

PLANNING DEPARTMENT

CURRENT PLANNING STAFF ANALYSIS

PLATTING

DATE: February 7, 2018

CASE: Tudor Elmore Development Subdivision, Tracts 1A, 1-B, 1-C, 1-D

REQUEST: Subdivision of two (3) tracts into four (4) tracts.

SITE: ±35.88 acres

LAND USE: Municipal offices

SOILS: Public utilities available

TOPO: Level

VEGETATION: Developed trees and grass

ZONING: PLI (Public Lands and Institutions)

COMPREHENSIVE PLAN

Classification: *“Town Center”* per the Anchorage 2040 Land Use Plan

SURROUNDING AREA

	NORTH	EAST	SOUTH	WEST
Zoning:	B-3	PLI	PLI	PLI
Land Use:	Commercial/ retail	APD/Animal Control	Campbell Creek	Tozier track

PROPERTY AND RELATED HISTORY

12/10/2003 2003-183 Final Plat recorded for Municipal Tudor Road Complex Subdivision Tracts 1, 2, & 3

REQUEST

This is a request for the subdivision of three (3) tracts of land into four (4) tracts of land. This request is being made to prepare the property for development. There is a companion case being processed by the Planning and Zoning Commission (2018-0013) to rezone proposed Tract 1-B, 1-C, and 1-D from PLI (Public Lands and Institutions) District to the B-3 SL (General Business with Special Limitations) District. Tract 1-D is proposed for the new location of the Department of Health and Human Services (DHHS) building from its current location at 825 L Street. Tracts 1-C and 1-B will be used for a future mixed use development that may include housing, commercial, and office uses. Tract 1-A will remain as the People Mover Public Transportation Facility, Tract 2 is occupied by the Permit Center, and Tract 3 will remain as a utility/tower substation.

AGENCY COMMENTS

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

Roads:

The proposed subdivision abuts the following right-of-way:

- To the north, Tudor Road, an Alaska DOT&PF owned and maintained right-of-way that is classified as a Class IIIA Major Arterial in the current OSHP. Tudor Road appears to be developed to municipal standards with the exception of separated pedestrian facilities on the subdivision (south) side of the street. The pedestrian facilities on the subdivision (south) side of Tudor Road are attached to the back of curb.
- To the east, Elmore Road, a municipal owned and Alaska DOT&PF maintained right-of-way that is classified as a Class III Major Arterial in the current OSHP. Elmore Road appears to be developed to municipal standards with the exception of separated pedestrian facilities on both sides of the street. The pedestrian facilities on both sides of Elmore Road are attached to the back of curb.
- Internal to the subdivision, Unnamed Road, a proposed right-of-way located in the Anchorage Road and Drainage Service Area that is classified as a Local Street in the current OSHP. The level of development along the Unnamed Road varies where it is internal to the subdivision.

- From Tudor Road to approximately 800-feet to the south Unnamed Road appears to be strip paved with a width that varies from approximately 22-feet to 80-feet.
- From the previous section south to the terminus (approximately 650-feet) Unnamed Road appears to be paved with a width of approximately 29-feet (back-of-curb to back-of-curb), Type 1 curb & gutter, an approximately 5-foot wide sidewalk on the east side of the street, and street lighting.

Improvement Recommendations:

Tudor Road appears to be developed to municipal standards with the exception of separated pedestrian facilities on the south (subdivision) side of the street. The pedestrian facilities on the subdivision (south) side of Tudor Road are attached to the back of curb. The petitioner is alerted to the possibility of required improvements to the pedestrian facilities on the subdivision (south) side of Tudor Road under any future land use permit process as required by AMC 21.03.100.E.4, AMC 21.07.010.B, or the Traffic Engineering Department. If improvements are required the petitioner shall enter into an Improvement to Public Place Agreement with Private Development.

Elmore Road appears to be developed to municipal standards with the exception of separated pedestrian facilities on both sides of the street. The pedestrian facilities on both sides of Elmore Road are attached to the back of curb. The petitioner is alerted to the possibility of required improvements to the pedestrian facilities on the subdivision (west) side of Elmore Road under any future land use permit process as required by AMC 21.03.100.E.4, AMC 21.07.010.B, or the Traffic Engineering Department. If improvements are required the petitioner shall enter into an Improvement to Public Place Agreement with Private Development.

The level of development along the Unnamed Road varies where it is internal to the subdivision. **The petitioner shall construct to municipal standards a minimum 33-foot wide paved street (back of curb to back of curb). The street shall include Type 1 curb & gutter and P.C.C. sidewalks on both sides as shown on Typical Section No. 20-2 of the Municipality of Anchorage Standard Specifications.**

Drainage:

The petitioner is alerted to the pending requirement to provide project specific full drainage analysis and calculations to Private Development under land use and/or building permit processes. An analysis will be required to address storm runoff as a result of the proposed changes to

infrastructure and to permeable / impermeable surface treatments. Final plans with appropriate details will be required prior to approval of building plans. The analysis and plans shall present and illustrate respectively how drainage from this facility is being managed in relation to peripheral properties and right of way; demonstrate that post development drainage will not adversely impact adjacent properties or rights of way; and, measures to be taken in the event that excavation associated with the build-out of the property exposes subsurface flows. Drainage analysis and design shall conform to the Municipality of Anchorage Design Criteria Manual (DCM) and the Drainage Design Guidelines (DDG).

Subdivision Agreement Requirements:

Prior to final plat approval the petitioner shall enter into a subdivision agreement with Private Development for the required public Class A area improvements, to include paved streets, Type 1 curb & gutter, sidewalks, street lighting, traffic control devices, street signs, monuments, drainage facilities, utilities, and any Traffic Section improvement requirements.

Plat Notes:

Private Development recommends the following notes be added to the final plat:

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

Department Recommendations:

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

3. Addressing comments:

Addressing has no comments.

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

- a. Provide utility easements as required.
- b. Carry forward all applicable notes from plat(s) of record.
- c. Resolve with the MOA and ADOT Traffic Departments the need for additional notes to those from the plats of record for the location, number, and size of the driveway entries to the street rights of way.

5. Municipal Traffic Division comments:

The revise preliminary plat fails to identify needed internal circulation from dedicated public rights of way to all tracts within proposed subdivision. The Traffic department recommends approval of the revised preliminary plat with the following comments.

1. Dedication of a 60 feet of right of way running north\south along the western boundary of the proposed which will connect to an access provided by a 60 foot Public use Easement to Dr. Martin Luther King Junior Avenue.
2. Resolve with Municipal Traffic, Planning and Right of Way departments to provide an internal East – West road or public use easement aligning with East 46th Avenue and future approved access from Elmore Road.

Tudor Road is a class III Major Arterial roadway. Access from Tracts 2-4A is subject to approval from State of Alaska Department of Transportation (DOT). No access to these tracts will be allowed except as approved by DOT. All remaining frontage shall have access rights eliminated with the revised plat.

3. Add Plat Note to revised preliminary plat indicating “Access to Tudor Road requires approval for AKDOT&PF.”

Elmore Road is a class III Major Arterial roadway. Access to Elmore Road shall be limited with the revised preliminary plat to (a) the existing Doctor Martin Luther King Jr Ave/ Elmore Road intersection, and (b) one additional access point at a location approved by the Traffic Department. This second access point must comply with the established Municipal Corner Clearance requirements currently published in the 2006 Driveway Standards. The Municipal Traffic Engineer may impose turn

restrictions at this second access point. Access to any other locations other than those approved by Municipal Traffic Engineer is prohibited.

4. Add Plat Note to revised preliminary plat “Access locations to Elmore Road requires approval from Municipal Traffic Engineer.”

6. Alaska Department of Transportation (ADOT) comments:

We object to this plat until internal traffic circulation is addressed and shown to us.

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

- a. AWWU water and sanitary sewer are available to these parcels.
- b. AWWU water mains located in Tudor Road, Elmore Road, and multiple easements on property.
- c. AWWU sanitary sewer mains located in Elmore Road and multiple easements on property.
 - i. Increased development of this site will require downstream sanitary sewer mains to be enlarged. Existing downstream mains are near peak flow capacity.
- d. AWWU has no objection to this platting action.

8. Watershed Management Services comments:

The subdivision has an existing storm drain system. The proposed plat does not show any easements for the on property storm drains. Maintenance and continuity of the storm drains must continue. It is possible the new development may need to relocate portions of the current storm drain system. This plat is to allow future sale or transfer of some of this property to the private sector. Storm drain easements and defining who is responsible for maintaining which portions of the storm drain system is required. The agreement must also allow for affected upstream properties to maintain and repair downstream storm drains if necessary.

Condition 1:

Provide the following plat note: At the time of development, provide storm drain easements and maintenance agreements as required to maintain continuity of drainage functions. The easements, and maintenance agreements will be joint with the Municipality of Anchorage. The

easements, maintenance agreements and storm drain design shall be reviewed and approved by Private Development and Watershed Management Services. The easements and maintenance agreements shall be recorded against the title of the affected properties.

Condition 2:

Replace plat note 4 with the following: Storm water runoff and treatment will comply with the current Design Criteria Manual, Chapter 2 or future approved versions.

9. Fire Prevention comments:

Fire Prevention did not comment.

10. Non-Motorized Transportation Coordinator comments:

Non-Motorized Transportation Coordinator did not comment.

11. Long Range Planning comments:

The project area has been the subject of several planning efforts including the Tudor Road Master Plan (2007), and most recently, the UMED District Plan Update-adopted March 8, 2016. Public support for redevelopment of this area was expressed during the UMED District update planning process, despite the fact the site is outside of the UMED District boundaries. The UMED community acknowledged the need and desire for additional housing to accommodate students and employees, employment opportunities, and a local-serving grocery store were high priorities for this location.

The following policies from *Anchorage 2020* and *Anchorage 2040 Land Use Plan* are the prevailing adopted Municipal plans guiding development on this site. There are several policies that provide support to the replat. Provided are policies that will guide design and connectivity on this site.

Anchorage 2020

Policy #23

Major Employment Centers, shown on the Land Use Policy Map, exist at the Downtown, Midtown, and University/Medical Area. Characteristics of these centers are as follows:

- a. Concentrations of medium to high-density office development with employment densities of more than 50 employees per acre;
- b. Promotion of compact, mixed commercial/office development where businesses are close enough to walk between;

- c. New buildings oriented to the street with parking located in parking structures or to the side or behind the buildings;
- d. Creation or enhancement of public focal points such as plazas or parks, including public art;
- e. Residential development as an ancillary use;
- f. A pedestrian-oriented environment including expanded sidewalks, crosswalks, street furniture, bus shelters, and landscaping.

Policy #48

Subdivision plats and site development plans shall be designed to enhance or preserve scenic views and other significant features in accordance with applicable goals and policies.

Policy #55

Provide pedestrian and trail connections with and between residential subdivisions in new plats, including replats.

Policy #75

The first priority for uncommitted municipal lands shall be to serve documented or projected needs for municipal facilities, including schools, parks, sports fields, and open space.

Policy #78

Design Municipal facilities frequented by the public, particularly schools, to accommodate year-round multi-purposes.

Policy #79

Site selection criteria for government facilities frequented by the public shall consider:

Compatibility with nearby uses;

- a. Pedestrian and transit accessibility;
- b. Suitability to environmental conditions;
- c. Availability of utility infrastructure;
- d. Ability to enhance neighborhoods;
- e. Financial feasibility; and,
- f. Continual operations and maintenance impacts.

Recommended Campus Design Considerations

The project site is located near the confluence of the Chester Creek Trail and Campbell Creek Trail corridors. This regional trail system will provide non-motorized access to the new campus. Every available effort should be made to provide connectivity and ease of access for residents, employees, and visitors to this site using alternative means of travel include transit, and the trail systems. This site when developed will have

the close affinity to the UMED employment center. The employment center's students, faculty, employees, and clients will be drawn to this new campus for the services provided. The following is a list of potential campus design considerations excerpted from the UMED District Plan to provide continuity in design of this campus to the rest of the UMED. These design considerations support of *Anchorage 2020* and *Anchorage 2040 Land Use Plan* policies:

Wayfinding

Simplify way-finding by clearly identifying major destinations throughout the campus.

- Provide each campus entry with a permanent monument and landscape treatment appropriate to its context.
- Coordinate standards for lighting, street furnishings and signage on public rights-of-way throughout the District to create a consistent and understandable circulation system.
- Extend direction-finding signage to trails where appropriate.

Building size and bulk

Configure each building to be compatible in scale with adjacent natural and built features.

- Design buildings so that their apparent bulk does not overwhelm the size and character of nearby buildings, parks, natural areas, and public trails.
- Protect solar access to significant public open spaces by limiting the height of buildings to the south.
- Avoid features such as large blank walls that increase the apparent bulk of a building.

Building Orientation

Orient buildings to face streets and other public spaces and to conserve energy.

- Encourage active ground floor uses along pedestrian routes.
- Orient buildings and related structures to maximize shared views.
- Provide balconies, terraces, lobbies and entrances facing parks, plazas and special streets.
- Provide links from plazas and courtyards to major open spaces.
- Face doors and windows towards public open spaces. Avoid turning the back of any development on public open space.
- Configure windows to capitalize on natural light and avoid solar gain in summer.

- Coordinate building design with existing trees and other natural features to provide shelter from prevailing winds.
- Orient buildings to create favorable micro-climates for new and existing landscape, and to protect building entrances and usable outdoor spaces
- Locate back-of-house and operations facilities away from the street, and street view.

Building Articulation

Reconcile the need for improved local access between the campus and support facilities with the established character of the adjacent UMED District development.

- Site and articulate new buildings to reinforce the center of each site as a walkable environment.
- In residential portions of the campus, maintain a sense of traditional blocks, street walls and intersections within the campus circulation system.
- Avoid development of remote facilities that would subdivide natural areas.

Landscape Buffers

Protect natural areas from inappropriate access, from 'visual pollution' such as an open view of a parking lot, and from untreated runoff from developed areas. Natural areas, especially those designated as Preservation Open Space, merit special protection, which can be provided in part by planted buffers.

- Favor use of native plant materials, but ensure that view corridors will not be obstructed when trees and shrubs approach maturity.
- Conserve and integrate established native plants in the disturbed areas near development.

Anchorage 2040 Land Use Plan – Town Center

Anchorage 2040 Land Use Plan identifies this location as a Town Center. Town Centers provide a focal point of activity for a group of neighborhoods, and the regional heart for major parts of the Bowl. The site is location immediately adjacent to the UMED District. The UMED District is the second largest employment area in the Anchorage Bowl. The development proposed for this site is welcomed by the community and the UMED Organizations. Prime Locations for town centers are characterized by areas:

- * Designated by an adopted plan as mixed-use centers or town centers,

- * Located at the intersection or arterial streets served by public transit.
- * Generally 40-80 acres or more, 2-4 miles away from other town centers, each serving large subareas of the Anchorage Bowl,
- * With trails and walk-in trade from adjoining neighborhoods, and
- * Well positioned for infill and redevelopment and increased intensities.

Summary

This project, and the supporting replat is posed to bring a new generation of exciting development to the Anchorage area. The project will need to comply with the policies of *Anchorage 2020 and Anchorage 2040 Land Use Plan* provided in this memo, to ensure that adequate pedestrian and alternative travel modes, viewsheds, and back-of-house operations are provided and designed compatibly.

The replat and proposed future project meet the desires of the community, and the intentions of the adopted Municipal plans, zoning codes and policies.

Recommendation

Long-Range Planning supports the replat request as submitted, and recommends approval. We defer to the Non-Motorized Coordinator to work with the applicant and developer for trail connectivity issues, and to the Traffic Engineer for campus circulation and access.

12. Building Safety comments:

No comment.

13. Community Council comments:

Campbell Park and University Area Community Council did not comment.

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

No comment.

STAFF ANALYSIS

The petition site is located at the southwest corner of the Tudor Road-Bragaw Street intersection. The property is zoned PLI, there is a rezone case currently

being processed to rezone a portion of the subdivision to B-3 SL. The proposed lots meet the minimum lot size and width as required by the PLI and B-3 zoning districts.

Watershed Management Services has requested a plat note regarding storm drain easements and maintenance agreements which will be captured at the time of development. The easements, maintenance agreements and storm drain design shall be reviewed and approved by Private Development and Watershed Management Services and recorded against the properties.

The Municipal Traffic Engineer and Alaska Department of Transportation have concerns for access from East Tudor Road and Elmore Road. The Municipal Traffic Engineer has requested a perimeter road that connects East Tudor Road to Dr. Martin Luther King Jr. Avenue. The revised plat shows a 60 foot right-of-way dedication along the western boundary of the subdivision that will connect to a public use easement that will be dedicated by document after the alignment is approved by the Municipal Traffic Engineer. Prior to final plat approval, the Traffic Engineer is requesting an east-west road or public use easement aligning with East 46th Avenue and a future approved access from Elmore Road. Staff is requesting the petitioner to resolve the location and access alignment with East 46th Avenue to Elmore Road. Access to Elmore Road will be limited to the existing Dr. Martin Luther King Jr. Avenue intersection and one additional access point that shall comply with established Municipal Corner Clearance requirements currently published in the 2006 driveway standards.

The Alaska Department of Transportation (ADOT) has requested more site information regarding access to East Tudor Road. Access to Tudor may be limited to the existing access or one additional access point, which will be resolved with ADOT through the review of a site plan. Staff is requesting the petitioner resolve the location and number of access points prior to final plat approval.

Road Improvements and Dedication

The preliminary plat dedicates 60-feet of right-of-way running north/south along the western boundary of the proposed subdivision that will connect to an access provided by a 60-foot Public Use Easement to Dr. Martin Luther King Junior Avenue. Staff is requesting the exact location of this easement be resolved with MOA Traffic and the Planning Department prior to final plat approval. The final alignment of the easement will be dedicated by document. The petitioner is required to enter into a subdivision agreement with Private Development for the required public Class A improvements internal to the subdivision.

The *Official Streets and Highways Plan* classifies East Tudor as a Class IIIA Major Arterial with a minimum right-of-way width of 130 feet. The dedication will meet the requirements of the Class IIIA Major Arterial. Staff is requesting 15 feet of right-of-way to be dedicated along the northern boundary of Tract 1-B, 1-C, and 1-D for East Tudor Road.

Conformance with Adopted Plans

This preliminary plat appears to generally conform to the goals and policies of the UMED District Plan and the *Anchorage 2040 Land Use Plan*.

The Municipal Tudor Road Complex is identified as a Town Center per the *Anchorage 2040 Land Use Plan Map* adopted September 26, 2017 by AO 2017-116. The Land Use Plan Map classifies a portion of the redevelopment areas in the 3500 Tudor municipal facilities campus as “Community Facility or Institution” and Park or Natural Area. The size and location of these areas will be determined through area specific site or master planning. “Public facility lands excess to public need may be used for residential or mixed use development by a joint public-private agreement consistent with the policies of the *Comprehensive Plan*.” The site for the proposed development is to be located at the Municipal Tudor Road Complex. Please refer to Long Range Planning comments for additional information.

DEPARTMENT RECOMMENDATION

Approval of the plat for 24 months subject to:

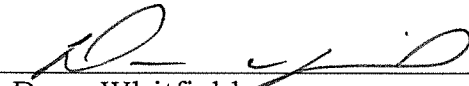
1. Resolving utility easements.
2. Prior to final plat approval the petitioner shall enter into a subdivision agreement with Private Development for the required public Class A area improvements, to include paved streets, Type 1 curb & gutter, P.C.C. sidewalks on both sides as shown on Typical Section No. 20-2 of the Municipality of Anchorage Standard Specifications, street lighting, traffic control devices, street signs, monuments, drainage facilities, utilities, and any Traffic Section improvement requirements.
3. Dedicate 15 feet of right-of-way along the northern boundary of Tract 1-B, 1-C, and 1-D for East Tudor Road.
4. Dedicate a 60-foot wide Public Use Easement by document from Dr. Martin Luther King Junior Avenue at the east end of Tract 2 to access the north-south 60-wide right-of-way dedicated along the west end of the

subdivision plat. The exact location of this easement to be resolved with MOA Traffic.

5. Prior to final plat approval the petitioner shall resolve with MOA Traffic, Planning, and Right-Of-Way Division an east-west road or public use easement aligning with East 46th Avenue and the future approved access from Elmore Road.
6. Prior to final plat approval resolve with MOA Traffic and ADOT&PF the location, number, and size of the driveway entries to the street rights-of-way.
7. Remove and Replace Note 4 on the plat to read:

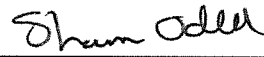
“Storm water runoff and treatment will comply with the current Design Criteria Manual, Chapter 2 or future approved versions.”
8. Place the following notes on the plat:
 - a. The property owner and utilities shall not raise, lower, or re-grade the property in a manner that will alter the drainage patterns from those shown on the approved grading and drainage plan without prior approval from Municipality of Anchorage Building Safety Office.
 - b. Property owners and utilities shall not obstruct, impede alter approved drainage facilities (e.g. swales, ditches) in any way that will adversely impact adjacent properties or rights-of-way.
 - c. At the time of development, provide storm drain easements and maintenance agreements as required to maintain continuity of drainage functions. The easements, and maintenance agreements will be joint with the Municipality of Anchorage. The easements, maintenance agreements and storm drain design shall be reviewed and approved by Private Development and Watershed Management Services. The easements and maintenance agreements shall be recorded against the title of the affected properties.
 - d. Access to Tudor Road requires approval from AKDOT&PF.
 - e. Access locations to Elmore Road requires approval from Municipal Traffic Engineer.

Reviewed by:



Dave Whitfield
Acting Current Planning Manager

Prepared by:



Shawn Odell
Senior Planner

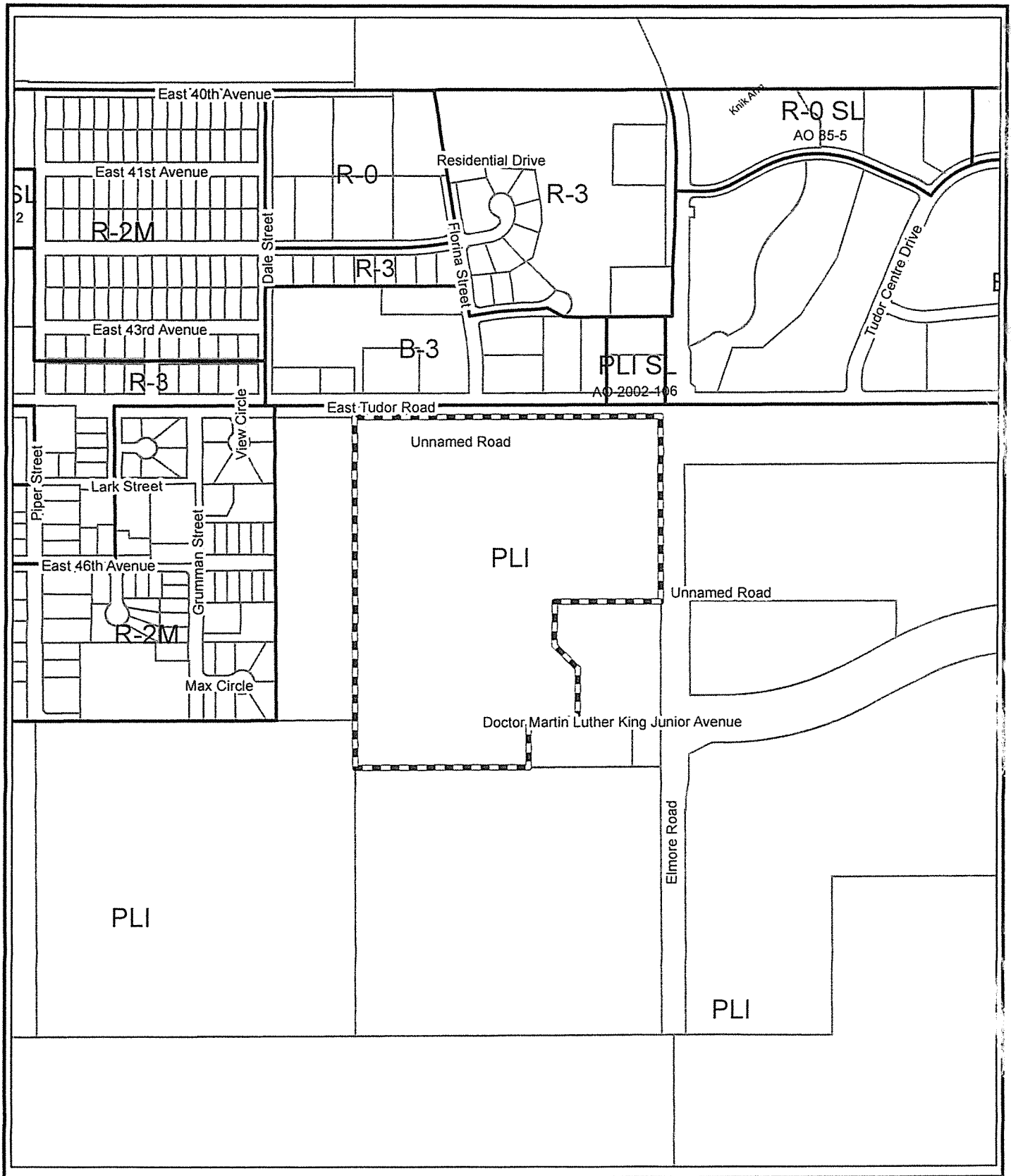
Case S12393

**ZONING AND
LOCATION MAPS**

Case # S12393



Case # S12393



APPLICATION

Application for Preliminary Plat

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



PETITIONER*		PETITIONER REPRESENTATIVE (IF ANY)	
Name (last name first) MOA Real Estate Department / Ward, Robin		Name (last name first) DOWL / McNulty, Michelle	
Mailing Address 632 W. 6th Avenue		Mailing Address 4041 B STREET	
Anchorage, AK 99507		Anchorage, AK 99503	
Contact Phone – Day (907) 343-7533		Contact Phone – Day (907) 562-2000	
Evening		Evening	
Fax		Fax (907) 563-3953	
E-mail wardre@muni.org		E-mail mmculty@dowl.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): 008-052-12-000			
Site Street Address: 3555 DR. MARTIN LUTHOR KING JR. AVE., ANCHORAGE, AK 99507			
Current legal description: (use additional sheet if necessary) TRACT 1 MUNICIPAL TUDOR ROAD COMPLEX SUBDIVISION			
Zoning: PLI	Acreage: +/- 35.880	Underlying Plat #: 2003-183	Grid #: SW1835
# Lots:	# Tracts: 1	Total # parcels:	

PROPOSED SUBDIVISION INFORMATION		
Proposed legal description: (use additional sheet if necessary) TRACT 1A, TRACT 1B, TRACT 1C, AND TRACT 1D, MUNICIPAL TUDOR ROAD COMPLEX SUBDIVISION		
# Lots:	# Tracts: 4	Total # parcels: 4

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

Michelle McNulty
 Signature Owner Representative
 (Representatives must provide written proof of authorization)

12/12/17
 Date

Michelle McNulty
 Print Name

Accepted by: <i>Shawn Odeh</i>	Poster & Affidavit: 4 + 1	Fee: \$4,950	Case Number: 512393	Requested Meeting Date: 2-7-18
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COMPREHENSIVE PLAN INFORMATION	
Anchorage 2020 Urban/Rural Services: <input checked="" type="checkbox"/> Urban <input type="checkbox"/> Rural (2040 LUP)	
Anchorage 2020 Major Elements – site is within or abuts: (2040 LUP: <input checked="" type="checkbox"/> Town Center <input checked="" type="checkbox"/> Transit-Supportive Development)	
<input checked="" type="checkbox"/> Major employment center	<input type="checkbox"/> Redevelopment/mixed use area <input type="checkbox"/> Town center
<input type="checkbox"/> Neighborhood commercial center	<input type="checkbox"/> Industrial reserve
<input type="checkbox"/> Transit - supportive development corridor	<input type="checkbox"/> District/area plan area: _____
Chugiak-Eagle River Land Use Classification:	
<input type="checkbox"/> Commercial <input type="checkbox"/> Industrial <input type="checkbox"/> Parks/open space	<input type="checkbox"/> Public lands/institutions <input type="checkbox"/> Town center
<input type="checkbox"/> Transportation/community facility	<input type="checkbox"/> Alpine/slope affected <input type="checkbox"/> Special study area <input type="checkbox"/> Development reserve
<input type="checkbox"/> Residential at _____ dwelling units per acre	<input type="checkbox"/> Environmentally sensitive area
Girdwood- Turnagain Arm Land Use Classification	
<input type="checkbox"/> Commercial <input type="checkbox"/> Industrial	<input type="checkbox"/> Parks/open space <input type="checkbox"/> Public lands/institutions <input type="checkbox"/> Resort
<input type="checkbox"/> Transportation/community facility	<input type="checkbox"/> Alpine/slope affected <input type="checkbox"/> Special study area <input type="checkbox"/> Reserve
<input type="checkbox"/> Residential at _____ dwelling units per acre	<input type="checkbox"/> Mixed use <input type="checkbox"/> Rural homestead

ENVIRONMENTAL INFORMATION (All or portion of site affected)	
Wetland Classification:	<input type="checkbox"/> None <input checked="" type="checkbox"/> "C" <input type="checkbox"/> "B" <input type="checkbox"/> "A"
Avalanche Zone:	<input checked="" type="checkbox"/> None <input type="checkbox"/> Blue Zone <input type="checkbox"/> Red Zone
Floodplain:	<input checked="" type="checkbox"/> None <input type="checkbox"/> 100 year <input type="checkbox"/> 500 year
Seismic Zone (Harding/Lawson):	<input type="checkbox"/> "1" <input checked="" type="checkbox"/> "2" <input type="checkbox"/> "3" <input type="checkbox"/> "4" "5"

RECENT REGULATORY INFORMATION (Events that have occurred in last 5 years for all or portion of site)	
<input checked="" type="checkbox"/> Rezoning - Case Number: 2017- (has not yet been provided)	
<input checked="" type="checkbox"/> Preliminary Plat <input type="checkbox"/> Final Plat - Case Number(s):	
<input type="checkbox"/> Conditional Use - Case Number(s):	
<input type="checkbox"/> Zoning variance - Case Number(s):	
<input type="checkbox"/> Land Use Enforcement Action for	
<input type="checkbox"/> Building or Land Use Permit for	
<input type="checkbox"/> Wetland permit: <input type="checkbox"/> Army Corp of Engineers <input type="checkbox"/> Municipality of Anchorage	

POTABLE WATER AND WASTE WATER DISPOSAL	
Potable Water provide by:	<input checked="" type="checkbox"/> Public utility <input type="checkbox"/> Community well <input type="checkbox"/> Private well
Wastewater disposal method:	<input checked="" type="checkbox"/> Public utility <input type="checkbox"/> Community system <input type="checkbox"/> Private on-site

APPLICATION REQUIREMENTS	
1 copy required:	<input type="checkbox"/> Signed application (original) <input type="checkbox"/> Watershed sign off form, completed <input type="checkbox"/> 8½" by 11" reduced copy of plat <input type="checkbox"/> Certificate to Plat
4 copies required:	<input type="checkbox"/> Subdivision drainage plan
9 copies required:	<input type="checkbox"/> Topographic map of platted area
45 copies required: (35 copies for a short plat)	<input type="checkbox"/> Signed application (copies) <input type="checkbox"/> Preliminary plat <input type="checkbox"/> Summary of community meeting(s) (not required for short plat)
(Additional information may be required)	
Additional required documents unless specifically waived by Platting Officer:	
<input type="checkbox"/> Soils investigation and analysis reports (4 copies)	Waived by _____

WMS WATERCOURSE MAPPING SUMMARY

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

- Project Case Number or Subdivision Name: Tudor Road Complex
- Project Location, Tax ID, or Legal Description: Municipal Tudor Road Complex Tract 1
Parcel Tax ID 008-052-12
- Project Area (if different from the entire parcel or subdivision): Southwest corner of Tudor Road and Elmore Road

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

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

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

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

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

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

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

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

ADDITIONAL INFORMATION:

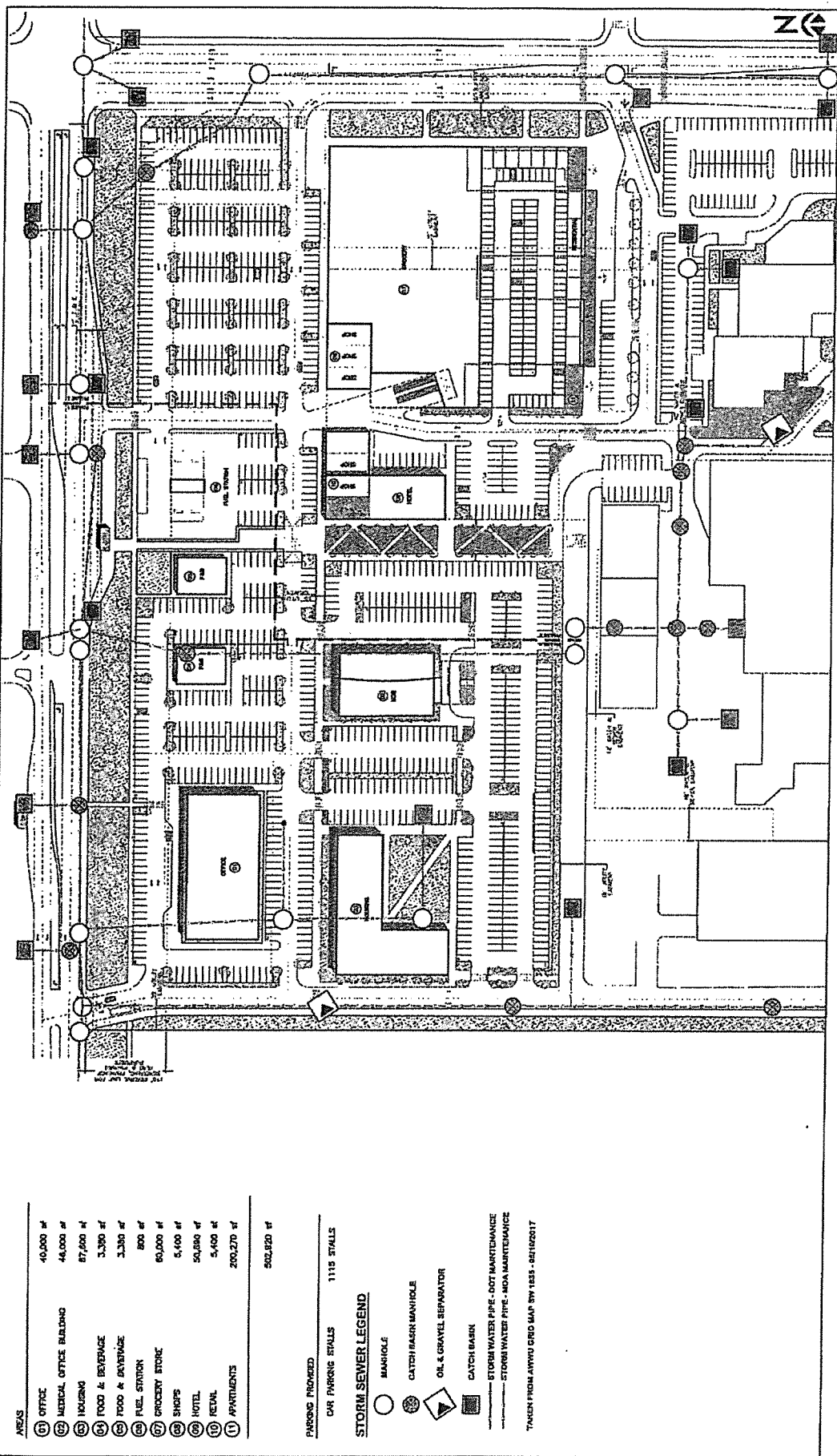
- | | | | |
|--|--|--------------------------------------|--------------------------------|
| <input type="checkbox"/> Y <input checked="" type="checkbox"/> N | WMS written drainage recommendations are available. | <input type="checkbox"/> Preliminary | <input type="checkbox"/> Final |
| <input type="checkbox"/>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

Inspection Certified By:

Date:

Kyr Gjr

12/4/17



AREAS	AREA	SQ. FT.
① OFFICE	40,000 sf	
② MEDICAL OFFICE BUILDING	44,000 sf	
③ HOUSING	87,600 sf	
④ FOOD & BEVERAGE	3,300 sf	
⑤ FOOD & SERVICE	3,300 sf	
⑥ FUEL STATION	800 sf	
⑦ GROCERY STORE	60,000 sf	
⑧ SHOPS	5,400 sf	
⑨ HOTEL	50,000 sf	
⑩ RETAIL	5,400 sf	
⑪ APARTMENTS	200,270 sf	
		202,920 sf

- PARKING PROVIDED**
- CAR PARKING STALLS 1115 STALLS
- STORM SEWER LEGEND**
- MANHOLE
 - CATCH BASIN/MANHOLE
 - OIL & GRAVEL SEPARATOR
 - CATCH BASIN
 - STORM WATER PIPE - DOT MAINTENANCE
 - STORM WATER PIPE - HOA MAINTENANCE
- *TAKEN FROM AWWA GRID MAP BY 155 - 02102017

DEVELOPMENT FOR TRACT 1, TUDOR ROAD COMPLEX

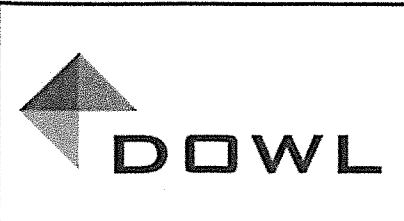
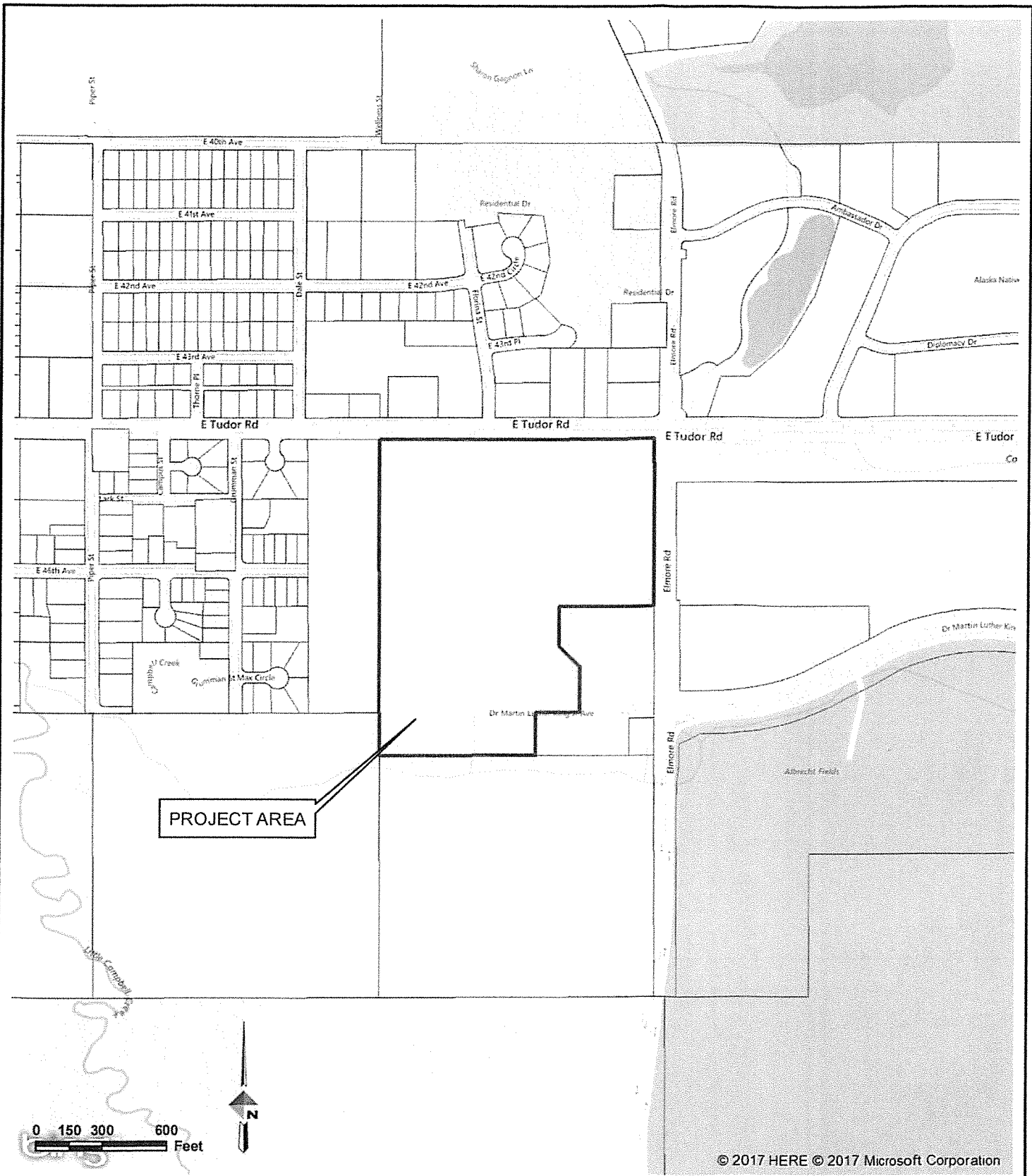
SITE MASTER PLAN
NOVEMBER 22, 2017

ALABAMA ENGINEERING SOCIETY

LIMESTONE DEVELOPMENT GROUP

DOWL DLR Group

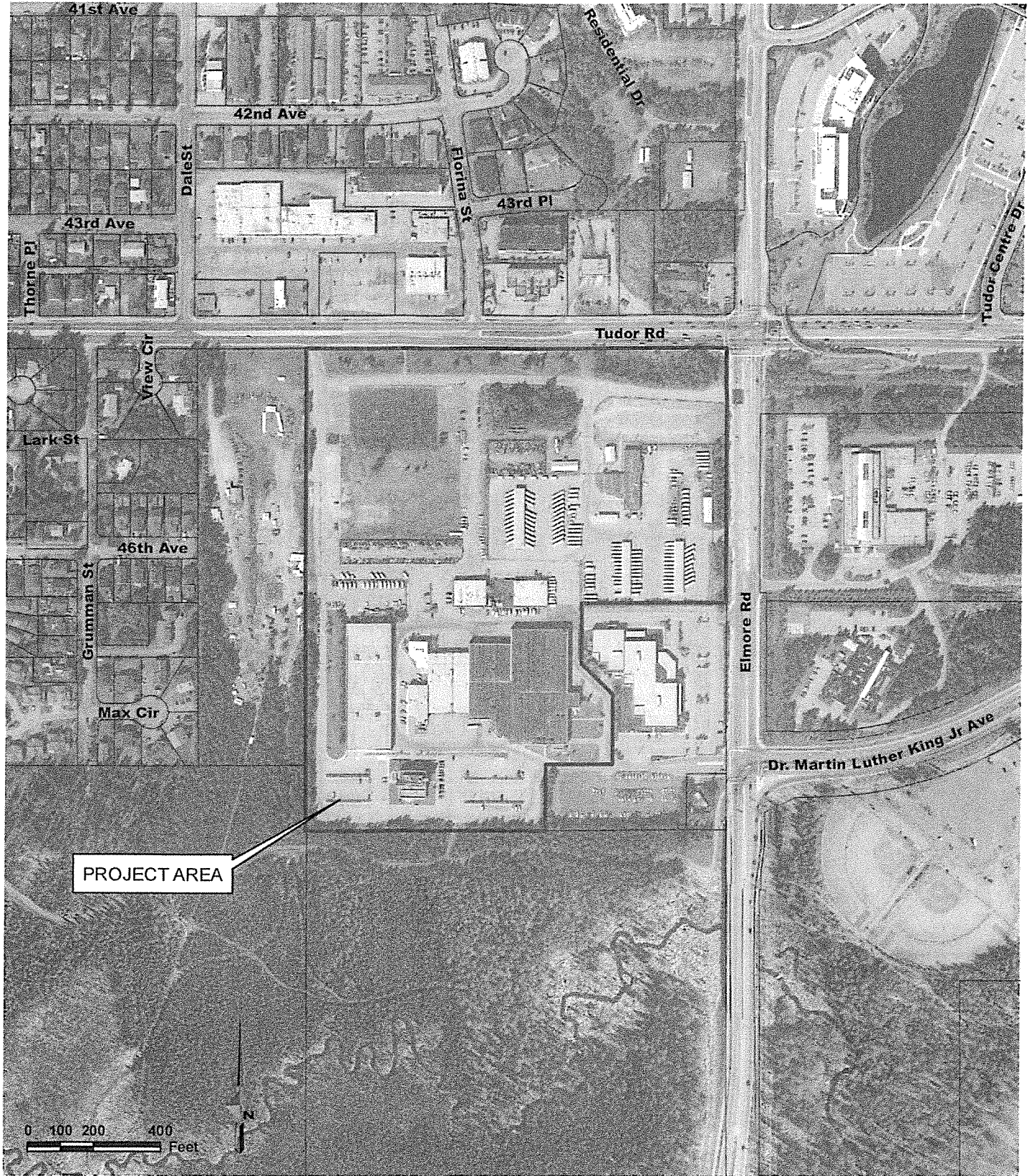




LOCATION MAP
 TUDOR ELMORE
 DEVELOPMENT
 ANCHORAGE, ALASKA

PROJECT:	1132.62422.01
DATE	11/27/2017

FIGURE 1

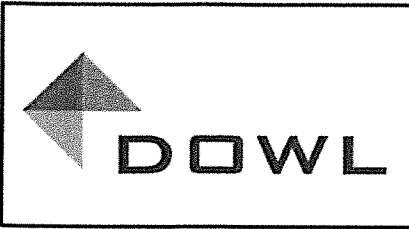


AERIAL MAP
 TUDOR ELMORE
 DEVELOPMENT
 ANCHORAGE, ALASKA

PROJECT: 1132.62422.01

DATE: 11/27/2017

FIGURE 2

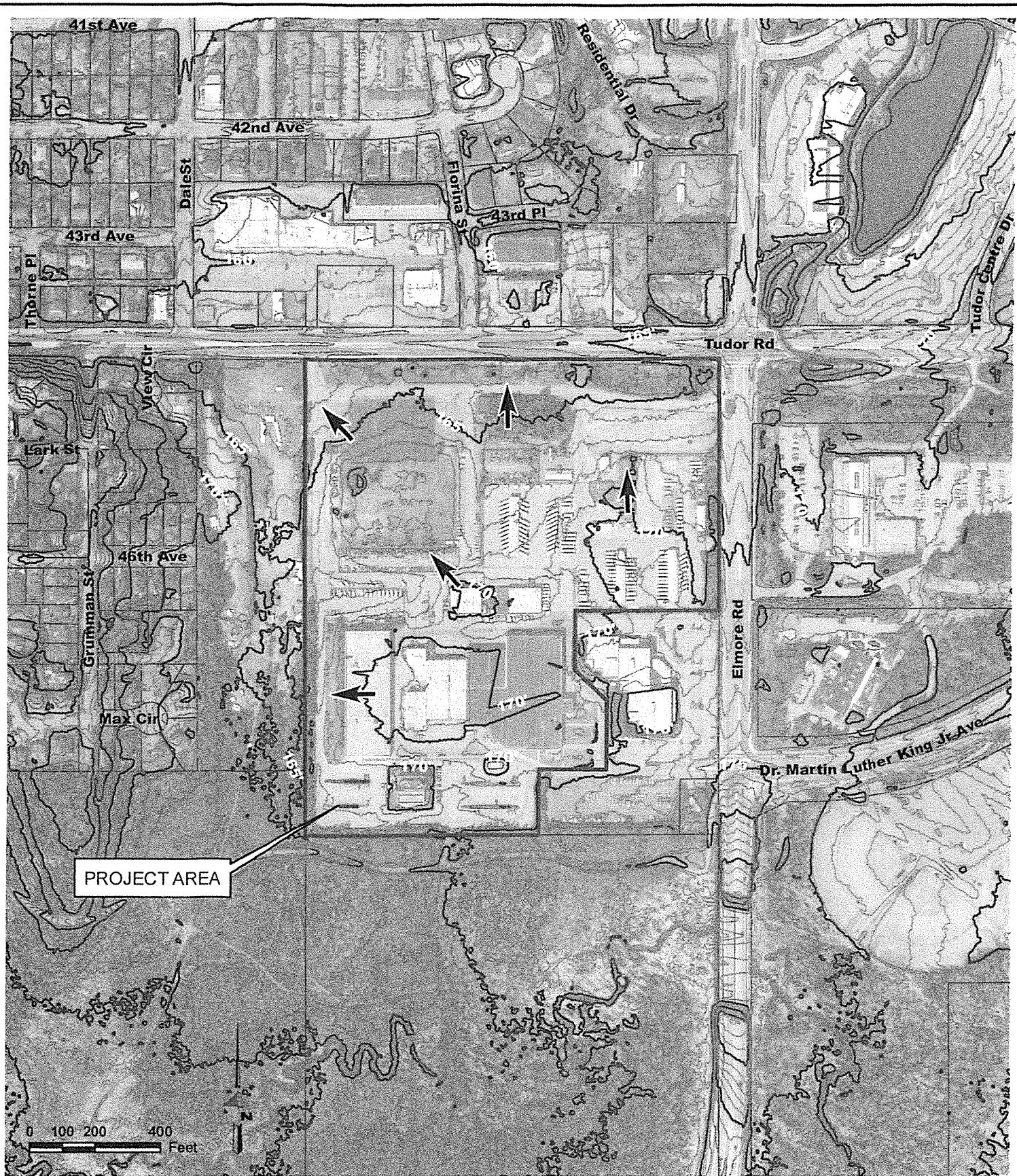


TOPOGRAPHIC MAP
 TUDOR ELMORE
 DEVELOPMENT
 ANCHORAGE, ALASKA

PROJECT: 1132.62422.01

DATE 11/27/2017

FIGURE 3

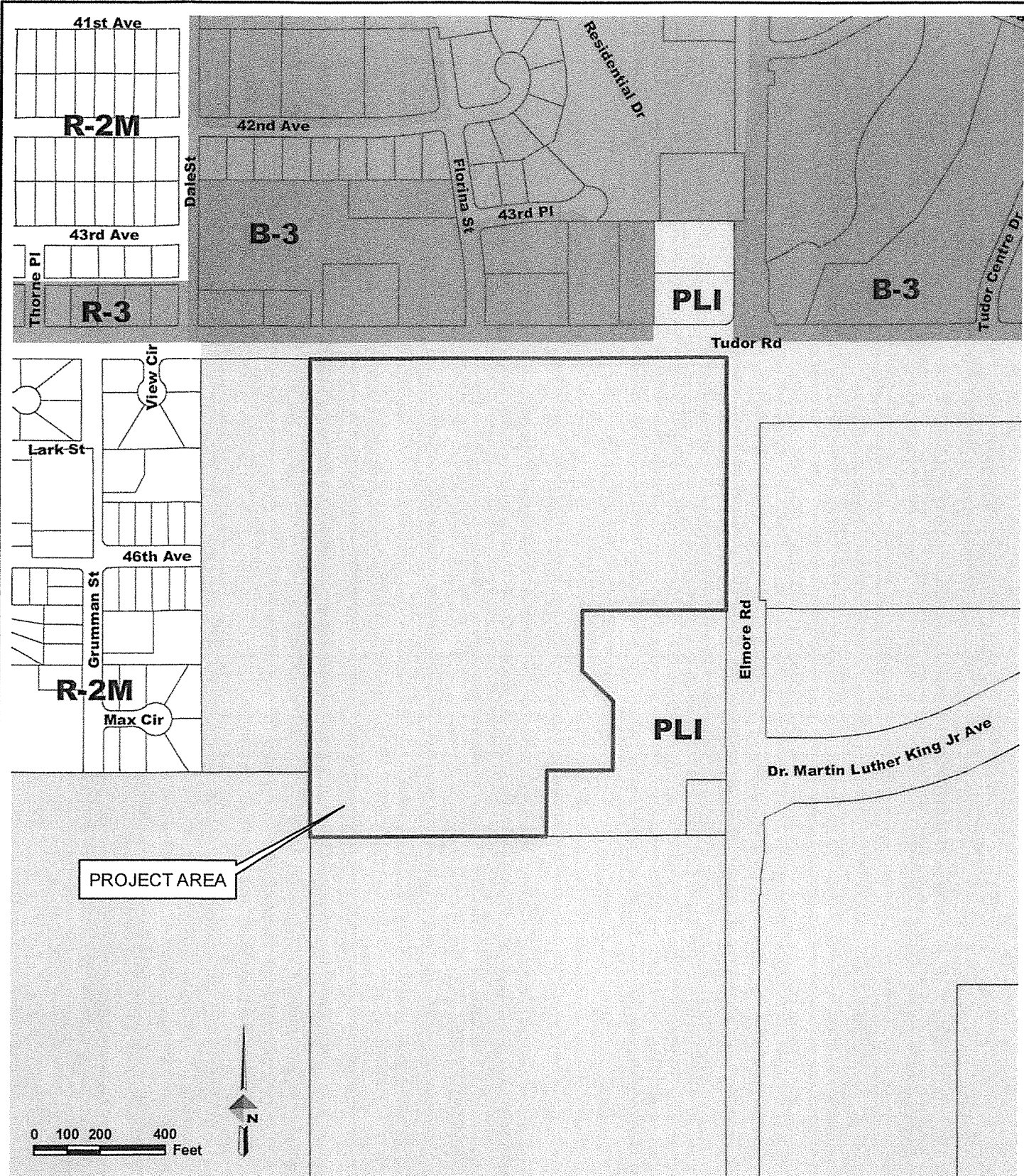


DRAINAGE MAP
 TUDOR ELMORE
 DEVELOPMENT
 ANCHORAGE, ALASKA

PROJECT: 1132.62422.01

DATE: 11/29/2017

FIGURE 4 **29**

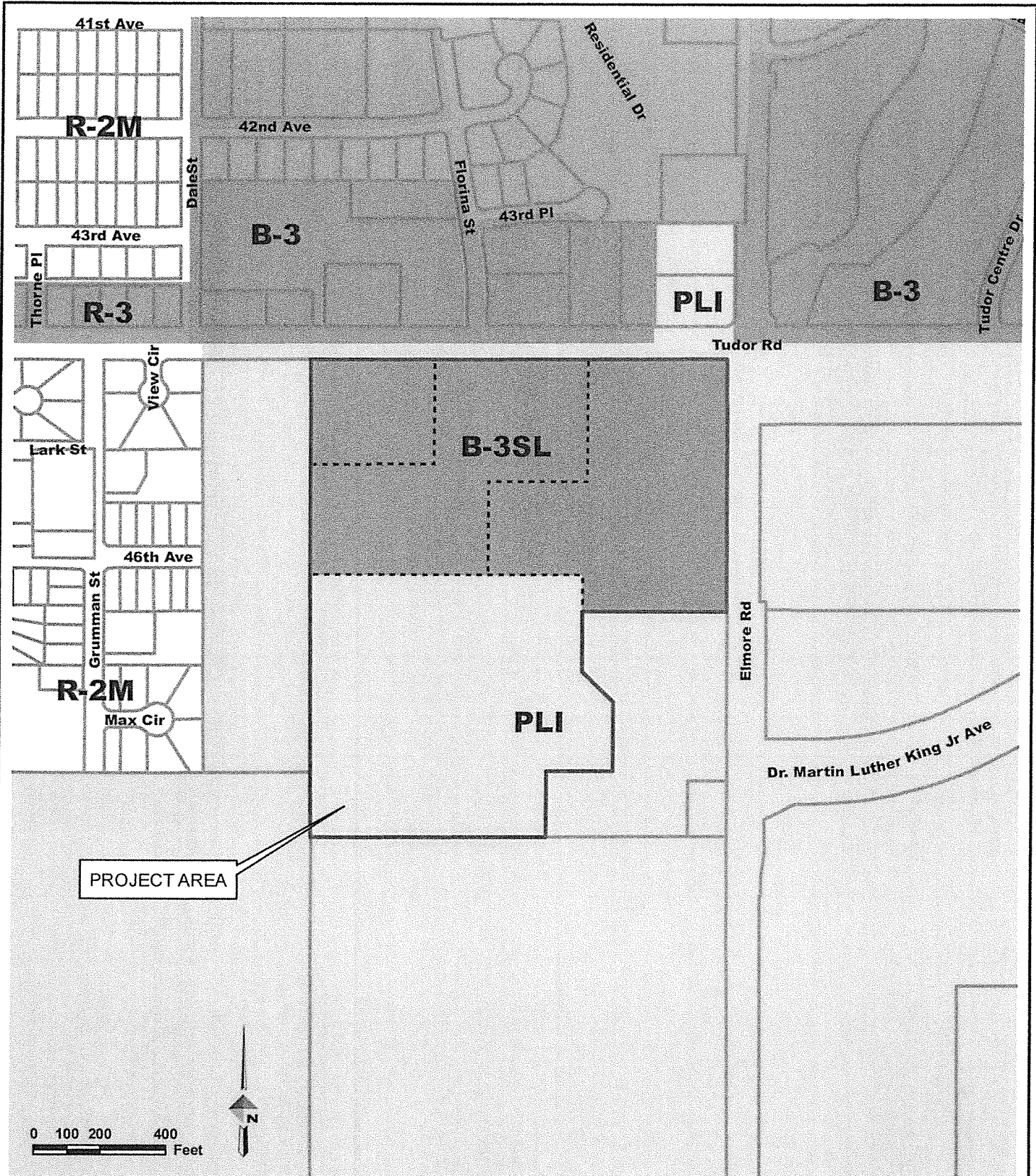


ZONING MAP
 TUDOR ELMORE
 DEVELOPMENT
 ANCHORAGE, ALASKA

PROJECT: 1132.62422.01

DATE 11/27/2017

FIGURE 5



PROPOSED ZONING MAP
 TUDOR ELMORE
 DEVELOPMENT
 ANCHORAGE, ALASKA

PROJECT:	1132.62422.01
DATE	11/28/2017
FIGURE 6	

UNIVERSITY AREA COMMUNITY COUNCIL

Wednesday October 4, 2017, 7:00-9:00 P.M.

LOCATION:

University Baptist Church
4313 Wright Street (corner of Tudor and Wright St.)

Agenda

1. Opening (7:00 P.M.) - Welcome & Introductions (5 min)
2. Approval of Minutes: September 6, 2017 – see attachment (2 min)
3. Additions to and Approval of October's Agenda (2 min)
4. Informational Reports
 - A. Reports from Public Servants/Elected Officials (5 min each)
 - B. UACC Board Report (5 min each)
 - C. FCC Representative Report (5 min)
5. Business (7:50 P.M.)
 - A. Sight Plan Review–U. Lake Annex Building-SE Corner of Elmore and University Lake Drive – Michelle McNulty, Land Use Planning Manager, DOWL – (15 min)
 - B. Resolution re Rezone and Replat for Muni Tudor Road Complex Subdivision – Susan Klein, UACC member – see two attachments (10 min)
 - C. APU Historic Site Press Release re Plaque unveiling at 1:15 pm 10/6/17 at Grant Hall - see attached press release (2 min)
6. Adjournment no later than 8:55 PM

“The purpose of the council shall be to improve communications between the citizens of the community and all entities, which may affect it, to encourage community involvement of all citizens, and to respond to local government proposals submitted to the council.”

– Bylaws of the University Area Community Council –



Office Locations

ALASKA

- Anchorage
- Juneau
- Fairbanks
- Ketchikan
- Kodiak
- Palmer

ARIZONA

- Tempe
- Tucson

COLORADO

- Golden
- Gunnison
- Montrose

MONTANA

- Billings
- Bozeman
- Butte
- Great Falls
- Helena
- Miles City

NORTH DAKOTA

- Dickinson

OREGON

- Bend

WASHINGTON

- Redmond
- Seattle

WYOMING

- Gillette
- Lander
- Laramie
- Sheridan

MEETING SUMMARY

Date:	10/4/17	Time:	7-9 PM
Meeting called by:	University Area Community Council	Attendees:	
Project:	DHHS Tudor Elmore Development	DOWL - Michelle McNulty, Karlie Gedig	
Subject:	Monthly Meeting	MOA Real Estate- Robin Ward	

Meeting Notes:

DOWL attended the University Area Community Council's (UACC) regularly scheduled October meeting on October 4, 2017, to discuss the Rezone and Replat for the Muni Tudor Road Complex Subdivision.

Overview

Members of the University Area Community Council (UACC) who had attended the September 27th meeting asked if they could put forward a resolution of support for the project. One member presented a resolution of support at their regularly scheduled meeting. The UACC voted unanimously on a resolution to support the rezone and replat of the Tudor-Elmore Road project

Below is an overview of concerns and comments:

- **Represent Questions/Comments**
 - **Represent Answers**
- Suggestion to name the Tudor Elmore Development "Tudor Town Center"
- Suggestion to use a Native Alaskan naming convention for the future development
 - This still leaves the Anchorage School District (ASD) Bus Facility in the neighborhood, and does not solve pollution; can an air circulation study be done?
 - The ASD Bus Facility has to go somewhere, and these busses serve our community for our children. If the bus facility does not find a new location in the future, it will remain here (Answered by Forrest Dunbar)

S 1 2 5 9 8 - - FEB 0 7 2018

- How will a grocery store or residential development operate with the fumes resulting from the bus facility?
 - ASD is considering an indoor bus facility (Answered by Felix Rivera)
- Will residential be possible if the bus facility stays at this location?
 - Relocation is ideal, and we are hopeful that a new site will be selected. However if the bus facility stays at this location, developers are confident that the residential units will still be desirable.
- The rezone and replat is just the first step in the plans for the Tudor Elmore Development, correct?
 - That is correct. Further plans will require additional review.

Attachment 1

UNIVERSITY AREA COMMUNITY COUNCIL (UACC)
RESOLUTION 2017-03

A Resolution of UACC Pertaining to the Rezone & Subdivision Re-plat for the Property Described as Municipal Tudor Road Complex Subdivision, Tract 1

WHEREAS the Anchorage Municipal Charter Art, VIII, Sec 8.01 establishes Community Councils as representatives for neighborhoods in planning and development; and

WHEREAS Community Councils are intended to reflect actual neighborhoods and provide guidance advice on management of lands within their boundaries; and

WHEREAS the Municipal Tudor Road Complex site is zoned Public Lands & Institutions (PLI) District and is a single parcel approximately 36 acres in size; and

WHEREAS the requested re-plat will create four (4) parcels, of which the three (3) adjacent to Tudor Road will be rezoned to General business (B-3) District; and

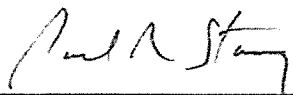
WHEREAS the requested re-plat will allow for the development of a new Department of Health & Human Services office building as-well-as a large multi-use development that will include a mix of residential, commercial (including a grocery store), and office uses; and

WHEREAS the requested rezone is in line with the recently adopted Anchorage 2040 Land Use Plan Map (LUPM) which identifies the parcel as the "Town Center"; and

NOW THEREFORE, UACC hereby resolves to support the rezone of said property from PLI District to B-3 District and to re-plat the property from one (1) lot into four (4) lots.:

Resolution Vote: For: 9 Against: 0 Abstain: 0

This resolution was approved by the University Area Community Council this day of October 4, 2017.



Paul R Stang, President, UACC

CC: Michelle J. McNulty, AICP, DOWL; Kristine R. Bunnell, Muni



November 29, 2017

Mr. David Whitfield, Acting Manager
Municipality of Anchorage
Planning Department
PO Box 196650
Anchorage, AK 99519

Dear Mr. Whitfield:

DOWL, on behalf of the Municipality of Anchorage Real Estate Department, is submitting a preliminary plat application for Municipal Tudor Road Complex Subdivision, Tract 1 (parcel tax ID 008-052-12). We are meeting the November 29, 2017, deadline for a February 7, 2018 public hearing at the Platting Board.

A Zoning Map Amendment application has been submitted for this property for review and recommendation for approval by the Planning and Zoning Commission at their January 29, 2018 meeting. The proposed zoning map amendment is to rezone a 20-acre portion of the 36-acre parcel from Public Lands and Institution (PLI) District to General Business (B-3) District with Special Limitations (SL). The special limitation will cover one of the newly created tracts, (Tract 3), on which the Anchorage School District's Student Transportation Maintenance Facility is located to remain PLI District until a new location for the facility is located. At the time of the bus relocation, the rezone for the parcel will be effectuated and the new zoning designation will be B-3 District. The rezone for the entire 20-acre portion of the parcel will not become effective until after recordation of this platting action.

If you have questions or need additional information, please do not hesitate to contact me at (907) 562-2000.

Thank you,
DOWL

A handwritten signature in cursive script that reads "Michelle McNulty".

Michelle McNulty, AICP
Land Use Planning Manager

November 3, 2017

Mr. Dave Whitfield, Acting Current Planning Manager
Municipality of Anchorage
P.O. Box 196650
Anchorage, Alaska 99510-6650

Dear Mr. Whitfield:

The Municipality of Anchorage is the owner of the Municipal Tudor Road Complex Tract 1 (parcel tax ID 008-052-12). The Real Estate Department has management authority and responsibility for this property. We authorize DOWL to act on our behalf in submitting both a zoning map amendment and preliminary plat application.

Sincerely,



Robin Ward
Director and Chief Housing Officer

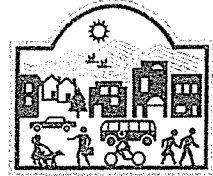
**AGENCY AND
PUBLIC
COMMENTS**



Municipality of Anchorage

Planning Department
Long-Range Planning Division

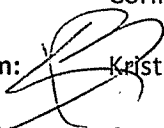
Memorandum



Date: January 10, 2018

To: Dave Whitfield, Senior Planner, Current Planning Division

Cc: Corliss Kimmel, Office Associate, Current Planning Division

From:  Kristine Bunnell, Senior Planner, Long-Range Planning Division

Subject: Case: S12393 – Tudor Road Replat

RECEIVED

JAN 11 2018

PLANNING DEPARTMENT

The Long-Range Planning Division has reviewed the Plat Application packet for a proposed re-plot of the Municipal property located at Municipal Tudor Road Complex Tract 1 (parcel tax ID 008-052-12). The parcel is located at the SW corner of the intersection of Tudor Road and Elmore Road. The Municipality's Real Estate Department is also seeking a rezone from PLI (Public Lands and Institutions) to B-3 SL (General Business with Special Limitations) on 3 of the 4 proposed lots (Case 2018-0013).

Past Planning Efforts and Studies

The project area has been the subject of several planning efforts including the Tudor Road Master Plan (2007), and most recently, the UMED District Plan Update-adopted March 8, 2016. Public support for redevelopment of this area was expressed during the UMED District update planning process, despite the fact the site is outside of the UMED District boundaries. The UMED community acknowledged the need and desire for additional housing to accommodate students and employees, employment opportunities, and a local-serving grocery store were high priorities for this location.

The following policies from *Anchorage 2020* and *Anchorage 2040 Land Use Plan* are the prevailing adopted Municipal plans guiding development on this site. There are several policies that provide support to the replat. Provided are policies that will guide design and connectivity on this site.

Anchorage 2020

Policy #23

Major Employment Centers, shown on the Land Use Policy Map, exist at the Downtown, Midtown, and University/Medical Area. Characteristics of these centers are as follows:

- a. Concentrations of medium to high-density office development with employment densities of more than 50 employees per acre;
- b. Promotion of compact, mixed commercial/office development where businesses are close enough to walk between;
- c. New buildings oriented to the street with parking located in parking structures or to the side or behind the buildings;
- d. Creation or enhancement of public focal points such as plazas or parks, including public art;
- e. Residential development as an ancillary use;
- f. A pedestrian-oriented environment including expanded sidewalks, crosswalks, street furniture, bus shelters, and landscaping.

Policy #48

Subdivision plats and site development plans shall be designed to enhance or preserve scenic views and other significant features in accordance with applicable goals and policies.

Policy #55

Provide pedestrian and trail connections with and between residential subdivisions in new plats, including replats.

Policy #75

The first priority for uncommitted municipal lands shall be to serve documented or projected needs for municipal facilities, including schools, parks, sports fields, and open space.

Policy #78

Design Municipal facilities frequented by the public, particularly schools, to accommodate year-round mulita-purposes.

Policy #79

Site selection criteria for government facilities frequented by the public shall consider:

Compatibility with nearby uses;

- a. Pedestrian and transit accessibility;
- b. Suitability to environmental conditions;
- c. Availability of utility infrastructure;
- d. Ability to enhance neighborhoods;
- e. Financial feasibility; and,
- f. Continual operations and maintenance impacts.

Recommended Campus Design Considerations

The project site is located near the confluence of the Chester Creek Trail and Campbell Creek Trail corridors. This regional trail system will provide non-motorized access to the new campus. Every available effort should be made to provide connectivity and ease of access for residents, employees, and visitors to this site using alternative means of travel include transit, and the trail systems. This site when developed will have the close affinity to the UMED employment center. The employment center's students, faculty, employees, and clients will be drawn to this new campus for the services provided. The following is a list of potential campus design considerations excerpted from the UMED District Plan to provide continuity in design of this campus to the rest of the UMED. These design considerations support of *Anchorage 2020* and *Anchorage 2040 Land Use Plan* policies:

WAYFINDING

Simplify way-finding by clearly identifying major destinations throughout the campus.

- Provide each campus entry with a permanent monument and landscape treatment appropriate to its context.
- Coordinate standards for lighting, street furnishings and signage on public rights-of-way throughout the District to create a consistent and understandable circulation system.
- Extend direction-finding signage to trails where appropriate.

BUILDING SIZE AND BULK

Configure each building to be compatible in scale with adjacent natural and built features.

- Design buildings so that their apparent bulk does not overwhelm the size and character of nearby buildings, parks, natural areas, and public trails.
- Protect solar access to significant public open spaces by limiting the height of buildings to the south.
- Avoid features such as large blank walls that increase the apparent bulk of a building.

BUILDING ORIENTATION

Orient buildings to face streets and other public spaces and to conserve energy.

- Encourage active ground floor uses along pedestrian routes.
- Orient buildings and related structures to maximize shared views.
- Provide balconies, terraces, lobbies and entrances facing parks, plazas and special streets.
- Provide links from plazas and courtyards to major open spaces.
- Face doors and windows towards public open spaces. Avoid turning the back of any development on public open space.
- Configure windows to capitalize on natural light and avoid solar gain in summer.
- Coordinate building design with existing trees and other natural features to provide shelter from prevailing winds.
- Orient buildings to create favorable micro-climates for new and existing landscape, and to protect building entrances and usable outdoor spaces
- Locate back-of-house and operations facilities away from the street, and street view.

BUILDING ARTICULATION

Reconcile the need for improved local access between the campus and support facilities with the established character of the adjacent UMED District development.

- Site and articulate new buildings to reinforce the center of each site as a walkable environment.
- In residential portions of the campus, maintain a sense of traditional blocks, street walls and intersections within the campus circulation system.
- Avoid development of remote facilities that would subdivide natural areas.

LANDSCAPE BUFFERS

Protect natural areas from inappropriate access, from 'visual pollution' such as an open view of a parking lot, and from untreated runoff from developed areas. Natural areas, especially those designated as Preservation Open Space, merit special protection, which can be provided in part by planted buffers.

- Favor use of native plant materials, but ensure that view corridors will not be obstructed when trees and shrubs approach maturity.
- Conserve and integrate established native plants in the disturbed areas near development.

Anchorage 2040 Land Use Plan – Town Center

Anchorage 2040 Land Use Plan identifies this location as a Town Center. Town Centers provide a focal point of activity for a group of neighborhoods, and the regional heart for major parts of the Bowl. The site is location immediately adjacent to the UMED District. The UMED District is the second largest employment area in the Anchorage Bowl. The development proposed for this site is welcomed by the community and the UMED Organizations. Prime Locations for town centers are characterized by areas:

- * Designated by an adopted plan as mixed-use centers or town centers,
- * Located at the intersection or arterial streets served by public transit.
- * Generally 40-80 acres or more, 2-4 miles away from other town centers, each serving large subareas of the Anchorage Bowl,

- * With trails and walk-in trade from adjoining neighborhoods, and
- * Well positioned for infill and redevelopment and increased intensities.

Summary

This project, and the supporting replat is posed to bring a new generation of exciting development to the Anchorage area. The project will need to comply with the policies of *Anchorage 2020 and Anchorage 2040 Land Use Plan* provided in this memo, to ensure that adequate pedestrian and alternative travel modes, viewsheds, and back-of-house operations are provided and designed compatibly.

The replat and proposed future project meet the desires of the community, and the intentions of the adopted Municipal plans, zoning codes and policies.

Recommendation

Long-Range Planning supports the replat request as submitted, and recommends approval. We defer to the Non-Motorized Coordinator to work with the applicant and developer for trail connectivity issues, and to the Traffic Engineer for campus circulation and access.

MUNICIPALITY OF ANCHORAGE



Development Services Department
Private Development

Phone: 907-343-8301

Fax: 907-343-8200

Mayor Ethan Berkowitz

MEMORANDUM

Comments to Preliminary Plat Applications/Petitions

DATE: January 23, 2018
TO: David Whitfield, Current Planning; Platting Officer
FROM: Brandon Telford, Private Development; Plan Review Engineer
SUBJECT: Comments for Platting Authority Public Hearing date February 07, 2018
S12390; S12393

RECEIVED

JAN 23 2018

PLANNING DEPARTMENT

Case No. S12390 – Romig Park Subdivision: To subdivide three (3) lots into one (1) lot; Vacation of a 40' Reserve Parking Easement abutting lots 5, 6, 7, Block 4, as shown in plat P-188A.

Roads: The proposed subdivision abuts the following rights-of-way:

- To the north, Anton Way, a municipal maintained right-of-way that is classified as a Local Street in the current OSHP. Anton Way appears to be asphalt surfaced with Type 2 curb & gutter with a width of approximately 35-feet (back-of-curb to back-of-curb) and Utility owned street lighting where it abuts the proposed subdivision.
- To the south, Spenard Road, a municipal maintained right-of-way that is classified as a Class II Minor Arterial in the current OSHP. The Municipality of Anchorage recently improved Spenard Road to municipal standards.

Improvement Recommendations:

Anton Way appears to be asphalt surfaced with Type 2 curb & gutter with a width of approximately 35-feet (back-of-curb to back-of-curb) where it abuts the proposed subdivision. This does not meet municipal requirements for curb type, pedestrian facilities or street lighting. The petitioner is alerted to the possibility of required improvements to Anton Way under any future land use permit process as required by AMC 21.03.100.E.4, AMC 21.07.010.B, or the Traffic Engineering Department. If improvements are required the petitioner shall enter into an Improvement to Public Place Agreement with Private Development.

Right-of-Way:

The existing width of the Anton Way right-of-way is 40-feet. This does not meet municipal requirements. The subdivision should dedicate an additional 10-feet of right-of-way for Anton Way.

Plat Notes:

Private Development recommends the following notes be added to the final plat:

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

RECEIVED

JAN 23 2018

Department Recommendations:

PLANNING DEPARTMENT

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

Case No. S12393 – Municipal Tudor Road Complex Subdivision: To subdivide one (1) tract of land into four (4) tracts of land.

Roads: The proposed subdivision abuts the following rights-of-way:

- To the north, Tudor Road, an Alaska DOT&PF owned and maintained right-of-way that is classified as a Class IIIA Major Arterial in the current OSHP. Tudor Road appears to be developed to municipal standards with the exception of separated pedestrian facilities on the subdivision (south) side of the street. The pedestrian facilities on the subdivision (south) side of Tudor Road are attached to the back of curb.
- To the east, Elmore Road, a municipal owned and Alaska DOT&PF maintained right-of-way that is classified as a Class III Major Arterial in the current OSHP. Elmore Road appears to be developed to municipal standards with the exception of separated pedestrian facilities on both sides of the street. The pedestrian facilities on both sides of Elmore Road are attached to the back of curb.
- Internal to the subdivision, Unnamed Road, a proposed right-of-way located in the Anchorage Road and Drainage Service Area that is classified as a Local Street in the current OSHP. The level of development along the Unnamed Road varies where it is internal to the subdivision.
 - From Tudor Road to approximately 800-feet to the south Unnamed Road appears to be strip paved with a width that varies from approximately 22-feet to 80-feet.
 - From the previous section south to the terminus (approximately 650-feet) Unnamed Road appears to be paved with a width of approximately 29-feet (back-of-curb to back-of-curb), Type 1 curb & gutter, an approximately 5-foot wide sidewalk on the east side of the street, and street lighting.

Improvement Recommendations:

Tudor Road appears to be developed to municipal standards with the exception of separated pedestrian facilities on the south (subdivision) side of the street. The pedestrian facilities on the subdivision (south) side of Tudor Road are attached to the back of curb. The petitioner is alerted to the possibility of required improvements to the pedestrian facilities on the subdivision (south) side of Tudor Road under any future land use permit process as required by AMC 21.03.100.E.4, AMC 21.07.010.B, or the Traffic Engineering Department. If improvements are required the petitioner shall enter into an Improvement to Public Place Agreement with Private Development.

Elmore Road appears to be developed to municipal standards with the exception of separated pedestrian facilities on both sides of the street. The pedestrian facilities on both sides of Elmore Road are attached to the back of curb. The petitioner is alerted to the possibility of required improvements to the pedestrian facilities on the subdivision (west) side of Elmore Road under any future land use permit process as required by AMC 21.03.100.E.4, AMC 21.07.010.B, or the Traffic Engineering Department. If improvements are required the petitioner shall enter into an Improvement to Public Place Agreement with Private Development.

The level of development along the Unnamed Road varies where it is internal to the subdivision. **The petitioner shall construct to municipal standards a minimum 33-foot wide paved street (back of curb to back of curb). The street shall include Type 1 curb & gutter and P.C.C. sidewalks on both sides as shown on Typical Section No. 20-2 of the Municipality of Anchorage Standard Specifications.**

Drainage:

The petitioner is alerted to the pending requirement to provide project specific full drainage analysis and calculations to Private Development under land use and/or building permit processes. An analysis will be required to address storm runoff as a result of the proposed changes to infrastructure and to permeable / impermeable surface treatments. Final plans with appropriate details will be required prior to approval of building plans. The analysis and plans shall present and illustrate respectively how drainage from this facility is being managed in relation to peripheral properties and right of way; demonstrate that post development drainage will not adversely impact adjacent properties or rights of way; and, measures to be taken in the event that excavation associated with the build-out of the property exposes subsurface flows. Drainage analysis and design shall conform to the Municipality of Anchorage Design Criteria Manual (DCM) and the Drainage Design Guidelines (DDG).

Subdivision Agreement Requirements:

Prior to final plat approval the petitioner shall enter into a subdivision agreement with Private Development for the required public Class A area improvements, to include paved streets, Type 1 curb & gutter, sidewalks, street lighting, traffic control devices, street signs, monuments, drainage facilities, utilities, and any Traffic Section improvement requirements.

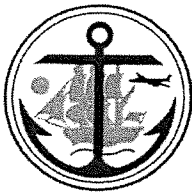
Plat Notes:

Private Development recommends the following notes be added to the final plat:

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

Department Recommendations:

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



MEMORANDUM

DATE: Revised February 1, 2018

TO: Current Planning Division Supervisor.
Planning Department

THRU: Kristen A. Langley, Traffic Safety Section Supervisor,
Traffic Department

FROM: Randy Ribble, Assistant Traffic Engineer

SUBJECT: Traffic Department Comments

**S12393 Subdivide one (1) tract of land into four (4) tracts of land
Municipal Tudor Road Complex Subdivision**

The revised preliminary plat fails to identify needed internal circulation from dedicated public rights of way to all tracts within proposed subdivision. The Traffic department recommends approval of the revised preliminary plat with the following comments.

1. Dedication of a 60 feet of right of way running north\south along the western boundary of the proposed which will connect to an access provided by a 60 foot Public use Easement to Dr. Martin Luther King Junior Avenue.
2. Resolve with Municipal Traffic, Planning and Right of Way departments to provide an internal East – West road or public use easement aligning with East 46th Avenue and future approved access from Elmore Road.

Tudor Road is a class III Major Arterial roadway. Access from Tracts 2-4A is subject to approval from State of Alaska Department of Transportation (DOT). No access to these tracts will be allowed except as approved by DOT. All remaining frontage shall have access rights eliminated with the revised plat.

3. Add Plat Note to revised preliminary plat indicating “Access to Tudor Road requires approval for AKDOT&PF.”

Elmore Road is a class III Major Arterial roadway. Access to Elmore Road shall be limited with the revised preliminary plat to (a) the existing Doctor Martin Luther King Jr Ave/ Elmore Road intersection, and (b) one additional access point at a location approved by the Traffic Department. This second access point must comply with the established Municipal Corner Clearance requirements currently published in the 2006 Drive-way Standards. The Municipal Traffic Engineer may impose turn restrictions at this second access point. Access to any other locations other than those approved by Municipal Traffic Engineer is prohibited.

4. Add Plat Note to revised preliminary plat “Access locations to Elmore Road requires approval from Municipal Traffic Engineer.”



THE STATE
of **ALASKA**
GOVERNOR BILL WALKER

Department of Transportation and
Public Facilities

DIVISION of PROGRAM DEVELOPMENT
Anchorage Field Office

4111 Aviation Avenue
P.O. Box 196900
Anchorage, Alaska 99519-6900
Main Phone: (907)269-0520
Fax: (907)269-0521
Web site: dot.state.ak.us

January 04, 2018

RECEIVED

JAN 09 2018

PLANNING DEPARTMENT

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

RE: MOA Plat Review

Dear Mr. Whitfield:

The Alaska Department of Transportation and Public Facilities (DOT&PF), Central Region
Platting Review Board has no comments on the following plats:

- o **S12390: Romig Park Subdivision, Block 4, Lot5A**

The Alaska Department of Transportation and Public Facilities (DOT&PF), Central Region
Platting Review Board has comments on the following plats:

- **S12393: Municipal Tudor Road Complex Subdivision, Tracts 1A, 1B, 1C, 1D**
o We object to this plat until internal traffic circulation is addressed and shown to us.

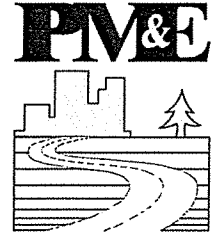
Sincerely,

Melanie Nichols for James Starzec
Area Planner

Cc: Tucker Hurn, Right of Way Agent, Right of Way, DOT&PF
Scott Thomas, P.E., Regional Traffic Engineer, Traffic Safety and Utilities, DOT&PF
Jim Amundsen, P.E., Highway Design Group Chief, DOT&PF
Morris Beckwith, Right of Way Agent II, Right of Way DOT&PF



Municipality of Anchorage
Project Management and Engineering
MEMORANDUM



DATE: January 5, 2018

RECEIVED

To: David Whitfield

JAN 05 2018

FROM: Steven Ellis

PLANNING DEPARTMENT

SUBJECT: Comments from Watershed Management Services.

Watershed Management Services (WMS) has the following comments for the February 7, 2018 Platting Board.

S12390, Romig Park Subdivision, Lot 5A, Block 4: WMS has the following comments. If the proposed storm drain work is not part of a building permit, provide a SWPPP to WMS for review and approval prior to starting work.

S12393, Municipal Tudor Road Complex Subdivision, Tracts 1A, 1B, 1C, and 1D: WMS has the following comments.

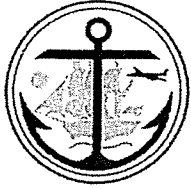
The subdivision has an existing storm drain system. The proposed plat does not show any easements for the on property storm drains. Maintenance and continuity of the storm drains must continue. It is possible the new development may need to relocate portions of the current storm drain system. This plat is to allow future sale or transfer of some of this property to the private sector. Storm drain easements and defining who is responsible for maintaining which portions of the storm drain system is required. The agreement must also allow for affected upstream properties to maintain and repair downstream storm drains if necessary.

Condition 1,

Provide the following plat note: At the time of development, provide storm drain easements and maintenance agreements as required to maintain continuity of drainage functions. The easements, and maintenance agreements will be joint with the Municipality of Anchorage. The easements, maintenance agreements and storm drain design shall be reviewed and approved by Private Development and Watershed Management Services. The easements and maintenance agreements shall be recorded against the title of the affected properties.

Condition 2,

Replace plat note 4 with the following: Storm water runoff and treatment will comply with the current Design Criteria Manual, Chapter 2 or future approved versions.



MUNICIPALITY OF ANCHORAGE
Development Services Department
Right of Way Section

MEMORANDUM

RECEIVED

JAN 08 2018

PLANNING DEPARTMENT

DATE: January 8, 2018
TO: Community Planning and Development
THRU: Jack L. Frost, Jr., Right of Way Supervisor
FROM: Lynn McGee, Senior Plan Reviewer
SUBJ: Request for Comments on Platting Board Case(s) for February 7, 2018.

Right of Way Section has reviewed the following cases due January 10, 2018.

S12390 Romig Park, Block 4, Lot 5A, grid SW1529.
Provide utility easements as required.
Identify whether the 10' T&E Easement is existing by plat, recorded, or dedicated via this platting action.
Resolve with the MOA Traffic Department the need for notes addressing the location, number, and size of the driveway entries to the street rights of way.
Review time 30 min.

S12393 Municipal Tudor Road Complex, Tracts 1A, 1B, 1C, & 1D, grid SW1835.
Provide utility easements as required.
Carry forward all applicable notes from the plat(s) of record.
Resolve with the MOA and ADOT Traffic Departments the need for additional notes to those from the plats of record for the location, number, and size of the driveway entries to the street rights of way.
Review time 30 minutes.

MEMORANDUM

RECEIVED

JAN 10 2018

DATE: December 22, 2017
TO: Dave Whitfield, Platting Officer, Planning Section, Planning Division
FROM: Paul Hatcher, Engineering Technician III, Planning Section, AWWU
RE: Plat Case Comments
Plats to be heard February 7, 2018
Comments due January 10, 2018

PLANNING DEPARTMENT

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

S12390 ROMIG PARK, To subdivide three (3) lots into one (1) lot; Vacation of a 40' Reserve Parking Easement abutting lots 5, 6, and 7, Block 4, as shown in plat P-188A, Grid SW1529

1. AWWU sanitary sewer is available to this parcel. Water is provided through Romig Park Water System.
2. AWWU sanitary sewer mains located in Spenard Road and Anton Way.
3. AWWU has no objection to this platting action.

S12393 TUDOR ELMORE DEVELOPMENT, To subdivide one (1) tract of land into four (4) tracts of land, Grid SW1835

1. AWWU water and sanitary sewer are available to these parcels.
2. AWWU water mains located in Tudor Road, Elmore Road, and multiple easements on property.
3. AWWU sanitary sewer mains located in Elmore Road and multiple easements on property.
 - a. Increased development of this site will require downstream sanitary sewer mains to be enlarged. Existing downstream mains are near peak flow capacity currently.
4. AWWU has no objection to this platting action.

If you have any questions pertaining to public water or sewer, please call 564-2721 or send an e-mail to paul.hatcher@awwu.biz



Kimmel, Corliss A.

From: Maciaszek, Nicholas M.
Sent: Tuesday, January 9, 2018 3:05 PM
To: Blake, Lori A.; Kimmel, Corliss A.; Whitfield, David R.
Cc: Wilson, Karleen K.
Subject: S12393

RECEIVED

JAN 09 2018

Good afternoon,

PLANNING DEPARTMENT

No comments for S12393, Municipal Tudor Road Complex Subdivision, Tract 1A, 1B, 1C, & 1D.

Thanks,

Nick Maciaszek

MSAG Coordinator - Addressing
Municipality of Anchorage
907.343.8244 (direct line)
907.343.8466
[Official MOA Address Map](#)



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

January 3, 2018

Municipality of Anchorage
Planning Department
P.O. Box 196650
Anchorage Alaska 99519-6650

RECEIVED

JAN 03 2018

PLANNING DEPARTMENT

Re: Plat Reviews

Dear Sir/Madam:

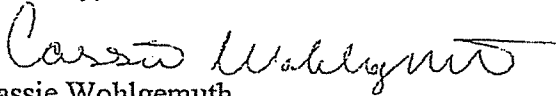
ENSTAR Natural Gas Company has reviewed the preliminary plat for **Municipal Tudor Road Complex Subdivision, Tracts 1A, 1B, 1C, & 1D (Case No. S12393)**, and advises that are existing natural gas service lines which cross proposed Tract 1-B, in order to serve proposed Tracts 1-A and 1-C. ENSTAR requires a ten foot (10 FT) wide natural gas easement, centered on the service lines as they cross through proposed Tract 1-B, to provide service to proposed Tracts 1-A and 1-C, as shown on the attached ENSTAR map. ENSTAR could accept this easement as, either an addition to the proposed plat, or a separately recorded document.

ENSTAR has reviewed the following Preliminary Plat and has no comments, recommendations or objections:

S12390 Romig Park Subdivision, Block 4, Lot 5A

If you have any questions, please do not hesitate to contact me at 334-7944 or by email at cassie.wohlgemuth@enstarnaturalgas.com.

Sincerely,


Cassie Wohlgemuth
Right of Way and Compliance Technician
ENSTAR Natural Gas Company

Case No. S12393
Municipal Tudor Road Complex Subdivision
ENSTAR Comments
1/3/2018



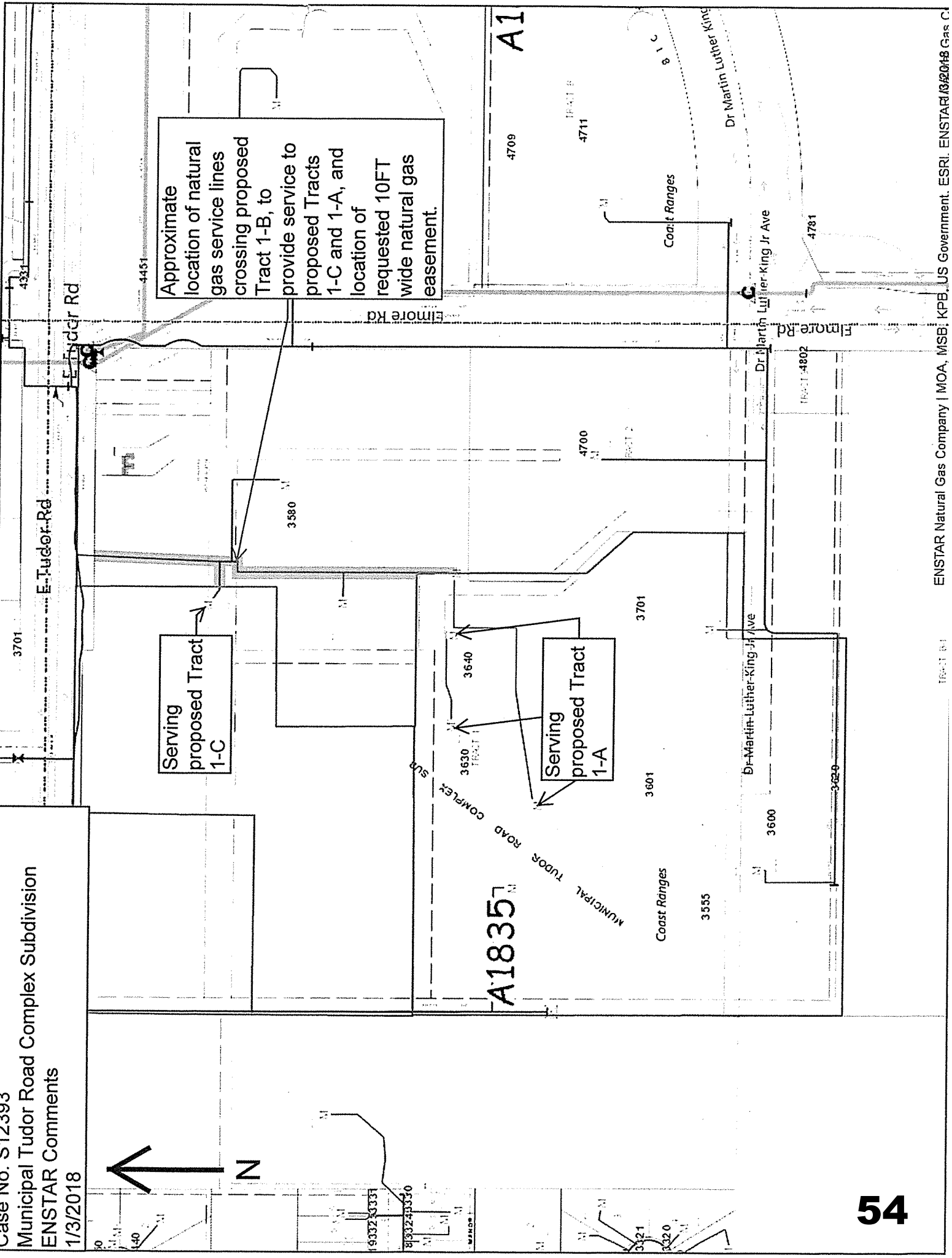
Approximate location of natural gas service lines crossing proposed Tract 1-B, to provide service to proposed Tracts 1-C and 1-A, and location of requested 10FT wide natural gas easement.

Serving proposed Tract 1-C

Serving proposed Tract 1-A

A1835

A1





Customer Service: (907) 244-2080
alaskacommunications.com

RECEIVED

DEC 22 2017

PLANNING DIVISION

December 22, 2017

Municipality of Anchorage
Planning Division
P.O. Box 196650
Anchorage, Alaska 99519-6650

SUBJECT: Request for Comments

Alaska Communications has reviewed the plats listed below and recommends the following:

S-#12390 **Romig Park Subd.**
Alaska Communications has no objections.

S-#12393 **Municipal Tudor Road Complex Subd.**
Alaska Communications has no objections.

Sincerely,

Larry Smith
Network Engineering Foreman
Alaska Communications
600 Telephone Avenue, MS#14
Anchorage, Alaska 99503
lsmith@acsalaska.com
Phone: (907) 564-1812
Cell: (907) 244-3779
enc

January 8, 2018

RECEIVED

JAN 09 2018

PLANNING DEPARTMENT

Municipality of Anchorage
Planning and Development
P.O. Box 196650
Anchorage, Alaska 99519-6650

Attention: Dave Whitfield, Acting Planning Section Supervisor

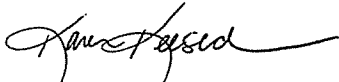
Dear Mr. Whitfield:

Chugach has provided comments to the enclosed proposed plat referenced per the following case number:

S-12393 – Municipal Tudor Road Complex Subdivision

In the event that there are changes to the lot configurations or additional dedications requested in those same areas identified as electric easements, Chugach requests the opportunity to review the revised preliminary plat.

Sincerely,



Karen Keesecker,
Manager, Land Services

Enclosures



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



MEMORANDUM

DATE: December 20, 2017 **RECEIVED**
TO: Dave Whitfield, Platting Officer **DEC 20 2017**
FROM: Deb Wockenfuss, On-Site Water and Wastewater Section **PLANNING DEPARTMENT**
SUBJECT: Comments on Cases due January 10, 2018

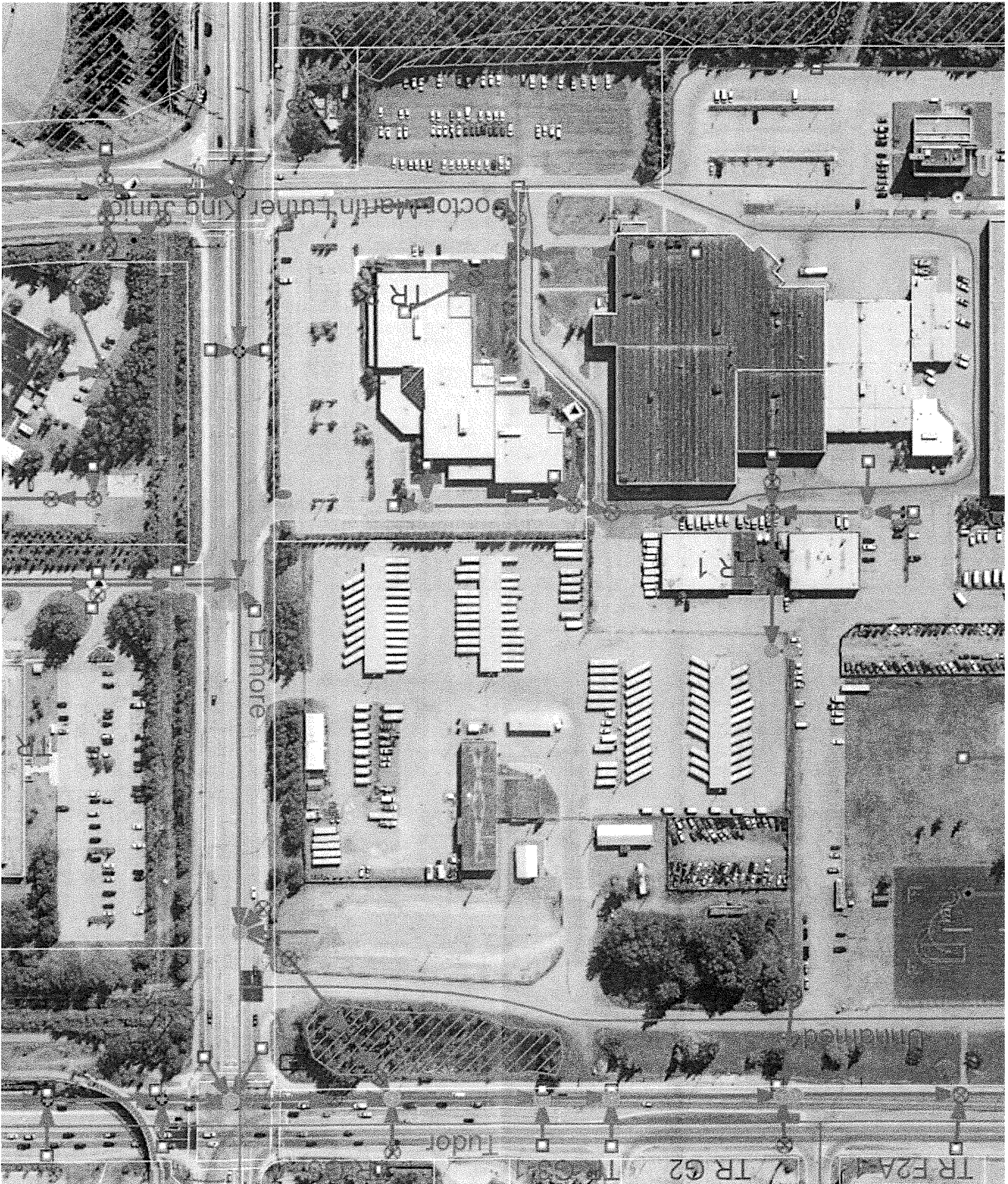
The On-Site Water & Wastewater Program has reviewed the following cases and has these comments:

S12390 Romig Park Subdivision

No objection

S12393 Municipal Tudor Road Complex Subdivision

No objection



**POSTING
AFFIDAVIT**



AFFIDAVIT OF POSTING

CASE NUMBER: S12393

I, Karlie Gedig hereby certify that I have posted a **Notice** as prescribed by Anchorage Municipal Code 21.03.020H.5. on the property that I have petitioned for Preliminary Plat. The notice was posted on January 5, 2018 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 5th day of January, 2018.

Karlie Gedig
Signature

LEGAL DESCRIPTION

Tract or Lot: Tract 1 Municipal Tudor Road Complex Subdivision

Block: _____

Subdivision: _____



**Notice of
Public
Hearing**

This property proposed
512393

For information call
343-7943

Or visit our website at
www.muni.org



**Notice of
Public
Hearing**

This property proposed
2018-0013

For information call
343-7943


Or visit our website at
www.muni.org


Dr. MARTIN LUTHER KING JR AVE 3700

Notice of Public Hearing
This property proposed
512393174
For information call
343-7943
Or visit our website at
www.mnwd.org

Notice of Public Hearing
This property proposed
2018-2019
For information call
343-7943
Or visit our website at
www.mnwd.org




**Notice of
Public
Hearing**
This property proposed
10.8-0013
For information call
313-7746
Or visit our website at
www.mari.org


**Notice of
Public
Hearing**
This property proposed
10.8-0013
For information call
313-7746
Or visit our website at
www.mari.org



**HISTORICAL AND
RELATED
INFORMATION**

