

**COMMUNITY DEVELOPMENT DEPARTMENT
PLANNING STAFF ANALYSIS
REZONING**

DATE: July 14, 2014

CASE NO.: 2014-0101

REPRESENTATIVE: Dwayne Adams, Earthscape

APPLICANT: Jim Kubitz, Alaska Railroad Corporation

REQUEST: Rezone from B-2C to PC SL

APPLICABLE ZONING CODE: "Old" Code

This case is being reviewed under AMC 21.20.090
Zoning Map Amendments – Standards of approval.

LOCATION: Additional Terminal Reserve GSA, Parcel PLO 3532

COMMUNITY COUNCIL: Downtown

TAX NUMBERS: 002-071-27

ATTACHMENTS:

1. Application
2. Agency and Public Comments
3. Posting Affidavit and Historical Information

RECOMMENDATION SUMMARY: Approval of the rezone to PC SL

SITE

Acres: ±1.7 acres

Vegetation: Some birch and spruce trees and shrubs

Current Zoning: B-2C (central business district, periphery)

Topography: Sloping downhill to the north

Existing Use: Vacant metal building with paved parking

Utilities: Public water and sewer

COMPREHENSIVE PLAN

Classification: "Ship Creek Redevelopment" per the 2007 *Anchorage Downtown Comprehensive Plan* Strategy Diagram

SURROUNDING AREA

	NORTH	EAST	SOUTH	WEST
Zoning:	PC SL	B-2C	B-2C	PC SL
Land Use:	Alaska Railroad	Office and Single-Family Residential	Office	Alaska Railroad

PROPOSAL

This is a request to rezone a single parcel of land from B-2C to PC SL (AO 2006-046(S)). Ownership of the property was recently transferred from the federal government to the Alaska Railroad Corporation. The petitioner has stated that they have no immediate plans for redevelopment of the site; however, they want the parcel’s zoning to match the rest of their property in the Ship Creek area.

COMMUNITY COMMENTS

On June 23, 2014, there were 97 public hearing notices mailed. One response was received and it was a nonobjection. The Downtown Community Council did not provide comments.

FINDINGS

AMC 21.20.090 Standards for approval., states that a rezone may be approved if it conforms to the comprehensive plan and meets 4 conditions of approval.

A. Conformance to the Comprehensive Plan

This standard is met.

The proposed rezone will implement the 2007 *Anchorage Downtown Comprehensive Development Plan* Strategy Diagram which identifies the petition site as “Ship Creek Redevelopment.” The plan states:

“Ship Creek (PC District): Ship Creek district is distinguished from the adjacent Downtown districts by its historic and industrial uses. The area is well-positioned for medium density, residential development, supplemented with commercial uses such as restaurants, small scale hotels, arts production spaces, and railroad-related uses. New development should reflect the industrial history of the area, incorporate live-work units and maximize Ship Creek as a recreational resource, while adhering to seismic constraints. The Ship Creek Master Plan and recently adopted Planned Community zoning district design standards further articulate planning and design parameters for the area.”

The proposed rezone to PC SL complies with the comprehensive plan which groups the petition site with the rest of the PC SL district.

B. A zoning map amendment may be approved only if it is in the best interest of the public, considering the following factors:

- 1. The effect of development under the amendment, and the cumulative effect of similar development, on the surrounding neighborhood, the general area and the community; including but not limited to the environment, transportation, public services and facilities, and land use patterns, and the degree to which special limitations will mitigate any adverse effects.**

The proposed PC SL district is compatible with the surrounding land uses. The PC SL district lists the permitted, accessory, conditional, and prohibited uses. The PC SL district also contains design standards and creates review procedures.

Environment

Noise: All uses are subject to AMC 15.70, Noise Control.

Air: All uses are subject to AMC 15.30 South Central Clean Air Program and AMC 15.35 South Central Clean Air Ordinance Regulations.

Land Use Patterns

North and west of the petition site are zoned PC SL per AO 2006-26(S) and have railroad-related uses. The properties to the east, across Christensen Drive, and to the south, across West 2nd Avenue, are both zoned B-2C and have a mix of office and single-family residential uses.

Transportation/Drainage

The *Official Streets and Highways Plan* identifies Christensen Drive as a “Collector” and West 2nd Avenue as a “Local Road.” The property has a driveway directly onto Christensen Drive.

Drainage is required to be retained on-site or conveyed to a storm-drain.

The MOA Traffic Engineering Division commented that the PC SL district has design guidelines that differ from the rest of the zoning code. The Planning Division does not recommend amending the PC SL district because the design guidelines are intended for this unique area.

Public Services and Facilities

Roads: The petition site is located within the Anchorage Roads and Drainage Service Area (ARDSA) and both Christensen Drive and West 2nd

Avenue are built to Municipal standards. This rezoning is not expected to increase traffic more than permitted development in the B-2C district.

Utilities: Public water, sewer, gas, and electrical utilities serve this property. While future development may expand the use of these utilities, no adverse impact is anticipated by the utilities.

Schools: No redevelopment is planned at this time, so rezoning this parcel from B-2C to PC SL will not affect the number of students attending schools. The future use of the parcel is not determined.

Parks: There are no parks in the immediate vicinity, and this rezoning will not increase the demand for parks. The Ship Creek trail is close by.

Public Safety: The petition site is located within the Police, Fire, Building Safety, and Parks service areas. Future development allowed by this rezone is not anticipated to increase demands on public safety service providers.

2. The supply of land in the economically relevant area that is in the use district to be applied by the zoning request or in similar use districts, in relationship to the demand for that land.

There is no shortage of PC SL property in the Ship Creek area. The ARRC has stated that they want the petition site to have the same zoning designation as their other properties in the Ship Creek area.

3. The time when development probably would occur under the amendment, given the availability of public services and facilities, and the relationship of supply to demand found under paragraph 2 above.

The petitioner has stated that no new development is planned at this time.

4. The effect of the amendment on the distribution of land uses and residential densities specified in the Comprehensive Plan, and whether the proposed amendment furthers the allocation of uses and residential densities in accordance with the goals and policies of the Plan.

The proposed rezone does not affect the distribution of land uses or residential densities because residential uses are permitted in both the B-2C and PC SL districts. This rezone would allow for consistent development across Alaska Railroad land in the Ship Creek area.

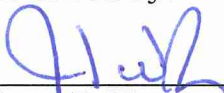
DISCUSSION

The proposed rezone to PC SL (AO 2006-46(S)) will implement the 2007 *Anchorage Downtown Comprehensive Plan* Strategy Plan, which identifies the site as “Ship Creek Redevelopment.” The petitioner has stated that they have no development plans at this time, but want this parcel to have the same zoning as the rest of the PC SL district for planning purposes. The proposed PC SL zoning appears to be compatible with the adjacent B-2C zoning across Christensen Drive to the east and across West 2nd Avenue to the north. Both the B-2C and PC SL districts allow a variety of commercial and residential uses. The PC SL district differs from the B-2C district in that it also allows light industrial uses. The PC SL district is a unique zoning district that is meant for the Ship Creek Redevelopment area and there are design review requirements that make it compatible with the adjacent Downtown districts.

DEPARTMENT RECOMMENDATION

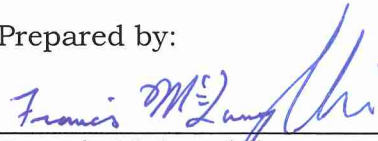
The Department recommends approval of the rezoning to PC SL (AO 2006-46(S)).

Reviewed by:



Jerry T. Weaver, Jr.
Director

Prepared by:



Francis McLaughlin
Senior Planner

(Parcel ID: 002-071-27)

Submitted by: Chair of the Assembly at the
Request of the Mayor
Prepared by: Community Development
Department
For Reading:

ANCHORAGE, ALASKA

AO No. 2014-___

1 **AN ORDINANCE AMENDING THE ZONING MAP AND APPROVING THE**
2 **REZONING OF APPROXIMATELY 1.7 ACRES FROM B-2C (CENTRAL**
3 **BUSINESS, PERIPHERY) DISTRICT TO PC SL (PLANNED COMMUNITY)**
4 **DISTRICT WITH SPECIAL LIMITATIONS, FOR ADDITIONAL TERMINAL**
5 **RESERVE GSA, PARCEL PLO 3532; GENERALLY LOCATED NORTH OF WEST**
6 **2ND AVENUE AND WEST OF CHRISTENSEN DRIVE, IN ANCHORAGE.**

7
8 (Downtown Community Council) (Planning and Zoning Commission Case 2014-0101)
9

10 **THE ANCHORAGE ASSEMBLY ORDAINS:**

11
12 **Section 1.** The zoning map shall be amended by designating Additional Terminal
13 Reserve GSA, Parcel 3532, as PC SL, planned community district with special
14 limitations.

15
16 The property described above is shown on Exhibit "A," attached.

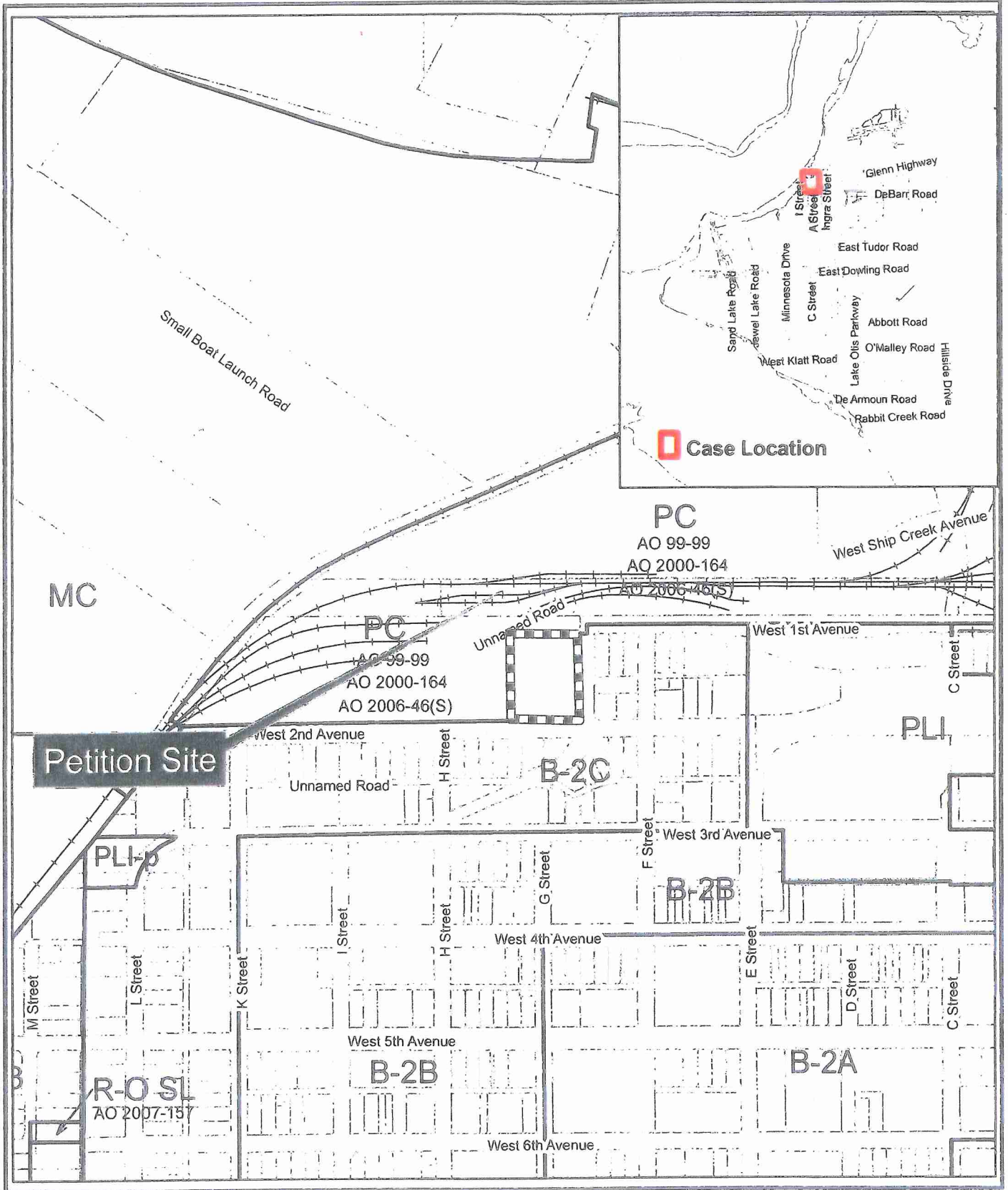
17
18 **Section 2.** This zoning map amendment is subject to the listed restrictions and
19 design standards of Section 6 of AO 2006-046(S).

20
21 **Section 3.** This ordinance shall become effective 10 days after the Deputy
22 Director of the Planning Division has received the written consent of the owners of at
23 least 51 percent of the property within the area described in Section 1 above to the
24 special limitations contained herein, in accordance with AMC section 21.20.120A.2.-
25 3. The rezone approval contained herein shall automatically expire, and be null and
26 void, if the written consent is not received within 120 days after the date on which
27 this ordinance is passed and approved. In the event no special limitations are
28 contained herein, this ordinance is effective immediately upon passage and
29 approval. The Deputy Director of the Planning Division shall change the zoning map
30 accordingly.

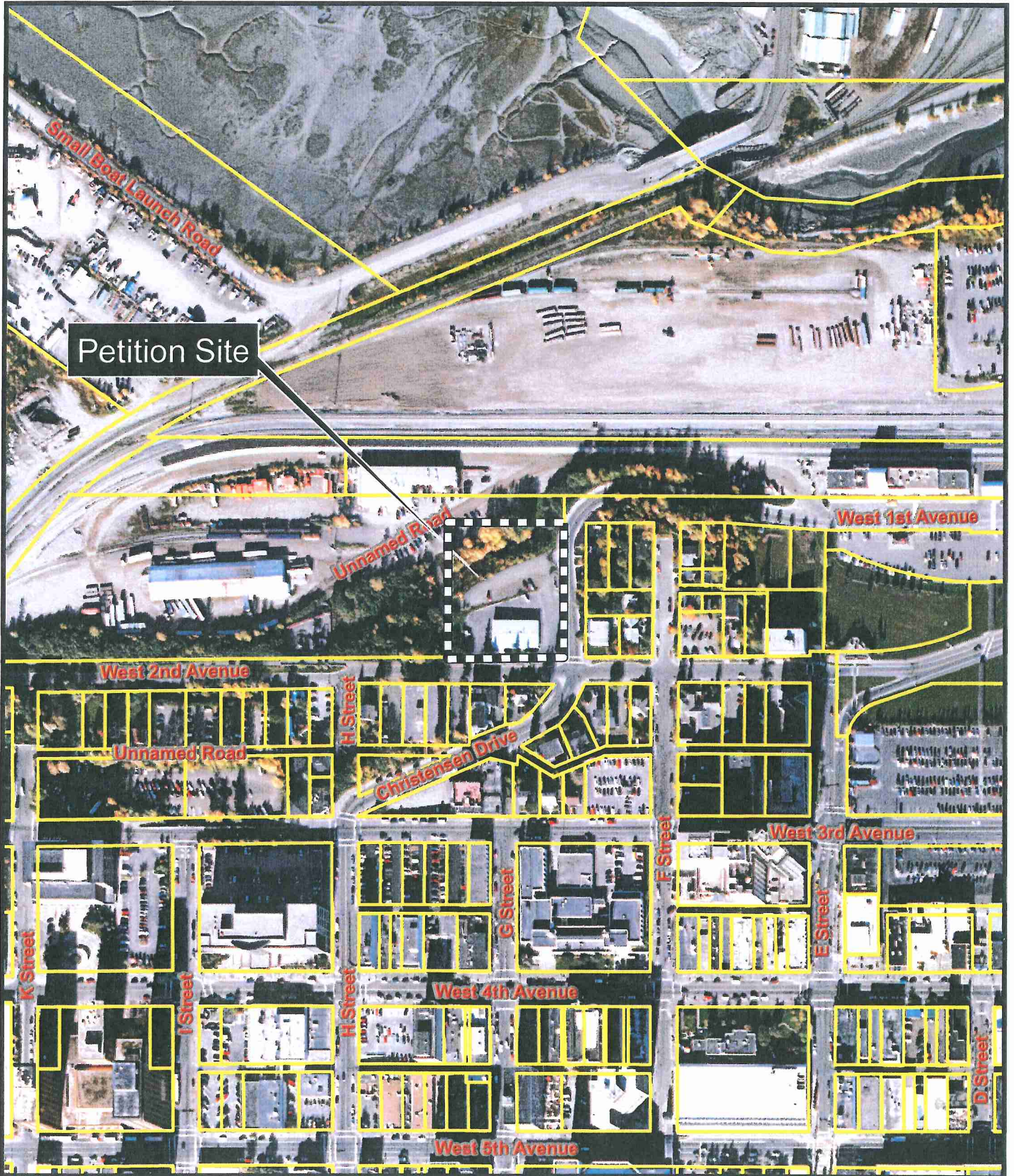
31
32 PASSED AND APPROVED by the Anchorage Assembly this _____ day
33 of _____ 2014.

34
35 _____
36 Chair of the Assembly

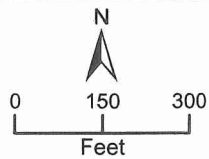
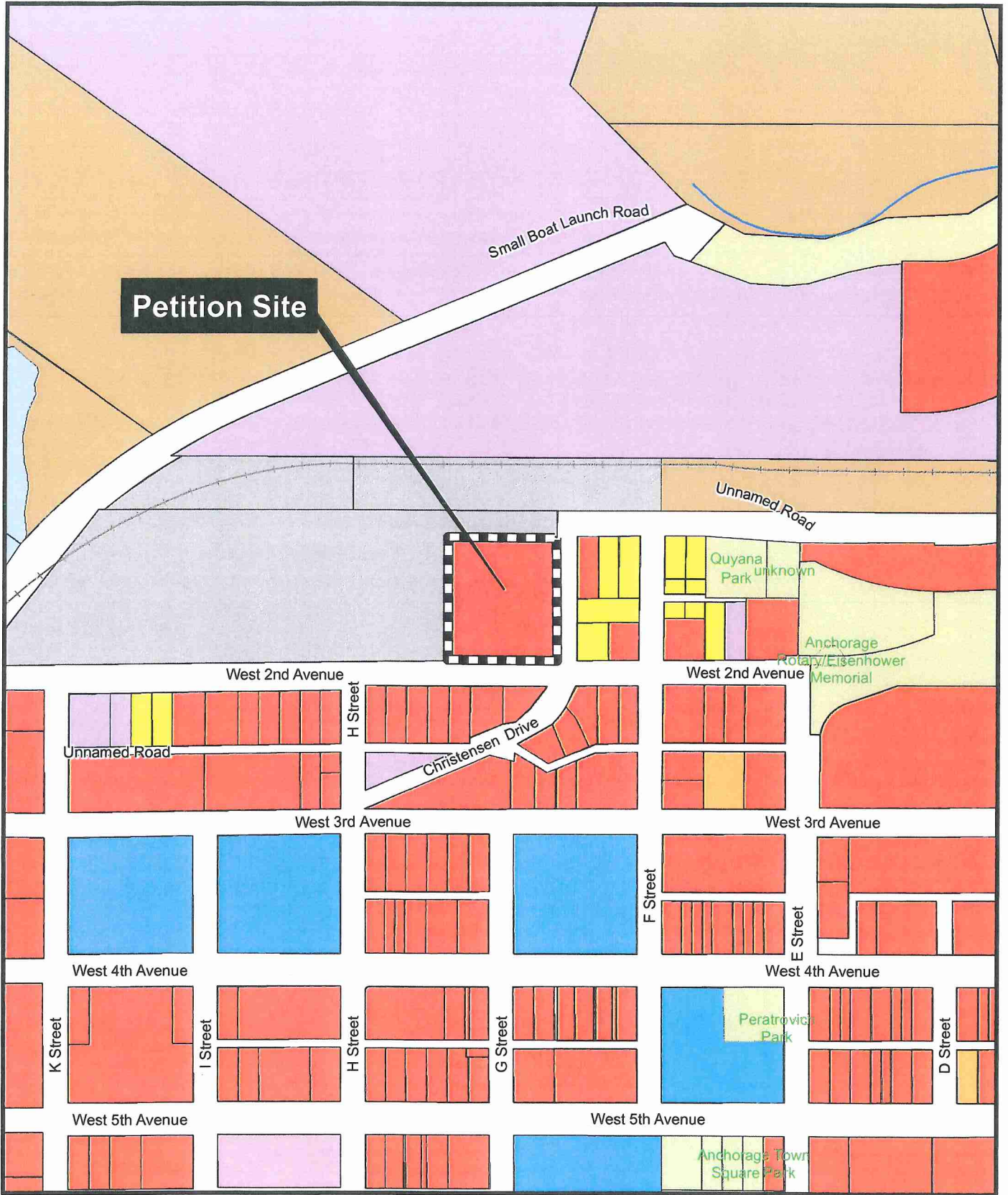
2014-0101 EXHIBIT A



2014-0101



2014-0101



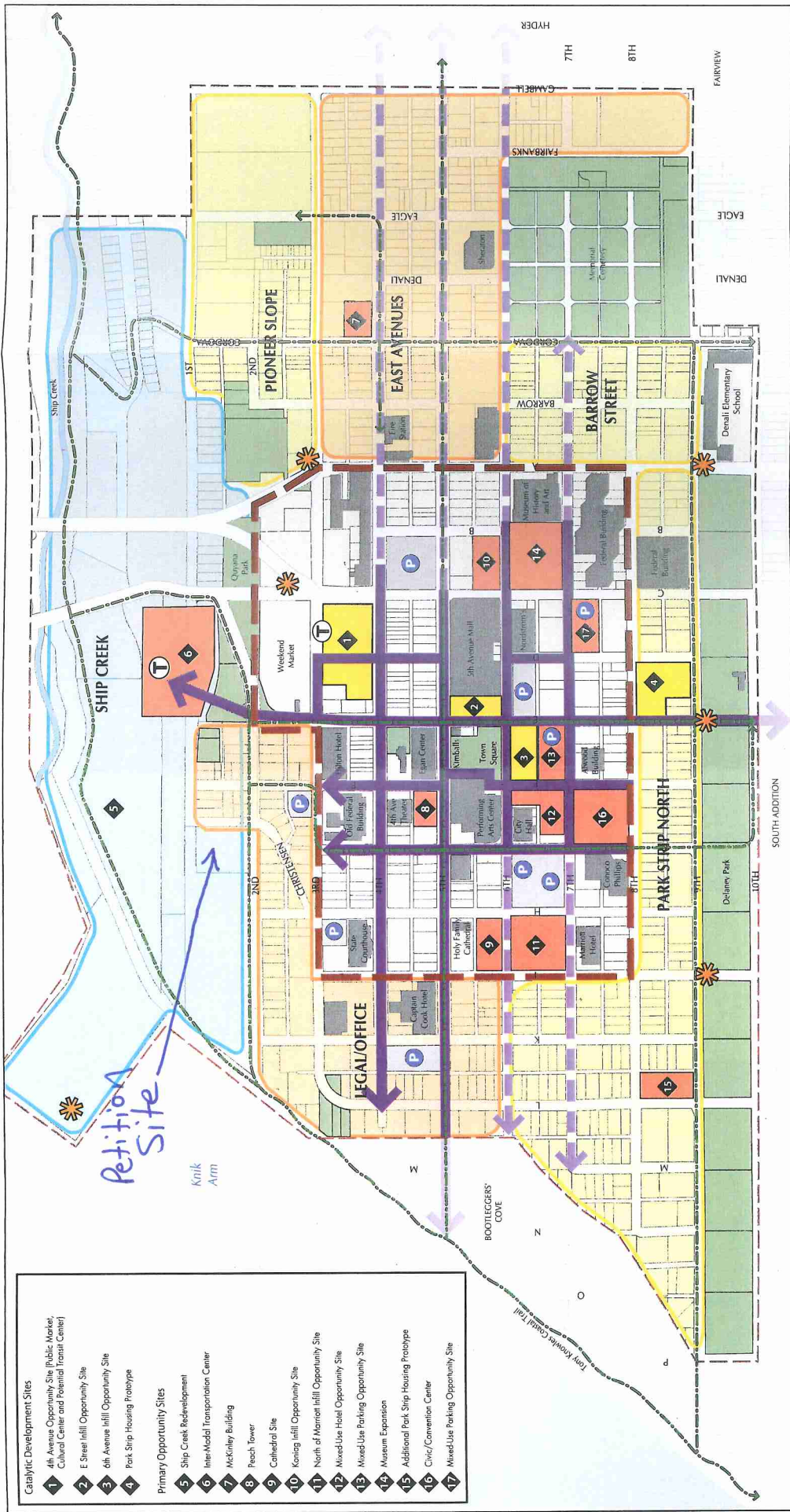
2010 Primary Land Use

- 1 Total Number of Living Units on Lot
- Single Family
- Multi-Family
- Mobile Home Park

- Commercial
- Industrial
- Institutional
- Religious
- Parks / Open Space
- Vacant
- Transportation
- Military
- Waterbody
- Tidal

Date: May 23, 2014
 Municipality of Anchorage
 Planning Department

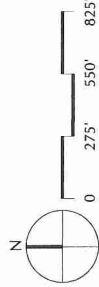
Strategy Diagram



- Catalytic Development Sites**
- 1 4th Avenue Opportunity Site (Public Market Cultural Center and Potential Transit Center)
 - 2 E Street Infill Opportunity Site
 - 3 6th Avenue Infill Opportunity Site
 - 4 Park Strip Housing Prototype
- Primary Opportunity Sites**
- 5 Ship Creek Redevelopment
 - 6 Inter-Modal Transportation Center
 - 7 McKinley Building
 - 8 Peach Tower
 - 9 Cathedral Site
 - 10 Kensington Opportunity Site
 - 11 North of Marriott Infill Opportunity Site
 - 12 Mixed-Use Hotel Opportunity Site
 - 13 Mixed-Use Parking Opportunity Site
 - 14 Museum Expansion
 - 15 Additional Park Strip Housing Prototype
 - 16 Civic/Convention Center
 - 17 Mixed-Use Parking Opportunity Site

- Legend**
- Downtown Study Area
 - Catalytic Development Site
 - Opportunity Site
 - Park/Open Space
 - "Unable" Building Footprint
 - Downtown Mixed Use
 - Focus on Residential
 - Gateway
 - Transit Station
 - Parking Structure
 - Primary Pedestrian Connection
 - Secondary Pedestrian Connection
 - Bike/Pedestrian Connection

*These footprints are intended to better orient the viewer to the map and do not suggest that these are the only buildings of significance in Downtown.



Ship Creek (PC District)

Ship Creek district is distinguished from adjacent Downtown districts by its historic and industrial uses. The area is well-positioned for medium density, residential development, supplemented with commercial uses such as restaurants, small scale hotels, arts production spaces and railroad-related uses. New development should reflect the industrial history of the area, incorporate live-work units and maximize Ship Creek as a recreational resource, while adhering to seismic constraints. The Ship Creek Master Plan and recently adopted Planned Community zoning district design standards further articulate planning and design parameters for the area.

The following recommendations should be considered as development occurs:

- Support Ship Creek’s development strategy to preserve the historic character, promote an arts corridor along 1st Avenue and integrate new development.
- 1st Avenue east of the overpass should be a “slow” traffic street that fosters an arts corridor, providing easy access to shops and galleries and creating a comfortable pedestrian environment.

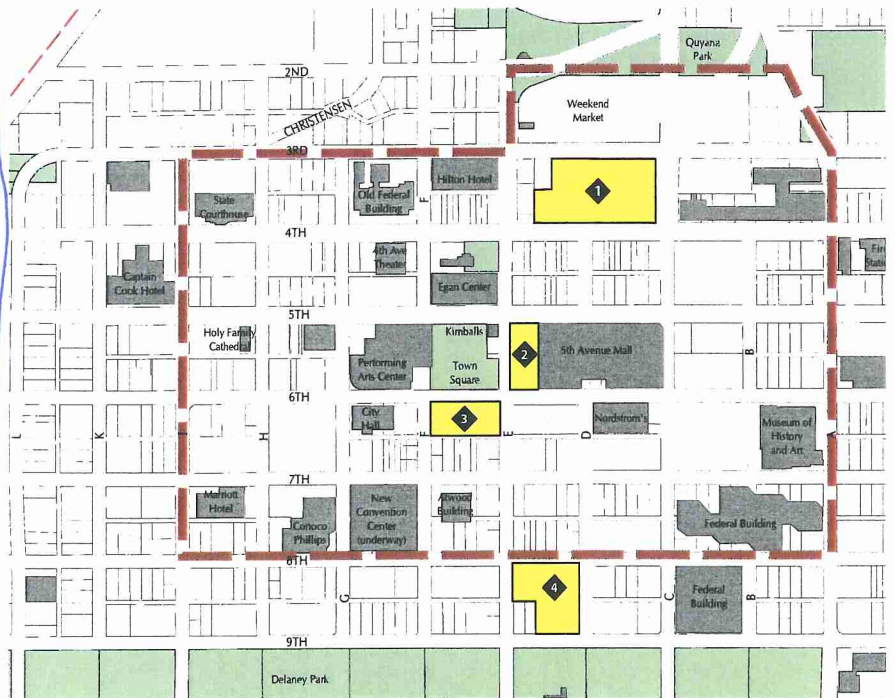
Catalytic Development Sites

- 1 4th Avenue Development Site (Possibly Public Market, Cultural Center and Transit Center)
- 2 E Street Infill Development Site
- 3 6th Avenue Infill Development Site
- 4 Park Strip Housing Prototype

4. Move Forward on Catalytic Development Sites

Four highly visible projects that will attract additional investment are identified as Downtown’s Catalytic Development Sites. They are catalytic due to their prime location in the core, proximity to recent investment, or ability to provide much needed services or activities currently lacking in Downtown. They are also likely to encourage other new investment. These sites, highlighted on the diagram below, have particular importance to Downtown and should be considered top priority for development. The following pages describe the desirable land uses, development program and design character for each of the sites.

A financial feasibility analysis based on the conceptual development programs has been performed for three of the four sites. The *residual land value* of the development projects indicates how much a developer could afford to pay for the existing property and still generate an adequate financial return to pursue development. In order to determine these values, the development revenue estimates (based on lease rates and sales prices), development costs (based on hard and soft costs for buildings and parking) and property operating costs (based on maintenance and leasing estimates) were estimated and then reviewed by local real estate experts, developers and architects.



Catalytic Development Sites Diagram

Application

Application for Zoning Map Amendment

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) Jim Kubitz		Name (last name first) Dwayne Adams	
Mailing Address Alaska Railroad Corporation 327 W. Ship Creek Avenue PO Box 107500 Anchorage, AK 99510-7500		Mailing Address Earthscape 1343 G Street, Suite 101 Anchorage, AK 99501	
Contact Phone: Day:	Night:	Contact Phone: Day: 907-279-2688	Night: 907-441-4948
FAX:		FAX: 907-279-2618	
E-mail: kubitzj@akrr.com		E-mail: wdadams@earthscapealaska.com	

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

PROPERTY INFORMATION		
Property Tax #(000-000-00-000): 002 071 27 000		
Site Street Address: 701 West 2nd Avenue		
Current legal description: (use additional sheet if necessary) Additional Terminal Reserve GSA, Parcel PLO 3532		
Existing Zoning: B2C	Acreage: 1.7	Grid # SW 1230

PROPOSED ZONING
PC (A 2006-046)

I hereby certify that (I am)(I have been authorized to act for) owner of the property described above and that I petition to rezone it in conformance with Title 21 of the Anchorage Municipal, Code of Ordinances. I understand that payment of the application fee is nonrefundable and is to cover the costs associated with processing this application, and that it does not assure approval of the rezoning. 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 the Assembly for administrative reasons.

5/19/2014			
Date	Signature (Agents must provide written proof of authorization)		
Accepted by: FM	Poster & Affidavit: 2+affidavit	Fee: \$ 2,697.50	Case Number: 2014-0101

COMPREHENSIVE PLAN INFORMATION

Anchorage 2020 Urban/Rural Services: Urban Rural

Anchorage 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: N/A

Commercial Industrial Parks/opens space Public Land Institutions

Marginal land Alpine/Slope Affected Special Study

Residential at _____ dwelling units per acre

Girdwood- Turnagain Arm N/A

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

APPLICATION ATTACHMENTS

Required: (35 Sets) Area to be rezoned location map Signatures of other petitioners (if any)

Narrative statement explaining need and justification for the rezoning; the proposed land use and development; and the probable timeframe for development.

Draft Assembly ordinance to effect rezoning. Original, signed application

Optional:

Ownership and beneficial interest form Building elevations

Building floor plans to scale Site plans to scale Site soils analysis

Special limitations Traffic impact analysis

Photographs

APPLICATION CHECKLIST

1. Zoning map amendments require a minimum of 1.75 acres of land excluding right-of-way or a boundary common to the requested zone district.
2. The petitioning property owner(s) must have ownership in at least 51% of property to be rezoned.

STANDARDS FOR ZONING MAP AMENDMENTS

The petitioner must provide a written narrative which addresses the following standards. Zoning map amendment applications which do not address these items will be considered invalid and will not be accepted for public hearing by the Department of Community Planning and Development. (Use additional paper if necessary).

A. Conformance to Comprehensive Plan.

1. If the proposed zoning map amendment does not conform to the land use classification map contained in the applicable Comprehensive Plan, explain how the proposed rezoning meets one or more of the following standards:
 - a. The proposed use is compatible because of the diversity of uses within the surrounding neighborhood or general area;
 - b. The proposed use may be made compatible with conforming uses by special limitations or conditions of approval concerning such matters as access, landscaping, screening, design standards and site planning; or
 - c. The proposed use does not conflict with the applicable Comprehensive Development Plan goals and policies.

The proposed rezone fully complies with the Downtown Comprehensive Plan. The rezone is intended to provide zoning for this parcel, which is fully owned by the Alaska Railroad Corporation, such that it will match adjoining zoning to the west and north. That zoning is governed as a Planned Community with design guidelines (AO 2006-046) and requirements that will ensure it will comply with both the Downtown Comprehensive Plan and with the Ship Creek Development and Waterfront Plan of 1991.

-
2. If the proposed zoning map amendment does not conform to the generalized residential intensity (density) of the applicable Comprehensive Plan map, explain how the proposed rezoning meets the following standards:
 - a. In cases where the proposed rezoning would result in a greater residential intensity (density), explain how the rezoning does not alter the plan for the surrounding neighborhood or general area, utilizing one of the following criteria:
 - i. The area is adjacent to a neighborhood shopping center, other major high density mode, or principal transit corridor.
 - ii. Development is governed by a Cluster Housing or Planned Unit Development site plan,

b. In cases where the proposed rezoning would result in a lesser residential intensity (density), explain how the rezoning would provide a clear and overriding benefit to the surrounding neighborhood.

c. Explain how the proposed residential density conforms with the applicable Comprehensive Development Plan goals and policies pertaining to the surrounding neighborhood or the general area.

The proposed zoning will fully comply with the residential densities for the area and will be governed by the requirements of the adjacent PC zoning which was established under Case 2006-046

B. A zoning map amendment may be approved only if it is in the best interest of the public, considering the following standards:

1. Describe the effect of development under the amendment and the cumulative effect of similar development on (a) the surrounding neighborhood, (b) the general area, and (c) the community with respect to the following (The discussion should include the degree to which proposed special limitations will mitigate any adverse effects.):

a. Environment:

The proposed rezone will provide for the development of this parcel under the guidelines that were developed in AO 2006-046. That PC zoning district established guidelines that protect the area's environment and ensure that development is considered in a comprehensive manner throughout the PC district.

b. Transportation:

The parcel is proposed for inclusion in the PC district developed as a comprehensive way of addressing housing, services, commercial opportunities, and multi-modal transportation within the Ship Creek area. With inclusion of this parcel into the adjoining PC district, this parcel will be considered for development under the requirements and the design guidelines of that district, including a need to incorporate a connection to multi-modal transportation facilities including trails, rail, roads, and parking facilities

c. Public Services and Facilities:

The proposed rezone will require that, with inclusion in the AO 2006-046 PC district, development of this parcel happen in such a manner that requires full consideration of the provision of services and facilities within the Ship Creek area, including transportation, utilities, parking, and other public needs

d. Land Use Patterns;

The primary intent of this rezone is to provide some assurance that this parcel will be developed in an appropriate manner and timeline as befits well-considered development within the Ship Creek area. The rezone is intended to ensure that future development be reviewed by a board that AO 2006-046 created. It provides for review of design, land use, and ancillary requirements such as connection to the transportation system, assurance of consistency in commercial and residential development, and assurance that the character of the area is maintained.

Note:	Surrounding neighborhood	=	500-1000' radius
	General Area	=	1 Mile radius
	Community	=	Anchorage as a whole

- 2. Quantify the amount of undeveloped (vacant) land in the general area having the same zoning or similar zoning requested by this application. Explain why you feel the existing available land is not sufficient or is not adequate to meet the need for land in this zoning category?**

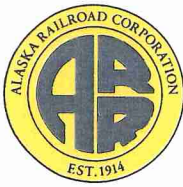
This rezone is intended to assure that the available land is developed with consistency to adjacent land use, providing for allocations that are provided for in AO 2006-046. This zoning amendment does not attempt to reallocate land use within the area, but instead to ensure that development is consistent, and indeed maintains, use that is consistent within the area.

- 3. When would development occur under the proposed zoning? Are public services (i.e., water, sewer, street, electric, gas, etc.) available to the petition site? If not, when do you expect that it will be made available and how would this affect your development plans under this rezoning?**

This rezone is not attempting to provide for speculative or immediate development. It is intended to provide for rezoning that will assure that whenever the parcel is developed, within the near or far future, development has requirements and guidelines that protect the Ship Creek area to the north and west, and those uses south and east. The parcel will not be developed until such time that the use can prove to be served by appropriate public services. The requirement of AO 2006-046 for review by a responsible board provides assurance that this will be the case.

-
- 4. If the proposed rezoning alters the use of the property from that which is indicated in the applicable Comprehensive Plan, explain how the loss of land from this use category (i.e., residential, commercial, industrial) might be regained elsewhere in the community?**

While the use will remove this parcel from the B2C inventory, the proposed classification as PC maintains consistency with that zoning classification and actually imposes a stricter requirement with respect to the need to comply with provision of public services, provision of connection to the multi-modal transportation system, and the adherence to requirements of the PC district, which are much stricter than those of the B2C zoning classification. In essence, this maintains the inventory of B2C but with more strict review and standards for architecture and site development.



May 19, 2014

Mr. Francis McLaughlin
Senior Planner
Community Development
4700 Elmore Road
Anchorage, AK 99507

Subject: Request for Rezone, ARRC Parcel, 701 West 2nd Avenue

Dear Mr. McLaughlin,

The Alaska Railroad Corporation (ARRC) requests a rezone of the subject parcel from its current designation of B2C to PC (2006-046), to match the majority of ARRC parcels in the western Ship Creek basin. We request that this rezone occur under the "Old Title 21" review process.

The parcel is a remnant of government lots which was withheld from transfer to the ARRC at the time that ARRC received most railroad land in Alaska. ARRC subsequently acquired the subject property from the U.S. government. This rezone would bring that lot into conformance with other ARRC lands to the west and north of the subject lot.

Title 21 provides that:

"A PC district ordinance establishes the design and character of the development permitted within the district by specifying certain land use controls as part of the zoning map amendment process, or the PC district ordinance establishes a holding zone classification, where the design and character of development permitted within the district will be determined subsequently. The design and character of permitted development are determined in accordance with an approved master development plan."

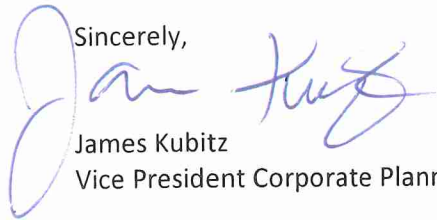
It is the intent of ARRC to provide for the rezone of the subject parcel such that it fully meets the intent of the referenced paragraph and the more specific requirements of the PC zone established under AO 2006-046 for adjoining lands to the north and west. ARRC does not have plans in process or specific lessees for the West 2nd Avenue parcel, but does want to ensure that when the parcel is leased, that, "...certain land use controls..." are in place and that, "the design and character of permitted development are determined in accordance with an approved master development plan." ARRC wishes that the requirements of AO 2006-046 govern and set the standards of design and character of the development.

The rezone complies with the Anchorage Downtown Comprehensive Plan and furthers the objectives of that plan:

- It includes the parcel into the AO 2006-046 zoning and consolidates to a greater degree the subject parcel into the “Ship Creek District” recognized in the Downtown Comprehensive Plan.
- It includes the parcel in the Ship Creek “catalytic development site” envisioned in the Downtown Comprehensive Plan’s “Strategy for Downtown Revitalization”.
- Under ARRC ownership and a PC zoning, it allows ARRC to market a lease for the site that can meet Comprehensive Plan recommendations for economic development, including a possibility of housing and mixed use.
- It achieves urban design goals by imposing the requirements of the PC zoning stringent street, site, and architectural design standards on this parcel.
- It provides restrictions on building height to address viewshed and vantage point considerations within the Downtown Comprehensive Plan.

We hope that staff and the Planning and Zoning Commission will see the sensibility of providing for the proposed rezone and will support our efforts.

Sincerely,



James Kubitz

Vice President Corporate Planning and Real Estate

Submitted by: Chair of the Assembly at
the Request of the Mayor
Prepared by: Department of Law
For reading:

ANCHORAGE, ALASKA
AO _____

1 AN ORDINANCE VOIDING THE EXISTING ZONING CLASSIFICATION OF B2C AND
2 REDESIGNATING ZONING CLASSIFICATION PC (2006-046) FOR A PARCEL WITH
3 LEGAL DESCRIPTION OF ADDITIONAL TERMINAL RESERVE GSA, PARCEL PLO
4 3532, SECTION 18, TOWNSHIP 13N, R3W, S.M.

5
6 (DOWNTOWN)
7

8 THE ANCHORAGE ASSEMBLY ORDAINS:
9

10 **Section 1.** The land use zoning map concerning Additional Terminal Reserve GSA, Parcel
11 PLO 3532, T13N, R3W, S.M. Alaska, containing 1.7 acres is hereby amended.
12

13 **Section 2.** The zoning map shall be amended by rescinding the existing B2C zoning
14 classification for the affected parcel and designating it as PC (AO 2006-046) (Planned
15 Community District as designated in AO 2006-046).
16

17 A portion of A.R.R. Reservation, located with the Seward Meridian, Township 13
18 North, Range 3 West, and includes southern portions of Section 7, northeast quarter of
19 Section 13, and northern portions of Section 18, by substituting a new PC (Planned
20 Community zoning and master development plan, consisting of approximately 102 +/-
21 acres, as shown on Exhibit A attached, and as described in Exhibit B, listing of legal
22 description and parcel tax identification numbers.
23

24 The zoning map amendment designating property as PC (AO 2006-046) (Planned Community),
25 described in section 2 above, shall be subject to the restrictions and design standards articulated
26 in AO 2006-046. Except as otherwise provided in this ordinance, all development shall comply
27 with the Anchorage Municipal Code:
28

29 A. **Intent.** This ordinance sets forth allowable and prohibited land uses, special
30 limitations, and a design review process for the Alaska Railroad Corporation's
31 Ship Creek District with the same requirements as those stipulated for parcels
32 affected by AO 2006-046. The inclusion of this parcel with those within AO
33 2006-046 is intended to:
34

35 1. Implement the Alaska Railroad Corporation's goals and policies addressing
36 the Ship Creek District.
37

- 1 2. Provide consistency of treatments and regulation applying to Alaska
2 Railroad Corporation owned lands in the western portion of the Ship Creek
3 basin.
- 4
- 5 3. Connect the affected parcel with the broader community re-development and
6 multi-modal transportation goals and policies for the Ship Creek basin.
- 7
- 8 4. Connect this parcel to a pedestrian and transportation-oriented mixed-use
9 development.
- 10
- 11 5. Set forth requirements that will help attract private investment in commercial
12 and residential development.
- 13
- 14 6. Provide design and infrastructure development standards for this parcel that
15 will be consistent with those of other Alaska Railroad Corporation owned
16 lands in the western Ship Creek basin.
- 17

18 B. Applicability. All provisions and restrictions of AO 2006-046 shall apply to the
19 affected parcel, Additional Terminal Reserve GSA, Parcel PLO 3532. The site
20 is located within the Township 13 North, Range 3 West, Seward Meridian. The
21 provisions and restrictions shall apply as though the parcel were within the
22 boundaries of the Ship Creek District as described in AO 2006-046.

23

24 C. Site Plan Review. Projects shall be submitted for review as required by AO
25 2006-046.

26

27 D. Design Guidelines. Projects submitted for review shall comply with the Design
28 Guidelines for the Ship Creek District as required by AO 2006-046.

29

30 E. Tenants Association. All new tenants within the District are required to become
31 members of a maintenance association (Association) prescribed by ARRC. The
32 Association's duties shall include:

- 33
- 34 1. Maintaining and repairing all recreational facilities, paths, fences and
35 other property whose construction was funded by the Association or its
36 members for recreational or other community purposes;
- 37
- 38 2. Planting or caring for trees, shrubbery or flowers and cutting of grass on
39 parkways; and
- 40
- 41 3. Doing such other things as may be determined by the Association as
42 necessary, advisable or proper to keep the Ship Creek District in neat and
43 good order and to promote the attractiveness of the Ship Creek District.
- 44
- 45 4. The Association may also conduct special programs, marketing
46 strategies, special events and festivals. The Association may finance its

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maintenance work by establishing a dues structure for each tenant within the Ship Creek District.

F.. Effective Date and Severability. This ordinance shall be effective upon passage and approval, and the Director of the Department of Community Planning and Development shall amend the zoning map accordingly. In the event any section, clause, or provision of this ordinance is declared by a court of competent jurisdiction to be invalid, the same shall not affect the validity of the ordinance as a whole or any part thereof, other than the part declared to be invalid.

Section 3. The amendments referenced in Section 2 above shall become effective immediately upon passage and approval.

Section 4. The Director of the Department of Community Planning and Development shall amend the zoning map accordingly.

PASSED AND APPROVED by the Anchorage Assembly this _____ day of _____.

Chair of the Assembly

ATTEST:

Municipal Clerk

(Planning Case Number _____)
(Tax Identification Numbers attached)



May 19, 2014

Municipality of Anchorage
4700 Elmore Road
Anchorage, AK 99507

Re: Alaska Railroad Corporation, Application for Zoning Map Amendment and appointment of
Petitioner Representative

To Whom It May Concern:

On behalf of ARRC, I authorize Mr. Dwayne Adams of Earthscape to act as authorized agent for Alaska Railroad Corporation (herein known as ARRC) for items specifically required regarding the rezone of the parcel of land located at 701 West 2nd Avenue, property tax number 002-071-27-000. This authorization is required for the application submitted in May 2014 and shall be effective from today's date through completion of the zoning amendment, which is anticipated to be completed in the current year.

Sincerely,

James Kubitz
Vice President Corporate Planning and Real Estate

MUNICIPALITY OF ANCHORAGE



Community Development Department

Phone: 907-343-7931

Fax: 907-343-7927

Mayor Dan Sullivan

Title 21 Code Selection

For review and approval of my project, 701 WEST 2nd AVENUE,
I choose to be regulated by:

"Old" Title 21 (expires December 31, 2014)

"New" Title 21 (becomes effective January 1, 2014)

I understand that my application will be reviewed and acted on using the code I have selected, and that this selection is final.*

James W. Kutz
Signature of Petitioner or Petitioner's Representative

James W. Kutz
Printed Name

ORIGINAL

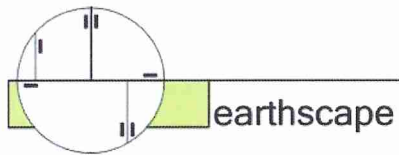
*Should the petitioner wish to switch the applicable version of code at any time after this form is submitted, a new application is required and new application fees will be assessed. The case will then be scheduled as a new application in accordance with the cut-off date schedule.

For office use only:

2014-0101
Permit/Case Number

10/1/13

Mailing Address: P.O. Box 196650 • Anchorage, Alaska 99519-6650 • <http://www.muni.org>



Memorandum

Project: ARRC 2nd & Christensen Rezone

Date: June 6, 2014

Regarding: Downtown Community Council

To: Andrew Donovan

From: Dwayne Adams

I called Paul Nangle to determine whether the Downtown Community Council would care to take a position with respect to the project rezone. Paul mentioned the council discussed the issue briefly on Wednesday night but they did not have a quorum present and could not have taken an official position.

Paul said the community council had only one concern and that was whether the conditions of the PC district that covered ARRC lands would fully apply or would there be an exclusion that would allow taller buildings. I explained that the same conditions would apply just as though the property had been included in the original rezone.

I asked Paul whether the community council would like to have another presentation at a time that a quorum might be available. Paul said that we do not need to do anything more. There was only the one question regarding the height of the structures and that has been answered.

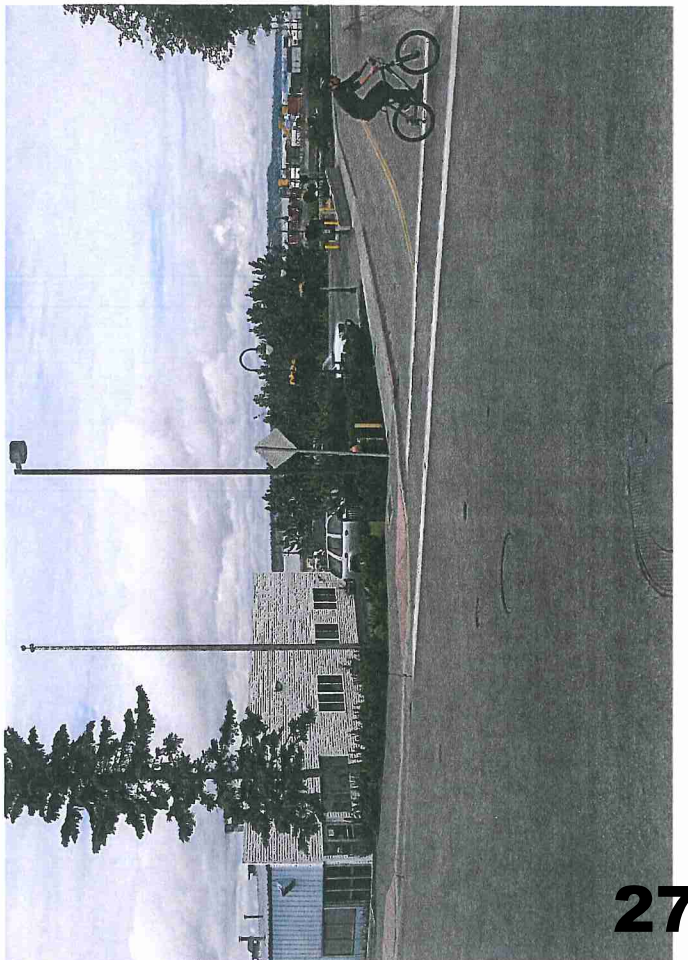


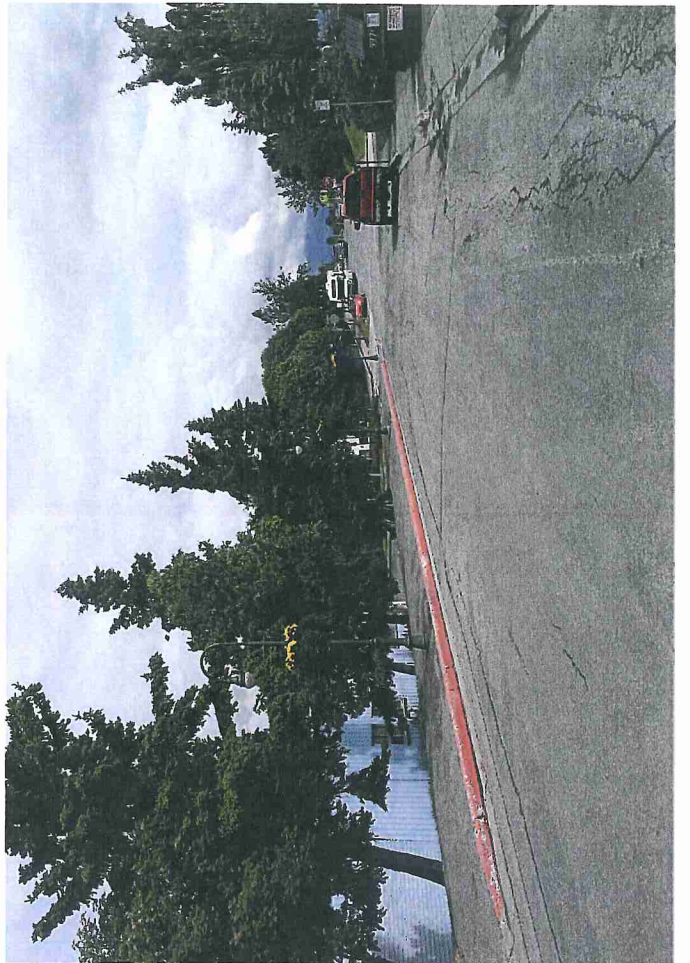
**NORTH
LOCATION
MAP**

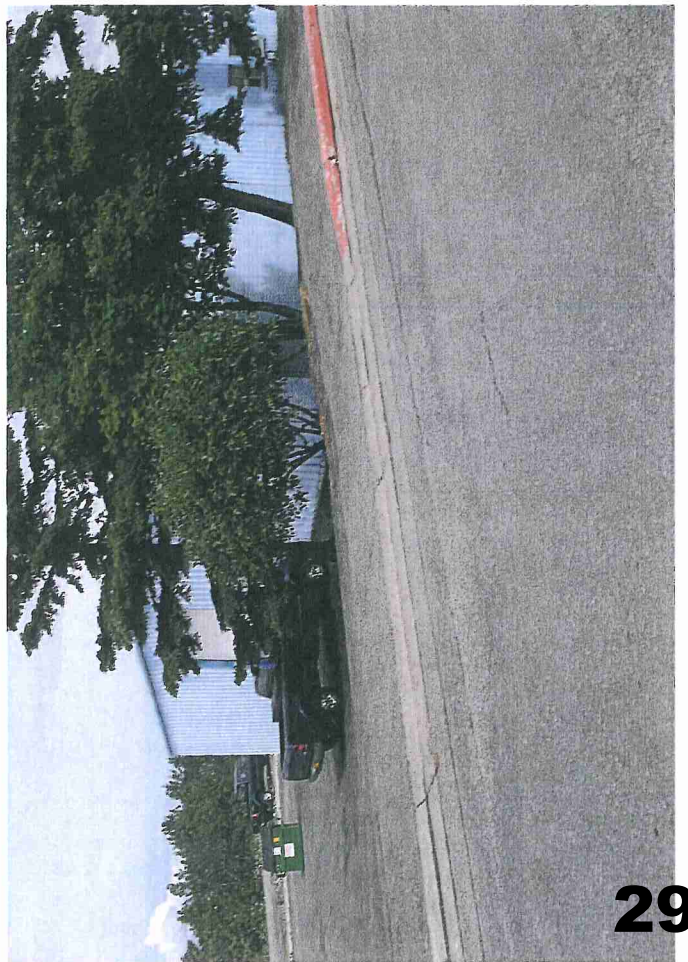
**701 West 2nd Avenue
TAX#00207127000**

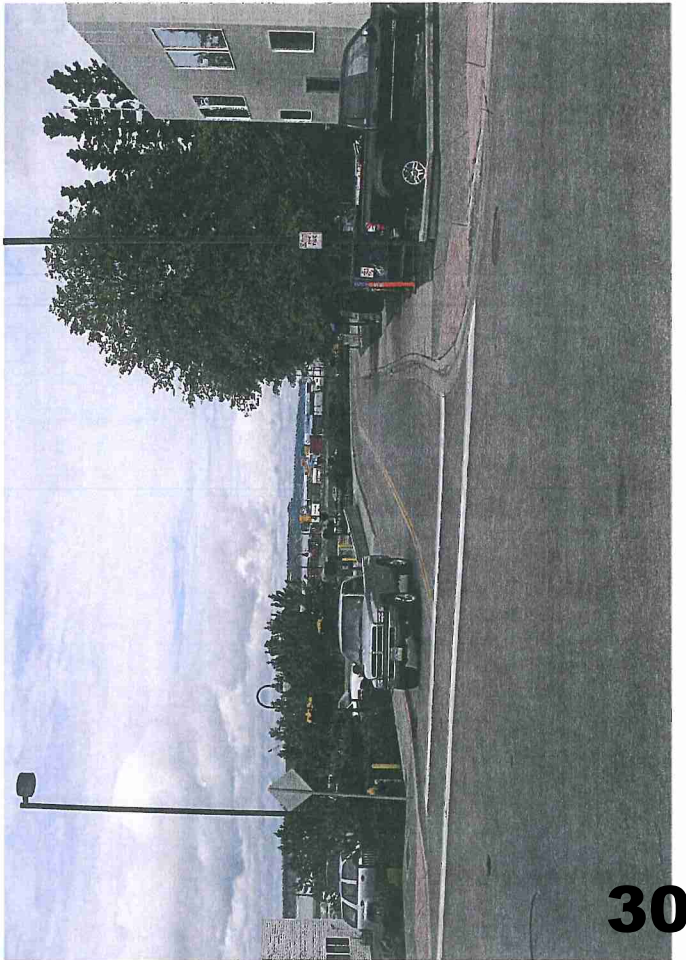


701 West 2ND AVENUE AND CHRISTENSEN DRIVE









Submitted by: Chair of the Assembly at
the Request of the Mayor
Prepared by: Department of Law
For reading: July 11, 2006

CLERK'S OFFICE

APPROVED

Date: 7-11-06

ANCHORAGE, ALASKA
AO 2006-46 (S)

1 AN ORDINANCE REPEALING ORDINANCE AO 93-183 (S-1) CONCERNING PC
2 (PLANNED COMMUNITY ZONING) AND MASTER PLAN AND ADOPTING A NEW PC
3 (PLANNED COMMUNITY) ZONING AND NEW SHIP CREEK MASTER PLAN FOR A
4 PORTION OF A.R.R. RESERVATION LOCATED IN THE LOWER SHIP CREEK,
5 APPROXIMATELY 102 +/- ACRES, FOR A.R.R. RESERVATION PROPERTY LOCATED
6 AT THE LOWER WEST END OF SHIP CREEK; AND AMENDING THE ZONING MAP
7 AND PROVIDING FOR THE REZONING OF A.R.R. ANCHORAGE TERMINAL
8 RESERVE, LOT 103, WHITNEY ROAD INDUSTRIAL LEASE LOT CONSISTING OF
9 20,815 SQUARE FEET FROM PC (PLANNED COMMUNITY) TO I-1 (LIGHT
10 INDUSTRIAL); AND AMENDING THE ZONING MAP AND PROVIDING FOR THE
11 REZONING OF SHIP CREEK CROSSING, LOT 3, CONSISTING OF 109, 932 SQUARE
12 FEET FROM PC (PLANNED COMMUNITY) AND I-2 (HEAVY INDUSTRIAL) TO I-2
13 (HEAVY INDUSTRIAL; AND AMENDING THE ZONING MAP AND PROVIDING FOR
14 THE REZONING OF SHIP CREEK CROSSING, LOT 4, CONSISTING OF 209,068
15 SQUARE FEET FROM PC (PLANNED COMMUNITY) AND I-2 (HEAVY INDUSTRIAL)
16 TO I-2 (HEAVY INDUSTRIAL); GENERALLY LOCATED AT THE LOWER WEST END
17 OF SHIP CREEK SOUTH OF THE RAILROAD MAINLINE TO SECOND AVENUE AND
18 WEST GAMBELL STREET.

19
20 (GOVERNMENT HILL, DOWNTOWN, FAIRVIEW)(PLANNING CASE 2005-080)

21
22 THE ANCHORAGE ASSEMBLY ORDAINS:

23
24 **Section 1.** Anchorage Ordinance 93-183 (S-1)(am) concerning portions of Sections 7 and
25 18, T13N, R3W, S.M. Alaska, and Section 13, T13N, R4W, S.M. Alaska, generally located in
26 the lower Ship Creek valley between the railroad yards and downtown Anchorage, containing
27 127 acres more or less, is hereby repealed.

28
29 **Section 2.** The zoning map shall be amended by designating the following described
30 property as PC (Planned Community District):

31
32 A portion of A.R.R. Reservation, located with the Seward Meridian, Township 13
33 North, Range 3 West, and includes southern portions of Section 7, northeast quarter of
34 Section 13, and northern portions of Section 18, by substituting a new PC (Planned
35 Community zoning and master development plan, consisting of approximately 102 +/-
36 acres, as shown on Exhibit A attached, and as described in Exhibit B, listing of legal
37 description and parcel tax identification numbers.

1
2 **Section 3.** The zoning map shall be amended by designating the following described
3 property as I-1 (Light Industrial) District:
4

5 A.R.R. Anchorage Terminal Reserve, Lot 103, Whitney Road Industrial Lease Lot
6 (York Steel Lease) consisting of 20,815 square feet from PC (Planned Community) to I-
7 1 (Light Industrial) District, as shown on Exhibit A attached (Planning and Zoning
8 Commission Case 2005-080)
9

10 **Section 4.** The zoning map shall be amended by designating the following described
11 property as I-2 (Heavy Industrial) District:
12

13 Ship Creek Crossing, Lot 3 (Wrightway Auto lease) consisting of 109,932 square feet
14 as shown on exhibit A attached (Planning and Zoning commission Case 2005-080)
15

16 **Section 5.** The zoning map shall be amended by designating the following described
17 property as I-2 (Heavy Industrial) District:
18

19 Ship Creek Crossing, Lot 4(Power Plant lease) consisting of 209,068 square feet as
20 shown on exhibit A attached (Planning and Zoning commission Case 2005-080)
21

22 **Section 6.** The zoning map amendment designating property as PC (Planned Community),
23 described in section 2 above, shall be subject to the following listed restrictions and design
24 standards. Except as otherwise provided in this ordinance, all development shall comply with
25 the Anchorage Municipal Code:
26

27 A. **Intent.** This ordinance sets forth allowable and prohibited land uses, special
28 limitations, and a design review process for the Alaska Railroad's Ship Creek
29 District. These regulations are intended to:
30

- 31 1. Implement the Alaska Railroad Corporation's goals and policies addressing
32 the District.
- 33 2. Support broader community re-development and multi-modal transportation
34 goals and policies.
- 35 3. Create a pedestrian and transportation-oriented mixed-use development.
- 36 4. Attract private investment in commercial and residential development.
- 37 5. Provide for predictability in the expectations for development projects.
- 38 6. Provide design and infrastructure development standards serving the District
39 and downtown multi-modal users.
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- 1 7. Make Ship Creek a mixed-use pedestrian-oriented development and visitor
2 destination and enhance the District's build-out capacity with the following
3 uses:
4
- 5 a. *Commercial Mixed Use.* The area should predominantly feature
6 commercial uses (retail, office, entertainment, hotel, tourism) of an
7 intensity producing a concentration of jobs, shops, meeting facilities,
8 entertainment and restaurants within close proximity to each other.
9
- 10 b. *Residential.* Appropriate urban residential development should [SHALL]
11 be encouraged, including upper story units above street level businesses.
12
- 13 c. *Government/Informational Uses.* The District should [SHALL]
14 accommodate governmental and informational services, especially those
15 with walk-in service-orientation, and major civic and public facilities.
16
- 17 d. *Warehouse/Light Industrial Use.* The District should [SHALL]
18 continue[, AS REQUIRED,] to accommodate a mixture of industrial,
19 commercial and residential uses, with a particular emphasis on
20 workplaces, galleries and dwellings for artists, craftspeople and artisans.
21
- 22 e. *Kiosks and Vendors.* The District should [SHALL] allow kiosks, outdoor
23 restaurants, mobile vendors, drive-in businesses or coffee shops, or
24 similar uses in order to facilitate incremental growth in the area, where
25 such uses do not negatively impact circulation, safety, or neighboring
26 uses.
27
- 28 f. *Permitted Accessory Uses.* Uses and structures customarily accessory
29 and clearly incidental to permitted uses and structures should [SHALL]
30 be allowed, including outdoor storage of trolleys, small-tour vehicles,
31 and staging of horses and carriages overnight.
32
- 33 g. *Railroad Uses.* This ordinance is not intended to apply to permanent or
34 temporary railroad operations within the District.
35

36 [IT IS RECOGNIZED ALASKA RAILROAD CORPORATION MAY
37 HAVE NEEDS REQUIRING INTERIM AND TEMPORARY USE OF
38 VACANT LANDS WITHIN THE DISTRICT AND THERE SHALL
39 BE ALLOWANCE FOR THESE USES, AS WELL AS FOR ROUTINE
40 RAILROAD OPERATIONS AND MAINTENANCE ACTIVITIES.]
41

- 42 B. Applicability. The provisions and restrictions of Section 6 of this ordinance
43 shall apply to all uses and development in the Ship Creek District, depicted on
44 the Master Development Plan (Exhibit A, attached). The site is located within
45 the Township 13 North, Range 4 West, Seward Meridian, and includes southern
46 portions of Section 7, northern portions of Section 18 and the northeast quarter

1 of Section 13. Areas north of Ship Creek included in AO 93-183 (s-1) are
2 hereby redesignated I-2.
3

4 C. Definitions. As used in Section 6 of this ordinance, unless context dictates
5 otherwise, the following definitions shall apply:
6

7 1. ***Alteration*** means a physical change to a structure or a site. Alteration
8 does not include normal maintenance and repair or total demolition.
9 Except as otherwise provided in this ordinance, alteration does include
10 any of the following:
11

- 12 a. Changes to the facade of a building;
- 13 b. Changes to the interior of a building;
- 14 c. Increase or decrease to floor area of a building;
- 15 d. Changes to other structures, including parking garages, on the
16 site or the development of new structures; and/or
- 17 e. Changes to landscaping, off-street parking spaces, and other
18 improvements on a site.
19

20 2. ***Development*** means all improvements on a site, including buildings,
21 other structures, parking and loading areas, landscaping, paved or
22 graveled areas, and areas devoted to exterior display, storage, or
23 activities. Development includes improved open areas such as plazas and
24 walkways, but does not include natural geologic forms or unimproved
25 land.
26

27 3. ***Excessive*** means uses injurious to an unreasonable degree to the public
28 health, safety, welfare or convenience or exceeding the customary
29 manner of operation.
30

31 4. ***Normal maintenance*** means physical changes keeping a building,
32 structure, or site, or a portion thereof, in a sound condition and in
33 operation.
34

35 5. ***Railroad operations*** means all activities and operations commonly
36 associated with operating and maintaining a railroad but excluding those
37 activities commonly also performed by other, non-railroad enterprises.
38 Activities such as operating or constructing warehouses, repair shops,
39 loading and unloading facilities, docks, yards, and facilities for storage,
40 handling and interchange of passengers and cargo, are railroad
41 operations, if the facility is used exclusively for, and by, the railroad.
42 Facilities used in part for railroad activities and in part for non-railroad
43 related activities are not railroad operations for purposes of this
44 ordinance.

1 6[5]. **Repair** means physical changes to a building, structure, or site, or a
2 portion thereof, to fix or restore to sound condition after damage or
3 deterioration.
4

5 7[6]. **Replacement value** means the value of a building as calculated using the
6 latest "*Evaluation Table*" printed in the Building Standards magazine,
7 published by the International Conference of Building Officials, based
8 on existing occupancy and the most closely appropriate type of
9 construction.
10

11 8[7]. **Substantial alteration** means alterations within a two (2) year period
12 where:
13

- 14 a. The total cost, excluding purchase costs of the building, exceeds
15 fifty percent (50%) of the replacement value of a building or
16 structure;
17 b. The total cost exceeds fifty percent (50%) of the replacement
18 value of site improvements;
19 c. The gross square footage increases by more than fifty percent
20 (50%) of buildings and structures; or
21 d. The gross square footage increases by more than fifty percent
22 (50%) of a surface parking lot.
23

24 9[8]. **Temporary** means limited in time and extent to less than twelve (12)
25 months and excludes permanent construction, substantial improvements,
26 or substantial alteration of the land.
27

28 10. **Total cost** means all costs associated with an alteration incurred from
29 project initiation to project completion, excluding the purchase costs for
30 the building.
31

32 D. Permitted Principal Uses and Structures. The following principal uses and
33 structures are allowed in the District:
34

35 1. **Railroad Operations and Temporary Uses.** All railroad operational uses,
36 including staging of customers' materials and preparation for transport,
37 temporary storage, and short-term railroad permitted uses are allowed.
38

39 2. **Retail:**

- 40 a. Grocery stores, delicatessens and food specialty shops, including open
41 air markets;
42 b. Meat and seafood markets, including open air markets;
43 c. Retail bakeries or wholesale bakeries with a storefront;
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- d. Department or variety stores;
- e. Hardware stores;
- f. Electrical or electronic supply stores;
- g. Furniture stores;
- h. Music and record stores;
- i. Shoe repair and tailor shops;
- j. Bookstores, book binderies, stationery stores and newsstands;
- k. Drugstores;
- l. Beauty shops;
- m. Barber shops;
- n. Restaurants, cafes, and other places serving food and beverages, including sale and dispensing of alcoholic beverages in accordance with [AMC] section 21.50.160;
- o. Photography, dance, music, and other art studios;
- p. Florists;
- q. Tobacco stores;
- r. Clothing, apparel and shoe stores;
- s. Jewelry stores;
- t. Sporting goods stores;
- u. Cameras and photographic stores;
- v. Hobby stores;
- w. Knit shops, yarn shops, fabric shops, dressmaking and notions stores;
- x. Gift, novelty, and souvenir stores;
- y. Picture framing shops;

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- z. Art galleries and sales;
 - aa. Crafts shops;
 - bb. Antique stores;
 - cc. Furriers;
 - dd. Garden supply stores and nurseries;
 - ee. Travel agencies and ticket brokers;
 - ff. Motion picture theaters;
 - gg. Banking and financial institutions;
 - hh. On-site film processing;
 - ii. Marine equipment sale;
 - jj. Hotels and lodging including bed and breakfasts;
 - kk. Aquarium/marine fisheries centers and the like;
 - ll. Art and craft studios;
 - mm. Farmers markets;
 - nn. Outdoor concessionaires including kiosks, restaurants, mobile vendors or similar uses; and
 - oo. Laundry and dry cleaning establishments and outlets except large commercial industrial laundry and dry cleaning plants shall be prohibited.
3. *Offices:*
- a. Insurance and real estate services;
 - b. Banking and financial institutions;
 - c. Business and professional offices;
 - d. Medical, health and legal services;

- e. Post offices; and
- f. Government and quasi-government offices.

4. ***Light Industrial Uses:***

- a. Alcoholic and non-alcoholic beverage manufacturing;
- b. Cabinet and furniture building;
- c. Blacksmith and metal working shops;
- d. Woodworking, pottery, weaving, leather and other craft production;
- e. Retail distribution operations;
- f. Manufacture, service or repair of light consumer goods, such as appliances, furniture, garments and tourist related items; and
- g. Outdoor storage of carriages, trolleys, and small-tour vehicles.
- h. All light industrial uses shall be encouraged to provide public tours or public viewing of operations without charge.

5. ***Other Uses:***

- a. Multi-family dwellings;
- b. Dwellings in non-residential structures;
- c. Parks and playgrounds;
- d. Historic and cultural centers and exhibits;
- e. Day care;
- f. Public libraries;
- g. Museums;
- h. Interior galleries connecting two or more buildings;
- i. Convention centers;
- j. Car, bike, or other transportation rental agencies;

- k. Parking structures and multi-modal transfer facilities;
- l. Arenas;
- m. Exhibition centers;
- n. One transmission tower less than seventy-five (75) feet in height;
- o. Kiosks, outdoor restaurants, mobile vendors, or similar uses on railroad land or in a public right-of-way; and
- p. Stabling of horses in support of retail, entertainment, or transportation purposes.

E. Permitted accessory uses and structures. Uses and structures customarily accessory and clearly incidental to permitted principal uses and structures are allowed.

F. Conditional uses. Subject to the requirements of the conditional use standards and procedures of this ordinance, the following uses may be permitted:

1. Commercial recreation establishments, including pool halls, amusement arcades, and the like;
2. Liquor or package stores, in accordance with [AMC] section 21.50.160;
3. Drive-in banks;
4. Utility substations and telephone exchanges;
5. Quasi-institutional houses as defined in [AMC] section 21.35.020; or
6. Heliports.

G. Nonconforming Uses. Existing uses at the time this ordinance is adopted shall be grandfathered until such a time as the existing use changes and/or substantial alterations to a structure, site, or use are proposed.

H. Prohibited Uses. The following uses are expressly prohibited:

1. Adult-oriented retail and entertainment;
2. Jails and correctional facilities;
3. Work release facilities;

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4. Plumbing and heating services and dealers;
5. Building material sales;
6. Gasoline service stations;
7. Automotive parts and equipment sales;
8. Automotive display lots;
9. Mobile home display lots;
10. Car washes;
11. Outdoor storage and display of any scrap, junk, salvaged or secondhand materials, or any salvage yard or salvage operation excepting temporary storage by ARRC;
12. Manufacture or packaging of cement products, feed, fertilizer, glue, paint, petroleum products, soap, turpentine, varnish, or charcoal;
13. Manufacture, service, or repair of trucks, automobiles or aircraft;
14. Open storage of cinders, coal, feed, grain, gravel, manure, peat, sand, or topsoil, except the use of community gardens and landscape nursery operations or in railroad operations;
15. Any use causing or reasonably expected to cause, excessive noise, vibrations, smoke, dust, or other particulate matter, toxic or noxious matter, humidity, heat or glare; and
16. Community correctional residential centers.

I. Minimum Lot Requirements: None

J. Minimum Yard Requirements: None

K. Maximum Height of Structures.

1. West of the centerline of H Street right-of-way extended and east of the centerline of Cordova Street right-of-way extended, the maximum structure height from mean sea level shall be eighty-five (85) feet, with a maximum height up to one hundred twenty (120) feet through the conditional use permit process; and

1 2. Between the centerline of H Street right-of-way extended and the
2 centerline of Cordova Street right-of-way extended, the maximum height
3 structure height from mean sea level shall be one hundred twenty (120)
4 feet, with a maximum height up to one hundred fifty (150) feet through
5 the conditional use process.
6

7 [A MAXIMUM BUILDING HEIGHT FROM MEAN SEA LEVEL
8 (MSL) TO ROOF TOP OF STRUCTURES SHALL BE ONE
9 HUNDRED TWENTY (120) FEET, WITH A PROCEDURE FOR A
10 MAXIMUM BUILDING HEIGHT OF ONE HUNDRED FIFTY (150)
11 FEET MSL, THROUGH A CONDITIONAL USE PERMIT
12 PROCESS.]
13

14 L. Bulk regulations and maximum lot coverage. Buildings may be constructed
15 within the full limits of the lot, up to three (3) stories in height. Building
16 construction above three stories in height shall conform to the bulk requirements
17 under [AMC] section 21.40.160H.
18

19 M. Total Dwelling Units. The allowable, but not probable, maximum number of
20 housing units is four hundred (400) and may include:
21

- 22 1. Urban multiple-family dwellings;
- 23 2. Row-houses built to a common wall at side lease lines;
- 24 3. Combined living quarters and work studios;
- 25 4. Upper story residential units above office, street level retail, and off-street
26 parking structures; or
- 27 5. Other types of dwellings consistent with the intent of the District.
28

29 N. Maximum limit for Commercial, Industrial, Office Floor Area. The allowable
30 but not probable floor area for new commercial, industrial, and office
31 development is 3.5 million square feet, not counting floor area obtained through
32 tower development under conditional use permits.
33

34 O. Parking. No off-street parking need be provided, but any off-street parking
35 provided shall be landscaped in accordance with the design guidelines.
36 Individual projects creating office space of 15,000 square feet or larger shall
37 address whether parking existing within the District and areas within walking
38 distance (1000 feet) are sufficient to meet occupancy demands as part of the Site
39 Plan Review.
40

41 P. Site Plan Review. Projects, including construction or substantial alteration, shall
42 be submitted to the Department of Community Planning and Development
43 consistent with [AMC] section 21.15.030. Plans shall be subject to a Level 1 or
44 Level 2 development review, as required by this ordinance. Prior to the issuance
45 of any building permits, persons proposing development of areas within the

1 District shall submit for approval a site plan as defined by [AMC]
2 section 21.35.020, prepared by a licensed architect or landscape architect.
3

4 1. There shall be a Ship Creek District Review Board with the following
5 responsibilities:

6
7 a. Advise the mayor and assembly regarding matters affecting the Ship
8 Creek District.

9
10 b. Review and make recommendations to the Planning and Zoning
11 Commission on land use matters where the Commission has purview.

12
13 c. Review and make findings regarding land use matters where the Board
14 has purview.

15
16 d. Review and make recommendations to the Planning and Zoning
17 Commission for the update of design guidelines as appropriate to
18 maintain currency with respect to land use trends.
19

20 2. The Ship Creek District Review Board shall consist of:

21
22 a. Three individuals appointed by the Alaska Railroad Corporation with
23 professional qualifications in real estate, design or a relevant field.

24
25 b. One MOA planning staff member, appointed by the MOA planning
26 Director; and

27
28 c. One member of the Anchorage Planning and Zoning Commission.
29

30 3. Development Approval Procedures. Projects in the Ship Creek District
31 requiring construction or substantial alteration shall be subject to a Level 1
32 or Level 2 Development Review, according to the following procedures:
33

34 a. Level 1 Development Review. Level 1 applies to construction or
35 substantial alteration projects of permitted uses and generally lower
36 construction values. The Ship Creek District Review Board maintains
37 authority for approval of Level 1 development through a non-public
38 hearing site plan review process. Approval may be provided by the
39 Ship Creek District Review Board during review if:

40
41 i. The Board finds the application is complete; and

42
43 ii. The proposed development addresses and complies with the
44 applicable requirements of this ordinance, including the Design
45 Guidelines.
46

1 iii. The Board may choose to provide concept level approval and require
2 re-submittal of plans for final approval. Upon the Review Board's
3 approval of the applicant's plans, developments may proceed by right
4 and shall not require further municipal Planning and Zoning Site Plan
5 Review.
6

7 iv. Unless appealed, the approval of the Ship Creek District Review
8 Board shall be final. Development shall be consistent with the
9 findings of the Board determined at the final site plan review.
10

11 v. Ship Creek District Review Board resolutions of approval and
12 accompanying site plans shall be given a reference number and filed with
13 the District Recorder's Office and a copy provided to the municipal
14 Planning Department.
15

16 b. Level 2 Development Review. Projects meeting any one or more of
17 the three criteria below are subject to Level 2 Development site review
18 and application requirements, as outlined in this subsection:
19

20 i. Projects with a construction value in excess of two (2) million dollars
21 as defined in 2006 [2004] dollars, adjusted annually per the
22 Anchorage Consumer Price Index;
23

24 ii. Conditional uses; and
25

26 iii. An appeal of the Ship Creek District Review Board findings.
27

28 iv. Developments meeting i. or ii. of the above criteria require
29 approval by both the Ship Creek District Review Board and the
30 municipal Planning and Zoning Commission as follows:
31

32 (1) Developers shall submit a concept site plan to the Ship Creek
33 District Review Board for a non-public hearing.
34

35 (2) Upon concept site plan approval by the Ship Creek District
36 Review Board, a public hearing before the municipal
37 Planning and Zoning Commission is required. In addition to
38 the standards and procedures of [AMC] sections 21.15.030
39 and 21.50.200, the Planning and Zoning Commission shall
40 consider the following:
41

42 (a) An evaluation of the proposal by the Geotechnical
43 Advisory Commission.
44

45 (b) A traffic impact analysis with suggested mitigation
46 proposals to correct any issues found in the site plan or

1 deficiencies in the street system serving the proposed
2 project.

3
4 (c) Compliance of the submitted plans with the District's land
5 use requirements and Design Guidelines.

6
7 (3) Following site plan approval of the concept site plan by the
8 Commission, the applicant shall submit final plans for
9 approval at a non-public hearing with the Ship Creek District
10 Review Board. Applicants shall illustrate compliance with the
11 Planning and Zoning Commission findings and shall address
12 requirements of the Design Guidelines.

13
14 4. The Planning and Zoning Commission and the Ship Creek District Review
15 Board may impose conditions as required for the proposed development to
16 be compatible with District, adjacent land uses, and Design Guidelines.
17 Conditions imposed by the Board may be more stringent than those of the
18 Commission, but may not be less stringent. In no event is the Board
19 authorized to overturn findings of the Commission.

20
21 5. The Planning and Zoning Commission shall hear appeals from decisions of
22 the Ship Creek District Review Board regarding the disapproval or
23 conditions of approval of a development in the District. The decision of the
24 Board may not be reversed unless the Commission finds all of the following
25 are supported by substantial evidence:

26
27 a. Special circumstances make strict adherence to the requirements of the
28 Board clearly impractical, unreasonable, or undesirable to the general
29 public.

30
31 b. The granting of an exception to the Board-imposed conditions is not
32 detrimental to Alaska Railroad Corporation operations.

33
34 c. The granting of an exception does not nullify the intent of the Design
35 Guidelines for the Ship Creek District; and

36
37 d. Undue hardship results from strict compliance with the specific
38 provisions of the Board's findings.

39
40 Q. Design Guidelines. Projects submitted for review shall comply with the Design
41 Guidelines for the Ship Creek District.

42
43 R. Tenants Association. All new tenants within the District are required to become
44 members of a maintenance association prescribed by ARRC. The Association's
45 duties shall include:
46


1. Maintaining and repairing all recreational facilities, paths, fences and other property whose construction was funded by the Association or its members for recreational or other community purposes;
2. Planting or caring for trees, shrubbery or flowers and cutting of grass on parkways; and
3. Doing such other things as may be determined by the Association as necessary, advisable or proper to keep the District in neat and good order and to promote the attractiveness of the District.
4. The Association may also include special programs, marketing strategies, special events and festivals. The Association may finance its maintenance work by establishing a dues structure for each tenant within the District.

S. Effective Date and Severability. This ordinance shall be effective upon passage and approval, and the Director of the Department of Community Planning and Development shall amend the zoning map accordingly. In the event any section, clause, or provision of this ordinance is declared by a court of competent jurisdiction to be invalid, the same shall not affect the validity of the ordinance as a whole or any part thereof, other than the part declared to be invalid.

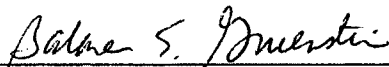
Section 7. The amendments referenced in Sections 2, 3, 4, 5, and 6 above shall become effective immediately upon passage and approval.

Section 8. The Director of the Planning Department shall amend the zoning map accordingly.

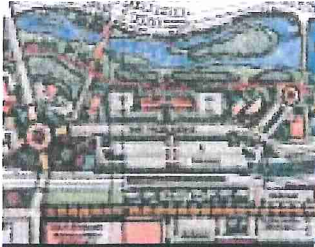
PASSED AND APPROVED by the Anchorage Assembly this 11th day of July, 2006.


Chair of the Assembly

ATTEST:


Municipal Clerk

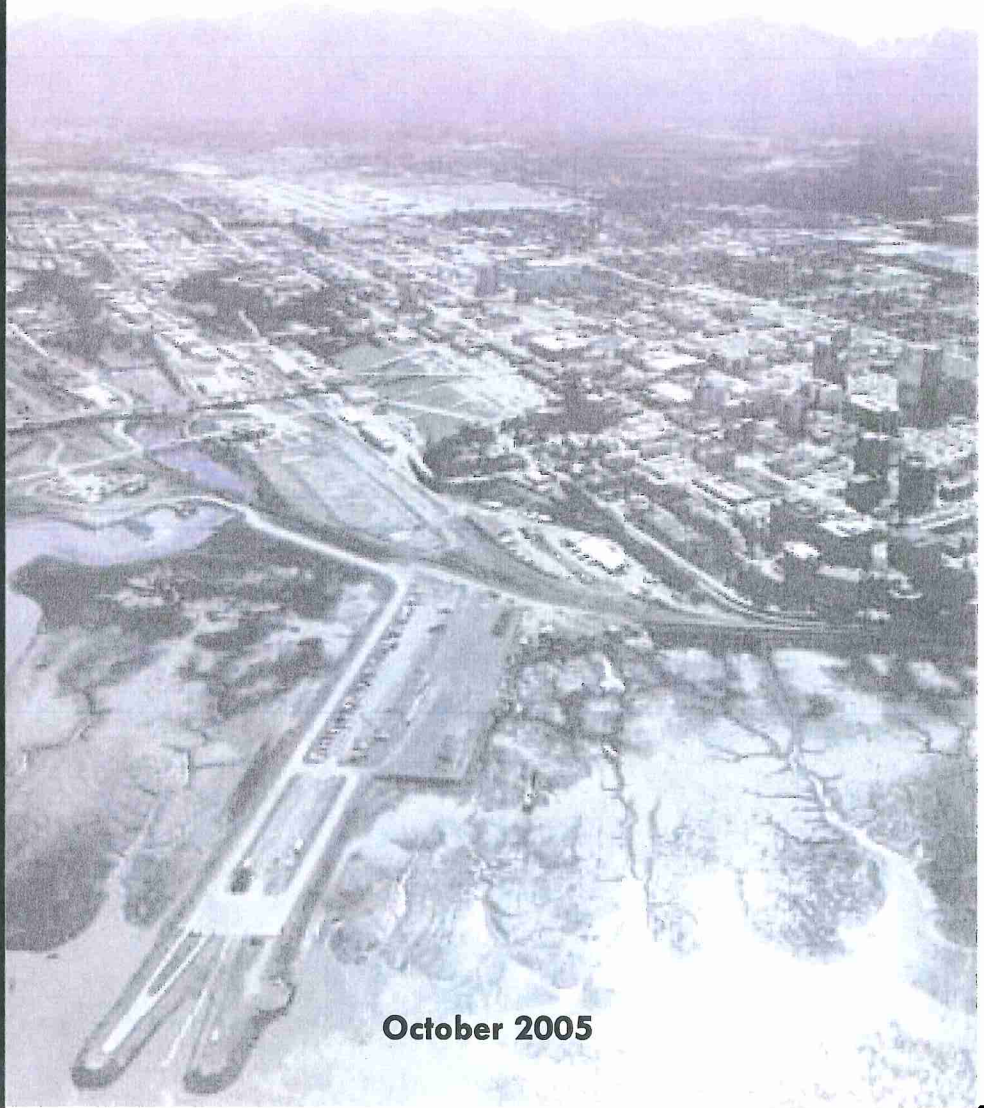
(Planning Case Number 2005-080)
(Tax Identification Numbers attached)



Ship Creek District

A Transportation-Oriented Mixed-Use Development

Design Guidelines



Alaska Railroad
Corporation

October 2005

Prepared for:



Alaska Railroad Corporation
Real Estate and Facilities Dept.
Jim Kubitz, Vice President
907-265-2428

Prepared by:



Land Design North
441 West 5th Ave, Suite 200
Anchorage Alaska 99501
907-276-5885

The Ship Creek District Design Guidelines are a special limitation to the Municipality of Anchorage's Planned Community (PC) zoning governing development, as adopted by the Anchorage Assembly (date and code reference).



Ship Creek 1915 - AMHA copyright B83-146-14

Ship Creek District Design Guidelines

1.0 Intent and Applicability

General

The Ship Creek District has a long and colorful history as the “birthplace” of Anchorage with a past eclectic mix of tent, industrial, rail, office, service, and residential related uses. As such, the architecture of the area reflects this mixture and has resulted in an array of building types and materials. If there is a “style” it is probably best described as “northern-transitional-industrial”.

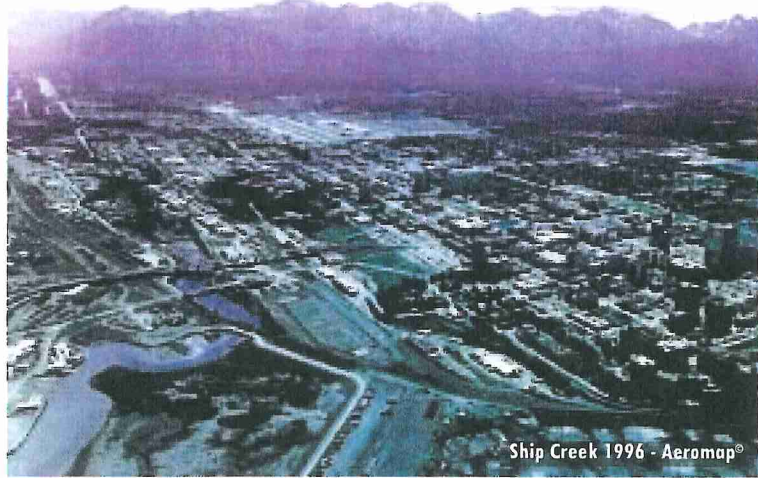
This mix does not so much set an architectural style for the Ship Creek District as it suggests an approach. It not so much suggests a standard in the use of textures, patterns, or form, but instead promotes an innovative and economic use of materials and design elements. Design

should build on the already eclectic mix of materials and building masses and use that as an inspiration for developing architecture that is both innovative and sensitive to northern conditions.

Within that context, these guidelines are intended to provide a foundation for development that is unique and appropriate to a pedestrian district. These guidelines urge development of design solutions that incorporate an active rail yard, people, a major urban salmon stream together with landscape architecture, architecture, and art into an area that is distinctly Alaskan and Anchorage.

These Design Guidelines apply to all development in the Alaska Railroad’s Ship Creek District. Applications should directly respond to the specific requirements outlined in this document, which provides the basis for the

General Policies 2.0



The Ship Creek District has a long and colorful history as the “birthplace” of Anchorage with a past eclectic mix of tent, industrial, rail, office, service, and residential related uses.

Ship Creek District Review Board and Municipal Planning and Zoning Commission to evaluate development proposals according to the development approval procedures in this document.

Intent

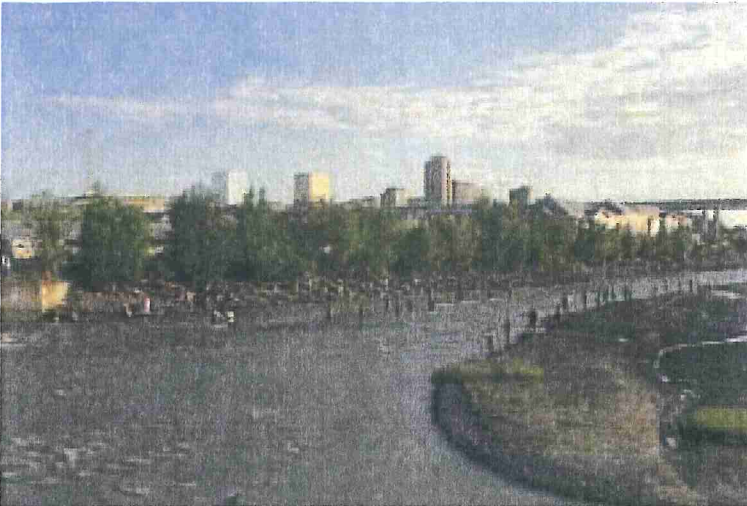
The Ship Creek District Design Guidelines were developed with the following intent:

- (1) Protect developers’ investments by ensuring a consistency in the quality of development District-wide;
- (2) Attract land uses that take full advantage of the area’s proximity to downtown and its multi-modal transit nodes;
- (3) Ensure that up-front public investments in infrastructure support specific public and economic objectives by attracting quality development;
- (4) Respond to community desires that the District become a mixed-use development with public waterfront access that both residents and tourists will enjoy;

- (5) Establish design principles that will ensure a quality development that is aesthetically pleasing, and that contribute to the unique character of the District;
- (6) Maximize harmonious relationships among buildings that may contain a variety of uses and to minimize any negative impacts these uses may have on neighboring properties;
- (7) Encourage innovative site design that provides pedestrian and vehicular circulation while connecting the buildings with “winter cities” concepts; and
- (8) Establish the parameters of a review process.

2.0 General Policies

- (1) Developments in the Ship Creek District should be connected to each other and to surrounding neighborhoods by landscaped streets, linked open spaces, pedestrian and bicycle trails, and transit.
- (2) Projects should demonstrate a high standard for design, materials and



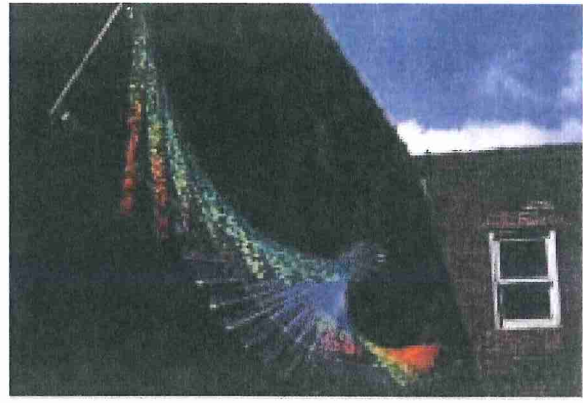
New development should contribute to the unique character of the Ship Creek District while taking advantage of the waterfront and proximity to downtown.

- construction of both public and private development.
- (3) New development should reinforce pedestrian activity at the street level, present an attractive and varied profile on the skyline, and provide opportunities for artistic expressions that contribute to the unique character of the Ship Creek District.
 - (4) On-going programs and funding priorities should ensure that Ship Creek streets and sidewalks are clean, safe, well lighted and attractive.
 - (5) The District should accommodate a mix of public transportation options that serve commuters, residents, shoppers and visitors, and contribute to the quality of the streetscape.
 - (6) Parking should encourage pedestrian movement in the District. Typically, it should only be encouraged for residential or office/administrative land uses. Existing parking lots, proposed Intermodal Transportation Facility parking provisions, and on-street parking should be adequate to meet retail needs.
 - (7) When provided, parking facilities should positively contribute to the streetscape and provide customers with convenient access to the building.
 - (8) Project proposals should seek to achieve compatibility between older and newer structures.

3.0 Ship Creek District Design Guidelines

All development in the Ship Creek District is subject to the design guidelines within the following subsections:

- 3.1 Parking - page 6
- 3.2 Streets and Vehicular Circulation - page 8
- 3.3 On-Street and Off-Street Loading - page 10
- 3.4 Pedestrian Circulation - page 11
- 3.5 Railroad/Transit - page 14
- 3.6 Landscape, Open Space & Amenities - page 15
- 3.7 Lighting - page 17
- 3.8 Signs - page 19
- 3.9 Architecture / Urban Design - page 20



Design guidelines are intended to ensure quality development that is aesthetically pleasing and that contributes to a positive and inviting pedestrian experience District-wide.

Development Approval Procedures

Projects in the Ship Creek District requiring construction or substantial alteration shall be subject to a Level 1 or Level 2 development review, consistent with the Planned Community District ordinance and according to the following procedures:

Level 1 Development Review.

- a. Level 1 Development Review applies to construction or substantial alteration projects of permitted uses and generally lower construction values. The Ship Creek District Review Board maintains authority for approval of Level 1 development through a non-public hearing site plan review process.
- b. Approval may be provided by the Ship Creek District Review Board during review if:
 - i. the Board finds that the application is complete; and
 - ii. the proposed development addresses and complies with the applicable requirements of this ordinance, including the Design Guidelines.

- c. The Board may choose to provide concept level approval and require re-submittal of plans for final approval. Upon the Review Board's approval of the applicant's plans, developments may proceed by right and will not require further MOA Planning and Zoning Site Plan Review. Unless appealed, the approval of the Ship Creek District Review Board shall be final and development must be consistent with the findings of the Board determined at the final site plan review.
- d. Ship Creek District Review Board resolutions of approval and accompanying site plans shall be given a reference number and filed with the District Recorder's Office and a copy provided to the MOA Planning Department.

Level 2 Development Review.

- a. Projects meeting any one of the three criteria below are subject to Level 2 Development site review and application requirements, as outlined in this subsection:
 - i. Projects with a construction value in excess of \$2 million as defined in 2004 dollars, adjusted annually per the Anchorage Consumer Price Index;

- ii. Conditional uses; and
 - iii. An appeal of the Ship Creek District Review Board findings.
- b. Developments meeting .a.i. or a.ii. of the above criteria require approval by both the Ship Creek District Review Board and the Municipality of Anchorage's Planning and Zoning Commission as follows:
- i. Developers shall submit a concept site plan to the Ship Creek District Review Board for a non-public hearing.
 - ii. Upon concept site plan approval by the Ship Creek District Review Board, a public hearing before the Municipality of Anchorage's Planning and Zoning Commission is required. In addition to the standards and procedures of AMC 21.15.030 and 21.50.200, the Planning and Zoning Commission shall consider the following:
 - 1. An evaluation of the proposal by the Geotechnical Advisory Commission.
 - 2. A traffic impact analysis with suggested mitigation proposals to correct any issues found in the site plan or deficiencies in the street system serving the proposed project.
 - 3. Compliance of the submitted plans with the District's land use requirements and Design Guidelines.
 - iii. Following site plan approval of the concept site plan by the Commission, the applicant shall submit final plans for approval at a non-public hearing with

the Ship Creek District Review Board. Applicants shall illustrate compliance with the Planning and Zoning Commission findings and shall address requirements of the Design Guidelines.

- 4. The Planning and Zoning Commission and the Ship Creek District Review Board may impose conditions as required to make the proposed development compatible with District and adjacent land uses and the Design Guidelines. Conditions imposed by the Board may be more stringent than those of the Commission but may not be less stringent or overturn the findings of the Commission.
- 5. The Planning and Zoning Commission shall hear appeals from decisions of the Ship Creek District Review Board regarding the disapproval or conditions of approval of a development in the District. The decision of the Board may not be reversed unless the Commission finds that all of the following are supported by substantial evidence:
 - i. Special circumstances make strict adherence to the requirements of the Board clearly impractical, unreasonable, or undesirable to the general public.
 - ii. The granting of an exception to the Board-imposed conditions will not be detrimental to Alaska Railroad Corporation operations.
 - iii. The granting of an exception will not nullify the intent of the Design Guidelines for the Ship Creek District.
 - iv. Undue hardship would result from strict compliance with the specific provisions of the Board's findings.

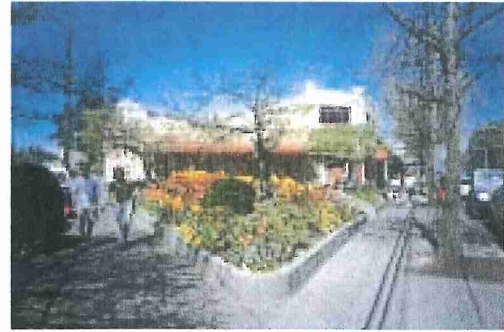
3.1 Parking Guidelines

Goals and Intent

Off-street parking lots should be used sparingly as they use significant amounts of land with higher and better uses. Also, they spread the location of retail and office uses, discouraging pedestrian travel and encouraging “one-stop” shopping trips which is detrimental to the economic health of the District. A central parking facility including that provided by an Intermodal Transportation Facility, coupled with existing off-street parking should be adequate to meet most needs within the district. Off-street parking should be targeted for residential uses and Office/Administrative types of use and should only be incorporated where a demonstrated need exists or will exist.

Off-Street Surface Parking

Fulfilling the needs for parking in the District is important, however, care must be taken to ensure that parking areas do not have a detrimental effect on the overall image of or pedestrian circulation within the Ship Creek District. Where required, parking should be incorporated within structures to the degree practicable. However, it is recognized that ground-floor retail and ground-floor office/administrative uses are to be encouraged and that it may be more appropriate to provide a surface parking lot adjacent to an Office/Administrative space in lieu of incorporating parking into the structure



of a proposed project. For each Office/Administrative land use that is proposed, the project proponents shall consider the need for off-street parking relative to the following:

- (1) The availability of parking within walking distance to the project location (1000 feet).
- (2) The relationship to adjacent land uses and whether a parking lot will reduce the desirability of pedestrian travel within the district,
- (3) The proposed project’s ground floor uses and whether parking can be incorporated into the structure without affecting the ability to provide ground floor business opportunities.

General Guidelines

- (1) Parking should be shared among developments to minimize the number of parking spaces and encourage multi-purpose visits. The location of parking lots should be such that it is convenient to users and it encourages pedestrian travel to multiple locations within the district.
- (2) Use of snow melt systems is encouraged where pedestrians will congregate or where safety may be impaired by icing conditions.
- (3) Surface parking should be located behind buildings where possible to maintain a consistent architectural edge along Ship Creek Avenue.



- (4) Pedestrian walks and ramps should connect all parking lots and garages to surrounding buildings and sidewalks.
- (5) All surface parking areas should be paved and curbed.
- (6) Perimeter landscape treatment such as plantings and screening structures should be provided to partially screen views of surface lots from streets, buildings and pedestrian walkways.
- (7) Within 8-foot landscape beds proposed at the edge of parking, trees should be planted at intervals of one per each 25 feet, per parking lot side length, in combination with shrub plantings or decorative partial structural screen at the perimeter of parking areas. Curbs should be located to protect landscaping or fencing.
- (8) Curbed, landscaped interior islands or medians should be provided at a ratio of at least 5% of the paved area of a parking area, including drive aisles.
- (9) Planting islands should have a minimum size of 400 square feet, with a minimum width of 12 feet, and should contain one canopy tree per 200 square feet of island. Islands should be raised at a slope of 4H:1V from curb edge to the center of the planting.
- (10) Snow storage areas should be located for ease of maintenance and to protect vegetation.

- (11) Snow hauling is encouraged to minimize the area within the District devoted to snow storage.

Structured Parking

Parking may be incorporated into proposed housing, retail or office/administrative projects or constructed as stand-alone independent projects. Their need and location should recognize the intermodal nature of the Ship Creek District.

- (1) Parking structures should be located and designed to minimize the impact to views from downtown and the bluffs to Ship Creek and the Inlet.
- (2) Design of parking structures should demonstrate strong architectural style and use public art where appropriate to reduce the overall visual impact to the facility.
- (3) Ground floor retail should be incorporated into parking structure design where practical.
- (4) Ramping should be an integral element of the architectural expression of the building or incorporated into the interior so as not to detract from the architectural character.
- (5) Mechanical ventilation equipment should be screened either architecturally or with landscaping to minimize their visual impact.
- (6) Interior lights should feature full cutoff fixtures unless conceived as an art or design element.
- (7) All parking structures must be designed with the knowledge that they will also be viewed from above. Well-designed roof decks, courtyards, and gardens are encouraged.
- (8) Parking structures should be located to provide ease of connection to the ARRC commuter system as it is envisioned and as it grows.

Streets 3.2



3.2 Streets and Vehicular Circulation Guidelines

Goals and Intent

The location, width and treatment of streets affect the appearance and function of the Ship Creek District.

Roads should conform to Municipality of Anchorage (MOA) regulations and provide for the safe, efficient and convenient movement of all types of vehicles. These guidelines are designed to create an efficient and aesthetically pleasing circulation system for the development.

General Guidelines

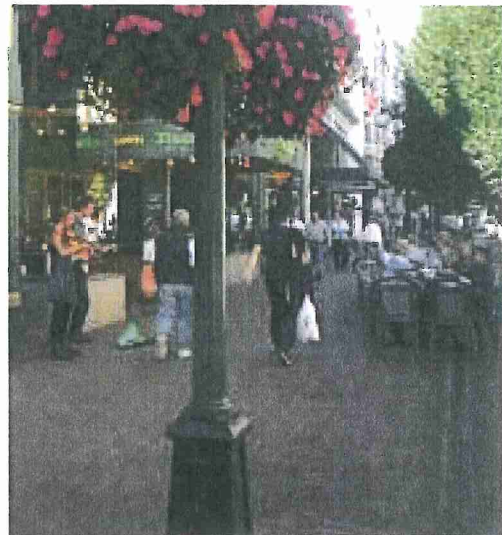
- (1) Design all District streets to accommodate automobiles, transit, bicycles and pedestrians equitably.
- (2) Provide direct connections from roadways and sidewalks to trail and transit systems.
- (3) Minimize conflicts between vehicles and pedestrians by providing controls at busy crossing points and intersections.

Roadways

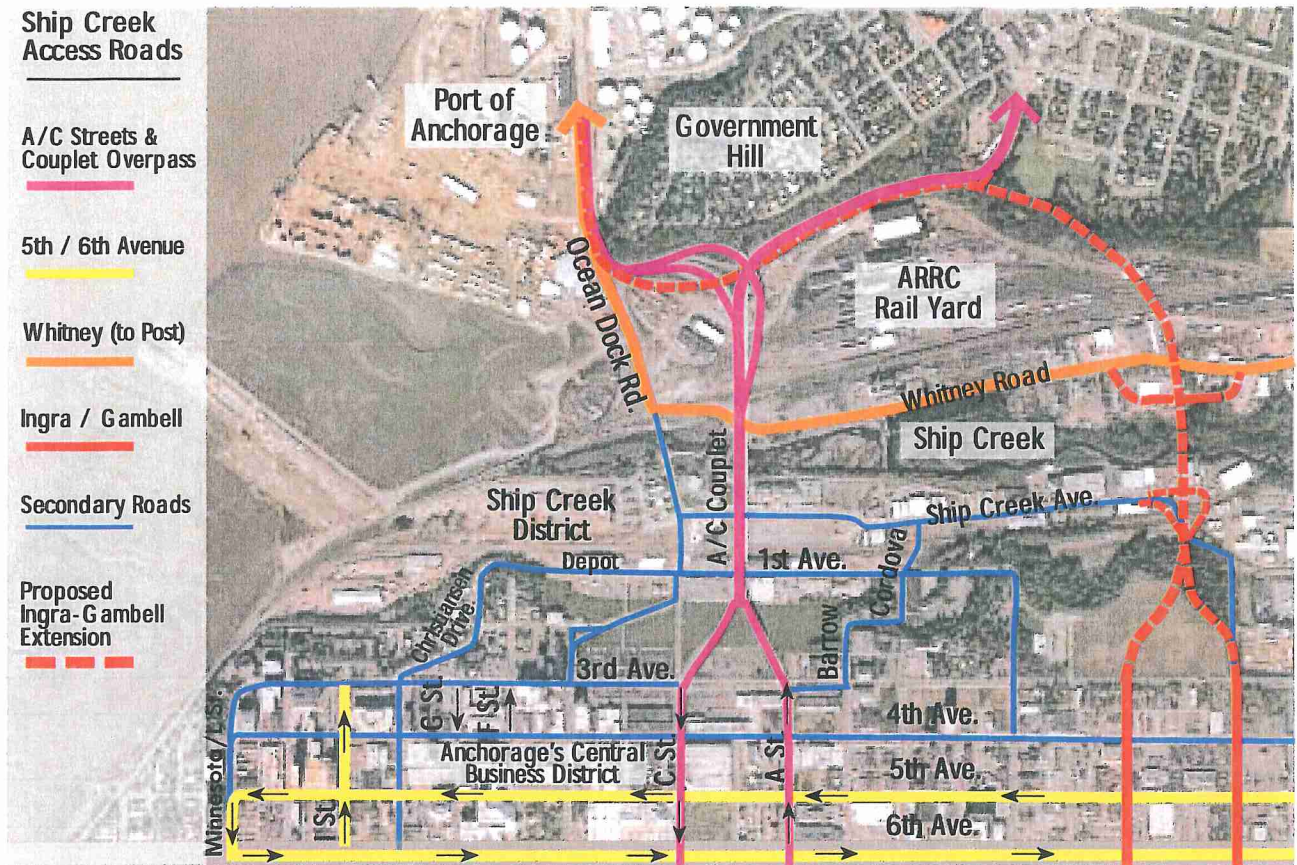
In order to encourage a pedestrian focus, street lane widths within the District should be narrow, while still meeting appropriate design standards. Following are further provisions:

I - Ship Creek Avenue

- (4) The street should have a pedestrian oriented streetscape. This road should provide the principle access to all development.



CONCEPTUAL Vehicular Circulation Map



Based on current ARRC planning and the December 2000 Ship Creek Multi-Modal Transportation Plan.



Vehicular circulation for the District will take advantage of existing access roads including Ship Creek Avenue pictured above until the proposed Ingra-Gambell Extension is constructed. Other modes of access will also serve the District via the Intermodal Transit Facility, the E Street Pedestrian Corridor, Ship Creek Trail and Coastal Trail links, tour busses, trolley, and shuttle service.

Loading 3.3

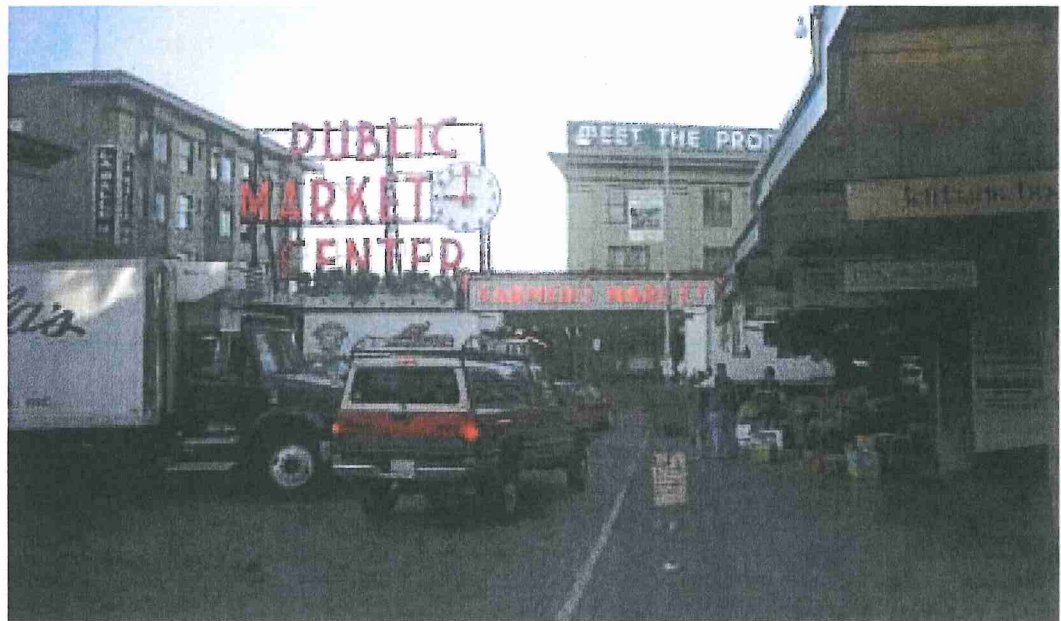
- (5) Where existing building setbacks allow, the street should have the following dimensions and standards:
 - a. On-street parking on both sides
 - b. Minimum of 12-foot sidewalks on both sides
 - c. Pedestrian scale lighting and amenities
 - d. Street trees
- (6) Where building setbacks or narrow rights-of-way restrict the ability to provide for the full scale of improvements, development proposals should demonstrate a solution that provides for traffic movement while accommodating an average sidewalk width of 12 feet on each side of the street for pedestrian movement and pedestrian amenities/lighting, with street trees. This may include the provision of parking on only one, or neither side of the street.
- (8) The street should have the following dimensions and standards:
 - a. On-street parking
 - b. 8-foot sidewalks on both sides
 - c. Pedestrian scale lighting and amenities
- (9) Where the above design standards cannot be met, design solutions should demonstrate a balancing of the features above to achieve an emphasis on safe and comfortable pedestrian movement with an average of 8 feet on each side of the roadway. This may include the provision of parking on only one, or neither side of the street.

II - Other District Streets

- (7) Applies to North C Street and First Avenue

3.3 On-Street and Off-Street Loading

Loading zones and loading facilities should be provided in connection with permitted uses and should be shared by adjoining development where possible.



3.4 Pedestrian Circulation Guidelines

Goals and Intent

- Design the circulation system to provide safe and convenient access by foot and bicycle among major destinations within the District.
- Seek opportunities to establish pedestrian connections between Ship Creek and Downtown and surrounding neighborhoods, such as the E Street Pedestrian Corridor (concept diagram, page 12).
- Design streets that encourage pedestrian use.
- Direct pedestrian and bicycle traffic to street and rail crossings with adequate sight distances, and appropriate traffic controls.
- Coordinate and cross reference Landscaping section (3.6) with this section.

General Guidelines

Public Plazas and Open Space

- (1) Two key public plazas should anchor the Ship Creek District. A

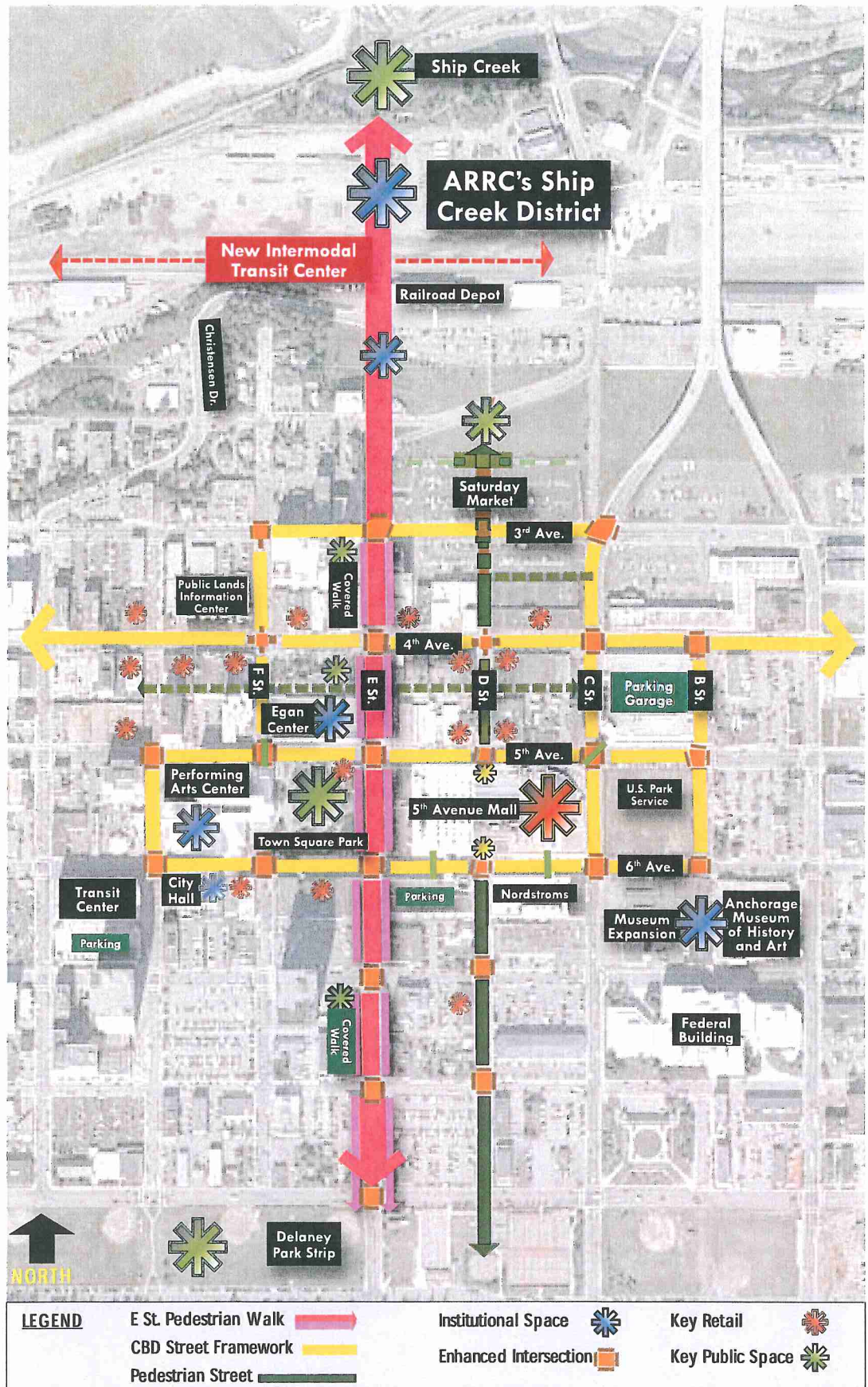


primary plaza should serve as the “heart” of the district and be located at or near the intersection of Ship Creek Avenue and North C Street. A secondary green “plaza”, is to be built adjacent to the Ship Creek Dam pedestrian bridge to serve as a trail head for the Ship Creek Trail and as a tour bus interpretive stop.

- (2) A Greenbelt should be maintained along both sides of Ship Creek from the power plant dam west to the railroad tracks. Development should provide for safe and secure pedestrian access to the creek for fishing while protecting the stream bank from continued erosion. Elevated boardwalks should be considered for any area that may affect streambanks.

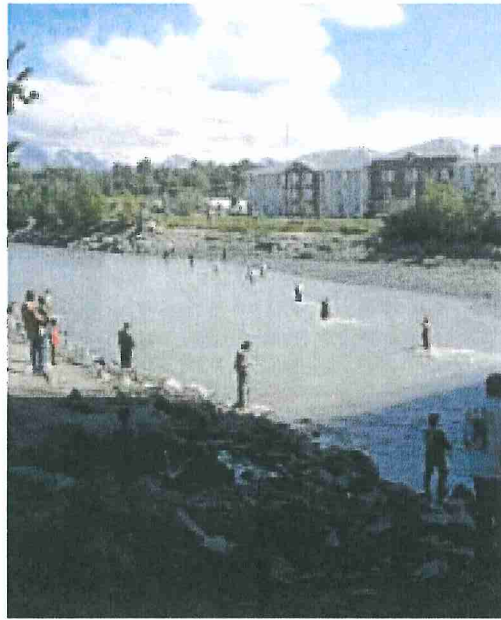


PROPOSED E Street Pedestrian Corridor



(3) The extension of the Ship Creek trail is a valuable resource for biking, walking, fishing and interpretation. In recognition of this important public role, the greenbelt should have the following features:

- (a) Pedestrian overlooks and interpretive sites;
- (b) Elevated boardwalks;
- (c) Protective fencing along the stream bank;
- (d) Elevated, accessible fishing platforms;
- (e) Native plants indigenous to the Ship Creek riparian zone; and
- (f) Pedestrian scale lighting and amenities.

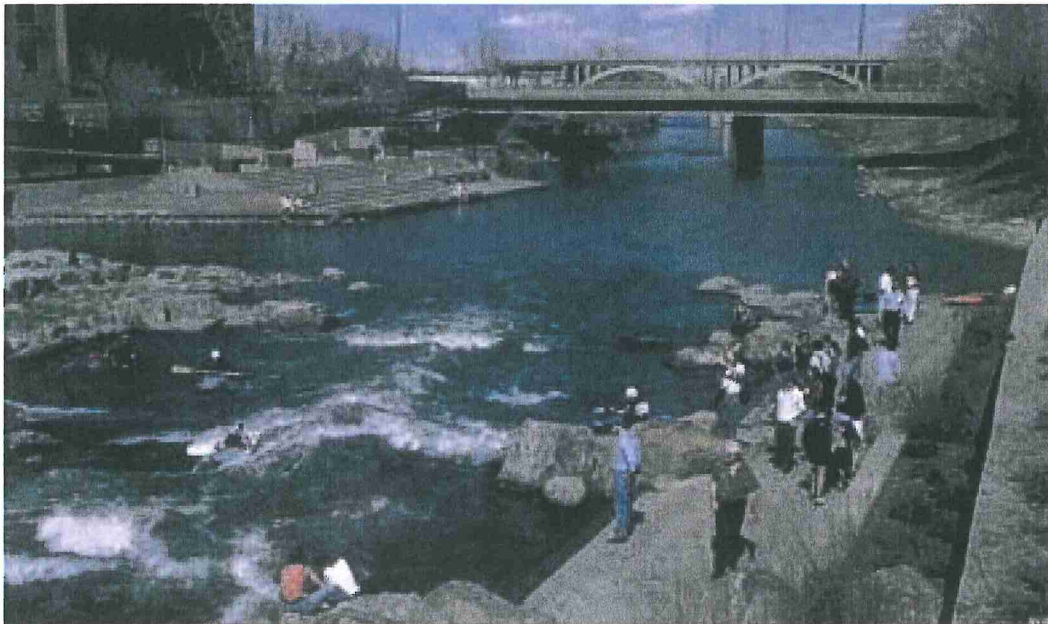


Street and Pedestrian Links

(4) Sidewalks should incorporate patterns and textures that provide visual interest while meeting Americans with Disabilities Act (ADA) accessibility requirements.

(5) Pedestrian crosswalks should comply with ADA standards and should use decorative elements to identify pedestrian areas

(6) Use of heated sidewalks is encouraged at key public entrances and along heavily used pedestrian routes.





3.5 Railroad and Transit Guidelines

Intent

Protect and enhance the continued historic function of the Alaska Railroad operations, including passenger and freight services to insure safe, efficient and aesthetically pleasing facilities.

Rail crossings

- (1) In high volume pedestrian/transit areas use decorative fencing along both sides of the rail line to encourage pedestrians to cross at approved and signaled crossings; a minimum 3-foot fence is required.

Transit Amenities

- (2) Provide custom rail platforms, shelters, baggage areas, lighting, seating and signage to identify ARRC operations as a unique District.
- (3) Integrate the use of ARRC themes, logos, and colors on pedestrian scale amenities to strengthen the District identity.
- (4) Shelters should be well-lighted custom shelters and provide protection from wind, rain, and snow.



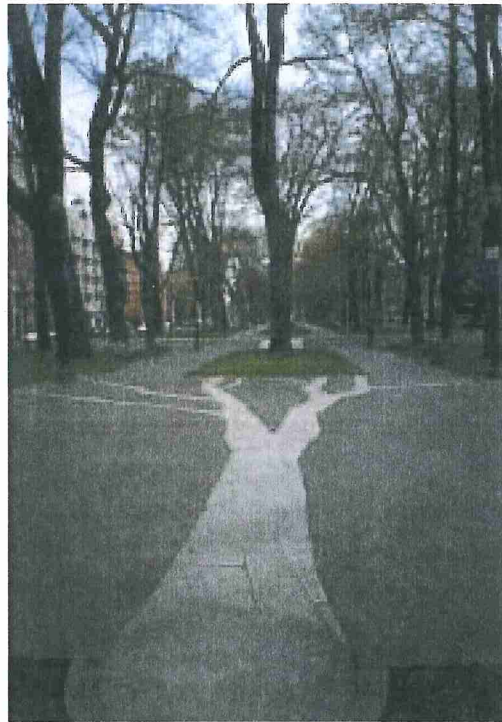
3.6 Landscape, Open Space & Amenities Guidelines

Goals and Intent

The landscape and open space for the District need to respond to Ship Creek as a pedestrian focal point. The landscape should define the area as a unique destination and create a lively street environment that will encourage pedestrian activity.

Gateways

- (1) Gateway features should define the entries into the Ship Creek District. Public art should be located along streets to welcome visitors and define the boundary of the Ship Creek District. All Gateways should share a common design theme and clearly identify the Ship Creek District. Gateway elements should be placed at the following locations:
 - (a) E Street at the intersection with the E Street Pedestrian Corridor
 - (b) Christensen Drive and 1st Avenue
 - (c) Ingra/Gambell extension to Ship Creek Avenue
 - (d) Along ARRC's rail line at Whitney and C Street, and at Whitney and Post roads (visible to rail passengers)

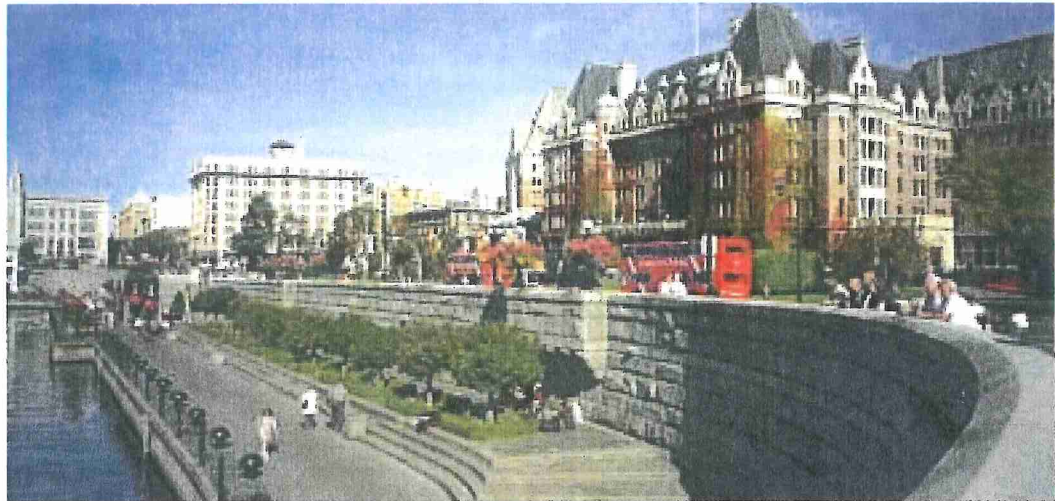


Green Belt & Natural System

- (2) Native plants indigenous to the riparian habitat in the Anchorage Bowl should be planted within the Ship Creek corridor.
- (3) Native plants should be used within a 50-foot setback of the creek edge to complement the natural setting.
- (4) Ornamental plantings may be allowed in the greenbelt at trail intersections or where development parcels are contiguous with the corridor.

Street Trees

- (5) Street tree species should be used to create a common theme for the District and on specific streets. The three major streets on the south side of Ship Creek should be planted with the street trees shown in the following table:



Street	Major Tree(s)
Ship Creek Avenue	Amur Chokecherry Mountain Ash Columnar Aspen
First Avenue	Mountain Ash Birch Flowering Crab
C/E Street	Columnar Aspen Flowering Crab

- (6) Deciduous street trees should be planted at an average of 30-foot intervals using a design that provides a minimum of 200 cubic yards of topsoil per tree.

Site Furnishings and Public Art

- (7) High-quality outdoor furniture should be placed at key locations to present an uncluttered, elegant, welcoming image, consistent with the theme of the District.
- (8) Trash receptacles are required to be located near seating areas, intersections and other major pedestrian traffic points.
- (9) Benches should be placed to allow visitors a chance to rest and watch activities along the street.

- (10) Custom design of benches, tree grates, trash receptacles, and other amenities is encouraged. Likewise, use of local artists for development of street furniture is encouraged.

Fencing

- (11) Fencing should provide safety and security, channeling rail passengers and pedestrians to safe rail and street crossings.
- (12) Fencing should be used where appropriate to protect sensitive stream banks, encouraging fishermen to enter the stream at predetermined access points.
- (13) Design of fencing should receive the same attention to aesthetics, quality, and function as other site furnishings. Fencing should screen industrial or service uses where appropriate but not block important viewsheds.

Refuse and Storage

- (14) Shared trash storage and disposal areas should be fully screened from public view and located to the rear of properties, away from pedestrian pathways.

3.7 Lighting Guidelines

Intent

Lighting provides aesthetic enhancement to the development by unifying the development and creating focal points. Special lighting techniques should be considered to accentuate public plazas, streets, pedestrian pathways, and architectural features of buildings.

Standards

Street Lighting

- (1) Decorative pedestrian light fixtures placed at 45 to 60-foot intervals should be compatible with the style of lights at Ship Creek Plaza.
- (2) Street lighting should be limited to corners and mid-block.
- (3) Street lighting should use poles similar to those used in the Anchorage Downtown area.
- (4) Traffic signs should be mounted on light poles to the extent possible.
- (5) The height of the street and pedestrian fixtures, except where specialty lighting is employed, should be uniform throughout the Ship Creek District.
- (6) Street lighting fixtures should use cut-offs to reduce glare.



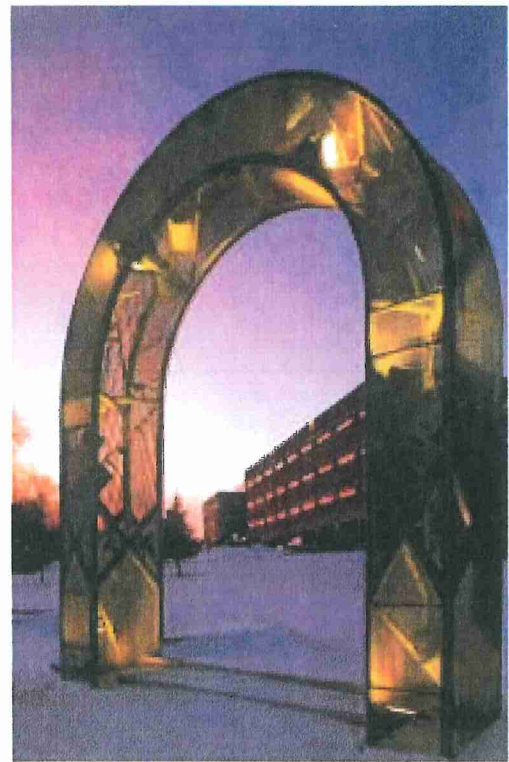
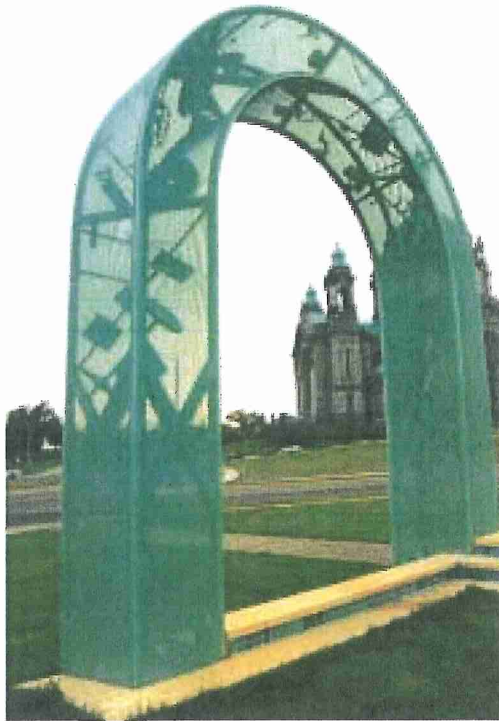
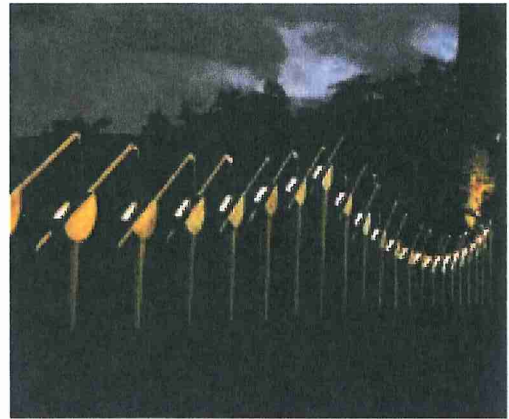
Parking Facility Lighting

- (7) Parking facilities may require pedestrian scale lighting fixtures to augment the street lighting along walkways and roads.
- (8) Light sources for parking structures should be concealed and should not be visible from outside the parking structure.
- (9) Accent or security illumination at parking area entrances and exits, loading zones, and pedestrian crossings is encouraged.
- (10) Parking lot perimeter lighting should employ full-cutoff fixtures and interior fixtures should feature partial cutoffs.

Accent Lighting

Accent lighting is encouraged for plazas, greenways, courtyards and buildings.

- (11) Indirect or concealed lighting is appropriate when illuminating facades, art, or landscape elements.
- (12) Accent lighting for fountains and public art is encouraged, recognizing winter conditions and opportunities.
- (13) Use of lighting for artistic purposes is encouraged.
- (14) Use of winter white lights on street trees is encouraged.
- (15) Electrical outlets should be installed in all street tree planters and on light poles to allow the addition of seasonal and accent lights.





3.8 Signs

Intent

All buildings subject to a Level 1 or 2 review should provide a signage plan as part of the site plan review.

Standards

Location

- (1) On traditional commercial buildings, signs fit most naturally on the lintel or sign frieze which separates the ground level storefront from the upper facade. Creative incorporation of signage into the building design is encouraged.
- (2) Signs should not be free standing. Roof signs are not allowed.

Size

- (3) Each sign should be sized in proportion to the storefront and the building as a whole.
- (4) Signs should never be allowed to obscure or overwhelm the basic architectural character of the building.
- (5) A ratio of one square foot of sign area for each linear foot of building frontage is permitted, up to a maximum of 100 square feet

unless creative design solutions are approved as part of the overall facility design

Materials

- (6) The major consideration in selecting sign material is compatibility with the area's historic industrial nature and in keeping with the building's architectural character.
- (7) Sign design should incorporate creative uses of industrial elements appropriate to the character of the area and the building design.

Message

- (8) The words used on a sign should be limited to the name of the business and other pertinent information related to its operation.
- (9) The sign should not be used for product advertising.

Illumination

- (10) Message boards are not permitted.
- (11) Indirect lighting is encouraged.

Wayfinding

- (12) Wayfinding signs and maps should be placed at key intersections and pedestrian traffic points to keep visitors oriented and informed.





3.9 Architecture and Urban Design Guidelines

Intent

Architecture is one of the most important elements in conveying the sense of place for the Ship Creek District. Distinct and creative architectural form and style should be considered for new buildings or for alterations to existing structures.

Building Location and Orientation

- (1) Buildings should be sited and oriented to optimize access to the sun both inside and outside the building while minimizing wind, ice and snow drifting and accumulation at building entrances and pedestrian walks.
- (2) If provided, parking should be placed at the rear or sides of buildings with the building providing direct access to sidewalks and the street.
- (3) Where possible, glassed “winter gardens” should be created to create spaces for year-round use.
- (4) Clusters of smaller buildings, instead of a single large building should be used where possible in order to create pedestrian pockets and provide for diversity in building designs and materials.

Roof Forms

- (5) Roof lines should present a distinctive profile and appearance, particularly for smaller structures.
- (6) All mechanical equipment located on the roof should be concealed from nearby streets and roads and integrated into the building design.
- (7) Roofs should be designed such that they do not shed snow or rain directly onto pedestrian areas.
- (8) Sheltering roofs or canopies that extend over the full width of pedestrian walkways at building entrances should be incorporated into building design. This reduces maintenance for snow removal and helps ensure safe walkways during the winter months.



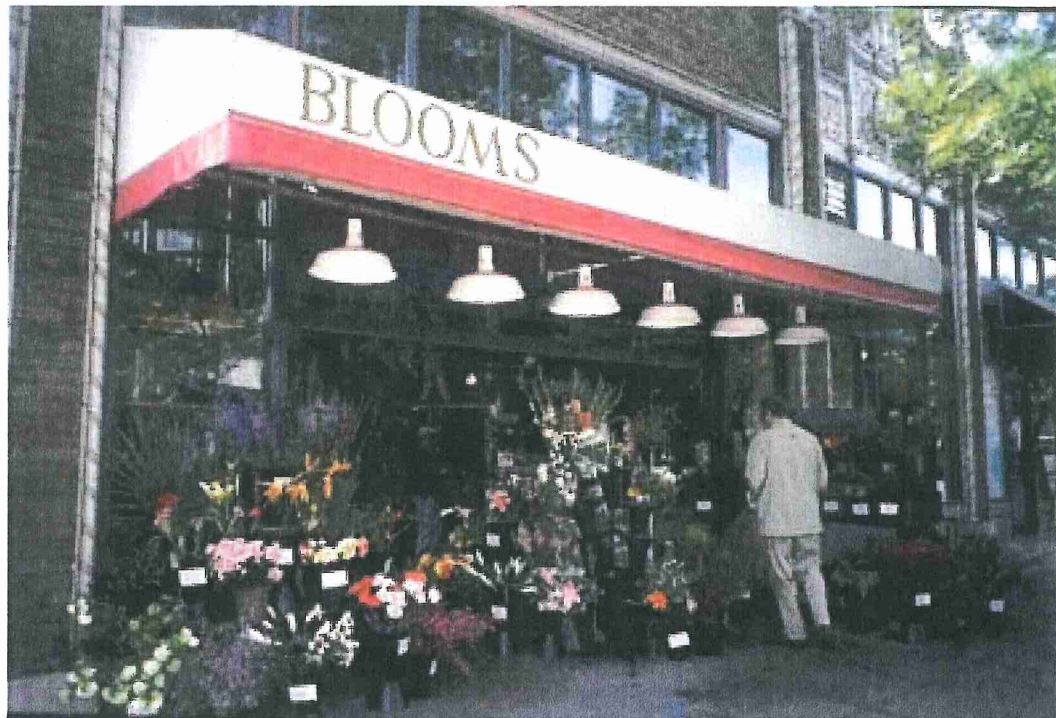


Articulation

- (9) Design articulation should be used to maintain the scale and eclectic nature of building design in the Ship Creek District.
- (10) Horizontal façades longer than 100 feet should be articulated into smaller units to give interest to the façade and create interesting shadow patterns.
- (11) The base should have the richest collection of materials and details to create visual and textural complexity at eye level. Consider art as a method of creating visual interest.
- (12) Buildings should also incorporate architectural detail elements into any ground floor, street-facing or parking lot-facing façade.
- (13) The full exterior of the building should be considered as part of the design such that buildings are not a collection of facades without building form.

Prominent Entrances

- (14) Building entrances should be designed to be welcoming and safe in all weather conditions and seasons and should be emphasized by use of details, lighting and signage.
- (15) Buildings should be designed through roof forms, articulation, or other means to highlight principal entrances.
- (16) Lighting should be wall mounted and shielded from the sky and adjacent properties either through exterior shields or through optics within the fixture. Footcandles should be no more than 5.0 at building entrances to prevent over-lighting.
- (16) Principal entrances should include interior vestibules to trap warm air, reduce drafts into and out of buildings and allow people to remove snow, umbrellas and winter clothing before entering the retail space.



Transparency

- (17) Buildings should offer transparency in order to provide visual connections between activities inside and outside.
- (18) Ground floor facades facing streets or parking areas should incorporate clear vision glass to a large extent.
- (19) Windows along streets or façades containing principal entrances should include merchandise display areas of the businesses inside for window shopping.
- (20) Reflective glass or film is not permitted on street level windows.

Weather Protection

- (21) Projects should provide snow, rain, cold and wind protection for pedestrians without separating them completely from the outdoor environment.



- (22) Canopies or roof overhangs should be used along walkways adjacent to buildings in order to provide protection of pedestrians.
- (23) Weather protection elements should allow natural light to penetrate pedestrian walkways during either low or high sun angles.



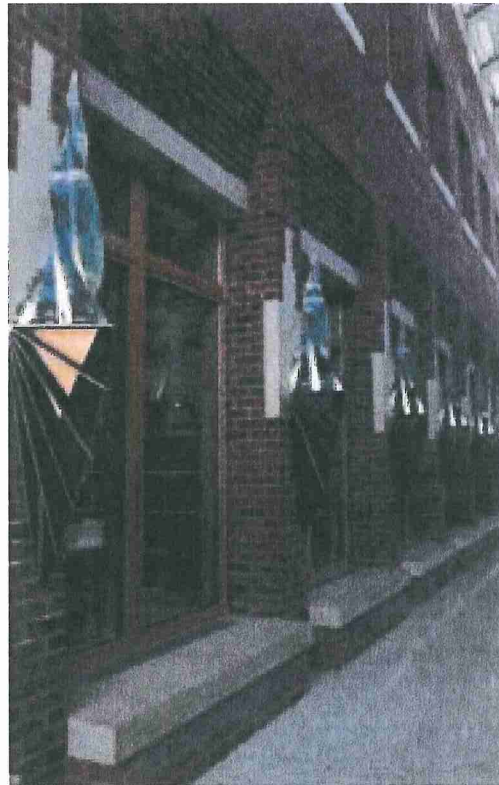
- (24) Snow-free and dry walking areas for pedestrians should be maintained with either heated canopies or heated sidewalks at principal building entrances. Canopies with infrared heating systems should be considered at street level. Heated sidewalks prevent the accumulation of slippery snow and ice in winter and provide a clear and inviting entry to buildings.

Building Lighting

- (25) Building lighting should reduce incidental light and glare while illuminating storefronts for visibility and safety. An illumination plan must be provided for review as part of submittals to the Ship Creek District Review Board.
- (26) Lighting fixtures on building façades should be carefully located, aimed and shielded according to a lighting plan so that light is directed only onto the building façade.
- (27) Lighting fixtures should avoid illuminating surrounding areas which are lit by site, street and landscape lighting. Lighting that “washes” the façade with downward lighting should concentrate light onto the building.

Building Color and Materials

- (28) Colors and materials should be selected to create buildings that are aesthetically pleasing, compatible with the overall site plan, and responsive to northern climate site conditions such as light and snow.
- (29) Use of warm building colors is encouraged with appropriate bright colors at building entries or on accent features.
- (30) Color and materials on the siding of accessory buildings should be compatible with and be integrated as part of the colors, materials and design of the siding on the main retail building of a development site. (Accessory buildings also include screening enclosures for equipment and garbage.)



- (31) Consider use of warm natural materials such as wood and stone, in combinations with materials that reference the historic industrial character of the district.
- (32) Consider creative use of “industrial” materials that might provide a “bridge” between the historic industrial character of the Ship Creek District and its developing retail, residential and office uses.

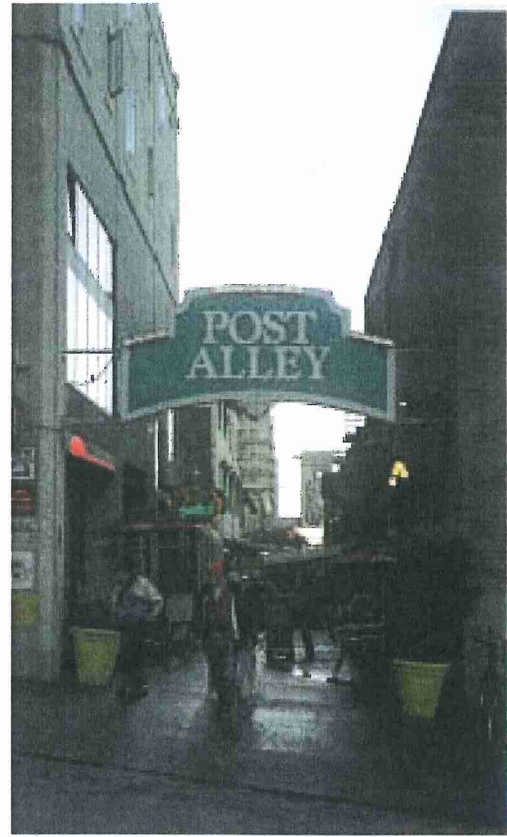
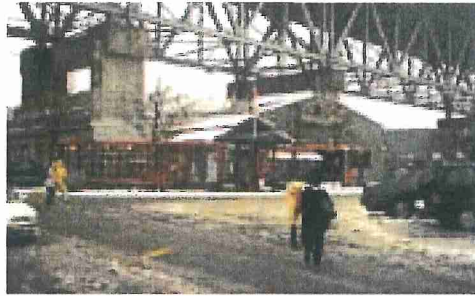
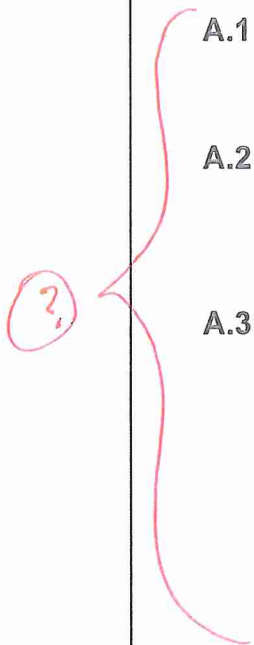


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MEP?

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Departmental and Public Comments



MUNICIPALITY OF ANCHORAGE

Development Services Division

Right of Way Section

Phone: (907) 343-8240 Fax: (907) 343-8250

DATE: June 19, 2014
TO: Planning Division, Current Planning Section
THRU: Jack L. Frost, Jr., Right of Way Supervisor
FROM: Lynn McGee, Senior Plan Reviewer
SUBJ: Comments on Planning and Zoning Commission case(s) for July 14, 2014.

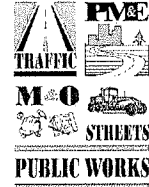
Right of Way Section has reviewed the following case(s) due June 13, 2014.

**14-0094 Section 30, T13N R3W, Portion of Parcel 1, grid 1631
(Limited Site Plan Review, Large Retail Establishment)**
Right of Way Section has no objections or comments on this action at this time.
Review time 15 minutes.

**14-0101 Additional Terminal Reserve, GSA, Parcel PLO 3532, grid 1230
(Rezoning from B-2C to PC)**
Right of Way Section has no objections or comments on this action at this time.
Review time 15 minutes.



Municipality of Anchorage
Public Works Department
Project Management & Engineering Division



RECEIVED

JUN 13 2014

MUNICIPALITY OF ANCHORAGE
ZONING DIVISION

MEMORANDUM

DATE: June 13, 2014
TO: Erika McConnell
FROM: Steven Ellis
SUBJECT: P&Z Comments from Watershed Management Services

Watershed Management Services (WMS) has the following comments for the July 14, 2014, Planning and Zoning Commission Meeting.

2014-0101, Request for Rezone from B-2C to PC. WMS has no comment



MUNICIPALITY OF ANCHORAGE
Traffic Division



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MEMORANDUM

JUN 13 2014

MUNICIPALITY OF ANCHORAGE
ZONING DIVISION

DATE: June 13, 2014
TO: Erika B. McConnell, Current Planning Section Supervisor,
Zoning and Platting Division
THRU: Stephanie Mormilo, PE, Municipal Traffic Engineer
Kristen Langley, Associate Traffic Engineer
FROM: Dwayne Ferguson, PE, Assistant Traffic Engineer
SUBJECT: Traffic Division comments for the Planning and Zoning Commission
hearing to be held on Monday, July 14, 2014.

2014-0094 Request for a Limited Site Plan Review per AMC 21.55.130 and
AMC 21.50.320 for a large retail establishment (Nordstrom Rack)
in the B-3 (general business) district.

Traffic Engineering has no objections.

2014-0101 Request for Rezone from B-2C (central business-periphery) district
to PC (planned community) district.

Traffic Engineering has no conceptual objections with the proposed Design
Guidelines 3.0. Please consider the following entries:

Page 5. Level 2 Development Review - b.ii.2: *An approved traffic impact
analysis* with suggested mitigation proposals...

Page 6. Parking Guidelines

Goals and Intent - the guidelines suggest that an Intermodal Transportation
Facility, coupled with existing off-street parking should be adequate to meet most
needs within the district. The report should clarify the methodology or parking
studies which have been used to determine the minimum requirements for off
street parking in the District.

Off-Street Surface Parking - the guidelines suggest that the availability of
abutting parking within walking distance to the project location be within 1000
feet. However, AMC Title 21 "old" currently requires that abutting parking be
located within 800 feet of the primary entrance of the uses served. It may be
beneficial and for the proposed Design Guidelines to be consistent with the
present maximum walking distance.

Municipality Of Anchorage
ANCHORAGE WATER & WASTEWATER UTILITY

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JUN 13 2014

MEMORANDUM

MUNICIPALITY OF ANCHORAGE
ZONING DIVISION

DATE: June 12, 2014
TO: Erika McConnell, Supervisor, Planning Section, Planning Division
FROM: Paul Hatcher, Engineering Technician III, AWWU Planning
SUBJECT: **Zoning Case Comments**
Hearing Date: July 14, 2014
Agency Comments Due: June 13, 2014

AWWU has reviewed the materials and has the following comments.

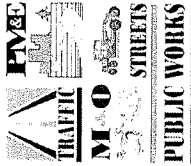
14-0094 T13N R3W SEC 30 N2NE4NE4 PTN PARCEL 1 (SEARS MALL), Limited Site Plan Review per AMC 21.55.130 and AMC 21.50.320 for a large retail establishment (Nordstrom Rack) in the B-3 (general business) district, Grid SW1631

1. AWWU water and sanitary sewer are available to this parcel.
2. AWWU has no objection to this site plan.

14-0101 ADDITIONAL TERMINAL RESERVE GSA PARCEL PLO 3532, Request for Rezone from B-2C (central business-periphery) district to PC (planned community) district, Grid SW1230

1. AWWU water and sanitary sewer are available to this parcel.
2. AWWU has no objection to this rezone.

If you have any questions pertinent to public water and sanitary sewer, you may call me at 564-2721 or the AWWU planning section at 564-2739, or e-mail paul.hatcher@awwu.biz



MUNICIPALITY OF ANCHORAGE
 PUBLIC WORKS DEPARTMENT
 4700 Elmore Road
 Anchorage AK 99507

Project Review Form

Project Name: Alaska RR Rezone Request Christensen / 2 nd Ave	Project No: 2014-0101
Project Status: <input type="checkbox"/> Design Study <input type="checkbox"/> 35% <input type="checkbox"/> 65% <input type="checkbox"/> 95% <input type="checkbox"/> Other <input type="checkbox"/> Rezone Request	
Name/Title: Sandy Hansen, Planning Tech / Randy Bergt, Project Engineer	
Organization / Department: Public Transportation / People Mover	
Phone Number: 343-8213 or 343-8285 Date: June 11, 2014	

#	Page/ Sheet No.	Reviewer	Comment	Response
1)			NO Comment	
2)				
3)			Thank you for the opportunity to review.	
4)				
5)				
6)				
7)				
8)				
9)				
10)				
11)				
12)				
79				
15)				

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 JUN 11 2014
 MUNICIPALITY OF ANCHORAGE
 ZONING DIVISION

MUNICIPALITY OF ANCHORAGE



Planning & Development Services Dept.
Development Services Division

RECEIVED Building Safety

JUN 06 2014

MUNICIPALITY OF ANCHORAGE
ZONING DIVISION

MEMORANDUM

Comments to Miscellaneous Planning and Zoning Applications

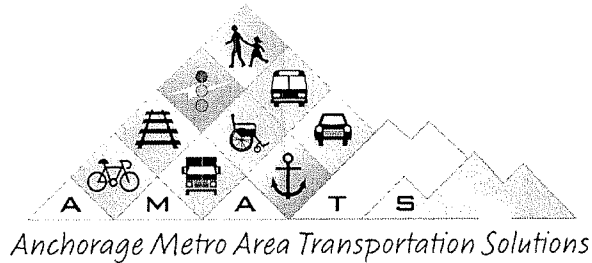
DATE: June 6, 2014

TO: Erika McConnell, Manager, Zoning and Platting

FROM: Ron Wilde, P.E.
Building Safety

SUBJECT: Comments for Case 2014-0101
Rezone B-2C to PC

No Comment



MUNICIPALITY OF ANCHORAGE

Community Development Department
Transportation Planning Division
Permitting & Development Center, 4700 Elmore
Road

P.O. Box 196650, Anchorage, AK 99519-6650
voice (907) 343-7994, facsimile (907) 343-7998
e-mail: BrewerTM@muni.org

TO: Erika McConnell, Planning Section Supervisor
Community Development Department - Planning, Zoning and Platting
Division

FROM: Teresa Brewer, Senior Transportation Planner

DATE: 6 June 2014

RE: **Request to Rezone B-2C District to PC District; Case No. 2014-0101; Agency review comments**

Thank you for the opportunity to comment upon the above-referenced project.

- A. No comment on the rezone request subject to Planning Department's approval.



THE STATE
of **ALASKA**

GOVERNOR SEAN PARNELL

Department of Transportation
and Public Facilities

CENTRAL REGION
Planning

4111 Aviation Avenue
Anchorage, Alaska 99502
Main: 907.269.0520
Fax: 907.269.0521

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JUN 05 2014

MUNICIPALITY OF ANCHORAGE
ZONING DIVISION

June 4, 2014

Erika McConnell, Planning Section Manager
MOA, Community Development Department
Planning Division
P.O. Box 196650
Anchorage, Alaska 99519-6650

RE: MOA Zoning Review

Dear Ms. McConnell:

The Alaska Department of Transportation and Public Facilities, ADOT&PF, Central Region platting review committee has no comments on the following zoning applications:

- **2014-0089; Tudor Centre**
- **2014-0101; Additional Terminal reserve GSA Parcel PLA 3532**

The ADOT&PF Central Region platting review committee has no comments on the following plan amendment:

- **2014-0105; Hillside District Plan Land Use Plan Map Amendment**

The ADOT&PF Central Region platting review committee has comments on the following zoning applications:

2014-0094; Nordstrom Rack Limited Large Retail Site Plan

- The landscaping at the driveways from the lot to Northern Lights Boulevard is a concern for ADOT&PF. The west most driveway has a tree blocking the drivers ability to see traffic as they exit onto the roadway. The east most driveway looks to have a tree that might impact driver vision. As such, we require that the ADOT&PF sight distance triangles founds in the Alaska Highway Preconstruction Manual page 1160-17, figure 1160-8 be added to the site plan for the access points onto Northern Lights Boulevard. Any landscaping that falls within these sight triangles must be removed.

2014-0098; West High School & Romig Middle School Site & Landscaping Plan

- ADOT&PF has no objection to the site & landscaping plan.
- ADOT&PF supports long term access to Northern Lights Boulevard and Benson. This would help to alleviate the traffic on Minnesota Drive as users try to access the schools.



**Municipality of Anchorage
Development Services Department
Building Safety Division**



MEMORANDUM

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MAY 28 2014

MUNICIPALITY OF ANCHORAGE
ZONING DIVISION

DATE: May 28, 2014 - amended
TO: Erika McConnell, Manager, Current Planning Section
FROM: Deb Wockenfuss, Civil Engineer, On-Site Water and Wastewater Program
SUBJECT: Comments on Cases due June 13, 2014

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

2014-0094 Limited Site Plan Review for Nordstrom Rack

No objection

2014-0101 Resone for Additional Terminal Reserve GSA Parcel PLO 3532

No objection

Municipality of Anchorage
P. O. Box 196650
Anchorage, Alaska 99519-6650
(907) 343-7943

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JUN 11 2014

Per _____

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101 CHRISTENSEN DR
ANCHORAGE, AK, 99501-2101

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JUN 18 2014

COMMUNITY DEVELOPMENT DEPT

99501 2101 0088



NOTICE OF PUBLIC HEARING: Monday, July 14, 2014

The Municipality of Anchorage Planning and Zoning Commission will consider the following:

CASE: 2014-0101
PETITIONER: Alaska Railroad Corporation
REQUEST: Request for Rezone from B-2C (central business-periphery) district to PC SL (planned community) district with special limitations.
TOTAL AREA: 1.72 acres
SITE ADDRESS: 701 WEST 2ND AVENUE
LOCATION: Generally located north of West 2nd Avenue, west of Christensen Avenue, south of West 1st Avenue and east of H Street
CURRENT ZONE: B2C Central Business Periphery
COM COUNCIL(S): Downtown,
LEGAL DESCR: Additional Terminal Reserve GSA Parcel PLO 3532

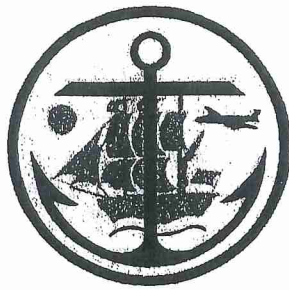
The Planning and Zoning Commission will hold a public hearing on the above matter at 6:30PM, Monday, July 14, 2014 in the Loussac Library Assembly Chambers, 3600 Denali Street, Anchorage, Alaska.

The zoning ordinance requires that you be sent notice because your property, residence, or business is within the vicinity of the petition area. This will be the only public hearing before the commission regarding this case and you are invited to attend and present testimony, if you so desire.

If you would like to comment on the petition, this form may be used for your convenience. Mailing Address: Municipality of Anchorage, Department of Community Development, Planning Division, P.O. Box 196650, Anchorage, Alaska 99519-6650. For more information call 343-7943; FAX 343-7927. Case information may be viewed at www.muni.org by selecting Department / Community Development / Planning / Current Planning and then clicking on the link 'View active cases and maps'.

Name: Nangle - Nangle
Address: 101 Christensen Drive
AA 99501
Legal Description: lot 6 BK 3 Original Townsite
Comments: no - objection.

Affidavit of Posting and Historical Information



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JUN 02 2014
PLANNING DIVISION

AFFIDAVIT OF POSTING

Case Number: 2014-0101

I, MIKE SPACKMAN, hereby certify that I have posted a **Notice of Public Hearing** as prescribed by Anchorage Municipal Code 21.15.005 on the property that I have petitioned for rezone. The notice was posted on 2 JUNE 2014 which is at least 21 days prior to the public hearing on this petition. I acknowledge this Notice(s) must be posted in plain sight and displayed until all public hearings have been completed.

Affirmed and signed this 2ND day of JUNE, 2014.


Signature

LEGAL DESCRIPTION

Tract or Lot _____

Block _____

Subdivision Additional Terminal Reserve GSA, Parcel PLO 3532



City of
Municipality of
Aurora
Development
Planning
Department



Notice of Public Hearing

This property proposed
2014-0101

For information call:
343-7943

Or visit our website at
www.muni.org