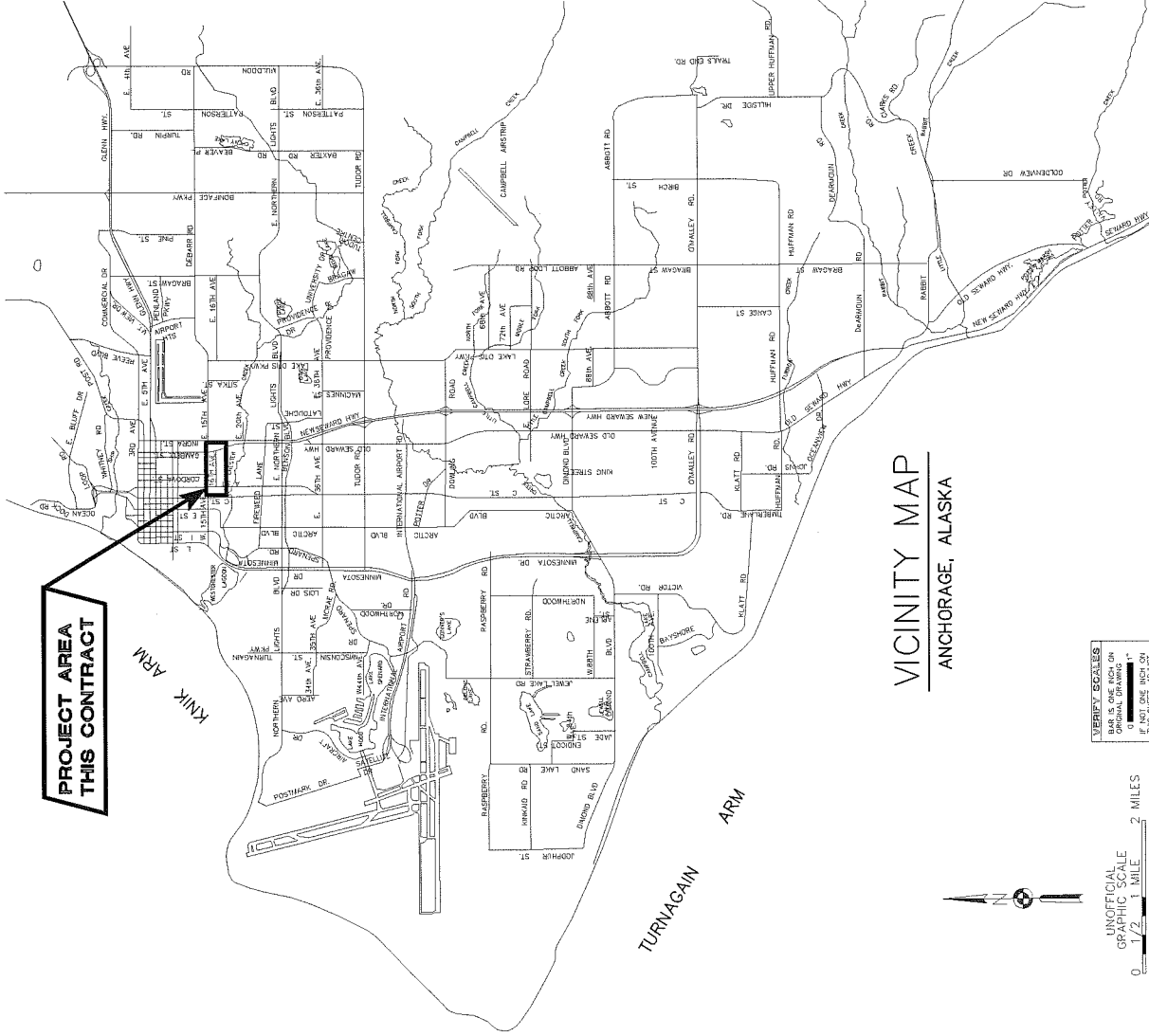
**CHESTER CREEK SPORTS COMPLEX
WATER/SEWER UPGRADE**

AWWU PROJECT ID. NO. 12-62

PREPARED BY:

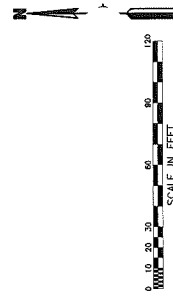


65%
NOT FOR
CONSTRUCTION
01-14-2015



VERIFY SCALES
BAR IS ONE INCH ON
ORIGINAL DRAWING
IF NOT ONE INCH ON
THIS SHEET, ADJUST
DIMENSIONS ACCORDINGLY

**UNOFFICIAL
GRAPHIC SCALE**
0 1/2 1 MILE 2 MILES

[illegible]

Stantec
2515 "A" Street
Anchorage, Alaska 99503
Phone: (907) 274-4248
FAX: (907) 258-4653

STANTEC NO. 204700290

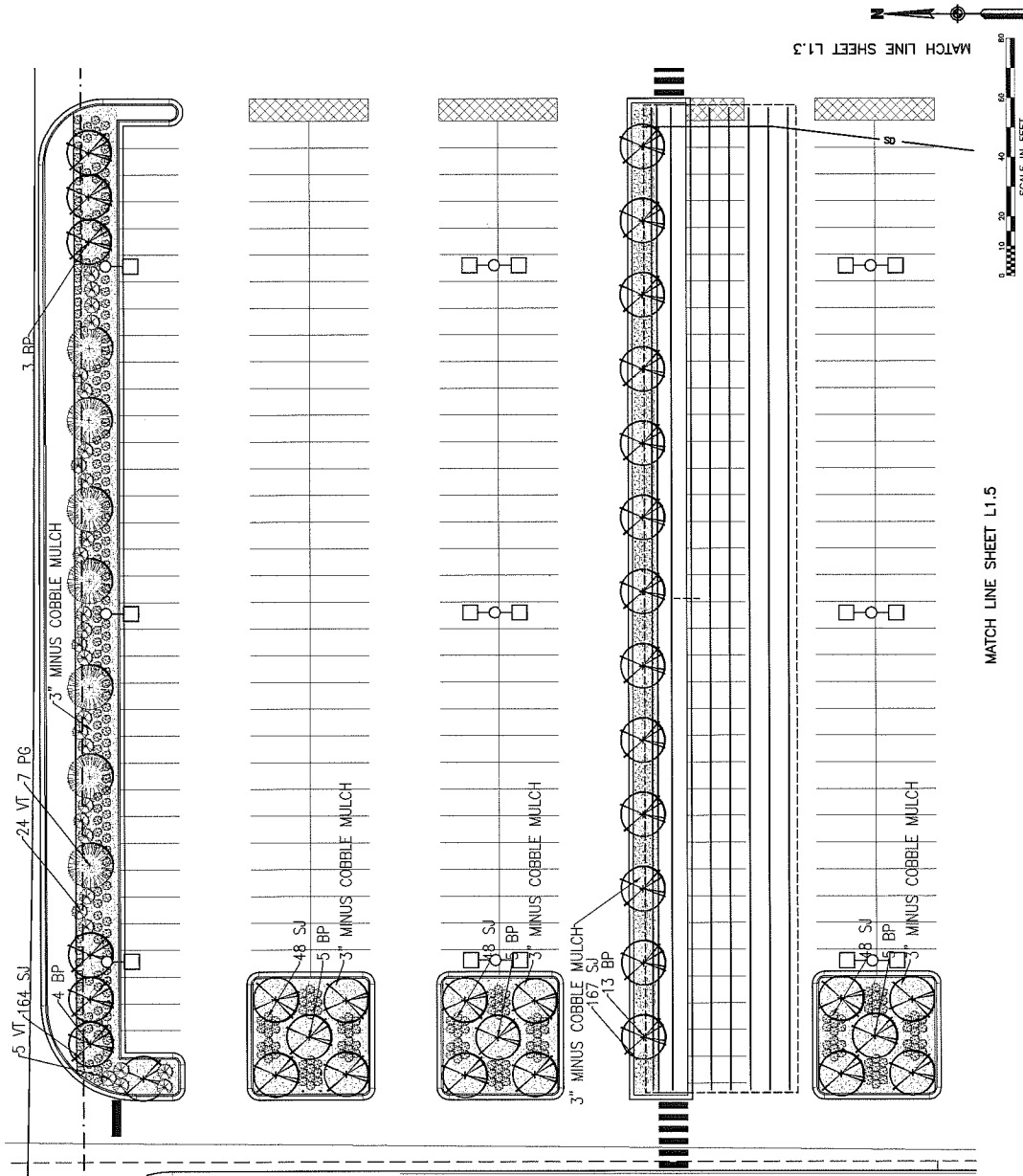
65%
NOT FOR
CONSTRUCTION

PROJECT MANAGEMENT AND ENGINEERING
DEPARTMENT
2-60 CHESTER CREEK SPORTS COMPLEX

LANDSCAPE PLAN

SCALE:	DATE: 01/14/2015	GRID: SW1421	SHEET L-102 of 12
	ACCT. NO.		

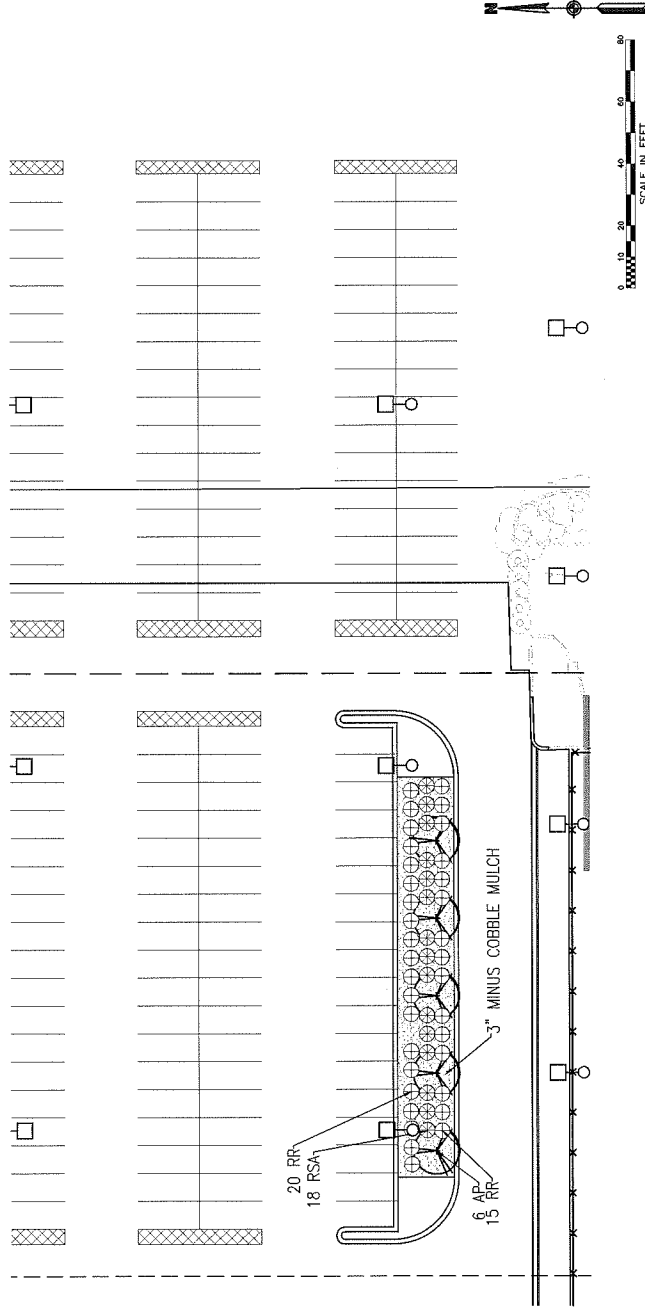
FILE NO. -



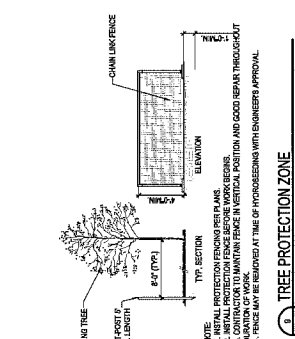
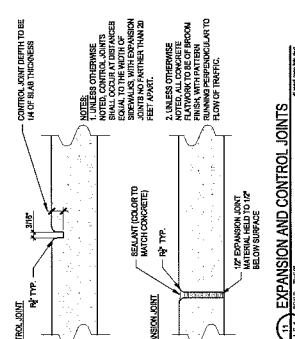
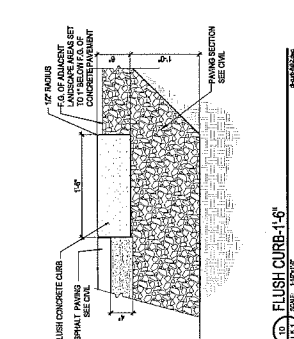
MATCH LINE SHEET L1.3

MATCH LINE SHEET L1.3

MATCH LINE SHEET L1.5



PROJECT MANAGEMENT AND ENGINEERING DEPARTMENT		72-62		CHESTER GREEN SPORTS COMPLEX		LANDSCAPE PLAN		DATE: 01/14/2013 (REV: SW131)		SHEET: L-106-121	
65% NOT FOR CONSTRUCTION		Seal		Seal		Seal		Seal		Seal	
Stantec		311 N. Broad Arlington, VA 22201 Phone: 703.241.4000 Fax: 703.241.4001		STANTEC NO. 2049200		CONSULTANT		Seal		Seal	
FIELD BOOKS		ELEV.		LOCATION		DATA		REVISIONS		REVISIONS	
LESSONS		BASE		DATA		REVISIONS		REVISIONS		REVISIONS	
STAKING		PROFILE		CABLE TV		REVISIONS		REVISIONS		REVISIONS	
ADJUST		STORM SEWER		DESIGN		REVISIONS		REVISIONS		REVISIONS	
CONSTRUCTION		STAKE		MAIL MAIL MAIL		REVISIONS		REVISIONS		REVISIONS	
INSPECTION		STAKE		MAIL MAIL MAIL		REVISIONS		REVISIONS		REVISIONS	
CONSTRUCTION RECORD		VERTICAL DATA		PLAN CHECK		REVISIONS		REVISIONS		REVISIONS	



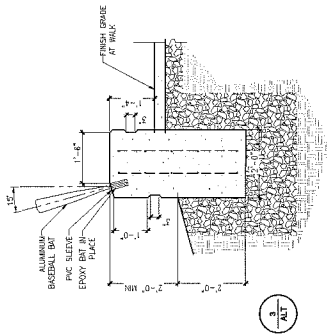
 TREE PROTECTION ZONE

LEATHERMAN'S EVIDENCE TAGS	HEIGHT (±0.5 FT.)
12 FT.	4'
9 FT.	3'
6 FT.	2'

[illegible]

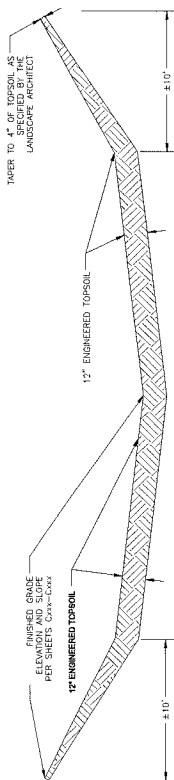
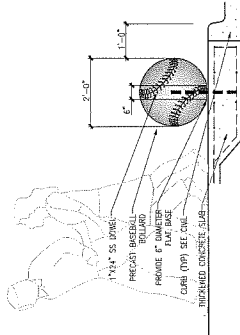
1 LANDSCAPE BOULDERS

Q. Did you see any other people in the room?

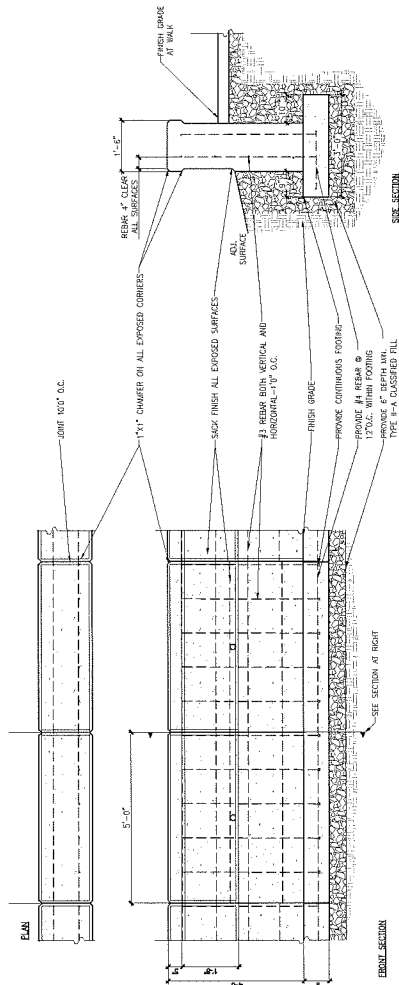


6 BASEBALL BOLLARD

6) DAVENHALL POLLING

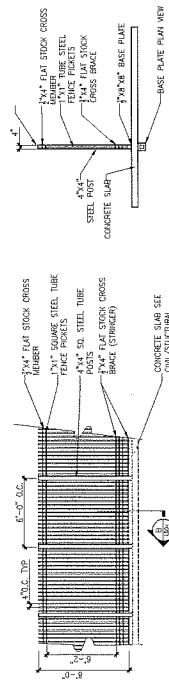


2 BIO-SWALE-SECTION-(TYP)



RETAINING WALL AT PLANTER

2000	2000-2001	2001-2002
1	1	1



B NOTES:
1. ALL STEEL SHALL BE GALVANIZED AND POWDER COATED.
2. ALL FASTENERS SHALL BE STAINLESS STEEL

8'-DECORATIVE STEEL FENCE

Q = heat = watt-sec = 6000 J

[illegible]

[illegible]

