

MUNICIPALITY OF ANCHORAGE
URBAN DESIGN COMMISSION RESOLUTION NO. 2015-008

A RESOLUTION GRANTING FINAL APPROVAL OF THE SITE PLAN AND LANDSCAPE PLAN FOR MULCAHY STADIUM AND THE CHESTER CREEK SPORTS COMPLEX, GENERALLY LOCATED SOUTH OF 16TH AVENUE AND EAST OF A STREET.

(Case 2015-0008; Parcel ID No. 002-171-01)

WHEREAS, a request was received from the Municipality of Anchorage, Department of Public Works, for final approval of a site plan and a landscape plan for Mulcahy Stadium and the Chester Creek Sports Complex for parking and access improvements, generally located south of 16th Avenue and east of A Street; and

WHEREAS, a non-public hearing review was held before the Urban Design Commission on April 8, 2015.

NOW, THEREFORE, BE IT RESOLVED by the Anchorage Urban Design Commission that:

A. The Commission makes the following findings of fact:

1. The site is located north of Chester Creek Trail, west of Gambell Street, south of 16th Avenue, and east of A street and is currently zoned PLI-P. The project is reviewed under "old" Title 21.
2. The project consists of construction of a new Mulcahy Stadium to replace the aging facility and the provision of parking improvements for the full Sports Complex. The Chester Creek Sports Complex (CCSC) includes Sullivan Arena, Ben Boeke Ice Arena, Anchorage Football Stadium (AFS), Mulcahy Stadium, Kosinski Baseball Fields, and two outdoor hockey rinks.
3. The stadium will be located north of the existing Kosinski Fields #3 and #4. Kosinski Fields #3 and #4 are maintained in their current locations. The current number of parking spaces is 1,394 and redevelopment will provide approximately 1,865 spaces.
4. The site plan and landscape plan conforms to the goals and policies of the *Anchorage 2020 Comprehensive Plan*, specifically Policies #44, #50 and #78.
5. The proposed construction is a vast improvement over the existing facility and is long overdue.
6. A dissenting opinion finds that the two accesses, one to A Street and one to Gambell Street should not be eliminated as they improve the overall

ingress and egress from the site as was seen during the concept review. Without a master plan or a phasing plan showing these accesses there is reluctance to approve the project. A traffic study for the Chester Creek Sports Complex showed that the access from A Street provided additional pedestrian separation and safety. Any future plans should consider removing some of the sports facilities that may no longer be appropriate at the Chester Creek facility.

7. Traffic studies have been done and it is acknowledged that other alternatives may be possible but to not approve the project would eliminate the potential to make a positive major change now to Mulcahy Stadium and the Chester Creek facility.
- B. The Commission APPROVES the final site plan and landscape plan for the Mulcahy Stadium and Chester Creek Sports Complex for parking and access improvements, subject to the following conditions:
1. All construction and improvements related to this approval shall be substantially in compliance with the application, narrative, and the following plans on file with the Planning Division, except as modified by conditions of this approval.

Chester Creek Sports Complex, prepared by Stantec, sheets Exhibit B – Existing Condition, Exhibit C – Site Plan, S-004, S-005, C-100, C-101, C-102, C-103, C-104, C-105, C-106, C-107, C-201, C-202, C-203, C-204, C-205, C-300, C-301, C-302, C-303, C-304, C-305, C-401, C-501, C-502, C-503, C-601, C-602, C-603, L-100, L-101, L-102, L-103, L-104, L-105, L-106, L-107, L-501 dated 01/14/2015, L-109 dated 01/27/2015, S-100, A-201, and A-202 dated 01/14/2015.

2. Consider providing the following to improve pedestrian safety: pedestrian facility shall be clearly marked and physically separated from the parking lot or drive, through the use of an upright curb of six (6) inches in height, bollards spaced a maximum of six (6) feet apart, or other physical buffer. The north-south accessible parking stalls adjacent to the proposed baseball field and the east-west sidewalk splitting the lot are not adequately separated (vertically). The minimum width of a pedestrian walkway shall be five (5) feet of unobstructed clear width, excluding vehicle overhang. No vehicle overhang allowance area may extend into the pedestrian walkway clear width.
3. Provide sight distance triangle details for ingress and egress travel from the parking lot driveways to 16th Avenue and Gambell Street.

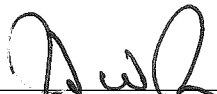
4. Provide revised site lighting analysis and glare statement for the CCSC to ensure that lighting levels are adequate for parking improvements.
5. Delineate snow storage areas to accommodate plowed snow to maintain safe and convenient access and circulation.
6. Ensure that the surface run-off complies with the *Chester Creek Watershed Plan*.
7. Provide ADA ramps for the sidewalks along 16th Avenue and for the sidewalk that runs east-west through the middle of the parking lot.
8. Provide wheel stops for the row of parking stalls that abut the sidewalk crossing east/west through the parking lot or flip-flop the sidewalk and landscape bed and ensure that shrubs will not be damaged by vehicles.
9. 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.
10. Provide a stripped pedestrian walkway east/west through the parking restrip area to continue the proposed walkway to the Sullivan Arena.

Advisory Comments:

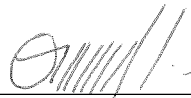
1. Additional resources will be required when the Traffic Control Plans are updated to account for the proposed site modifications. These additional resources (extra cashiers, prepaid parking, more flaggers, and possibly more police) will require additional money for each Special Activity that occurs at the arena.
2. Revise language regarding driveways. DOT does not refer driveway actions to MOA. The Traffic Division does have a TORA stating the MOA reviews/approves special event traffic control even on DOT roadways. However, when it comes to permitting/reviewing permanent driveways, DOT has the authority over approving their traffic control and needs.
3. Prepaid Parking – The decision of whether to provide prepaid parking cannot be left up to the event management company. The traffic from these events has a significant impact on the adjacent roadway system and Anchorage's traveling public. At some point, these impacts have to be mitigated and should be a decision made by the Municipality.

PASSED AND APPROVED by the Anchorage Urban Design Commission on the 8th day of April, 2015.

ADOPTED by the Anchorage Urban Design Commission this 13th day of May, 2015. This written decision/resolution of the Urban Design Commission is final and any party may appeal it within twenty (20) days to the Board of Adjustment pursuant to Anchorage Municipal Code 21.30.030 or, if applicable, exercise their rights under Anchorage Municipal Code section 21.15.015H.



Jerry T. Weaver, Jr.
Secretary



Monica Sullivan
Chair

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