

CLERK'S OFFICE
APPROVED
Date: 3-28-06

IMMEDIATE RECONSIDERATION
FAILED 3-28-06

Submitted by: Chair of the Assembly at
the Request of the Mayor
Prepared by: Planning Department
For reading: February 28, 2006

Anchorage, Alaska
AO 2006- 43

AN ORDINANCE AMENDING THE ZONING MAP AND PROVIDING FOR THE REZONING OF APPROXIMATELY 35 ACRES, FROM I-1 (LIGHT INDUSTRIAL), I-2 SL (HEAVY INDUSTRIAL WITH SPECIAL LIMITATIONS) AND PLI (PUBLIC LANDS AND INSTITUTIONS) TO B-3 SL (GENERAL BUSINESS WITH SPECIAL LIMITATIONS) FOR ALASKA INDUSTRIAL SUBDIVISION, BLOCK 7, LOTS 9, 10, AND 16; A PORTION OF ORAH DEE CLARK JUNIOR HIGH SCHOOL, TRACT A; AND THOSE PORTIONS OF BUREAU OF LAND MANAGEMENT LOT 2; THE SW ¼ NE ¼ AND THE SE ¼ NW ¼ OF SECTION 16, T13N, R3W, SM. ALASKA BOUNDED ON THE SOUTH BY THE GLENN HIGHWAY RIGHT OF WAY (PROJECT F-0242-1); ON THE NORTH BY ALASKA INDUSTRIAL SUBDIVISION AND MT. VIEW DRIVE; AND ON THE EAST BY ORAH DEE CLARK JUNIOR HIGH SCHOOL; GENERALLY LOCATED AT THE NORTHEAST CORNER OF THE GLENN HIGHWAY AND AIRPORT HEIGHTS DRIVE.

(Mountain View Community Council) (Planning and Zoning Commission Case 2005-149)

THE ANCHORAGE ASSEMBLY ORDAINS:

Section 1. The zoning map shall be amended by designating the following described property as B-3 SL (General Business District with Special Limitations):

Alaska Industrial Subdivision, Block 7, Lots 9, 10, and 16; a portion of Orah Dee Clark Junior High Subdivision, Tract A; and those portions of Bureau of Land Management Lot 2; The SW ¼ NE ¼ and the SE ¼ NW ¼, of Section 16, T13N, R3W, S.M., Alaska bounded on the South by Glenn Highway Right of Way (Project F-0242-1); on the North by Alaska Industrial Subdivision, and Mt. View Drive; and on the East by Orah Dee Clark Junior High School; containing approximately 35 plus-minus acres, as shown on Exhibit A.

Section 2. This zoning map amendment is subject to the following special limitation:

Any development on proposed Fragment Lot 14 shall contain a minimum residential density of at least 12 dwelling units per acre.

Section 3. This ordinance shall become effective within 10 days after the Director of the Planning Department has received the written consent of the owners of the property within the area described in Section 1 above to the special limitations contained herein. The rezone approval contained herein shall automatically expire and be null and void if the written consent is not received within 120 days after the date on which this ordinance is passed and approved. In the event no special limitations are contained herein, this ordinance is effective immediately upon passage and approval. The Director of the Planning Department shall change the zoning map accordingly.

PASSED AND APPROVED by the Anchorage Assembly this 28th day of March 2006.

ATTEST:

Chair

Anna L. Fairclough

Municipal Clerk

Sara S. Duenkel

(Planning Case Number 2005-149)

(Tax Identification 004-051-02, 004-082-07, 004-082-06, 004-082-12, 004-051-12, 004-051-01)

MUNICIPALITY OF ANCHORAGE
Summary of Economic Effects -- General Government

AO Number: 2006- 43

Title: Planning and Zoning Commission, Case 2005-149; recommendation of approval for a rezoning from I-1, I-2 SL, and PLI to B-3 SL to allow for a mixed-use development for Alaska Industrial Subdivision, Block 7, Lots 9, 10, and 16; a portion of Orah Dee Clark Junior High Subdivision, Tract A; and those portions of Bureau of Land Management Lot 2; The SW ¼ NE ¼ and the SE ¼ NW ¼, of Section 16, T13N, R3W, S.M.. Alaska.

Sponsor:

Preparing Agency:

Others Impacted:

CHANGES IN EXPENDITURES AND REVENUES:

(In Thousands of Dollars)

	<u>FY06</u>	<u>FY07</u>	<u>FY08</u>	<u>FY09</u>
Operating Expenditures				
1000 Personal Services				
2000 Non-Labor				
3900 Contributions				
4000 Debt Service				
TOTAL DIRECT COSTS:	\$ -	\$ -	\$ -	\$ -

Add: 6000 Charges from Others

Less: 7000 Charges to Others

FUNCTION COST:	\$ -	\$ -	\$ -	\$ -
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REVENUES:

CAPITAL:

POSITIONS: FT/PT and Temp

PUBLIC SECTOR ECONOMIC EFFECTS:

Approval of this rezone should have no significant impact on the public sector. If approved, the rezone will allow for a mixed-use development.

PRIVATE SECTOR ECONOMIC EFFECTS:

Approval of the rezoning should have no significant economic impact on the private sector. If approved, the rezone would allow for construction of a mixed-use development.

Property Appraisal notes: Approval of the rezoning should have minimal impact to future assessed valuations.

Prepared by: Jerry T. Weaver, Jr. Telephone: 343-7939

Validated by OMB: _____ Date: _____

Approved by: _____ Date: _____
(Director, Preparing Agency)

Concurred by: _____ Date: _____
(Director, Impacted Agency)

Approved by: _____ Date: _____
(Municipal Manager)



MUNICIPALITY OF ANCHORAGE ASSEMBLY MEMORANDUM

No. AM 127-2006

Meeting Date: February 28, 2006

From: Mayor

Subject: Planning and Zoning Commission recommendation of approval for a rezoning from I-1 (Light Industrial), I-2 SL (Heavy Industrial with Special Limitations) and PLI (Public Lands and Institutions) to B-3 SL (General Business District with Special Limitations) for Alaska Industrial Subdivision, Block 7, Lots 9, 10, and 16; a portion of Orah Dee Clark Junior High Subdivision, Tract A; and those portions of Bureau of Land Management Lot 2; The SW $\frac{1}{4}$ NE $\frac{1}{4}$ and the SE $\frac{1}{4}$ NW $\frac{1}{4}$, of Section 16, T13N, R3W, S.M., Alaska bounded on the South by Glenn Highway Right of Way (Project F-0242-1); on the North by Alaska Industrial Subdivision, and Mt. View Drive; and on the East by Orah Dee Clark Junior High School.

1
2 The purpose of this rezoning is to accommodate a proposed new mixed-use
3 development with a mix of commercial and future residential uses that currently
4 would not be allowed with the existing zoning. There are multiple land owners
5 involved, but the principal land owner is the Municipality of Anchorage. Three out-
6 lots abutting Mountain View Drive are owned by private owners, the portion of the
7 PLI property is owned by the Anchorage School District, and the remaining parcel is
8 owned by the Municipality.

9
10 This project involves land trades and sales between the private property owners, the
11 Municipality of Anchorage, the Anchorage School District, and the private company,
12 P.O.B. Montgomery. Final ownership of the property will be with P.O.B.
13 Montgomery in order to facilitate development of a community mixed-use project
14 including large and small retail, as well as professional services and businesses.
15 P.O.B. Montgomery intends to include residential development in the second phase
16 of this project. The petitioner has received approval of a replat of the properties
17 involved for the purposes of combining the properties as well as approval of a
18 commercial tract site plan for internal tracts. They have also received approval for a
19 large retail establishment site plan review for the first phase of the development,
20 which will be a mixture of commercial and professional businesses.

21
22 While the policies of the *Anchorage 2020 Anchorage Bowl Comprehensive Plan*
23 promote maintaining the integrity of existing industrial supply, this project offers a
24 unique opportunity for a mixed-use commercial/residential development in the

1 Mountain View area. The "Land Use Policy Map" of the *Anchorage 2020*
2 *Anchorage Bowl Comprehensive Plan* does show this site within the general vicinity
3 of a "Town Center" and a "Neighborhood Commercial Center at Existing
4 Commercial Locations." Also, the revised draft "Land Use Plan Map" for the
5 Anchorage Bowl proposes a commercial/mixed-use designation for the property.
6

7 The project is described as a mixed-use commercial/residential development.
8 However, a residential component is not planned for the first phase and it is
9 uncertain when a mixed-use development will be provided. A special limitation is
10 recommended to ensure residential development is included in the next phase of the
11 development. This should be a minimum of 12 dwellings units per acre as allowed
12 in the B-3 zoning district.
13

14 The proposed zoning and uses are consistent with *Anchorage 2020 Anchorage Bowl*
15 *Comprehensive Plan*, and the use is compatible with the nearby uses. The Planning
16 and Zoning Commission found that this site is identified in the *Anchorage 2020*
17 *Anchorage Bowl Comprehensive Plan* as appropriate for this use. The Commission
18 further found that the current zoning is inappropriate for property at this location,
19 and that it is no longer beneficial to retain this as an industrial zone.
20

21 The Commission found that because of the location of this property at a "Town
22 Center" periphery, it is appropriate to change the zoning to B-3 SL. The
23 Commission recommended approval of the rezone by a vote of six ayes, zero nays.
24

25 THE ADMINISTRATION CONCURS WITH THE PLANNING AND ZONING
26 COMMISSION RECOMMENDATION FOR THE REZONING REQUEST.
27

28 Prepared by: Jerry T. Weaver Jr., Zoning Administrator, Planning Department

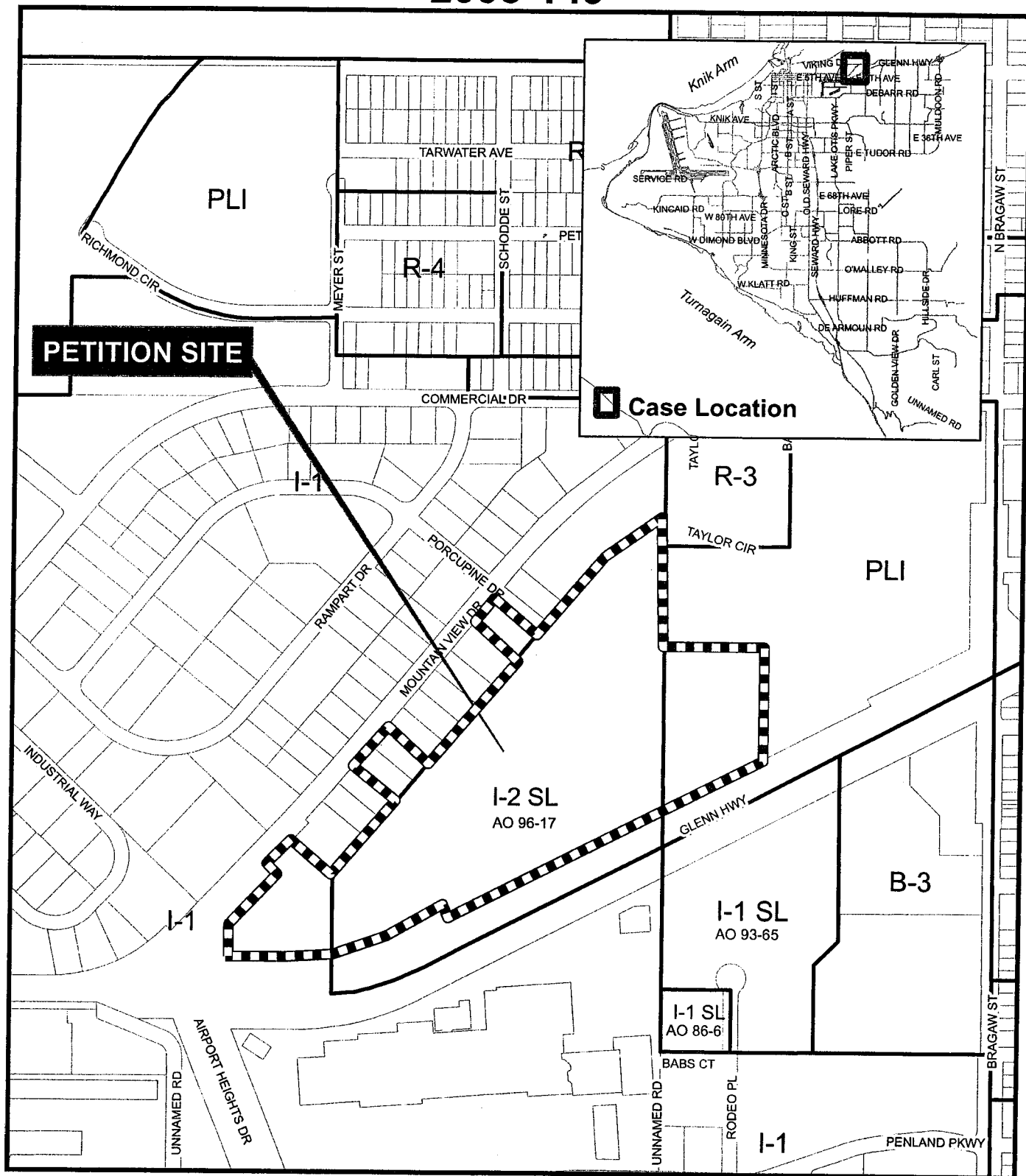
29 Concur: Tom Nelson, Director, Planning Department

30 Concur: Mary Jane Michael, Executive Director, Office of Economic and
31 Community Development

32 Concur: Denis C. LeBlanc, Municipal Manager

33 Respectfully submitted, Mark Begich, Mayor

REZONE-EXHIBIT A
2005-149



**Municipality of Anchorage
Planning Department**

Date: February 5, 2006


Flood Limits

 100 Year

 500 Year

☐ Floodway



0 87.5175 350
 Feet

MUNICIPALITY OF ANCHORAGE
PLANNING AND ZONING COMMISSION RESOLUTION NO. 2005-077

A RESOLUTION APPROVING A REZONING APPROXIMATELY 35 ACRES FROM I-1 (LIGHT INDUSTRIAL), I-2 SL (HEAVY INDUSTRIAL WITH SPECIAL LIMITATIONS) AND PLI (PUBLIC LANDS AND INSTITUTIONS) TO B-3 SL (GENERAL BUSINESS WITH SPECIAL LIMITATIONS)) FOR TRACT F, SECTION 16, T13N, R3W (MORE PARTICULARLY DESCRIBED AS ALL THAT PORTION OF BUREAU OF LAND MANAGEMENT LOT TWO (2); THE SW ¼ NE ¼; AND THE SE ¼ NW ¼, SECTION 16, T13N, R3W, SEWARD MERIDIAN, ALASKA, BOUNDED ON THE SOUTH BY GLENN HIGHWAY RIGHT OF WAY (PROJECT F-0242-1); ON THE NORTH BY ALASKA INDUSTRIAL SUBDIVISION, PLAT 64-101 AND GLENN HIGHWAY NOW KNOWN AS MT. VIEW DRIVE; AND ON THE EAST BY ORAH DEE CLARK JUNIOR HIGH SCHOOL PLAT 71-257; BEING LOCATED IN THE ANCHORAGE RECORDING DISTRICT, THIRD JUDICIAL DISTRICT, STATE OF ALASKA. (RECORD OF SURVEY 2005-129)), ALASKA INDUSTRIAL SUBDIVISION, BLOCK 7, LOTS 9, 10 AND 16, AND ORAH DEE CLARK JR. HIGH, TRACT A (PORTION OF) GENERALLY LOCATED AT THE NORTHEAST CORNER OF THE GLENN HIGHWAY AND MOUNTAIN VIEW DRIVE.

(Case 2005-149, Tax I.D. No. 004-051-02, 004-082-07, 004-082-06, 004-082-12, 004-051-12, 004-051-01)

WHEREAS, a request has been received from P.O'B Montgomery to rezone approximately 35 acres from I-1 (Light Industrial), I-2 SL (Heavy Industrial with Special Limitations) and PLI (Public Lands and Institutions) to B-3 (General Business District) for Tract F, Section 16, T13N, R3W (more particularly described as all that portion of Bureau of Land Management Lot Two (2); the SW ¼ NE ¼; and the SE ¼ NW ¼, Section 16, T13N, R3W, Seward Meridian, Alaska, bounded on the South by Glenn Highway Right of Way (Project F-0242-1); on the North by Alaska Industrial Subdivision, Plat 64-101 and Glenn Highway now known as Mt. View Drive; and on the East by Orah Dee Clark Junior High School Plat 71-257; being located in the Anchorage Recording District, Third Judicial District, State of Alaska. (Record of Survey 2005-129)), Alaska Industrial Subdivision, Block 7, Lots 9, 10, and 16, and Orah Dee Clark Jr. High, Tract A (portion of), generally located at the northeast corner of the Glenn Highway and Mountain View Drive, and

WHEREAS, notices were published, posted and 40 public hearing notices were mailed and a public hearing was held on December 12, 2005.

NOW, THEREFORE, BE IT RESOLVED, by the Municipal Planning and Zoning Commission that:

A. The Commission makes the following findings of fact:

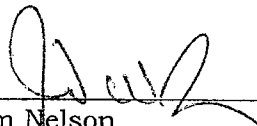
1. The purpose of this rezoning is to accommodate a proposed new mixed-use development, with a mix of commercial and future residential uses that currently would not be allowed with the restrictive existing zoning. There are multiple land owners involved, but the principal land owner is the Municipality of Anchorage. Three out-lots abutting Mountain View Drive are owned by private owners, and the existing portion of the PLI property is owned by the Anchorage School District, with the remaining largest parcel being

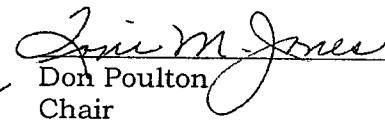
owned by the Municipality. The request is for a rezoning to B-3 with no special limitations.

2. This project involves land trades and sales between the private property owners, the Municipality of Anchorage, the Anchorage School District, and the private company of P.O'B Montgomery. The intent is for final ownership of the property by P.O'B Montgomery in order to facilitate development of a community mixed-use project including large and small retail, as well as professional services and businesses. The petitioner also intends to include residential development in the second phase of this project. The petitioner has applied for a replat of the properties involved for the purposes of combining the properties involved, and creation of a commercial tract site plan (cases S-11432 and S-11433). They have also submitted an application for a large retail establishment site plan review (case 2005-149) for the first phase of the development, which will be a mixture of commercial and professional businesses. These three cases were also heard at the time of the hearing for the rezoning request.
 3. The cases that are running concurrently encompass different site sizes. The plat encompasses all of the petition site, plus the remainder of the school site. This is being done as the portion of the school site which will become part of the new development site must be tracted out from the remaining school area. Thus, the underlying plat encompasses 60 acres. The site plan and fragment lot plat encompass 30 acres of this area. The rezone encompasses 35 acres, as it covers not only the area for the development site plan, but also an approximate five acre area to the south which is a wetland area that will be part of the drainage plan for runoff detention.
 4. As residential development is not proposed with the first phase of the development, the Planning Department recommended a requirement for a minimum residential density of 12 dwelling units per acre on the remaining developable fragment lot to ensure that it will be a consistent mixed use development, as called for in *Anchorage 2020*.
 5. The Commission finds that the current zoning is inappropriate for property at this location, and that it is no longer beneficial to retain this in the industrial inventory.
 6. The Commission finds that because of the location of this property at a Town Center periphery, it is appropriate to change the zoning to B-3.
 7. The Commission recommended approval of the request by a vote of 6-aye, 0-nay.
- B. The Commission recommends the above rezoning be APPROVED by the Anchorage Assembly, subject to the following special limitation:
1. Any development on proposed Fragment Lot 14 shall contain a minimum residential density of at least 12 dwelling units per acre.

PASSED AND APPROVED by the Municipal Planning and Zoning Commission on the 12th day of December 2005.

ADOPTED by the Anchorage Municipal Planning and Zoning Commission this 13th day of Feb 2006. If the Planning and Zoning Commission recommends that the Assembly disapprove a zoning map amendment, that action is final unless within 20 days of the Commission's written resolution recommending disapproval, the applicant files a written statement with the Municipal Clerk requesting that an ordinance amending the zoning map in accordance with the application be submitted to the Assembly.


for Tom Nelson
Secretary


for Don Poulton
Chair

(Case 2005-149, Tax I.D. No. 004-051-02, 004-082-07, 004-082-06, 004-082-12, 004-051-12, 004-051-01)

ac

MUNICIPALITY OF ANCHORAGE
PLANNING AND ZONING COMMISSION RESOLUTION NO. 2005-078

A RESOLUTION APPROVING PRELIMINARY PLAT S-11432-1, A ±60-ACRE RESUBDIVISION OF THREE (3) LOTS AND TWO (2) TRACTS INTO TWO TRACTS OF LAND FOR TRACT F, SECTION 16, T13N, R3W MORE PARTICULARLY DESCRIBED AS ALL THAT PORTION OF BUREAU OF LAND MANAGEMENT LOT TWO (2); THE SW ¼ NE ¼; AND THE SE ¼ NW ¼, SECTION 16, T13N, R3W, SEWARD MERIDIAN, ALASKA, BOUNDED ON THE SOUTH BY GLENN HIGHWAY RIGHT OF WAY (PROJECT F-0242-1); ON THE NORTH BY ALASKA INDUSTRIAL SUBDIVISION, PLAT 64-101 AND GLENN HIGHWAY NOW KNOWN AS MT. VIEW DRIVE; AND ON THE EAST BY ORAH DEE CLARK JUNIOR HIGH SCHOOL PLAT 71-257; BEING LOCATED IN THE ANCHORAGE RECORDING DISTRICT, THIRD JUDICIAL DISTRICT, STATE OF ALASKA (RECORD OF SURVEY 2005-129); LOTS 9, 10 & 16, BLOCK 7, ALASKA INDUSTRIAL SUBDIVISION (PER PLAT 64-101); AND TRACT A, ORAH DEE CLARK JUNIOR HIGH SCHOOL SUBDIVISION (PER PLAT 71-257), GENERALLY LOCATED EAST OF AIRPORT HEIGHTS DRIVE BETWEEN MOUNTAIN VIEW DRIVE AND THE GLENN HIGHWAY WITHIN THE N ½ OF SECTION 16, T13N, R3W, S.M., ALASKA (PROPOSED TRACT 1, MT. VIEW DEVELOPMENT SUBDIVISION AND TRACT A-1 ORAH DEE CLARK JUNIOR HIGH SCHOOL SUBDIVISION).

(Case S-11432-1; Tax I.D. 004-051-02, 004-082-07, 004-082-06, 004-082-12, 004-051-12, 004-051-01)

WHEREAS, a request has been received from the Municipality of Anchorage Heritage Land Bank for a ±60-acre resubdivision of three (3) lots and two (2) tracts into two (2) tracts for Tract F, Section 16, T13N, R3W more particularly described as all that portion of Bureau of Land Management Lot Two (2); the SW ¼ NE ¼; and the SE ¼ NW ¼, Section 16, T13N, R3W, Seward Meridian, Alaska, bounded on the South by Glenn Highway Right of Way (Project F-0242-1); on the North by Alaska Industrial Subdivision, Plat 64-101 and Glenn Highway now known as Mt. View Drive; and on the East by Orah Dee Clark Junior High School Plat 71-257; being located in the Anchorage Recording District, Third Judicial District, State of Alaska (Record of Survey 2005-129); Lots 9, 10 & 16, Block 7, Alaska Industrial Subdivision (per Plat 64-101); and Tract A, Orah Dee Clark Junior High School Subdivision (per Plat 71-257), generally located east of Airport Heights Drive between Mountain View Drive and the Glenn Highway within the N ½ of Section 16, T13N, R3W, S.M., Alaska (proposed Tract 1, Mt. View Development Subdivision and Tract A-1 Orah Dee Clark Junior High School Subdivision), and

WHEREAS, notices were published, posted and mailed and a public hearing was held December 12, 2005.

NOW, THEREFORE, BE IT RESOLVED, by the Municipal Planning and Zoning Commission that:

A. The Commission makes the following findings of fact:

1. The request is to replat three (3) lots and two (2) tracts into two tracts of land for property located east of Airport Heights Drive between Mountain View Drive and the Glenn Highway.
2. Tract A, Orah Dee Clark Junior High School Subdivision of the petition site is occupied by the Clark Middle School. Tract F of the petition site was formerly occupied by a materials storage yard operated by the Municipality. Lots 9, 10 & 16, Block 7, Alaska Industrial Subdivision are vacant.
3. The purpose of this subdivision is to assemble a parcel approximately 30 acres in size for a development project of mixed uses including large and small retail and professional services and businesses.
4. The proposed development is part of the effort to revitalize the commercial core area of Mountain View as envisioned by the community and summarized in the 1998 report for *Mountain View Drive - A Vision for the Future*. The mission statement of the report affirmed the desire that, "Mountain View Drive will become the showcase of an ethnically diverse community, a main street that is aesthetically pleasing, with appropriate landscaping, pedestrian friendly orientation that accommodates winter, and remains supported by strong zoning and code enforcement."
5. The proposed development includes 265,000 square feet of retail/office space and 78 housing units.
6. The preliminary plat is being heard in conjunction with a petition to rezone a portion of the petition site from I-1 (Light Industrial District) and I-2 SL (Heavy Industrial District with Special Limitations per AO 96-17) to B-3 (General Business District).
7. A Memorandum of Understanding transfers approximately five acres from the Anchorage School District to the Municipality of Anchorage. The five acres are an undeveloped portion of Clark Middle School property.
8. Wetlands impact a portion of the site. The petition site is lower in elevation than surrounding property and surface runoff drains across the petition site to the wetlands in the southwestern corner of the site which is the lowest point on the property.
9. Environmental studies performed to date concluded that the site "has a relatively high water table" and "dewatering will be necessary for utility installation and may be necessary during earthwork operations; that unqualified fill and debris has been placed on the western portion of the

site, and there is a potential that petroleum hydrocarbon and/or hazardous substances from on-site activities may have impacted the site. A work plan to conduct environmental cleanup activities was developed and submitted to Alaska Department of Environmental Conservation (ADEC) for review. ADEC has approved the work plan with comments.

10. The proposed development will be served by all public utilities. The electrical substation located on site will need to be relocated in the future. ML&P stated the substation is sufficient to serve the proposed development without increasing the capacity of the electrical substation.
11. AWWU water and sanitary sewer mainlines are located within the Mountain View Drive right-of-way. Water and sewer will be extended to serve the proposed development.
12. A storm water collection system is located within Mountain View Drive. A storm pipe extends south from Commercial Drive through the Clark Middle School site. Drainage from both Mountain View Drive and Clark Middle School are piped into the petition site collecting in the wetlands located at the southwestern corner of the property.
13. To mitigate the loss of the infiltration, it is proposed to increase the infiltration rate of the new drainage path by exposing the clean gravels that exist a few feet below the forest surface. A series of detention ponds are proposed along the southern boundary of the development site to receive on-site and upstream drainage. It is the intent to have snow collected and removed from the site. This effort will reduce the amount of spring runoff that the basins will need to detain.
14. Existing access to the site is from Porcupine Drive via Mountain View Drive that dead-ends at the north boundary of the petition site. A second access is proposed in the location of existing Lots 9 and 10, Block 7, Alaska Industrial Subdivision. Right-of-way is not being dedicated with this plat for the access and the access drive will be privately owned and maintained.
15. The recommendations of the TIA include the following:
 - a. Signalization at the proposed South Entrance to the Mountain View Development Project.
 - b. Mountain View Drive is recommended to be four lanes from the Glenn Highway to the proposed South Entrance and from that point would neck down to three lanes, with two moving lanes and one turn lane.

- c. No mitigation measures were found to be required for Porcupine Drive intersection which would continue to be a two-way stop-controlled intersection.
 - d. A North Entrance was addressed in the TIA that would serve the Mountain View Arts and Cultural Center anticipated to be developed by the year 2017. One of the locations being looked at for this facility is located northeast of the current petition site and west of Clark Middle School. No mitigation measures were recommended for the potential Mountain View Drive-North Entrance intersection. However, the TIA did recommend that "a traffic signal should be reevaluated in the future if the Anchorage School District decides to extend an access road from Clark Middle School to this intersection or if the property to the northwest gets redeveloped and a fourth leg is added."
16. The improvements of Mountain View Drive from Airport Heights Drive to Commercial are funded and currently in the design phase of development. The roadway improvements are anticipated to be completed by the opening of the Mountain View Community Center which is anticipated to occur by Thanksgiving 2006.
17. The 1997 *Areawide Trails Plan* shows a planned bicycle route along the Mountain View Drive and a planned multi-use paved trail along the south side of the Glenn Highway. The multi-use paved trail is part of the highway improvements with the reconstruction of the Glenn Highway from Ingra/Gambell Streets to McCarrey Drive. Mountain View Drive currently has five-foot sidewalks along both sides of the roadway from Commercial Drive to the Glenn Highway.
18. The Commission finds that, assuming the rezoning is approved by the Assembly, it is appropriate to replat the property into a new configuration that would make it amenable to development in the future.
- A. The Commission APPROVES the request to resubdivide three (3) lots and two (2) tracts into two (2) tracts for 18 months subject to the following conditions:
- 1. Resolving utility easements.
 - a. ACS requires a ten foot "telecommunication and electrical easement as shown on the attached plat.
 - b. AWWU requires a 30' wide water easement, centered over the water main crossing the southeast portion of Tract A, Orah Dee Clark Junior High School Subdivision.
 - 2. Showing the wetlands boundary on the final plat and providing a drainage easement or a plat note designating the wetlands area as the

recipient of concentrated discharge flows from the proposed development.

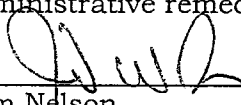
3. Resolving the need for landscape easements with the Planning Department based upon the final approved landscape plan and placing notes on the plat identifying the landscape standard and responsibility for the future maintenance of the landscaping.
4. Resolving future use of the industrial water well and the need to decommission the well in accordance with Alaska Department of Environmental Conservation (ADEC) standards if the well is not used for the proposed development.
5. Obtaining approval of a final Traffic Impact Analysis from the Municipal Traffic Engineer prior to recording a final plat. Any existing or proposed access to right of way from any lot or tract within these subdivisions shall be in conformance with an approved TIA or with the approval of the Municipal Traffic Engineer.
6. Submitting a storm water treatment plan to Project Management and Engineering for review and approval prior to recording a final plat.
7. Submitting a final drainage analysis to Project Management and Engineering prior to recording a final plat that in addition to the usual design requirements, includes specific design consideration for the existing easement and storm drain discharge pipe located on the adjacent eastern property, the existing storm drain pipe discharging into the Type C wetlands (proposed Fragment Lot 1), the limited ability of the existing downstream storm drain system to accommodate additional flows, and the performance fluctuations of an infiltration based design in freezing conditions.
8. Submitting an erosion and sediment control plan and a final grading and drainage plan to Project Management and Engineering for review and approval to determine the need for drainage easements and improvements prior to recording a final plat.
9. Entering into and recording a subdivision agreement with the Private Development Section, Project Management and Engineering for:
 - a. Construction of the South Entrance access from Mountain View Drive to municipal standards.
 - b. Extension of all utilities necessary for the development of the project to the property boundary. (Note: Utilities typically include public water and sanitary sewer, telephone and electric; gas and cable, if provided.)

- c. Grading and drainage improvements.
 - d. Erosion and sediment control.
 - e. Soil remediation, environmental clean up and soil compaction where needed to facilitate building construction, if necessary.
 - f. Street name signs, street lighting and traffic control devices.
 - g. Improvements required by the approved TIA that are not being installed by the Municipality.
 - h. Monumentation.
 - i. Landscaping in accordance with the final landscaping plan approved by the Planning Department.
10. Placing the following notes on the plat:
- a. "Development of the Type C wetlands will require a hydrology analysis and the installation of a drainage system equivalent to the function that is performed by the wetlands."
 - b. "Direct vehicular access to the Glenn Highway from any tract or lot within this subdivision is prohibited."
 - c. "Development on any lot or tract within this subdivision shall be in conformance with the final approved Traffic Impact Analysis (TIA) and any future amendment(s) to the approved TIA."
 - d. "Any existing or proposed access to right-of-way from any lot or tract within this subdivision shall be in conformance with the approved TIA and any future amendment(s) to the approved TIA or with the approval of the Municipal Traffic Engineer."
 - e. "Development on any lot or tract within this subdivision shall be in conformance with the final approved site plan and landscaping plan for a large retail/commercial establishment."

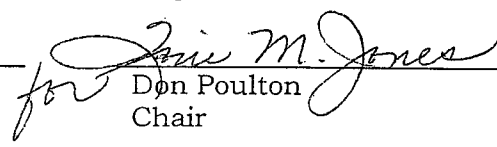
PASSED AND APPROVED by the Municipal Planning and Zoning Commission on the 12th day of December, 2005.

ADOPTED by the Anchorage Municipal Planning and Zoning Commission this _____ day of _____ 2006. If the secretary received a written request and intent to appeal, this written decision/resolution of the Planning and Zoning Commission is final and any party may appeal it within twenty (20) days to the Board of Adjustment pursuant to Anchorage Municipal Code 21.30.030 and Anchorage Municipal Code of Regulations 21.10.304. If the secretary did not receive a written request and intent to

appeal within seven (7) calendar days of the date the decision was made on the record, December 5, 2005, then this written decision is final and not appealable to any other administrative body. Final administrative decisions with no further administrative remedy may be appealed to the Superior Court within thirty (30) days.



Tom Nelson
Secretary



for Don Poulton
Chair

(Case Number S-11432-1)

(Tax I.D. 004-051-02, 004-082-07, 004-082-06, 004-082-12, 004-051-12, 004-051-01)

MO"B

MUNICIPALITY OF ANCHORAGE
PLANNING AND ZONING COMMISSION RESOLUTION NO. 2005-079

A RESOLUTION APPROVING A COMMERCIAL TRACT FRAGMENT LOT SITE PLAN CASE S-11433-1, TO CREATE FRAGMENT LOTS 1-14, WITHIN TRACT 1, MOUNTAIN VIEW DEVELOPMENT SUBDIVISION (PER PLAT 2006-____), GENERALLY LOCATED EAST OF AIRPORT HEIGHTS DRIVE BETWEEN MOUNTAIN VIEW DRIVE AND THE GLENN HIGHWAY WITHIN THE N ½ OF SECTION 16, T13N, R3W, S.M., ALASKA (PROPOSED COMMERCIAL TRACT FRAGMENT LOT SITE PLAN FOR MOUNTAIN VIEW DEVELOPMENT SUBDIVISION, TRACT 1).

(Case S-11433-1) (Reference Case S-11432-1; Tax I.D. 004-051-02, 004-082-07, 004-082-06, 004-082-12, 004-051-12, 004-051-01)

WHEREAS, a request has been received from the Municipality of Anchorage Heritage Land Bank for a Commercial Tract Fragment Lot Site Plan Case S-11433-1 to create Fragment Lots 1-14, within Tract 1, Mountain View Development Subdivision (per Plat 2006-____), generally located east of Airport Heights Drive between Mountain View Drive and the Glenn Highway within the N ½ of Section 16, T13N, R3W, S.M, Alaska (proposed Commercial Tract Fragment Lot Site Plan for Mountain View Development Subdivision, Tract 1), and

WHEREAS, notices were published, posted and mailed and a public hearing was held December 12, 2005.

NOW, THEREFORE, BE IT RESOLVED, by the Municipal Planning and Zoning Commission that:

- A. The Commission makes the following findings of fact:
1. This is a request to create a commercial tract with 14 fragment lots for Tract 1, Mountain View Development Subdivision (Case S-11432-1).
 2. AMC 21.15.134 states that the intent of a commercial tract is "to facilitate construction of commercial developments requiring multiple phases of construction." A commercial tract allows separate financing for the individual fragment lots without encumbering the entirety of the underlying plat. A commercial tract often involves different ownership interests or long term lease arrangements for the individual fragment lots.
 3. Designation of a commercial tract is allowed in the proposed B-3 (General Business District) zone.
 4. AMC 21.15.134 states that the Planning and Zoning Commission "shall be the platting authority for a commercial tract whose site plan includes a large retail establishment."

5. This commercial fragment lot site plan is being heard in conjunction with a public hearing site plan review for a large commercial establishment under the requirements of AMC 21.50.320.
6. Fragment Lot 1 is the location of the wetlands and is not designated for a commercial use with this development. Fragment Lots 9 and 13 are the location of common parking areas. The building footprints are shown on Fragment Lots 7 and 8 which are identified for retail shops and office use. Building footprints along with associated parking and freight loading areas are shown on Fragment Lots 2 and 11 which are identified as the location of the anchor tenants. The types of uses to be located in the anchor buildings have not been identified on the site plan. Fragment Lots 4, 5, 6 and 10 are shown as building pads for restaurant use; building footprints have not been shown on the commercial site plan for these fragment lots.
7. The commercial site plan may need to be revised to show the parking layout in conformance with the applicable parking lot design standards.
8. A conceptual landscape plan was submitted with the application for a public hearing site plan review (PZC Case 2005-150). Interior parking lot and perimeter landscaping is shown on the plan that is a mix of deciduous and evergreen trees along with ornamental plantings and ground cover. A final landscape plan must be submitted to the Planning Department for review and approval.
9. Two access points to the development are shown on the site plan. The existing from Porcupine Drive is the northernmost access. A 60-foot right-of-way is provided for Porcupine Drive which dead-ends at the northeast corner of the petition site. This right-of-way will be improved to municipal standards with sidewalks on both sides of the constructed roadway.
10. A second access, identified as the South Entrance in the Traffic Impact Analysis, is proposed in the location of existing Lots 9 and 10, Block 7, Alaska Industrial Subdivision.
11. Off-site and site generated drainage will be handled through a series of detention ponds along the south property boundary prior to infiltration into the Type C wetlands located on Fragment Lot 1.
12. Proposed declarations, covenants and restrictions need to be submitted to the Planning Department for review and approval.
13. The Commission finds that this request allows for the development of fragment lots and creates a legal vehicle for financing and for individual sites to be identified and developed.

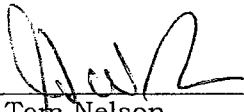
14. The Commission finds that with regard to the amendment to condition 7.f, it is appropriate for both the MOA and the COE to participate in the decision-making regarding wetlands and was confident the issues could be resolved.
 15. The Commission clarified that condition 8.b references the site and landscaping plan that will be dealt with in case 2005-150. MS. O'BRIEN replied in the affirmative.
- B. The Commission APPROVES the request for a commercial tract fragment lot site plan within Tract 1, Mountain View Development Subdivision (per preliminary plat Case S-11432-1) for 18 months subject to the following conditions:
1. Showing the wetlands boundary on the final commercial tract plat and providing a drainage easement or a plat note designating the wetlands area (Fragment Lot 1) as the recipient of concentrated discharge flows from the proposed development.
 2. Showing the detention ponds and any other required drainage improvements on the final commercial tract plat.
 3. Resolving the conditions for Case S-11432-1 and recording a final plat for the underlying subdivision (Tract 1, Mountain View Development Subdivision and Tract A-1, Orah Dee Clark Junior High School Subdivision) prior to recording a final commercial tract site plan for Fragment Lots 1-14.
 4. Obtaining approval of the parking lot layout from the Municipal Traffic Department and redesigning the commercial tract site plat if required to meet the parking design standards of AMC 21.45.080.W.4 prior to recording the commercial tract site plan.
 5. Submitting a final commercial tract site plan that is drawn to scale as required by AMC 21.15.134.B.2.d.
 6. Submitting a final landscape plan to the Planning Department for review and approval prior to recording a final commercial tract site plat.
 7. Submitting declarations, covenants and restrictions to the Planning Department for review and approval that address, but are not necessarily limited to, the following:
 - a. A snow removal plan including responsibility for snow removal from sidewalks adjacent to store fronts, pedestrian access pathways and the stairway to the lower level of retail uses on Fragment Lot 9.

- b. Responsibility for maintenance of the required interior parking lot landscaping and perimeter landscaping including removal and replacement of dead vegetation.
 - c. Architectural controls that are established in conformance with the approved site plan and elevations.
 - d. Design controls for and placement of signage on store fronts.
 - e. Responsibility for maintenance of the drainage system and detention ponds.
 - f. Retention of the wetlands on Fragment Lot 1 as an undisturbed area as part of the drainage system serving this development. Activities that are prohibited within Fragment Lot 1 include but are not necessarily limited to following: the disturbance and/or removal of vegetation; grading, fill or excavation of the wetlands unless otherwise permitted by the Municipality and the Corps of Engineers; snow dumping and/or storage; the storage of materials, equipment, vehicles; parking.
8. Placing the following notes on the plat:
- a. "Development of the Type C wetlands (Fragment Lot 1) will require a hydrology analysis and the installation of a drainage system equivalent to the function that is performed by the wetlands."
 - b. "Landscaping shall be installed with the development of the property in accordance with the approved Site and Landscaping Plan on file in the Planning Department. The required landscaping shall be maintained by the owner and/or his/her designee(s) for the life of the use(s)."
 - c. "Direct vehicular access to the Glenn Highway from any tract or lot within this subdivision is prohibited."
 - d. "Any development on any fragment lot within this subdivision shall be in conformance with the approved Traffic Impact Analysis (TIA) and any future amendment(s) to the approved TIA."
 - e. "Any existing or proposed access to right of way from any fragment lot within this subdivision shall be in conformance with the approved Traffic Impact Analysis (TIA) and any future amendment(s) to the approved TIA or with the approval of the Municipal Traffic Engineer."

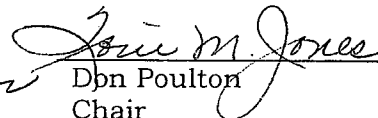
- f. "Snow shall be removed in accordance with the snow removal plan contained in the recorded declarations, covenants and restrictions governing development of this property."

PASSED AND APPROVED by the Municipal Planning and Zoning Commission on the 12th day of December, 2005.

ADOPTED by the Anchorage Municipal Planning and Zoning Commission this _____ day of _____ 2006. If the secretary received a written request and intent to appeal, this written decision/resolution of the Planning and Zoning Commission is final and any party may appeal it within twenty (20) days to the Board of Adjustment pursuant to Anchorage Municipal Code 21.30.030 and Anchorage Municipal Code of Regulations 21.10.304. If the secretary did not receive a written request and intent to appeal within seven (7) calendar days of the date the decision was made on the record, December 5, 2005, then this written decision is final and not appealable to any other administrative body. Final administrative decisions with no further administrative remedy may be appealed to the Superior Court within thirty (30) days.



Tom Nelson
Secretary


for _____
Don Poulton
Chair

(Case S-11433-1)
(Reference Case S-11432-1; Tax I.D. 004-051-02, 004-082-07, 004-082-06, 004-082-12,
004-051-12, 004-051-01)

MO'B

**MUNICIPALITY OF ANCHORAGE
PLANNING AND ZONING COMMISSION RESOLUTION NO. 2005-080**

A RESOLUTION GRANTING APPROVAL OF A SITE PLAN REVIEW FOR THE MOUNTAIN VIEW COMMUNITY CENTER; TRACT A, ORAH DEE CLARK JUNIOR HIGH SCHOOL SUBDIVISION; LOTS 9, 10, & 16, BLOCK 7, ALASKA INDUSTRIAL SUBDIVISION; TRACT F, SECTION 16, T13N, R3W MORE PARTICULARLY DESCRIBED AS ALL THAT PORTION OF BUREAU OF LAND MANAGEMENT LOT TWO, THE SW $\frac{1}{4}$ NW $\frac{1}{4}$, AND THE SE $\frac{1}{4}$ NW $\frac{1}{4}$, SECTION 16, T13N, R3W SEWARD MERIDIAN, ALASKA, BOUNDED ON THE SOUTH BY GLENN HIGHWAY RIGHT OF WAY; ON THE NORTH BY ALASKA INDUSTRIAL SUBDIVISION, AND GLENN HIGHWAY NOW KNOWN AS MT. VIEW DRIVE; AND ON THE EAST BY ORAH DEE CLARK JUNIOR HIGH SCHOOL PLAT 71-257; BEING LOCATED IN THE ANCHORAGE RECORDING DISTRICT, THIRD JUDICIAL DISTRICT, STATE OF ALASKA; GENERALLY LOCATED ON MOUNTAIN VIEW DRIVE BETWEEN THE GLENN HIGHWAY AND COMMERCIAL DRIVE.

(Case 2004-150; Tax ID. No. 004-051-02; 004-082-07; 004-051-12; 004-051-01)

WHEREAS, a petition has been received from P.O'B Montgomery, requesting site plan approval for The Mountain View Community Center, generally located on Mountain View Drive between the Glenn Highway and Commercial Drive, and

WHEREAS, a public hearing was held on December 12, 2005, and

WHEREAS, requests for preliminary plats and a rezone were also heard at the public hearing for the subject project and parcel, and

NOW, THEREFORE BE IT RESOLVED, by the Municipal Planning and Zoning Commission that:

A. The Commission makes the following findings of fact:

1. The developer, P.O'B Montgomery, plans to construct a commercial center generally consisting of large and small retail and professional services and businesses. The commercial center is a major component of the overall intent to create a mixed use commercial and residential development.
2. According to the definition of Large Retail Establishment in AMC 21.35.020, this development is considered a Large Retail Establishment, and falls under the site plan review requirements of AMC 21.50.320.
3. A Memorandum of Understanding transfers approximately five acres from the Anchorage School District to the Municipality of Anchorage to facilitate the project. The five acres are an undeveloped portion of Clark Middle School.
4. The proposed development is located within the Mountain View Arts and Cultural District. The project is envisioned as an undertaking to help revitalize the

Mountain View community by attracting patrons within and outside of the immediate area to support the commercial center.

6. The design consists of three large buildings and four pads totaling approximately 242,821 square feet of gross leaseable area. The L-shaped building is three stories in height with retail on the first floor and office space on the upper two floors.
7. A draft Traffic Impact Analysis was prepared by DOWL Engineers. The TIA concluded that two traffic mitigation measures are needed to facilitate the Mountain View Community Center development: 1) Install a traffic signal at the intersection of Mountain View Drive/South Loop Road and 2) convert Mountain View Drive from a four-lane roadway to a three-lane roadway from the Glenn Highway to Commercial Drive. Vehicular access to the development is proposed from Mountain View Drive which is classified as a Minor Arterial. Two entry/exit drives from Mountain View Drive provide access to the commercial center. Parking lots are located off a loop road that runs through the center parking lot.
8. The elevation difference between Mountain View Drive and the building site is approximately 20 to 25 feet.
9. The site plan aligns the grid to the south to accommodate a pedestrian overpass across the Glenn Highway from the Northway Mall area when the Glenn Highway to Seward Highway project occurs. According to the petitioner's representative, Mr. Tim Potter, the highway project includes a grade separated interchange for the Glenn Highway and Bragaw Street with sidewalk connections at grade with the road. There will also be a grade separation at Airport Heights/Mt. View Drive and the Glenn Highway. There are locations where a vertical bridge could be incorporated, depending on coordination with the highway plan.
10. The plaza and stairs adjacent to the L-shaped building connecting the upper and lower levels will have heated pavement in response to Winter City principles.
11. The Commission questioned at length the parking needs of the center and finds the number of parking spaces proposed is reasonable.
12. Following discussion regarding employee security at the rear parking lot of proposed Building B, the Commission finds that, according to the petitioner's representative Mr. David Irwin, security is handled at multiple levels, including security staffing, lighting. He also stated that some retailers have closed circuit television, and some escort employees out in the evenings. Mr. Irwin further stated that security patrols would be active after hours and he therefore did not believe controlled access to the site after hours is necessary.

B. The Commission approves the site plan for Mountain View Community Center, subject to the following conditions:

1. All construction and improvements related to this approval shall be substantially in compliance with the review application, narrative including the draft Traffic Impact Analysis and Preliminary Subsurface Exploration, and the following plans on file with the Planning Department, except as modified by conditions of this approval:

Mountain View Community Center, prepared by P.O' B Montgomery & Co, Benner Stange Associates, DOWL Engineers; sheet View Looking at Plaza no date, no sheet no.; sheets 1.0, 1.1, 1.2, and C1 dated Oct 11, 2005, L-1 dated October 11, 2005; sheets 2.1, 2.2, 2.3, 2.4, 3.1, and 3.2. dated Oct 11, 2005.

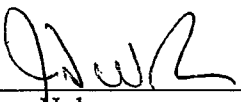
2. All lighting including building lighting shall use full cutoff fixtures as defined by IESNA and metal halide fixtures. Parking lot lighting illumination levels shall not exceed 0.5 footcandle and an average of 2.5 footcandle in accordance with IES Recommended Practices. The maximum illumination shall also meet the Recommended Practices accordingly.
3. No snow shall be stored on site other than temporary storage in the perimeter parking lot. All stored snow shall be removed from the site within 72 hours. Indicate snow storage areas on the landscape plan. Should a residential development border the subject site in the future, no snow removal or plowing shall occur between the hours of 10:00 pm and 7:00 am.
4. Pedestrian access shall be provided between the commercial center and any future residential development adjacent to the center.
5. If entering into a subdivision agreement, submit a copy of the Storm Water Pollution Prevention Plan to Project Management & Engineering.
6. Extend pavement heating to include the stairs linking the upper and lower levels of the L-shaped building.
7. Provide a similar degree of architectural treatment for the rear of Building A as provided for the front and side elevations to the extent possible without interfering with structural requirements.
8. Provide the following:
 - a. details of community spaces including seating and bike rack locations;

- b. details of all screening walls and fences;
 - c. lighting plan and indicate the proposed lamp wattage and footcandle illuminance;
 - d. parking lot sidewalks a minimum of six feet after accounting for vehicle overhang for the central parking lot island and five feet for all other sidewalks;
 - e. cut sheets for intended building lighting, parking lot, and sidewalk lighting;
 - f. sidewalks along the two entry drives from Mountain View Drive separated from vehicular traffic by a minimum of four feet to provide a buffer from traffic and for snow storage;
 - g. address how and where deliveries will be made to the retail shops planned for the L-shaped building if a loading and delivery area is not provided; and
 - h. final grading and drainage plan integrated with final landscape plan.
 - i. address accessibility in regards to ADA requirements.
 - j. Address with staff the safety and safety features of parking on the east side of Building B.
 - k. Resolve with staff and ASD the need and design for a safe pedestrian connection to the middle school site and ballfields along the north or east edge of the development.
 - l. Provide a transit stop and waiting area at the interior of the site.
 - m. Resolve with staff the need and standards for buffering to screen this site from the highway and school site.
 - n. Resolve with PM&E and Traffic the participation of the developer in intersection upgrades to meet the traffic generated by this site.
9. Resolve the following with the Traffic Department:
- a. The required Traffic Impact Analysis must be approved by the Municipal Traffic Engineer prior to rezone, replat, and development.
 - b. All construction within the surrounding rights of way shall conform to requirements in an approved TIA.
 - c. Vehicular access shall conform to an approved TIA.

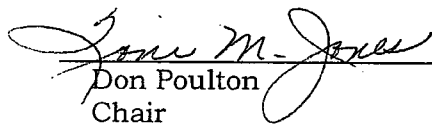
- d. All development shall be constructed to conform to approved TIA requirements.
- e. Outdoor storage areas, landscaping mechanical equipment spaces, loading bay areas, display areas, trash collection areas, recycling areas, and snow storage areas shall not be constructed or arrange in a manner that blocks vehicle or pedestrian lanes of travel or blocks the site distance for vehicle or pedestrian lanes of travel.
- f. Vehicle circulation aisles and vehicle parking stalls shall meet the requirements of AMC 21.45.080.W.4, design standards for parking spaces. Requirements include, but are not limited to, 9'x20' minimum parking stall size, minimum 24' wide vehicle circulation aisles.

ADOPTED by the Anchorage Municipal Planning and Zoning Commission this _____ day of _____ 2006. If the secretary received a written request and intent to appeal, this written decision/resolution of the Planning and Zoning Commission is final and any party may appeal it within twenty (20) days to the Board of Adjustment pursuant to Anchorage Municipal Code 21.30.030 and Anchorage Municipal Code of Regulations 21.10.304. If the secretary did not receive a written request and intent to appeal within seven (7) calendar days of the date the decision was made on the record, December 12, 2005, then this written decision is final and not appealable to any other administrative body. Final administrative decisions with no further administrative remedy may be appealed to the Superior Court within thirty (30) days.

PASSED AND APPROVED by the Municipal Planning and Zoning Commission this 12th day of December 2005.



Tom Nelson
Secretary



Don Poulton
Chair

(Case 2004-150 Tax ID. No. 004-051-02; 004-082-07; 004-051-12; 004-051-01)

sf

AYE: Isham, Pease, T. Jones, Poulton, Simonian, Wielechowski
NAY: None

PASSED

E. UNFINISHED BUSINESS AND ACTIONS ON PUBLIC HEARINGS --
None

F. REGULAR AGENDA - None

G. PUBLIC HEARINGS

- 1. 2005-140** Dale F & Fabiana C Wanner. A request to rezone approximately 2.33 acres from R-2M (Multiple Family Residential) to R-3 (Multiple Family Residential). Eastview Estates, Tract A. Located on the southwest corner of Wanner Circle and Peck Avenue.

POSTPONED TO JANUARY 9, 2006

CHAIR POULTON indicated that related cases 2005-149, S-11432, S-11433, and 2005-150 would be heard concurrently but action would be taken separately.

- 2. 2005-149** POB Montgomery & Company. A request to rezone approximately 34 acres from I-1 (Light Industrial), I-2SL (Heavy Industrial with Special Limitations) and PLI (Public Lands and Institutions) to B-3 (General Business). T13N R3W, Section 16, S.M., AK, Tract F; Alaska Industrial Subdivision, Block 7, Lots 9, 10, and 16; and Orah Dee Clark Jr. High, Tract A, a portion thereof. Located at 3425 Porcupine Drive, generally south of Mountain View Drive and north of the Glenn Highway.

- 3. S-11432** Municipality of Anchorage Heritage Land Bank. To subdivide 3 lots and 2 tracts of land into 2 tracts of land. T13N, R3W, Section 16, Tract F; Alaska Industrial Subdivision, Block 7, Lots 9, 10 & 16 (per plat 64-101); and Orah Dee Clark Junior High School Subdivision, Tract A (per plat 71-257). Located within the N1/2 of Section 16, T13N, R3W, S.M., Alaska. NOTE:

This platting case will be heard by the Planning and Zoning Commission only, in this instance it will not be heard by the Platting Board.

4. S-11433

Municipality of Anchorage Heritage Land Bank. A Commercial Tract Fragment Lot Site Plan to create 1 tract and 14 lots from 2 tracts of land (per preliminary plat case 11432-1, Mountain View Development Subdivision, Tract 1, Fragment Lots 1 through 14). Located within the N1/2 of Section 16, T13N, R3W, S.M., Alaska NOTE: This platting case will be heard by the Planning and Zoning Commission only, in this instance it will not be heard by the Platting Board.

5. 2005-150

POB Montgomery & Company. A site plan review for a large retail establishment. T13N R3W, Section 16, S.M., AK, Tract F; Alaska Industrial Subdivision, Block 7, Lots 9, 10, and 16 and Orah Dee Clark Jr. High, Tract A, a portion thereof. Located at 3425 Porcupine Drive, generally south of Mountain View Drive and north of the Glenn Highway.

Staff member ANGELA CHAMBERS explained the petition site is located at the northeast corner of Glenn Highway and Mt. View Drive. She noted that each case is separate with individual codified requirements and review parameters and requires separate action. Staff will present an overview of the presentation for all four cases. Appropriate staff is available to answer particular questions related to each of the cases. Margaret O'Brien was available to answer questions regarding the platting cases, Sharon Ferguson for questions regarding site plan review, and Ana Taylor from Project Management and Engineering for drainage issues, and Ms. Chambers for questions regarding the rezone. The petitioner is POB Montgomery to rezone the area from I-1, I-2SL and PLI to B-3 and to replat the property into one underlying parcel with an overlying commercial tract site plan, and a large retail establishment site plan review. The purpose of the request is to accommodate a proposed new mixed-use development with commercial and future residential uses that currently would not be allowed with the restrictive existing zoning, as well as the existing lot configuration. The landscape plan submitted this evening depicts the first phase of development. There are multiple landowners involved, the primary of which is the Municipality of Anchorage. The Anchorage School District (ASD) also owns part of this

property and outlying lots are privately owned. This project involves land trades and sale between owners of the private company and property owners. The intent is that final ownership of the property will be by POB Montgomery to facilitate this development. The commercial tract and large retail establishment site plan review encompass Phase I of the development with a mix of large and small commercial and professional businesses. Residential use is intended for Phase II at the northern portion of the site. Those have not been presented at this time and will not be required to come back before the Commission unless they fall under large retail establishment rules. In order to ensure the site is developed as a true mixed-use development, as is the intent of the petitioner, a special limitation is being recommended on the rezone for a minimum residential density of 12 DUA. There have been recent efforts launched to revitalize the Mountain View area. The community itself has developed a vision for the main business corridor intended to attract other users outside of the Mountain View area. There has also been an effort to improve design standards, including landscaping, street and pedestrian improvements, and the Mountain View Arts & Cultural District. The majority of the site has long been vacant. The largest part of the parcel also had a history of use for snow dumping. The zoning allows for other industrial uses that are not appropriate for the site. Anchorage 2020 promotes infill and redevelopment of unused and partially developed parcels, as well as obsolete buildings, to help reshape and modernize older areas so they can better meet future needs for housing, as well as other uses and activities. Anchorage 2020 provides guidance that all commercial development be located and designed to contribute to improving Anchorage's overall land-use efficiency, compatibility, and traffic flow. This also involves concerns with wetlands, drainage, transit use, pedestrian access, and appearance. Many of these issues are a large part of the focus of the plat review and the site plan review and there are conditions addressing them. Approval of the request will assist in eliminating the problems associated with strip commercial development in the greater Mountain View area by allowing consolidation of the lots and adherence to the large retail establishment principles for said improvements. The Department finds the proposed rezone plats and site design, with the requirements as recommended and attention to details consistent with winter city design concepts, to be consistent with Anchorage 2020 and its policies to provide for a mixed density and mixed use development, lot consolidation, and infill and redevelopment to improve the design and site compatibility with the area. The Department recommends approval of the four cases.

COMMISSIONER WIELECHOWSKI noted this is a large project that will impact the Mountain View area, so he was surprised that no public comments were received. He asked for comment on the public

notification. MS. CHAMBERS stated that 40 public hearing notices were mailed for the rezone and one comment was provided in response to the platting cases, but that comment was about the rezone; it was distributed to the Commission this evening. There has been no other public response. The site has been posted. COMMISSIONER WIELECHOWSKI asked if the Mountain View Community Council has been met with the petitioner and, if so, what was their reaction. MS. CHAMBERS suggested that the petitioner speak to this question.

COMMISSIONER PEASE asked how Staff is interpreting the depiction of the town center on the Land Use Map in the Comprehensive Plan. She asked where is the location of the town center boundary and how does this project relate to the intended boundary of the town center. MS. CHAMBERS replied that how zoning would relate to the town center was examined in the review of the rezoning. The town center is on the periphery of the Northway Mall. The boundaries of the town center are not identified. There has been some preliminary planning, but no plan is adopted and nothing is on the horizon for this area. The focus in this area has been working with other Anchorage 2020 policies and the work that has been done to revitalize Mountain View, including the road network and Arts & Cultural District. COMMISSIONER PEASE asked if this project is required to adhere to the large retail establishment standards or is that being done in cooperation with the Municipality. MS. CHAMBERS replied that this project is required to undergo the large retail establishment site plan review due to the combined square footage of the retail buildings on the site. Professional office buildings are not part of the retail establishment. Due to the platting desired, the project is also required to undergo a commercial fragment lot site plan review.

COMMISSIONER WIELECHOWSKI asked if the Commission should review this project as a town center. MS. CHAMBERS replied that at this time it would be difficult to call this either an industrial reserve or a town center, it is on located the periphery of the industrial reserve. The town center is given a minimum and maximum range in Anchorage 2020. COMMISSIONER PEASE stated the size is generally one-half to one mile in diameter. MS. CHAMBERS stated that generally centers out from the Northway Mall area. This area can only be defined through a separate platting process. The Commission can review this as being in a town center, if it wishes. However, there have been past attempts to identify the Northway Town Center and it has been difficult, therefore, this project is being viewed as a Mountain View revitalization area.

The public hearing was opened.

TIM POTTER, representing the petitioners, introduced David Irwin of POB Montgomery and Roger Stange, the lead architect on the project who has experience with centers of this type for POB Montgomery. He felt the Staff had done a good job in reviewing the rezone. The industrial zoning of the property is improper in the context of Anchorage 2020 and in the context of the ongoing efforts to redevelop Mountain View. The project would create mixed use and residential development, as well as create jobs in the community to which people can walk. The petitioner does not object to the conditions on the rezone. MR. POTTER stated he participated with the firm that did the draft town center redevelopment plan for the Northway Mall area, about which he could provide detail in response to questions. The second case (S-11432) is a tract plat. The petitioner is attempting to use a commercial tract fragment lot subdivision approach to this property. The ordinance under which this mechanism exists was brought to Anchorage in 1982 from Seattle by the Rainier Fund, which developed the Frontier Building and some additions to the Northway Mall. It was an effort to recognize that there could be phased development with opening between structures. The fire and plumbing code do not allow openings across property lines, buildings cannot be built across property lines, and service lines cannot be extended across property lines, they must be mains. This mechanism allows more of a neighborhood development approach with a set of CC&Rs that control how the property will be operated, maintained, landscaped, painted, etc. In order to do this, the property within which a fragment lot subdivision is done must become a single commercially zoned parcel. To accomplish this, there must be a rezone of the lots, tracts, and Clark Middle School site to house Tract G4, the fragment lot subdivision, within. The third case (S-11433) is the fragment lot subdivision that creates the legal lots for sale or lease. The fragment lot lines are not recognized by fire or plumbing code, so buildings can be built to lot lines without having yard setbacks. The lot can be as small as the footprint of the building, which forces a more common approach to parking. Typically in these projects, all the parking will be located in a single tract and operated under the provisions of the CC&Rs and then the buildings are on singular lots. The three buildings shown in the center of the site plan will probably be restaurant out parcels and each is located on a separate lot. This type of development is common Outside and it has been done for Dimond Center, University Center, Northway Mall, and Anchorage 5th Avenue Mall. Commercial tract is the creation of the overall governing tract. MR. POTTER asked that several Staff conditions in case S-11432 be changed. He stated condition 4 to resolve future use of the industrial water well will be done, but he was not sure if the well would be decommissioned or modified to a non-potable water source and used for irrigation purposes. He assumed that in condition 6 "treat" should read "treatment". He noted that condition 9.c and 9.d deal with major power transmission lines and the ML&P power substation adjacent to and crossing over this site. Through separate agreements and memorandums of agreement with the Municipal Heritage Land Bank (HLB), ML&P will provide these services. It is not appropriate or possible to include these within the subdivision agreement.

Condition 9.g requires soil remediation and, while he did not object, he wanted to add "if necessary" added. The soil remediation is ongoing and before POB Montgomery takes possession of title to the property there will be a no further action letter from ADEC so these items would not be necessary in the subdivision agreement.

Case S-11433 is the fragment lot site plan, is a way to fragment into legal parcels that can be sold, leased, and financed separately. The plat creates 14 fragment lots; Fragment Lot 1 at Mt. View Drive and the Glenn Highway would be held by the HLB and utilized for stormwater retention and treatment, and eventually utilized by ADOT when the highway-to-highway project is done. MR. POTTER asked that condition 7.f that prohibits certain things in Fragment Lot 1 be amended to add after "wetland" the phrase "unless otherwise permitted by Municipality of Anchorage and Corps of Engineers." He explained it might be desirable to perforate the buffer in order to increase the absorption rate into the gravels and manage the flow of water coming from 140 acres of Mountain View through this parcel.

MR. POTTER next spoke to the conditions on case 2005-150, the large retail establishment site plan review. He stated with respect to condition 6 regarding extension of heated pavement to include the stairs linking the upper and lower levels of the L-shaped building, that the petitioner will incorporate heated sidewalks into the sidewalks in front of the combined retail/office buildings and the plaza stairway. He noted regarding condition 7 that the architect will clarify how a portion of Building A is actually a retaining structure to the adjacent slope. For this reason it is not possible to give the rear of the building treatment such as fenestration and because it is the loading dock area.

DAVID IRWIN, Executive Vice President of POB Montgomery, explained this company was founded in the early 1980s and is based in Dallas with a field office in Kirkland, Washington. The company specializes in commercial development/redevelopment, management and operation of commercial properties throughout the western U.S. If there is any area of specialization, it is redeveloping older malls and older shopping center properties and change of use properties; this project falls into the latter category given its historic use as a dumping ground. The company came to Alaska two or three years ago and started working in Fairbanks where it undertook a large project. The company became intrigued with the northeast area of Anchorage and approximately 1.5 years ago began speaking with consultants about development/redevelopment opportunities there. The company did research on the redevelopment efforts and arts & cultural efforts in Mountain View and identified this property to bring redevelopment and significant financial investment into Mountain View. This project is the culmination of over a year of design planning and effort. The company has worked with the Administration, the Planning Department, the Community Development Authority, and the Mountain View Community Council.

In the last eight months there have been three formal presentations to the Council and countless ad hoc meetings with various stakeholders in Mountain View. He noted that a meeting will be held tomorrow morning with a group of stakeholders and Mountain View residents to discuss details of the project such as site furniture, placement of artwork, and community functions in public spaces. The company intends to work with the community to make this their center. This commitment has been made to the Council. A presentation has also been made to Russian Jack Community Council. Attempts were made to schedule a meeting with Airport Heights Community Council, but scheduling has not permitted. The company has expressed their willingness to meet with them as well.

ROGER STANGE, project architect, reviewed the site plan showing an overlay of how this project relates to the rest of the neighborhood. In the initial design there were several issues that had to be taken into consideration. The site involves a 25-foot high hillside of up to Mt. View Drive. The entire community is split by the Glenn Highway and the street pattern changes. The site plan attempts to resolve this situation. This project breaks into parking and building areas at the same scale as Anchorage. It also aligns the grid to the south in the event of potential expansion or pedestrian connections to the south across the Glenn Highway. The two access points to the project off of the Mt. View Drive would contain both vehicle and pedestrian access into the site. The site plan contains three or four distinct areas: the edges of the site contain larger retailers ranging from 30,000 SF and down, the area in the middle of the site has specialty shop tenants, above those shop tenants are two stories of office space. This space can be treated similar to a daylight basement because of the slope. The building is three stories but appears two stories from the back. The building connects to a central plaza that will serve as a gathering point for the neighborhood. The plaza will be heated, a different color and texture, and will have street trees. The plaza is surrounded by buildings on all four sides. A restaurant core will be located in the middle of this area. The plaza area would be a place for people to eat, gather, and could accommodate public activities both in winter and summer. The parking is contained in three separate areas that are broken into four or five smaller subcomponents that are divided by pedestrian circulation patterns and landscape barriers. There is an extensive pedestrian network that ties the stores together so that driving from one store to another is not necessary. MR. STANGE reviewed an area that would be occupied by a larger retail tenant, explaining the loading would be in the back, a divided storefront in the front to produce a small pedestrian scale, including awning treatment and a variety of elevation treatment. In the office/retail component, there will be retail on the base ranging from 50 to 70 feet in depth, with office uses above. The central plaza area in the center of the site has the potential for performance groups, vendors, and a food court area. MR. STANGE explained that the elevations vary in height, materials, and mass. Greater height is used at the tenant entries. The materials include plaster, masonry, stone incorporated into the base, and a synthetic

roofing material to produce something that is semi-residential in appearance. The central plaza is bordered by two towers; one a clock and the other that is office. The design incorporates a number of different materials into an architectural design that has large variety and interest, but that is tied together through use of materials.

MR. POTTER stated he has traveled Outside in the last few years to find example projects so that he has reference point and context toward developing town centers. POB Montgomery has a proven track record. Mr. Stange has a track record of success in this type of project. The petitioner has worked closely with the Community Council. Some people were apprehensive at the start, but the fact there are not any public comments is a credit to the petitioner's work with the community.

COMMISSIONER PEASE asked if there was any attempt to include public facilities or to link the project to the school on the eastern border. She asked what is the relationship of this project to the school. MR. POTTER stated an ASD representative has been involved in the project planning. Clark Middle School is going through a redesign project at this time. It was clear that a pedestrian connection is acceptable, but there was a desire by the ASD to not have a vehicular connection. The project creates ways for pedestrians to get to and from the facility and to the Mt. View Drive corridor and not preclude the ability for an overpass when the highway-to-highway connection occurs. COMMISSIONER PEASE noted that the eastern side of the project is the loading zone for Building B. She was unsure what types of materials would be loaded and during what hours and whether or not the school would be impacted. She asked if the ASD is concerned with impacts from those activities and whether the buffering and the grade separation meet the ASD's concerns. MR. POTTER stated that building and the loading operations have been examined. The initial layout for the school would not place buildings in that area.

COMMISSIONER WIELECHOWSKI asked what are the prospects of adding residential to this area and are there any assurances that will occur. MR. POTTER replied that initially the triangular area and the area up to Mt. View Drive were examined as places for residential. The office levels of the buildings were being looked at as residential. After working with property owners to the northeast along Mt. View Drive that the Municipality would not be able to consolidate those properties into a single ownership in order to move forward with that concept. Working with the Administration, the petitioner has looked at the area to the north and east of the site for a residential component in a second phase. The Heritage Land Bank (HLB) is interested in participating in that project and then continuing to the north and slightly to the east. There is a mobile home park that has not taken in additional mobile homes because the owners understand the use will transition to a different style of housing in the future. COMMISSIONER WIELECHOWSKI asked what is the size of the adjacent

property and who owns that property. MR. POTTER replied there is a total of 15 acres, which at 20 DUA could yield 300 units. WENDI MIKOWSKI with the Anchorage Community Development Authority stated the mobile home property is not within the HLB at this time. No new mobile homes have been added to that site in the last 10 years because the owner would like to do something different potentially through a partnership with the HLB. The triangular piece of property is owned by the Community Land Trust. MR. POTTER believed the trailer park is zoned R-3.

COMMISSIONER PEASE asked if the Community Land Trust owns the triangular shaped piece of land. MS. MIKOWSKI replied they own Alaska Industrial Subdivision, Lot 2A.

COMMISSIONER WIELECHOWSKI referred to page 7 of the analysis for case 2005-150 and stated he is concerned with the parking. There is a need for 863 parking stalls and yet there are 947 stalls. He asked why additional parking is needed. MR. POTTER responded that general commercial requires 1 space for every 300 SF, a shopping center requires 1 space for every 250 SF. This project has a parking ratio of 4, which is 1 space for every 250 SF. He stated this project has one of the lowest number of parking spaces in the city. The recent Carrs Store fragment lot site plan and large retail establishment review in South Anchorage was authorized to have an overall standard of 6 parking spaces per 1,000. This project is a very detailed plan and there is a great deal of landscaping; there is also a requirement for short-term snow storage and removal. The additional parking spaces at the perimeter of the site can be utilized for interim snow storage.

COMMISSIONER PEASE asked to be shown how transit and pedestrian access will link this project to the neighborhood and the crossing of the highway for neighborhoods to the south of the Glenn. MR. POTTER used an aerial photograph to show there would be direct pedestrian access to Mt. View Drive. A traffic signal is proposed at one intersection. In conjunction with this project, the city is doing a Mt. View Drive upgrade project with widened sidewalks and pedestrian improvements. Pedestrians can approach the access points into the project via the separated sidewalks along Mt. View Drive. At the L-shaped building there is access to the office space or onto heated walkways through the plaza. There are also large pedestrian walkways through the parking lots. There is a pedestal area that can be a sign component, but depending on the design of the Glenn Highway, the highway will probably be depressed by 6 feet, improving the grade separation. When the Northway Mall town center draft planning was done, there was an indication that a pedestrian connection should be provided in some fashion. When the Glenn Highway is redone, the Glenn and Bragaw will be a grade separated interchange and there will be sidewalk connections at grade with the road. There will also be a grade separation at Airport Heights/Mt. View

Drive and the Glenn. There are locations where a vertical bridge could be incorporated, depending what can be coordinated with the highway plan.

CATHY GLEASON felt this project was very interesting. However, an ordinance adopted in 1996 for a rezone required retention of a 150-foot wide buffer of natural vegetation along the southern boundary abutting the Glenn Highway and a 50-foot wide buffer of natural vegetation along the eastern boundary adjacent to the mobile home park and Clark Middle School. She was not aware if that was being done with this project, but felt that for the sake of consistency it was a good idea. This is a beautiful wooded area and she felt a buffer should be retained outside of any right-of-way given to the highway-to-highway project, pedestrian facilities, or utilities. A buffer should also be required outside of the pedestrian bridge. She hoped that the developers would recognize the huge mistakes that have been made in this town with regard to parking lot landscaping. Landscaping should be wide enough so car bumpers do not damage into the trees. There is lack of leaf coverage from September to May so evergreens should be incorporated into the landscaping plan.

COMMISSIONER PEASE asked for Staff response to the 1996 requirements for a vegetative buffer. MS. CHAMBERS understood the reason for the buffering on the previous rezoning was the heavy industrial uses that were proposed. This property is inappropriately zoned as industrial given its location. The buffers proposed along the east and the Glenn Highway are less but seem adequate. Staff member SHARON FERGUSON added that the existing vegetation in the area of the southern boundary line would likely have to be removed in order to make way for the drainage improvements.

DIANNE HOLMES stated that as someone who is obviously very interested in Title 21 and who has been involved in Anchorage 2020, she was aware of some of the design criteria citizens want for a better looking city. She was stricken by the fact that this project looks like a parking lot with buildings around it and restaurants in the center, rather than a design with a core set of buildings with adequate pedestrian ways where people do not have to cross parking lots and where parking is on the side. She did not see why the buildings could not be drawn into a central core with parking around the edges, which would be safer for walking and make it easier to get from one store to the other. She agreed with Ms. Gleason that the use of evergreens should be encouraged.

In rebuttal, MR. POTTER offered to clarify the changes to conditions he had requested. He stated there is extensive landscaping in this project. The efforts in Title 21 to minimize parking lots so they are broken into smaller spaces is done by this plan. This plan tries to capture the southern light and take advantage of the views to create something special. The buildings have gone to a greater extreme than anything else has in town in terms of exterior architecture. He felt this project raises the bar. There are small out pads for restaurants on the site. A

parking stall is 9'x20' and that vis-à-vis the plaza, it is significant. This is a pedestrian friendly project.

COMMISSIONER SIMONIAN agreed that this project raises the bar in terms of design and materials, but she was concerned there are significant components missing from this project to fit it into either the intent of a redevelopment/mixed area or a town center area. She asked why there could not be more of a public use area, such as a park area, that would make the project more like a town center or more residential and will make it more like a redevelopment. MR. POTTER explained that there is a point of critical mass to draw people, create jobs, and create activity. It would have been beneficial had the city gotten the rest of the property to tie in a residential component. He stated that mixed-use development does not mean that a series of buildings cannot have different uses and achieve a mixed-use area, versus having all those uses in one building. People have tried to do redevelopment and Mt. View has tried to do redevelopment. This project would allow the creation of critical mass of new development that encourages living and working in this area. Mt. View seems to get media coverage that the rest of the town does not, even when those activities happen in other locations. The media makes it sound like Mt. View is a terrible place to live and it is not. He believed that this critical mass must be created. The Northway Mall is physically cut off and connecting it to Mt. View is a challenge. In the planning for this area, the difficulty of that connection was recognized. If the ownership of Northway Mall does not want to do a redevelopment project, it cannot be forced to do that, and future planning at this point hinges around someone that does not want to participate. MR. POTTER stated Northern Economics did a detailed study of this proposed project evaluating its economic impact and the net increase in jobs and determined it would create a net gain of 780 jobs. This is significant, particularly with the pedestrian access to Mountain View. The Administration has been very involved with this project as it has evolved. The Mayor saw there was an issue on Mt. View Drive that the property could not be consolidated into municipal ownership, so Phase II was shifted to the north and to the east and that is where the residential focus will be located. He believed after working with Cook Inlet Housing Authority in the development of affordable housing in this area that this project is a meaningful economic boost to the neighborhood and a boost to the economic redevelopment project.

COMMISSIONER PEASE noted that Staff commented on page 7 of case 2005-150 under item J that the entry drive includes sidewalks but they are located back of the curb and do not provide a buffer for pedestrians. She asked whether the petitioner would be amenable to this change, given that these driveway entries are long and straight. MR. POTTER did not object to this change. COMMISSIONER PEASE asked how the petitioner would feel about providing only the minimum number of required parking spaces. MR. POTTER cautioned the Commission and the Staff that it might be appropriate in some cases to create an absolute cap to the parking. If this were a large retail establishment

that was asking for 6 spaces per 1000 SF it should be reduced, but this proposal is the lowest parking ratio this use can have to create a workable program. There is a delicate balance with what the tenants require. He believed each of the companies has a targeted number higher than what is being provided and it is only because of POB Montgomery's track record that they are locating here. MR. IRWIN added that the Mountain View Community Council and other stakeholders in Mountain View said they want this to be more than a retail project, that it include food service and restaurant uses that require more parking. It is difficult to say how much of the square footage will be dedicated to restaurants or small food service such as coffee shops where people park and linger. The Council also brought up the potential of a tutoring center, which has a different parking requirement. They also discussed the use of the plaza for festivals and concerts where people would need parking area. The proposed parking ratio was felt to be reasonable in balance. COMMISSIONER PEASE asked whether, if there was a reduction in parking, the petitioner would be amenable to not having the parking along the east side, as it does not provide access to the stores and it is blindsided and downhill from the school. MR. IRWIN replied that parking is up to the retailer, some encourage while others discourage employees to parking at the rear of the store. The petitioner is trying to make the plan somewhat flexible for those retailers who prefer their employees to park in the back. MR. POTTER added that the cars of employees who do not park in the rear will be parked in the parking lot competing with the customers. This plan is a balanced approach to accommodate the special needs for the variety of users. COMMISSIONER PEASE asked about the issue of safety; she asked if there are windows so people in the building know what it going on in the rear parking lot. MR. IRWIN replied that security is handled at multiple levels including security staffing, lighting, some retailers have closed circuit television, and some escort employees out in the evenings.

COMMISSIONER T. JONES noted a comment was made regarding policies of individual tenants with respect to employee parking, but communities sometimes have policies about where people should park. She asked the importance of the parking to the rear. MR. STANGE replied that most retailers make their profits during 10 days of the year, including Thanksgiving and Christmas. During that time of the year many retailers require employees to park in the rear. Many retailers will not locate in a project unless there is a certain number of parking spaces, regardless of where they are located. The rear parking spaces will typically be used by employees. They are critical to keep up the number of parking spaces in order to attract retailers. The parking ratio for a sit-down restaurant can be up to 20 cars per 1,000 SF. This parking ratio is low based on each individual use cumulative. The parking ratio is critical both to attract retailers and to provide reasonable parking during holidays. COMMISSIONER T. JONES asked for an example of a development with similar density in the west Portland (Beaverton) area. MR. STANGE cited the Bethany Town Center, a main street project that has extensive landscaping such as this proposed project. This

project has more landscaping than a typical project with widths of 16 to 20 feet in some areas. COMMISSIONER T. JONES asked for comment on lighting. MR. STANGE stated there is parking lot lighting, lower scale pedestrian lighting, a variety of light fixtures on different the buildings, lighting under the canopies of the building, and specific dramatic lighting that is a computerized system that can be programmed so the color changes. The intent is to develop a project that has interest and drama and vibrant architectural character to draw people in off of the Glenn Highway to generate interest in Mountain View.

MS. MIKOWSKI noted that she has met with the ASD numerous times trying to resolve their specialized education requirements. At a community meeting a comment was made regarding the need for access to the ballfield to the east, adjacent to this property. Although negotiations are not complete in terms of parking, there is the potential for the public to use the parking behind the facility to get to the ball diamond.

COMMISSIONER WIELECHOWSKI noted on page 7 of case 2005-150 there is discussion of the need for 12 parking spaces for daycare, yet it does not appear to be part of the project. Anchorage 2020 speaks to daycare centers as important building blocks. He asked whether, in light of the fact this project is creating 780 jobs, has thought been given to locating a daycare center at this site. MR. IRWIN stated this was discussed, but the community did not address this as a highly desired community use. There was initially a daycare center along Mt. View Drive in the master plan. One of the issues in terms of a daycare center is drop off and the various building code requirements. It has been discussed casually with the community but has not caught traction. MR. STANGE stated there is a daycare center two blocks away. COMMISSIONER WIELECHOWSKI asked if the core could be consolidated. MR. STANGE replied that there are limited tenants who would locate in that type of project. The tenants for this project sometimes have people with larger packages and parking is needed in front of the store. These are also larger tenants. COMMISSIONER WIELECHOWSKI asked what types of tenants are envisioned. MR. IRWIN replied that the initial thrust was retailers that are located in South Anchorage but that do not have a presence in north Anchorage. Other mid-sized retailers are looking to come into Anchorage but they have not because they have not found two to three viable locations to serve the greater Anchorage area. Often the expansion into markets is driven by the availability locations. In particular, he was referencing clothing, linen, bath product and kitchen product retailers that have no presence in Anchorage now.

COMMISSIONER PEASE thought from the discussion this evening that this use is intended to become a regional center. She asked how that fits with the idea of revitalized Mountain View. To keep this project an amenity for Mountain View and not just a driving destination, she wondered if there could be public space on both sides of the L-shaped building so that people in Mountain View could see

into the public area and be drawn into it from Mt. View Drive. MR. STANGE replied there have been plans with multiple accesses off of Mt. View Drive and a stronger connection through the midsection, but there is no control over the adjacent property. MR. IRWIN used a site plan superimposed on an aerial to explain there was originally a master plan with a variety of uses, including housing and commercial, along the frontage of Mt. View Drive. It became apparent that the city could not assemble that property for inclusion in this development. When the master plan included this property there was concern with the industrial nature of the property across the street. Accommodation of that concern and the inability to assemble more land resulted in the current configuration. It was difficult to develop streetscape design on Mt. View Drive when that road frontage was not under control. COMMISSIONER PEASE asked if there is any plan for transit to circulate into this site. MR. IRWIN replied that the transit lines come down Commercial Drive and Mt. View Drive, but there are no lines that come down this section of Mt. View Drive. He has spoken with the city to realign one of the routes to come to the front of or into the project. This is welcomed and encouraged. COMMISSIONER PEASE asked if this could be a recommendation on this approval. MR. IRWIN replied in the affirmative.

COMMISSIONER SIMONIAN asked if Mr. Potter had requested a change to condition 6 of case 2005-150. MR. POTTER stated he was simply bringing to the Commission's attention that the petitioner does not object to extending the sidewalk. COMMISSIONER SIMONIAN asked that condition 7 be addressed. MR. POTTER noted that there is a dramatic grade separation of 20 feet or more one block back from Mt. View Drive. This creates a significant physical barrier to connection to Mt. View Drive. The buildings as designed will connect visually to Mt. View Drive. MR. STANGE stated that the sides of Building A and Building B have architectural features including tower elements at the corners. He referred to the tower element at the southwest corner of Building A. The west elevation at the rear is downgrade by 25 to 30 feet from McDonald's. Along the back the materials will be the same and the painting will be similar to the front of the building, but it will not have canopies, awnings, or a plaza around it. Closer to the property line the building becomes a retaining wall so there will be no exiting at that area.

MR. STANGE noted to Commissioner Jones that Orenko Station is another project in Hillsboro that she might know. MR. POTTER stated that was one of the town center projects that the Planning Department and the community team considered as a primary example of a town center.

COMMISSIONER PEASE asked if there is a plan, and does staff feel that there is a need, for controlled access onto the site off hours. MR. IRWIN did not think there was a need for controlled access. Security does operate after hours so there will be security patrols as well as night security lighting. COMMISSIONER PEASE noted that in case S-11432 Staff recommended the need for buffer

screening and easements but it was not included in the conditions. She asked why there are landscaping easements rather than buffers. Staff member MARGARET O'BRIEN stated platting is typically interested in obtaining easements. At the time the case was written the final site plan was not approved. There is a condition to provide the easements in conformance with the approved site plan; the location of easements will be resolved with the Planning Department, being mindful that there will be retention ponds critical to the drainage in this area over which landscaping easements might not be advisable. COMMISSIONER PEASE asked if the accommodation of drainage would obviate the community benefit from visual screening from the highway. MS. O'BRIEN replied that this site collects drainage from the greater Mountain View area so drainage is critical; there is piped storm drain and surface drainage affecting the site. The drainage ultimately filters into the wetlands. The drainage is a critical aspect of the development of the site. This is not to say that landscaping is not equally important, but landscaping will have to accommodate drainage improvements. MR. POTTER stated there is no objection to landscaping easements, but there is a critical balance of drainage in this area. There is a 140-acre drainage basin upstream of this property that is in a pipe that spills out onto the Clark Middle School site and then into the ADOT ditch, and the water now comes back onto the HLB property. The highway is elevated slightly at this point, so drainage is an issue. There is also an issue of the capacity of the downstream piping to handle the drainage from 140 acres. The petitioner is working closely with Public Works PM&E to create a combination of swales, basins, and retention basins, some of which will be pumped into the non-frost susceptible material below the site. The petitioner will work with the Planning Department and PM&E to balance the drainage plan and landscaping plan. In some cases trees will be retained and in others trees will be removed and the area revegetated. COMMISSIONER PEASE understood the drainage would be diverted into the perimeter landscaping. MR. POTTER stated that just past Building B is a pipe from Mt. View Drive through the school site almost to the Glenn Highway. The pipe goes to the south to the ditch along the Glenn Highway. It then runs down gradient along the north side of the Glenn Highway for 400-500 feet. The water then flows north into this site until it gets to the wetland at the southwest corner where there is a culvert under the Glenn Highway to the south that exits into an exposed ditch system. It then goes through a sequence of ditches and pipes, through the Merrill Field Landfill, and exits at Sitka Street going south in a stream that stays open year round. That drains into Chester Creek. The petitioner will try to transmit the 140 acres of drainage from Mountain View through this property. Some might be bypassed via a pipe or ditch along the Glenn Highway. If the petitioner is only required to manage its own water and spill it into the southwest corner, then the drainage swales on this property will not have to be as big as what can be accommodated in the highway section.

COMMISSIONER SIMONIAN asked if Mr. Potter had asked that condition 7.f in S-11433 be changed. MR. POTTER replied that he had asked for the additional language "unless otherwise permitted by MOA and COE." COMMISSIONER SIMONIAN asked whether Staff concurs with this alteration. MS. O'BRIEN replied that Staff had no objection to this change.

COMMISSIONER T. JONES asked that Mr. Potter restate his recommendations regarding conditions 9.c and 9.d in case S-11432. MR. POTTER asked that both be eliminated because they are being handled through a separate memorandum of understanding with the MOA and ML&P. MS. O'BRIEN stated that typically a subdivision agreement is to accomplish all public improvements. When this case was written she was not clear who would be performing this work and it sounds like ML&P would be performing it. Staff would not object to deleting these conditions if there is another mechanism to address this. MS. MIKOWSKI stated there have been weekly discussions with ML&P; they will relocate Substation I in the future. There is a will serve letter from ML&P to serve this development and to accommodate Phase II for future residential development.

COMMISSIONER PEASE asked if Staff is comfortable that ADOT's concern regarding the potential need for additional right-of-way for the highway-to-highway or Glenn Expansion or the intersection has been met. MS. O'BRIEN believed the planning for the highway-to-highway stretches to 2025. At the time those improvements are made, ADOT will have to address obtaining additional right-of-way, if it is required, and mitigate any adverse impacts on this development. MS. MIKOWSKI stated there have also been meetings with ADOT and their needs are addressed; a letter stating so is forthcoming. COMMISSIONER PEASE asked whether there has been discussion of the developer's participation in intersection upgrades. MS. MIKOWSKI stated there have been discussions with Public Works and the developers regarding what contributions the city would make. This is under discussion and is the subject of future meetings.

MR. POTTER noted that page 50 of case 2005-150 contains a shopping center required parking calculation breakdown of the best case scenario; this would be the way to get the absolute lowest code required parking, which does not reflect functional parking requirement. No parking is provided for Pads 1, 2, and 3, the restaurant uses, and the L-shaped building office space was qualified at a lower ratio as well. If parking were calculated differently, there would be a higher number of parking spaces. If a transit stop is provided, there is a further discount of 30 parking spaces.

The public hearing was closed.

COMMISSIONER T. JONES moved for approval of case 2005-149, a rezoning from I-1 and I-2SL and PLI districts to B-3, subject to Staff condition 1.
COMMISSIONER WIELECHOWSKI seconded.

COMMISSIONER T. JONES supported her motion, believing that the current zoning is inappropriate for property at this location. It is no longer beneficial to retain this in the industrial inventory.

COMMISSIONER WIELECHOWSKI found that because of the location of this property at a town center periphery, it is appropriate to change the zoning to B-3.

AYE: Isham, Pease, T. Jones, Poulton, Simonian, Wielechowski
NAY: None

PASSED

COMMISSIONER T. JONES moved for approval of the plat in case S-11432, subject to Staff conditions 1 through 10, amending condition 6 to change "treat" to "treatment", deleting conditions 9.c and 9.d, and amending condition 9.g to add ", if necessary." COMMISSIONER SIMONIAN seconded.

COMMISSIONER T. JONES supported the motion stating that, assuming the rezoning is approved by the Assembly, it is appropriate to replat the property into a new configuration that would make it amenable to development in the future.

AYE: Isham, Pease, T. Jones, Poulton, Simonian, Wielechowski
NAY: None

PASSED

COMMISSIONER T. JONES moved for approval of the commercial tract fragment lot site plan in case S-11433, subject to Staff conditions 1 through 8, amending condition 7.f to add after "parking" ", unless otherwise permitted by the MOA or the U.S. Army COE." COMMISSIONER ISHAM seconded.

Staff member ANA TAYLOR suggested condition 7.f be amended to change "or" to "and." *This was accepted as a friendly amendment*

MR. POTTER thought the additional language in condition 7.f should be placed after "excavation of the wetlands." *This was accepted as a friendly amendment.*

COMMISSIONER T. JONES supported the motion, explaining this allows for the development of fragment lots and creates a legal vehicle for financing and for individual sites to be identified and developed. With regard to the amendment to condition 7.f, she stated she feels it is appropriate for both the MOA and the

COE to participate in the decision-making regarding wetlands; she was confident the issues could be resolved.

COMMISSIONER PEASE asked if condition 8.b references the site and landscaping plan that will be dealt with in case 2005-150. MS. O'BRIEN replied in the affirmative.

AYE: Isham, Pease, T. Jones, Poulton, Simonian, Wielechowski
NAY: None

PASSED

COMMISSIONER moved for approval of the site plan review in case 2005-150, subject to Staff conditions 1 through 9. COMMISSIONER SIMONIAN seconded.

COMMISSIONER T. JONES supported the site plan as proposed. She deferred to Commissioner Pease for amendments.

COMMISSIONER SIMONIAN suggested amending condition 7 to add "to the extent possible without interfering with structural requirements." This was accepted as a friendly amendment.

COMMISSIONER SIMONIAN understood the petitioner had a reason for the design that is connected to the structural security of the building. This condition will allow resolution with Staff of any issues that might arise.

COMMISSIONER PEASE proposed a new condition 8.j "Address with Staff the safety and safety features for parking east side of Building B."

COMMISSIONER PEASE noted the parking does not have a pedestrian focus and it is also somewhat blind, having no visual connection with interior spaces. It is downhill from Clark Middle School and the playfields, and it appears to be a potentially unmonitored area where illicit activities could occur.

CHAIR POULTON stated he would support the amendment, but questioned if this is within the Commission's purview. COMMISSIONER T. JONES felt that this is definitely within the Commission's purview, given that this is a site plan of a public facility.

This was accepted as a friendly amendment.

COMMISSIONER PEASE proposed adding a new condition 8.k "Resolve with Staff the need and design for a safe pedestrian connection to the middle school site and ballfields along the north or east edge of the development."

COMMISSIONER PEASE stated the school is a major neighborhood attraction. There will be a need for people to access the petition site and it should be a planned access so this site is connected to the neighborhood. In addition, this would be a logical way for people to access Mt. View Drive.

COMMISSIONER WIELECHOWSKI felt the ASD should be involved in the resolution of this suggestion. He suggested adding "and ASD" after "Staff." *This was accepted as a friendly amendment to the amendment.*

COMMISSIONER SIMONIAN believed this is an important connection because people will use it as a cut through coming from the north.

This was accepted as a friendly amendment.

COMMISSIONER PEASE moved to add a new condition 8.l "Provide a transit stop and waiting area at the interior of the site."

COMMISSIONER PEASE stated the applicant was amenable to this suggestion. This Mountain View neighborhood is somewhat more transit-dependent than other areas of town because of lower vehicle ownership. This project will be a primary employment site and people should be encouraged to use transit to access these jobs and shopping.

This was accepted as a friendly amendment.

COMMISSIONER PEASE moved to add condition 8.m "Resolve with Staff the need and standards for buffering to screen this site from the highway and school site."

COMMISSIONER PEASE stated this is a major site highly visible from the Glenn Highway, which is a primary access into Anchorage so it creates an impression of both Anchorage and the Mountain View neighborhood. The parking lot and open areas are very large and, although there is a need for drainage along the south border of this site, there is also community benefit from landscaping the site so it bears future investigation.

This was accepted as a friendly amendment.

COMMISSIONER PEASE moved to add condition 8.n "Resolve with PM&E and Traffic the participation of the developer in intersection upgrades to meet the traffic generated by this site."

COMMISSIONER PEASE stated the MOA has a precedent of asking or requiring developers of large traffic generating facilities, including Dimond and Old Seward

retail facilities and recently a WalMart facility, to participate in intersection upgrades.

This was accepted as a friendly amendment.

COMMISSIONER PEASE was concerned about trying in some way to ensure a review of residential use on this site so this might evolve into a mixed-use site. COMMISSIONER T. JONES commented that if the rezoning is approved there is a condition that any development on Fragment Lot 14 shall contain a residential density of at least 12 DUA; this will dictate residential development. There is no control over when this might occur. She noted that the Commission's discussion would be contained in the minutes, including this condition that would provide assurance that when the market is ready that property would be developed residentially.

Main Motion

AYE: Isham, Pease, T. Jones, Poulton, Simonian, Wielechowski

NAY: None

PASSED

CHAIR POULTON noted that Assemblymember Dan Sullivan has indicated respecting case 2005-152 that a new version of the sign ordinance would be submitted. He proposed the Commission postpone the matter based on this fact. MR. SULLIVAN explained that there are some amendments to the proposed ordinance that will necessitate the crafting of an (S) version. He asked that the Commission consider postponing total or partial consideration of this matter to January 9, 2006. He explained he is proposing that the Assembly take action on January 24, 2006 and not consider this matter on January 10, 2006.

COMMISSIONER T. JONES moved to postpone the hearing in 2005-152 to January 9, 2006. COMMISSIONER ISHAM seconded.

COMMISSIONER T. JONES felt it was important that the public have access to the (S) version of the ordinance so they can testify on what will be going before the Assembly.

COMMISSIONER WEILECHOWSKI asked if the changes to the ordinance would be significant. MR. SULLIVAN replied that there would be revisiting of some types of signs, such as rotating signs. COMMISSIONER WIELECHOWSKI noted there were members of the public in attendance who have waited several hours to testify. He objected to postponing the case.

COMMISSIONER PEASE asked if there is a mechanism to open the hearing and continue to January 9, 2006.

PLANNING DEPARTMENT PLANNING STAFF ANALYSIS REZONING

DATE: December 12, 2005

CASE NO.: 2005-149

APPLICANT: P.O'B Montgomery

REPRESENTATIVE: DOWL Engineers

REQUEST: Rezoning from I-1 (Light Industrial), I-2 SL (Heavy Industrial with Special Limitations) and PLI (Public Lands and Institutions) Districts to B-3 (General Business) District

LOCATION:

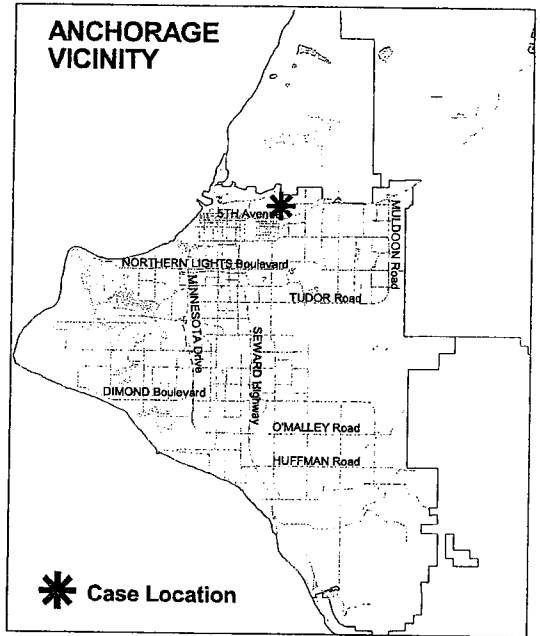
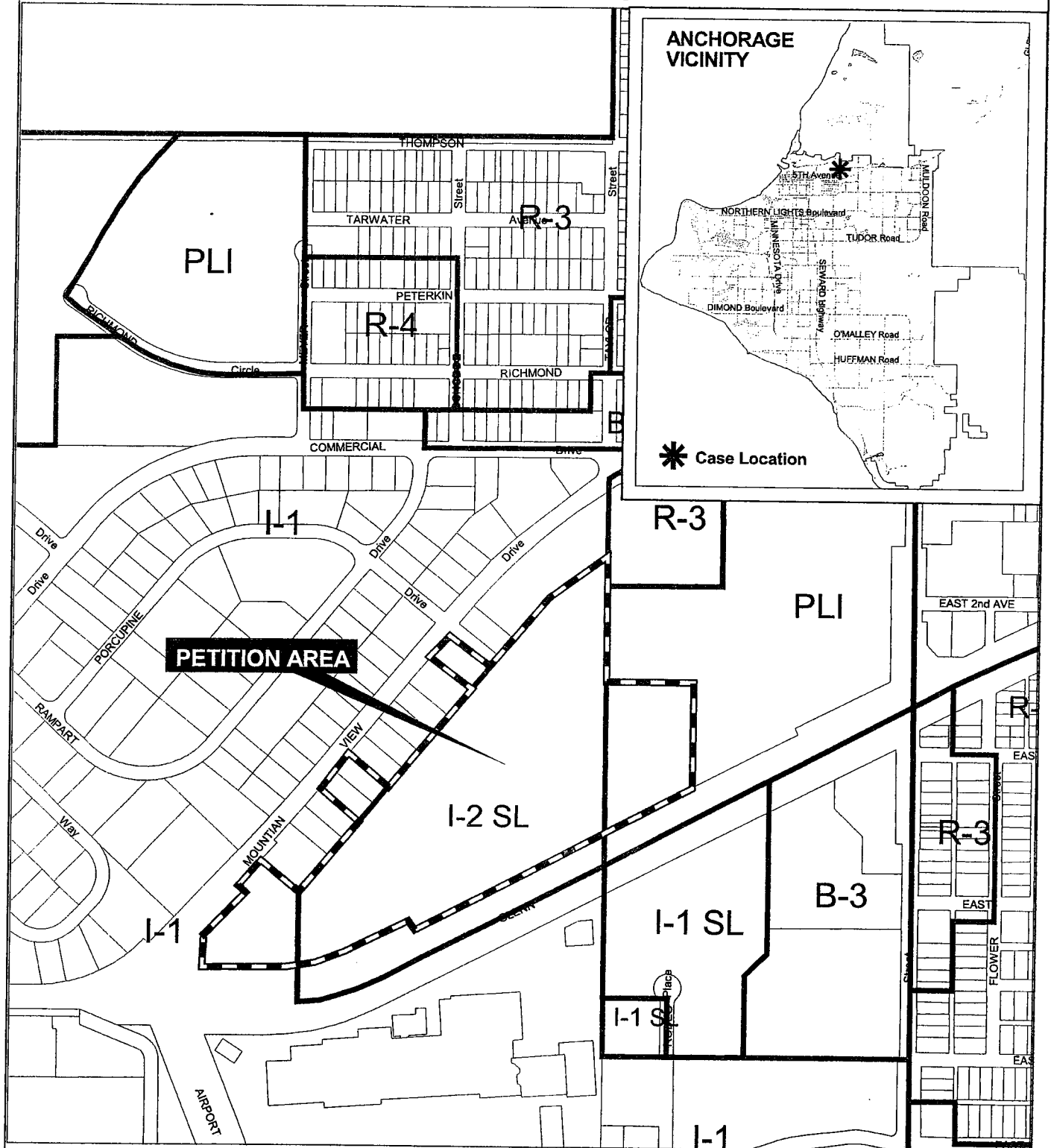
- 1) Tract F, Section 16, T13N, R3W more particularly described as all that portion of Bureau of Land Management Lot Two (2); the SW ¼ NE ¼; and the SE ¼ NW ¼, Section 16, T13N, R3W, Seward Meridian, Alaska, bounded on the South by Glenn Highway Right of Way (Project F-0242-1); on the North by Alaska Industrial Subdivision, Plat 64-101 and Glenn Highway now know as Mt. View Drive; and on the East by Orah Dee Clark Junior High School Plat 71-257; being located in the Anchorage Recording District, Third Judicial District, State of Alaska. (Record of Survey 2005-129)
- 2) Alaska Industrial Subdivision, Block 7, Lots 9, 10, 16
- 3) Orah Dee Clark Jr. High, Tract A (portion of)

Generally located at the northeast corner of the Glenn Highway and Mountain View Drive.

SITE ADDRESS: 3425 Porcupine Drive

COMMUNITY COUNCIL: Mountain View

REZONE 2005-149

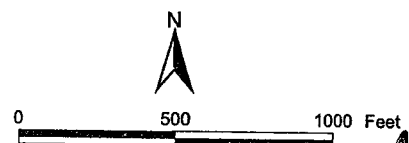


Municipality of Anchorage
Planning Department

Flood Limits

- 100 Year Floodplain
- 500 Year Floodplain
- Floodway

Date: October 17, 2005



TAX NUMBER: 004-051-02, 004-082-07, 004-082-06, 004-082-12, 004-051-12, 004-051-01

ATTACHMENTS:

1. Zoning & Location Maps
2. Departmental Comments
3. Public Comments
4. Application
5. Posting Affidavit

RECOMMENDATION SUMMARY: Approval

SITE:

Acres: 35 Acres (Approximately)
Vegetation: Largely covered with native trees and brush, with a cleared area toward the north end of the site.
Zoning: I-1, I-2 SL, PLI
Topography: Varied Slopes
Existing Use: Mostly Vacant, Some Existing Commercial/Industrial Structures on Lots Adjacent to Mountain View Drive
Soils: Public Water & Sewer Available

COMPREHENSIVE PLAN:

1982 Plan Commercial
Classification:
Density N/A

Anchorage 2020 Town Center Periphery

HISTORY:

T13N, R3W, Section 16 (see full legal description above) Zoned I-2 SL on 3-5-1996, AO 96-17; originally the west approx. 1/3rd was zoned I-1 and the remainder A (Agricultural) on 6-14-1955. The A portion was rezoned to 1-2 in 1957 and then U (Unrestricted) on 1-19-1960, and the full portion rezoned to I-1 on 4-20-1965 via AO 11-65.

Alaska Industrial Subdivision, Block 7, Lots 9, 10, 16 Zoned I-1 on 1-19-1960

Orah Dee Clark Jr. High, Tract A (portion of)	Zoned PLI on 2-14-2005 via AO 95-10; originally this portion of the school site was zoned A (Agriculture) on 6-14-1955, rezoned to rezoned to 1-2 in 1957 and then U (Unrestricted) on 1-19-1960 and the full portion rezoned to I-1 on 4-20-1965 via AO 11-65. The remainder of the school site, not a part of this application, was zoned R-3 and I-1 on 4-20-1965 via AO 11-1965.
Annexation of Petition Area	General area annexed into the City of Anchorage on 3-8-1954 as a part of Annexation Area #4.

APPLICABLE LAND USE REGULATIONS:

Existing:

- I-1: Permits light industrial and commercial uses, limits residential uses to an accessory unit to a commercial or industrial use. Maximum lot coverage unrestricted, and side and rear yards abated unless adjacent to residential, with a 10 foot front yard setback. Maximum height is unrestricted.
- I-2 SL: Heavy industrial district with residential prohibited. Generally any legal business is permitted, but the special limitations on the parcel (AO 96-017AA) prohibits use of the site for snow disposal, crushers, asphalt plants, and soil remediation. Although the I-2 lot coverage, maximum height and setbacks are the same as I-1, the special limitations require site plan review, significant buffering on the south property boundary and adjacent to the mobile home park to the north and Clark Junior High School to the northeast. The special limitations also limits height of storage piles to 25 feet, and requires paving of the access road. It also limits no more than 12.5 acres of the 25.7 acre site to be used for heavy industrial uses. The ordinance also restricts the Municipality from selling the site so long as it is zoned I-2 SL.
- PLI: Primary uses allowed are public open space, public and quasi-public institutional uses and land reserves. Residential, general commercial and industrial uses not permitted. Maximum lot coverage is from 30% to 45%, depending on lot size. The yard requirements are generally 25 feet or that of the abutting use district, whichever is greater, except a minimum of 30 feet is required for the rear yard. Maximum height is generally unrestricted unless adjacent to residential, where the yard setbacks increase if the height increases over 35 feet. The Planning and Zoning Commission is tasked with site

plan review for all PLI developments, and can restrict these standards further.

Proposed:

B-3: Permits general commercial uses, limits residential uses to a minimum of 12 dwelling units per acre. Maximum lot coverage unrestricted unless predominately a residential development, and side and rear yards abated unless adjacent to residential, with a 10 foot front yard setback. Maximum height is unrestricted.

SURROUNDING AREA:

	NORTH	EAST	SOUTH	WEST
Zoning:	I-1/R-3	PLI	I-1/I-1 SL	I-1
Land Use:	Commercial/ mobile home park	Clark Junior High	Glenn Hwy./ Northway Mall/	Commercial /Merrill Field

BACKGROUND

This is a request by the petitioner, P.O'B Montgomery, to rezone the subject property from I-1, I-2 SL and PLI to B-3. There are no proposed special limitations.

The purpose of this rezoning is to accommodate a proposed new mixed-use development, with a mix of commercial and future residential uses that currently would not be allowed with the restrictive existing zoning. There are multiple land owners involved, but the principal land owner is the Municipality of Anchorage. Three out-lots abutting Mountain View Drive are owned by private owners, and the existing portion of the PLI property is owned by the Anchorage School District, with the remaining largest parcel being owned by the Municipality.

This project involves land trades and sales between the private property owners, the Municipality of Anchorage, the Anchorage School District, and the private company of P.O'B Montgomery. The intent is for final ownership of the property by P.O'B Montgomery in order to facilitate development of a community mixed-use project including large and small retail, as well as professional services and businesses. The petitioner also intends to include residential development in the second phase of this project. The petitioner has applied for a replat of the properties involved for the purposes of combining the properties involved, and creation of a commercial tract site plan (cases S-11432 and S-11433). They have also submitted an application for a large retail

establishment site plan review (case 2005-149) for the first phase of the development, which will be a mixture of commercial and professional businesses. These three cases are proposed to be heard at the time of the hearing for the rezoning request.

The cases that are running concurrently encompass different site sizes. The plat encompasses all of the petition site, plus the remainder of the school site, as the portion of the school site which will become part of the new development site must be tracted out from the remaining school area. Thus, the underlying plat encompasses 60 acres. The site plan and fragment lot plat encompass 30 acres of this area. The rezone encompasses 35 acres, as it covers not only the area for the development site plan, but also an approximate five acre area to the south which is a wetland area which will be part of the drainage plan for runoff detention.

COMMUNITY COMMENTS:

At the time this report was written, there was no returned public hearing notices (PHN) received out of forty (40) public hearing notices mailed 11/16/05. No response was received from the Mountain View Community Council.

FINDINGS:

Map Amendments, and 21.05.080 Implementation – Anchorage Bowl Comprehensive Development Plan Maps

A. Conformance to the Comprehensive Plan.

Infill/Redevelopment:

This is a primarily vacant site that is adjacent to a surrounding light industrial/commercial area adjacent to Mountain View Drive. *Anchorage 2020, Anchorage Bowl Comprehensive Plan* promotes infill or redevelopment of unused and partially developed parcels and obsolete buildings to help reshape and modernize older areas so they can better meet future needs for housing and other uses and activities. The Mountain View area and this site qualify as meeting this concern of *Anchorage 2020*. This site has long been vacant, having a history of snow dumping and other uses that were not appropriate for the site, given its proximity to commercial, residential and a school. Mountain View is one of the more distressed neighborhoods in Anchorage due to its transient population, high unemployment rates and people living below the poverty level. There are also real and perceived high crime rates in Mountain View as compared to other areas of the Municipality.

Recent strong efforts have been launched in order to revitalize the Mountain View area. The community has developed a vision for the main business corridor, which will assist in attracting other users outside of the Mountain View area in order to support the area economically. Along with this has been an effort to improve design standards, including landscaping, street and pedestrian improvements. Another effort is the Mountain View Arts and Cultural District.

Anchorage 2020 has the intent and guidance for all new commercial development to be located and designed to contribute to improving Anchorage's overall land use efficiency and compatibility, traffic flow, transit use, pedestrian access, and appearance. This rezoning will assist in eliminating the problems associated with strip commercial development by allowing for consolidation of lots and adherence to large retail establishment principles for said improvements.

This proposed rezoning and use assists in implementing this vision of revitalization of the area through designating the area with an appropriate zoning district to support the proposed mix of large and small retail, office and professional services, and future residential development. The current zoning is industrial and PLI, and is in conflict with supporting infill, redevelopment and mixed-use with residential that would have positive and successful benefits and impacts for the area.

Rezoning of industrial lands:

Anchorage 2020 contains Industrial Reserve designations on the Land Use Policy Map. The intent is to identify and preserve strategically located industrial areas for industrial uses. This site is adjacent to an industrial reserve, but was not included in that area. Part of the rationale for not including it involves its location. Although industrial zoned lands are at a premium, especially heavy industrial, this location is not appropriate for the uses that occur in the heavier industrial areas. The roads are not constructed to standards to support heavy industrial traffic. Also, the site is adjacent to residential uses and a school site. The industrial reserve area for the Mountain View and Ship Creek area begins to the northwest, across Mountain View Drive, where these use conflicts are lesser. A mixed use commercial/residential development capability is more appropriate given the site location and related infrastructure.

Anchorage 2020 Policies

The site is close to the area designated as a Town Center, as depicted in the *Anchorage 2020* Land Use Policy Map. Although there is no plan in place for this Town Center location, there are several Policies that relate to this proposal.

The proposed rezone meets the intent of the *Anchorage 2020* Anchorage Bowl Comprehensive Plan which encourages infill and redevelopment in older neighborhoods and also encourages mixed-use development within Town Centers.

Policy #11 states: "Mixed-density residential development shall be permitted in identified zoning districts provided the development maintains or improves the functional and aesthetic characteristics of the surrounding development and maintains or improves adjacent transportation access and traffic flow." The future residential development is important to achieving this mixed-use aspect of the proposed development, and aids in buffering the existing residential of the mobile home park.

Policy #17 states: "Provide incentives for lot consolidation in infill/redevelopment areas in order to improve the design and compatibility of multi-family housing." See discussion under Policy #11.

Policy #21 states: "All new commercial development shall be located and designed to contribute to improving Anchorage's overall land use efficiency and compatibility, traffic flow, transit use, pedestrian access, and appearance. To eliminate the problems associated with strip commercial development, new commercial development shall adhere to the following principles:

- a. New commercial development shall occur primarily within Major Employment Centers, Redevelopment/Mixed-Use Areas, Town Centers, and Neighborhood Commercial Centers

See discussion below under Policy #2. Allowing this development through this rezoning to a more appropriate district will assist in breaking up the existing strip commercial/industrial along Mountain View Drive, and will be designed to assist in resolving the compatibility, traffic flow, pedestrian access, and appearance of the area.

Policy #24 provides for strategies for direction for the design and construction of public improvements and incentives for private

investment. It provides for the future development of design standards, parking standards, residential densities and mixed use. It also calls for infill, redevelopment and reinvestment incentives. The Municipality and the petitioner are working towards these goals with development of this site. The site design specifics will be reviewed under and be subject to the large retail establishment standards for this project. Although smaller retail structures or commercial uses could be developed on the site without being subject to said standards that are looked for in this Policy, the involvement of the Municipality and the desire for positive design by the petitioner will ensure these standards are upheld.

However, it is important that to ensure that true mixed use development occurs, that there will be an assurance that residential development is developed on the site. The Department recommends that a special limitation should be required to ensure that the remaining fragment lot (Fragment Lot 14) on the north end of the site, which is not subject to the site plan review and is proposed for Phase II development, be subject to requiring residential development at least 12 dwelling units per acre.

Policy #26 states: "Key industrial lands, such as the Industrial Reserves designated on the Land Use Policy Map, shall be preserved for industrial purposes." The petition site, although primarily zoned industrial, is not located in an area designated as an Industrial Reserve. Its location is not ideal for industrial uses, due to proximity to residential and a school. Also, the roads and access are better suited for commercial or residential development. This proposed rezone is consistent with this Policy.

Physical Planning provided the following comments:

The 1982 *Anchorage Bowl Comprehensive Development Plan* Land Use Plan Map designates this area as industrial. While *Anchorage 2020* Policy promotes maintaining the integrity of existing industrial supply, this project offers a unique opportunity for a mixed-use commercial/residential development in the Mountain View area. The *Anchorage 2020* Land Use Policy Map does show this site within the general vicinity of a "Town Center" and a "Neighborhood Commercial Center at Existing Commercial Locations." Also, the revised draft Land Use Plan Map for the Anchorage Bowl proposes a commercial/mixed-use designation for the property.

The project is described as a mixed-use commercial/residential development. However, a residential component

is not planned for the first phase and it is uncertain when a true mixed-use development will be provided. The requested B-3 zoning district is primarily intended for commercial uses.

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.

Environment

Noise: All uses are subject to AMC 15.70 Noise Ordinance.

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

Seismic: The parcel is primarily located in a moderately low ground failure susceptible zone, with the southern most tip located in a moderate ground failure susceptible zone.

Slopes/Vegetation: There is a sharp 20-foot rise on the northwest half of the property paralleling Mountain View Drive. Just to the east, another slope rises 20 feet to Clark Junior High School. The rest of the property has a gradual slope from the northeast to the southwest. The lots on the north side of the property adjacent to Mountain View Drive are 20 feet higher than the site. The site is heavily vegetated from the bottom of the bluff towards the Glenn Highway. There is no vegetation towards Mountain View Drive.

Soils: There is evidence of soils contamination on site. The petitioner is aware of this, and is undergoing testing on the site, and developing remediation measures with the Department of Environmental Conservation. Full soils and Phase I and II analyses are contained in the platting and site plan reviews.

Wetlands: Map 11 of the *MOA Wetlands Atlas* indicates that Type C wetlands are located in the southwest corner of the petition site

at the intersection of Mountain View Drive and the Glenn Highway. The management strategy contained in the 1996 *Anchorage Wetlands Management Plan* pertaining to this site states:

A hydrologic analysis shall be done and shall meet the acceptable standards of the Municipal Department of (Project Management and Engineering) and Alaska Department of Transportation/Public Facilities to assure that the Glenn Highway and sites to the east shall not be more than minimally adversely impacted.

The rating system of wetlands within the Plan indicates that this wetland performs a critical hydrological function for the drainage system serving the Mountain View Community.

Land Use Patterns

This property borders land classified as light industrial, zoned I-1, to the north/northwest, west and south, developed with a mix of light industrial, commercial and office uses to the north/northwest and west, and a mall across the highway to the south. To the east is a PLI zoned school area. To the northeast is R-3 zoned property which is developed with a mobile home park. Land to the south is classified as commercial and zoned B-3. This rezoning is compatible with the surrounding uses as it provides for a zoning district in which this long vacant area can be developed with uses which would promote revitalization of this end of the Mountain View community.

Transportation/Drainage

The majority of the comments provided by Transportation Planning, Traffic Engineering and the State Department of Transportation and Public Facilities (ADOT&PF) did not relate to this rezoning request, but primarily to the plats and site plan review submitted simultaneously for the proposed development.

A synopsis of these comments are as follows (the full comments contained in staff report packet):

- ADOT&PF provided comments and a diagram regarding the Highway to Highway Connection, which will connect the Seward and Glenn Highways as identified in the Long Range Transportation Plan. Although the right-of-way (ROW) needs

and design level engineering has not been done yet, it is more than likely that the connection will connect from the Glenn Highway through the south side of the petition area. This southern area of the site is a Class C wetland and is proposed to detain much of the site drainage. The petitioner is addressing these concerns, and ADOT&PF requested the need for further ROW dedication needs due to related impacts.

- Transportation Planning did not comment.
- Traffic Engineering provided comments relating to the traffic impact analysis (TIA), which was submitted with the application. The TIA needs further work to incorporate Traffic Engineering comments. These issues will be resolved through the platting and site plan process, as required by code.
- PM&E stated that in addition to the usual design requirements, specific design consideration must be given to the existing easement and storm drain discharge pipe located on the adjacent eastern property, the existing storm drain pipe discharging into proposed Fragment Lot 1, the limited ability of the existing downstream storm drain system to accommodate additional flows, and the performance fluctuations of an infiltration based design in freezing conditions. These and related drainage issues will be resolved through the platting and site plan process, as required by code.

Although the issue of drainage and traffic impacts can be serious issues, they are development project and platting issues, specific to said plat and development configurations. These are not necessarily rezoning issues, as with a rezoning it is not necessarily known what the development will be. Instead, it is a review of whether or not all of the uses allowed in the district is appropriate for that area, if there is a need for that particular zoning district in that area, and if said rezoning will be of a benefit to the Municipality in general. In conversations with PM&E and Traffic, it appears that although the issues are not yet resolved, they can be readily resolved with the plat and site plan processes. Said reviews will be conditioned appropriately.

Public Services and Facilities

Roads: See above. Parking will be provided at the rear of the lot, with access off the alley. Public Transportation is located within walking distance of the site.

Utilities: public sewer, water, gas, and electrical utilities are available to the surrounding property. AWWU has requested additional easements, resolution of service connection issues, and a sanitary sewer trunk assessment which will all be handled through the platting process.

Public Safety: The petition site is located within the Police, Fire, Building Safety, Parks, and Anchorage Roads and Drainage service areas.

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 other vacant B-3 property in the immediate vicinity available for the purpose of mixed-use development. One of the closest B-3 zoned land is to the south in the Northway Mall development, and is developed. The other is the strip B-3 zoning to the north along Commercial Boulevard and continuing along Mountain View Drive further to the northeast. These lots are small, and primarily developed. They are narrow and shallow lots under mostly individual ownership. Even if they could be assembled into a larger parcel, they would not be deep enough for larger commercial developments. Encroachment of B-3 zoning further north would cause the loss of residentially zoned properties. The petition site is more appropriate for a rezoning to B-3, as it is in an area where mixed-use development would be more appropriate due to access, location and size, and would provide for a better use of land that has long been vacant due to inappropriate zoning, among other reasons.

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.

Construction will begin soon after approval of the rezoning by the Assembly, possibly in the 2006/7 construction season.

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.

This proposed rezoning and uses assists in implementing this vision of revitalization of the area through designating the area with an appropriate zoning district to support the proposed mix of large and small retail, office and professional services, and potentially future residential development. The current zoning is industrial and PLI, and is in conflict with supporting infill and redevelopment that would have positive and successful for the area.

DISCUSSION:

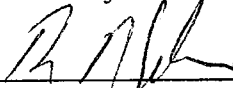
The proposed zoning is consistent with the Comprehensive Plan. The rezoning proposal meets the requirements of AMC 21.20.090 and 21.05.080. The requirement for a minimum residential density of 12 dwelling units per acre on the remaining developable fragment lot will ensure that it will be a consistent mixed use development, as called for in *Anchorage 2020*.

RECOMMENDATION:

The Department finds that the requested rezoning from I-1, I-2 SL and PLI to B-3 meets the standards of the Comprehensive Plan and AMC 21.20.090 rezoning standards and recommends APPROVAL of the rezoning, subject to the special limitation listed below:

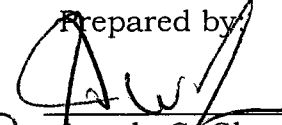
- 1) Any development on proposed Fragment Lot 14 shall contain a minimum residential density of at least 12 dwelling units per acre.

Reviewed by:



Tom Nelson
Director

Prepared by:

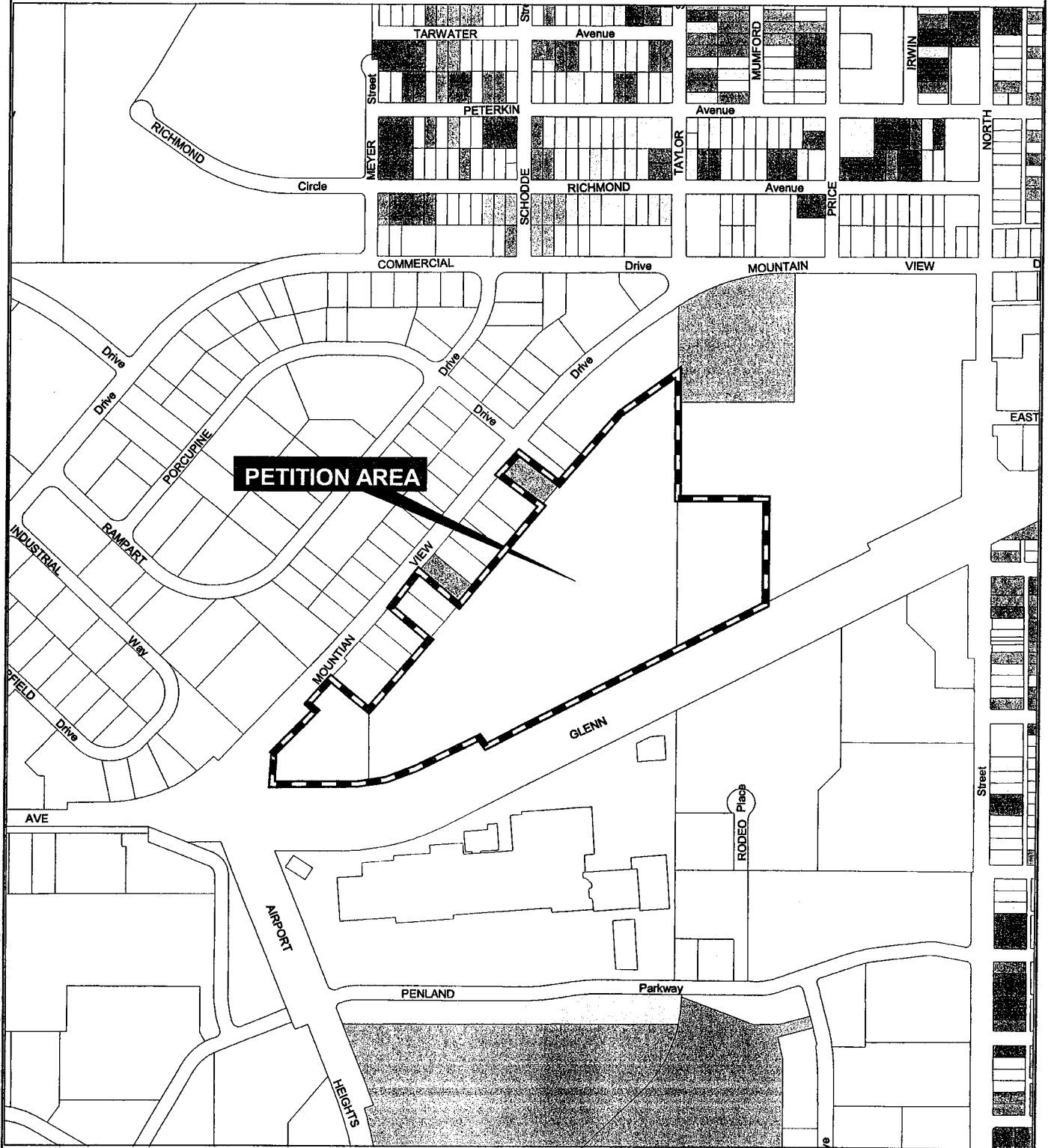


Angela C. Chambers, AICP
Senior Planner

(Case 2005-149)

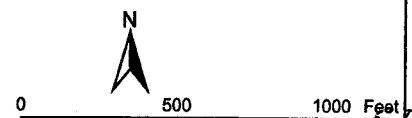
(Tax ID No. 004-051-02, 004-082-07, 004-082-06, 004-082-12, 004-051-12, 004-051-01)

REZONE 2005-149



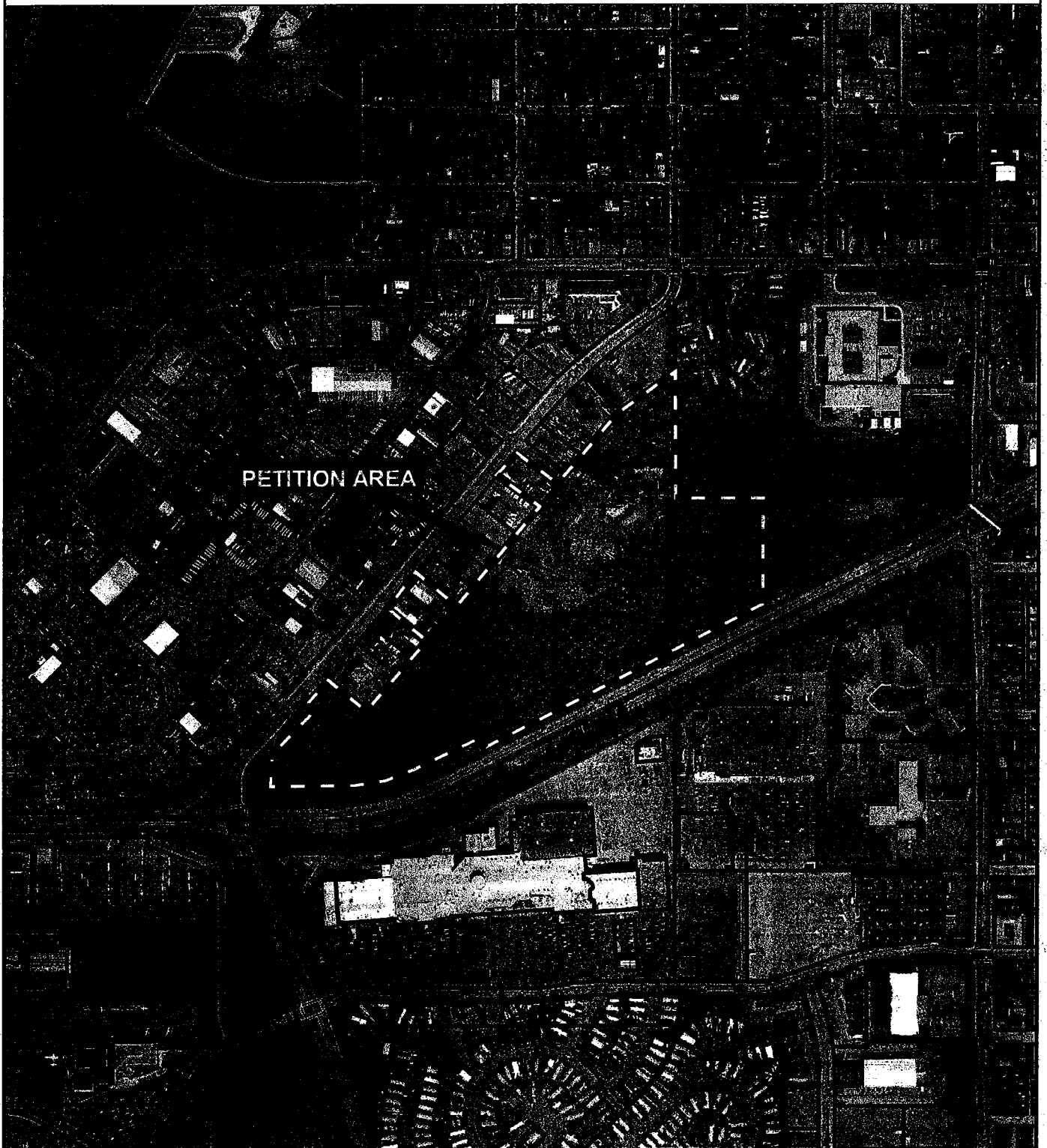
Municipality of Anchorage
Planning Department

Date: October 17, 2005



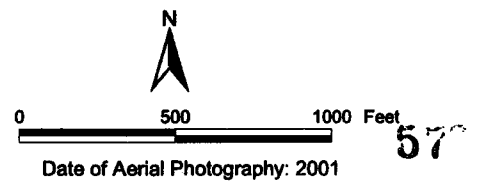
Source: Housing Stock based on 1998 Land Use Inventory
Planning Department, MOA

REZONE 2005-149



Municipality of Anchorage
Planning Department

Date: October 17, 2005



Date of Aerial Photography: 2001

**DEPARTMENTAL
COMMENTS**

Reviewing Agency Comment Summary Case No.: 2005-149

Agency	Comments Included in Packet	No Comments and/or Objections	No Response
Air Pollution Control			
Air Quality			
Air Quality Management Plan			
Air Quality Monitoring	X		
Air Quality Permitting			
Air Quality Planning	X		
Anti-Bulldozing			
Development Services			
DOTS			
Environmental DOTS Score			
Environmental Services			
Community Control			
Fire Prevention		X	
Flood Hazard		X	
Health			
Historic Sites			
Landmarks Parkway Restoration			
Physical Planning	X		
Project Mgt & Engineering	X		
Public Safety		X	
School District			
Transport		X	
Utility			
Water Management Planning	X		

Heritage Land Bank X
PME-Watershed Mgt Svcs X

STATE OF ALASKA

DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

CENTRAL REGION - PLANNING

FRANK H. MURKOWSKI, GOVERNOR

4111 AVIATION AVENUE
P.O. BOX 196900
ANCHORAGE, ALASKA 99519-6900
(907) 269-0520 (FAX 269-0521)
(TTY 269-0473)

RECEIVED

November 14, 2005

NOV 16 2005

RE: MOA Plat Review Municipality of Anchorage
Zoning Division

Mr. Jerry Weaver, Platting Officer
Municipality of Anchorage
P.O. Box 196650
Anchorage, Alaska 99519-6650

Dear Mr. Weaver:

The Alaska Department of Transportation and Public Facilities (ADOT&PF) has reviewed Platting cases S11432 and S11433 and related zoning cases 2005-149 and 2005-150 for the Mountain View Community Center. Please be aware that the proposed connection of the Seward and Glenn Highways (as identified in the Anchorage Long Range Transportation Plan recently adopted by the Anchorage Assembly) is anticipated to follow along the south side of this development. At this time, no design level engineering has been done to identify right-of-way needs for this Highway to Highway connection. Nonetheless, the Department has some concern that these two currently proposed platting actions and the related Mountain View Community Center site plan will constraint the design of the Highway to Highway Connection.

It appears that the proposed development may not adequately account for the side slopes and construction requirements of the connection. The developer's consultant have attempted to address right-of-way concerns with their overlay (attached) of the site plan and the conceptual schematic of the Highway to Highway connection. The pavement of the Highway to Highway concept is depicted on the attachment and crosses the lot line in two locations at the south west corners of lot I-ISL Mt. View Development Subdivision. Clear areas, side slopes, drainage and design of ramps will require right-of-way in addition to the pavement that is shown.

We request the dedication of additional right-of-way between "L3" and "L4" of Plat S11432 to straighten the right-of-way line along this segment of the Glenn Highway. We also request the dedication of a triangular section at the southwestern most corner of "Frag Lot 2 - Plat S11433" that encompasses the paved surface depicted on the overlay graphic plus an additional 25 feet.

August 15, 2005

It is our understanding that "Frag Lot 1 - Plat S11433" is being retained in its currently undeveloped state. We encourage the landowner to retain it as undeveloped until the right-of-way impact on this parcel is more definitively known since it appears at this parcel will be significantly impacted.

Please understand, that at this time, we cannot describe with certainty the right-of-way that may be needed for the Highway to Highway Connection. Since this current estimate of right-of-way needs is likely to vary as design work begins on this project, any effort the developer makes to locate necessary improvements further from the southern portion of "Frag Lot 2" and the southwestern portion of "Frag Lot 3" will minimize the impact of any additional right-of-way acquisition on this development.

Finally, we also request that the plat clearly label the controlled access line alongside the Glenn Highway.

Thank you for the opportunity to comment.

Sincerely,



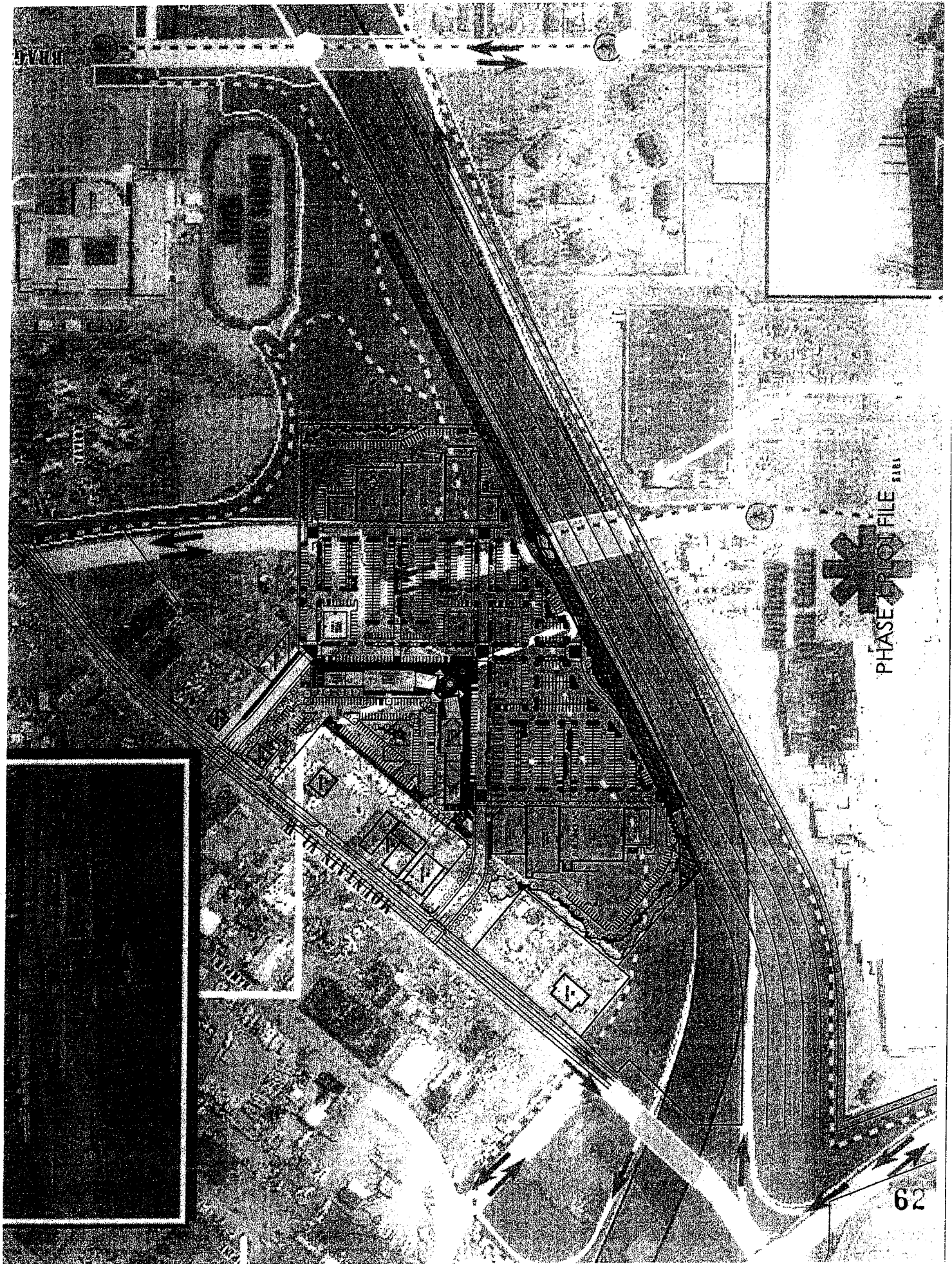
David Post

Anchorage Area Planner

/lm

Enclosure

cc: Louise Hooyer, RLS, Engineering and Survey Supervisor, Right of Way
Lynda Hummel, Right of Way Agent, Right of Way
Richard L. Oldford, P.E., Review Engineer, Contracts Section
William R. Strickler, P.E., Chief, Right of Way, Central Region
Scott Thomas, P.E., Regional Traffic Engineer, Traffic Safety and Utilities
Hank Wilson, P.E., Highway Design Chief, Highway Design
Jim Childers, P.E., Project Manager, Preliminary Design and Engineering
Tom Dougherty, P.E., Project Manager, Construction
Robert Wright, Acquisitions Supervisor, Right of Way



PHASE 2 PROJECT FILE 2261

Municipality Of Anchorage
ANCHORAGE WATER & WASTEWATER UTILITY

RECEIVED

MEMORANDUM

OCT 18 2005

Municipality of Anchorage
Planning Division

DATE: October 18, 2005

TO: Zoning and Platting Division, DCPD

FROM: Hallie Stewart, Engineering Technician



SUBJECT: PLANNING & ZONING Commission Public Hearing December 12 & 13, 2005
AGENCY COMMENTS DUE November 14 & 15, 2005

AWWU has reviewed the subject material and has the following comments.

05-149 Alaska Industrial, Block 7, Lots 9, 10, 16; portion of Orah Dee Clark Jr. High, Tract A; and T13N, R3W, Sec 16, Tract F (rezone) Grid 1235

1. AWWU has no objection to the proposed rezone.

05-150 Alaska Industrial, Block 7, Lots 9, 10, 16; portion of Orah Dee Clark Jr. High, Tract A; and T13N, R3W, Sec 16, Tract F (site plan review) Grid 1235

1. AWWU has no objection to the proposed plan.
2. Water and sanitary sewer connections to AWWU mains, additional service lines, and changes to the existing lines must be reviewed and approved by AWWU prior to any construction.

05-151 Springer, Block 2, Lot 1A (conditional use) Grid 1730

1. AWWU water and sanitary sewer are available to the referenced lot.
2. AWWU has no comments on the proposed conditional use to allow a restaurant serving alcohol in the B-3 General business district.

If you have any questions, please call me at 343-8009 or the AWWU Planning Section at 564-2739.

Municipality Of Anchorage

ANCHORAGE WATER & WASTEWATER UTILITY

M E M O R A N D U M

RECEIVED

DATE: November 14, 2005
TO: Jerry Weaver, Supervisor, Platting Section, DCPD
FROM: Brian D. Baus, Civil Engineer II, AWWU BOB
RE: Plats to be heard December 12, 2005, Comments due November 14, 2005

NOV 15 2005

MUNICIPALITY OF ANCHORAGE
COMMUNITY PLANNING & DEVELOPMENT

The Anchorage Water & Wastewater Utility has reviewed the referenced plats and has the following comments:

S-11432 Mt View Development, Tract 1 and Orah Dee Clark Junior High School, Tract A-1 (preliminary plat) Grid 1234 & 1235

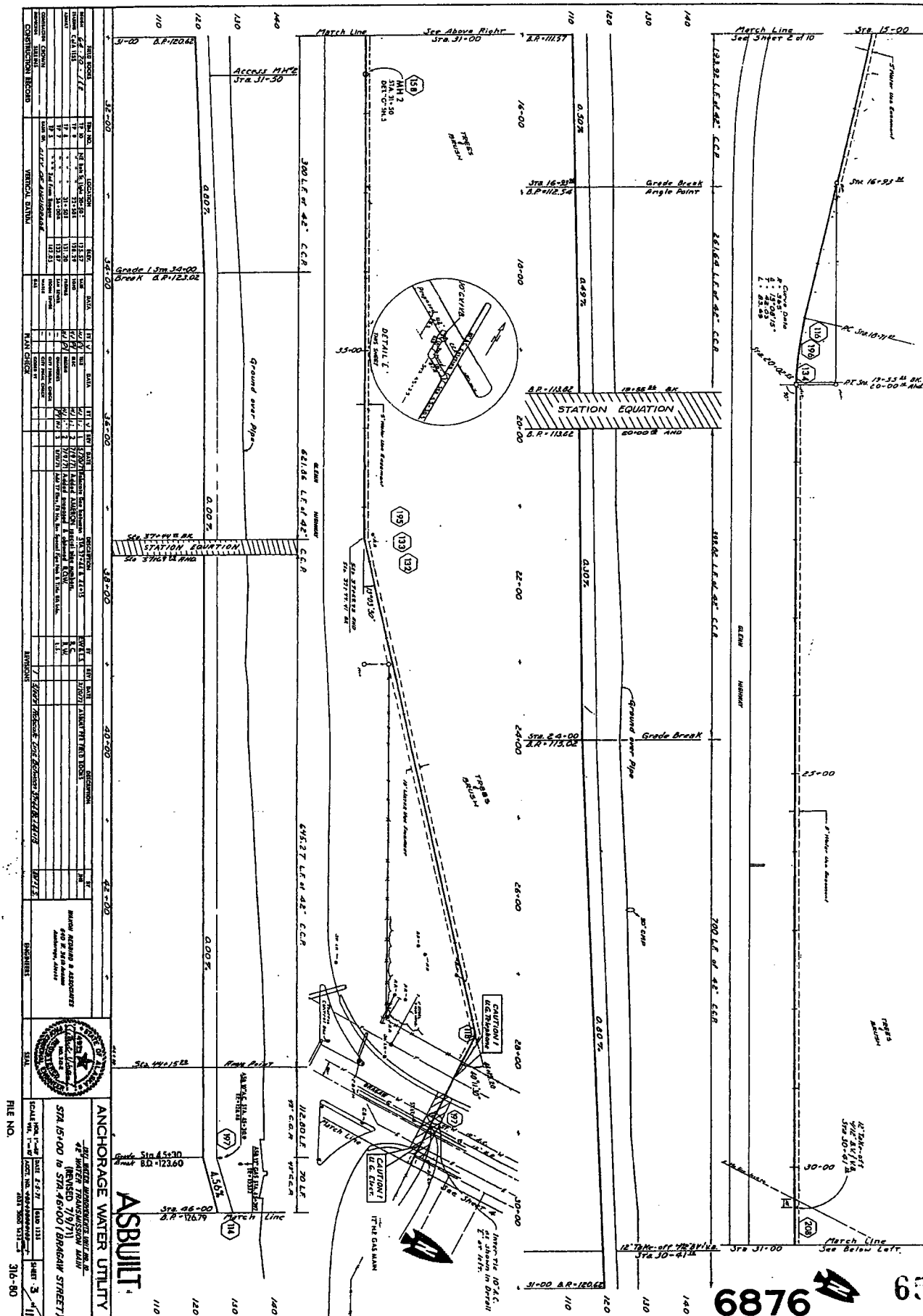
1. AWWU water and sanitary sewer mains are available to the proposed tracts.
2. AWWU requires a 30' wide water easement, centered over the water main crossing the southeast portion of ORAH DEE CLARK JR HIGH TR A. The location of the water main is illustrated on attached AWWU record drawing 6876.
3. Petitioner must resolve service connection issues with AWWU Field Services. All unused and un-necessary service connections must be abandoned as per the 2004 AWWU Design and Construction Practices Manual.
4. An estimated \$28,000.00 sanitary sewer trunk assessment will be levied against proposed Tract I once this plat is complete.

S-11433 Commercial Tract Fragment Lot Site Plan for Mountain View Development Subdivision, Tract 1 (preliminary plat) Grid 1234 & 1235

1. AWWU water and sanitary sewer mains are available to the proposed tract.
2. Please refer to above S-11432 comments 3 and 4. Comment 3 must be resolved prior to AWWU approval of S-11433.

In the Title Block for both platting actions, the mountain should either be abbreviated or spelled out to avoid future confusion.

If you have any questions, please call me at 564-2765 or Hallie Stewart at 343-8009.



Municipality Of Anchorage
ANCHORAGE WATER & WASTEWATER UTILITY

RECEIVED

NOV 14 2005

MEMORANDUM

Municipality of Anchorage
Zoning Division

DATE: November 14, 2005
TO: Jerry Weaver, Supervisor, Platting Section, DCPD
FROM: Brian D. Baus, Civil Engineer II, AWWU *BOB*
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In the Title Block for both platting actions, the mountain should either be abbreviated or spelled out to avoid future confusion.


If you have any questions, please call me at 564-2765 or Hallie Stewart at 343-8009.

MUNICIPALITY OF ANCHORAGE

MEMORANDUM

DATE: November 30, 2005

TO: Jerry T. Weaver, Jr., Division Administrator
Zoning Division, Planning Department

THRU:  Cathy Hammond, Physical Planning Supervisor

FROM: Physical Planning Division Staff

SUBJECT: Comments for 12/12/05 Planning and Zoning Commission Cases

RECEIVED

DEC 02 2005

Municipality of Anchorage
Zoning Division

2005-149 **Rezone I-1, I-2SL and PLI to B-3**

The 1982 *Anchorage Bowl Comprehensive Development Plan* Land Use Plan Map designates this area as industrial. While *Anchorage 2020* policy promotes maintaining the integrity of the existing industrial supply, this project offers a unique opportunity for a mixed-use commercial/residential development in the Mt. View area. The *Anchorage 2020* Land Use Policy Map does show this site within the general vicinity of a "Town Center" and a "Neighborhood Commercial Center at Existing Commercial Locations." Also, the revised draft Land Use Plan Map for the Anchorage Bowl proposes a commercial/mixed-use designation for the property.

The project is described as a mixed-use commercial/residential development. However, a residential component is not planned for the first phase and it is uncertain when a true mixed-use development will be provided. The requested B-3 zoning district is primarily intended for commercial uses.

2005-150 **Site Plan Review for a large retail/residential establishment**

Safe pedestrian accessibility is crucial to this large development. Staff commends the applicant for committing to heated sidewalks in the plaza areas and along the major retail shops in the heart of the project and within the exterior public plaza. Part J of the application states that: "Sidewalks with plazas located in specific areas border all retail shops and are partially covered with canopies for weather protection." It is unclear whether the heated sidewalks and canopies cover the same areas. The sidewalk should be entirely covered along the front of the major retail stores in order to protect pedestrians from slick winter time surfaces. The applicant should clarify where sidewalks are heated and where canopies are located.

The community continues to ask for better quality design standards in new development that contribute to a visual interest and unique identity. The front facades of the proposed development have been designed to reduce the appearance of massive scale and to provide visual interest with different features including a variety of roof designs, materials and colors. Similar architectural features should apply to the rear or sides of buildings where appropriate to mitigate negative views from adjacent properties. The proposed entryways include special features ranging from towers and clock tower elements and octagonal corners, which will add to the visual interest at the pedestrian level.

MUNICIPALITY OF ANCHORAGE

MEMORANDUM

DATE: November 30, 2005

TO: Jerry T. Weaver, Jr., Division Administrator
Zoning Division, Planning Department

THRU: Cathy Hammond, Physical Planning Supervisor

FROM: Physical Planning Division Staff

SUBJECT: Comments for 12/12/05 Planning and Zoning Commission Cases

RECEIVED

DEC 02 2005

Municipality of Anchorage
Zoning Division

2005-149 Rezone I-1, I-2SL and PLI to B-3

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Municipality of Anchorage
Office of Planning, Development, & Public Works
Project Management & Engineering Department

05-149



Long Plat Comments

DATE: November 16, 2005
TO: Eileen Pierce, P&Z
FROM: Anastasia Taylor, PM&E
SUBJECT: Comments for hearing date: December 12, 2005

RECEIVED
NOV 16 2005
Municipality of Anchorage
Zoning Division

Case No. S-11432-1 and S11433-1 Mt View Development Subdivision

PM&E has not received adequate information to review these cases. Additional submittals are expected from Dowl Engineers on November 16, 2005.

Department Recommendations:

Project Management and Engineering has reserved comment regarding these cases.



MUNICIPALITY OF ANCHORAGE
Traffic Department



MEMORANDUM

RECEIVED

NOV 08 2005

DATE: November 8, 2005
TO: Jerry T. Weaver, Platting Supervisor, Planning Department
THRU: Leland R. Coop, Associate Traffic Engineer
FROM: Mada Angell, Assistant Traffic Engineer
SUBJECT: Comments, December 12, 2005 Planning & Zoning Commission

Municipality of Anchorage
41009 Division

05-149 Sec 16, Alaska Industrial, Orah Dee Clark Jr. High; Rezone from I-1, I-2SL & PLI to B-3; Grid 1235

- The required Traffic Impact Analysis must be approved by the Municipal Traffic Engineer prior to rezone, replat, and development.
- All construction within the surrounding rights of way shall conform to requirements in an approved TIA
- Vehicular access shall conform to an approved TIA.
- All development shall be constructed to conform to approved TIA requirements.
- The TIA submitted with this packet does not incorporate the Municipal Traffic Engineers comments.

05-150 Sec 16, Alaska Industrial, Orah Dee Clark Jr. High; Site Plan Review for a large retail/commercial establishment; Grid 1235

- The required Traffic Impact Analysis must be approved by the Municipal Traffic Engineer prior to rezone, replat, and development.
- All construction within the surrounding rights of way shall conform to requirements in an approved TIA
- Vehicular access shall conform to an approved TIA.
- All development shall be constructed to conform to approved TIA requirements.
- The TIA submitted with this packet does not incorporate the Municipal Traffic Engineers comments.
- Outdoor storage areas, landscaping mechanical equipment spaces, loading bay areas, display areas, trash collection areas, recycling areas, and snow storage areas shall not be constructed or arranged in a manner that blocks vehicle or

Wendy Mikowski, Dev. Project Manager
Mikowskiwa@muni.org
632 W. 6th Avenue
Suite, 640
Anchorage, Alaska 99501
907-343-4377 office
907-343-4526 fax

**Anchorage Community
Development Authority**

Fax

To: Angela Chambers

From: Wendy Mikowski

Fax: 343-7924

Pages: 2

Phone:

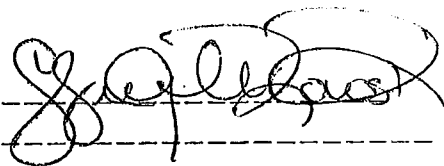
Date: November 11, 2005

Re:

cc:

☐ Urgent ☒ For Review ☐ Please Comment ☐ Please Reply ☐ Please Recycle

Angela, please see the following document from the State is directed to the appropriate departments. In addition we are meeting with ASD next week to finalize the power line locations. I hope to have a resolution from all parties, ASD, ACDA and ML& P by the end of November. What else is needed?



1

STATE OF ALASKA

**DEPT. OF ENVIRONMENTAL CONSERVATION
DIVISION OF SPILL PREVENTION AND RESPONSE
CONTAMINATED SITES PROGRAM****FRANK H. MURKOWSKI, GOVERNOR**

555 Cordova Street
Anchorage, AK 99501-2617
Phone: (907) 269-7551
Fax: (907) 269-7649
<http://www.state.ak.us/dec/>

File No. 2100.38.341

November 8, 2005

Mr. Arthur S. Eash, Project Manager
Municipality of Anchorage
Heritage Land Bank
P.O. Box 196650
Anchorage, Alaska 99519-6650

RE: PCB Cleanup Work Plan Porcupine Pit Station Anchorage, Alaska,
ADEC Reckey Number 2000210124501.

Dear Mr. Eash:

The Department of Environmental Conservation, Contaminated Sites Program, (DEC) has completed review of the document titled: PCB Cleanup Work Plan Porcupine Pit Station Anchorage, Alaska, dated July 2005 prepared by Shannon & Wilson. In addition to the above report, DEC has completed review of the work plan approval letter issued by the United States Environmental Protection Agency (EPA) dated November 3, 2005.

DEC is in concurrence with EPA and has no objection to implementation of the work plan in accordance with the conditions outlined in the EPA approval letter. Any modifications to the approved work plan must be approved by DEC prior to implementation. Please provide a final copy of the report generated for this project to DEC. If you have any questions or comments, please contact me at 269-7551.

Sincerely,



David J. Pikul
Environmental Specialist

cc: Haydar Turker, S&W





✓ 05-149

Municipality of Anchorage
Project Management & Engineering Department



MEMORANDUM

DATE: November 21, 2005

TO: Jerry Weaver

FROM: Steven Ellis *SE*

SUBJECT: Platting Comments from Watershed Management Services

RECEIVED

NOV 21 2005

MUNICIPALITY OF ANCHORAGE
COMMUNITY PLANNING & DEVELOPMENT

Watershed Management Services (WMS) has the following comments for the December 12, 2005 Platting Board Meeting.

S11432-1, Mt View Development Sub and Orah Dee Clark JHS Sub, WMS requests the following condition of approval prior to recording the final plat;
Identify on the plat all wetland boundaries.

S11433-1, Mt. View Development Subdivision, WMS requests the following conditions of approval prior to recording the final plat;
Identify on the plat all wetland boundaries.
If entering into a subdivision agreement provide a copy of your Storm Water Pollution Prevention Plan.

Fire Dept.

RECEIVED

NOV 01 2005

Municipality of Anchorage
Zoning Division

Permit #	Route To	Approved?	Subdivision	Comments	Request	Condition/Requirement
2005-144	R. Cartier	Yes 11/1/05	Park Hills Ridge, Lot 3A	No Comment	Variance from AMC 21.45.210 to allow a fence in the stream protection setback.	
2005-147	R. Cartier	No 11/1/05	Lot 9A, Blk 41, OT	Comment	Zoning Conditional Use for High Rise multi use building	Alley way does not meet minimum width of 26 feet
2005-149	R. Cartier	Yes 11/1/05	T13N R3W Sec 16 Tract F	No Objection	Rezoning to B-3 General Business district	
2005-150	R. Cartier	No 11/1/05	T13N R3W Sec 16 Tract F	Comment	Site Plan Review for large retail/commercial establishment (30 Acre)	Separation of Access Roads shall not be less than 1/2 the Maximum length of the overall diagonal dimension of the property or area served.
2005-151	R. Cartier	Yes 11/1/05	Springer Lot 1A, Blk 2	No Objection	Request conditional use to permit Restaurant serving alcohol	
2005-152	R. Cartier	Yes 11/1/05		No Comment	An ordinance amending Title 21 for sign requirements	
S10388-4	J. Weaver	Yes 11/1/05	Denaly Subdivision	Comment	Variance from AMC 21.80.240 and 21.85.070	AFD has no jurisdiction
S11397-1	J. Weaver	Yes 11/1/05	East Addition	No Objection	Subdivide 10 lots into 10 different lots w/vacation of 20' alley way easement between Latouche and Karluk	
S11418-1	J. Weaver	No 11/1/05	Forest Heights	Comment	To subdivide 1 tract into 2 tracts with variance from AMC 21.85.030 and AMC 21.85 table C and AMC 21.85.070	Provide approved fire apparatus access road capable of supporting the imposed load of fire apparatus consistent with the currently adopted International Fire Code.
S11420-1	J. Weaver	Yes 11/1/05	Raspberry Center	No Objection	Removal of restrictive plat note	
S11421-1	J. Weaver	No 11/1/05	Keno Hills #7	Comment	Subdivide 1 tract of land into 2 tracts with variances from AMC 21.80.200 and 21.80.33	Provide approved access to public street per AMC 21.45.040
S11424-1	J. Weaver	Yes 11/1/05	The Villages	No Objection	To Vacate 40' screening easement	
S11426-1	J. Weaver	Yes 11/1/05	Nielsen Sub., Lot 1B	No Objection	Subdivide 3 lots into 1 lot	
S11427-1	J. Weaver	Yes 11/1/05	Hamilton Park Addition #4, Lots 7A1 & 8A1	No Objection	Subdivide 2 lots into 2 different lots.	
S11428-1	J. Weaver	Yes 11/1/05	Timberlane Park #1, Blk 4 lots 7A & 7B	No Objection	Subdivide 1 lot into 2 lots	
S11429-1	J. Weaver	Yes 11/1/05	O.H. Fast Sub., Blk 1, Lot 4	No Objection	Subdivide 3 lots into 1 lot	
S11430-1	J. Weaver	Yes 11/1/05	Adrian Sub., Lots 1 & 2	No Objection	Subdivide 1 lot into 2 lots	
S11431-1	J. Weaver	Yes 11/1/05	Paradise Valley Sub., Blk 2, Lot 14	No Objection	Vacate 10' utility anchor easement	
S11432-1	J. Weaver	Yes 11/1/05	Mt. View Development Sub.	No Objection	subdivide 3 lots into 2 tracts of land	
S11433-1	J. Weaver	Yes 11/1/05	Mt. View Development Sub.	No Objection	A Commercial Tract Fragment Lot site to create 1 tract and 14 lots from 2 tracts of land.	

RECEIVED

OCT 31 2005

Municipality of Anchorage
Zoning Division



FLOOD HAZARD REVIEW SHEET for PLATS

Date: 10-28-05

Case: 2005-149

Flood Hazard Zone: C

Map Number: 0235

☐ Portions of this lot are located in the floodplain as determined by the Federal Emergency Management Agency.

☐ AMC 21.15.020 requires that the following note be placed on the plat:

"Portions of this subdivision are situated within the flood hazard district as it exists on the date hereof. The boundaries of the flood hazard district may be altered from time to time in accordance with the provisions of Section 21.60.020 (Anchorage Municipal Code). All construction activities and any land use within the flood hazard district shall conform to the requirements of Chapter 21.60 (Anchorage Municipal Code)."

☐ A Flood Hazard permit is required for any construction in the floodplain.

☒ I have no comments on this case.

Reviewer: Jack Puff



MUNICIPALITY OF ANCHORAGE

Development Services Department
Right of Way Division



MEMORANDUM

RECEIVED

DATE: November 4, 2005
TO: Planning Department, Zoning and Platting Division
THRU: Jack L. Frost, Jr., Right of Way Supervisor
FROM: Lynn McGee, Senior Plan Reviewer
SUBJ: Request for Comments on Planning and Zoning Commission case(s) for the Meeting of December 12, 2005.

NOV 07 2005

Municipality of Anchorage
Zoning Division

Right of Way has reviewed the following case(s) due November 14, 2005.

- 05-149** Section 16, T13N R3W, Tract F, Alaska Industrial, Block 7, Lots 9, 10, & 16, and Orah Dee Clark Jr High, Tract a, grid 1235
(Rezoning Request, I-1, I-2SL, & PLI to B-3)
Right of Way Division has no comments at this time.
Review time 15 minutes.
- 04-150** Section 16, T13N R3W, Tract F, Alaska Industrial, Block 7, Lots 9, 10, & 16, and Orah Dee Clark Jr High, Tract a, grid 1235
(Site Plan Review, Large Retail/Commercial Establishment)
Right of Way Division has no comments at this time.
Review time 15 minutes.
- 04-152** Ordinance Amendment
(Title 21 for Sign Requirements)
Right of Way Division has no comments at this time.
Review time 15 minutes.

Pierce, Eileen A

From: Staff, Alton R.
Sent: Thursday, November 03, 2005 9:07 AM
To: Pierce, Eileen A; Stewart, Gloria I.
Cc: Taylor, Gary A.
Subject: Zoning and Plat Reviews

RECEIVED

NOV 03 2005

**Municipality of Anchorage
Zoning Division**

The Public Transportation Department has no comment on the following plats:

S11077-3
S10388-4
S11397-1
S11421-1
S10422-1
S11423-1
S11424-1
S11425-1
S11426-1
S11427-1
S11428-1
S11429-1
S11430-1
S11431-1
S11432-1
S11433-1

The Public Transportation Department has no comment on the following zoning cases:

2005- 143
146
149
150
151

Thank you for the opportunity to review.

3

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* David Irwin	PETITIONER REPRESENTATIVE (IF ANY)
Name (last name first) P.O'B Montgomery	Name (last name first) DOWL Engineers
Mailing Address 3220 Carillon	Mailing Address 4040 B Street
Kirkland, WA 98033	Anchorage, AK 99503
Contact Phone: Day: 425-576-5208 Night:	Contact Phone: Day: 562-2000 Night:
FAX:	FAX: 563-3953
E-mail:	E-mail: tpotter@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): 004-051-02; 004-082-07; 004-082-06; 004-051-12; 004-051-01		
Site Street Address: 3425 Porcupine Drive		
Current legal description: (use additional sheet if necessary) 1. T13N R3W Sec 16, Tract F 2. Lot 9, Block 7, Alaska Industrial Subdivision 3. Lot 10, Block 7, Alaska Industrial Subdivision 4. Lot 16, Block 7, Alaska Industrial Subdivision 5. Tract A, Orah Dee Clark Jr. High (portion of)		
zone to B-3		
Zoning: I-2SL; PLI ; I-1	Acreage: Approx. 30 acres	Grid # SW 1235

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.

10/13/05
Date
Signature (Agents must provide written proof of authorization)

Accepted by	Posted/Attested	Fee	Case Number
			2005-149

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

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

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

Eagle River-Chugiak-Peters Creek Land Use Classification:

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

Girdwood- Turnagain Arm

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

ENVIRONMENTAL INFORMATION (All or portion of site affected)

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

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

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

APPLICATION ATTACHMENTS

- Required: ☒ 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.
 Optional: ☐ Draft Assembly ordinance to effect rezoning.
☐ Building floor plans to scale ☐ Site plans to scale ☐ Building elevations
☐ Special limitations ☐ Traffic impact analysis ☐ Site soils 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.

Proposed rezone reflects 1982 Land Use Plan and will assist in implementation of the
20/20 Plan which identifies this site area in the outside ring of a
"Towncenter Boundary."

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,

Current Land Use Plan identifies this as commercial.

- 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.

Current I-2 (SL), I-1, and PLI zoning does not permit residential.

- 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 provide for elements critical to promotion of a mixed use district.

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:

Proposed zoning is typically much friendlier to the environment than industrial uses.

b. Transportation:

Traffic impact analysis indicates that proposed development will work well with existing and proposed changes to transportation infrastructure.

c. Public Services and Facilities:

All public services are available to the site.

d. Land Use Patterns:

The proposed rezone and associated development plan promotes a significant shift in support of a focused mix use district/revitalization from the current underutilized industrial.

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?

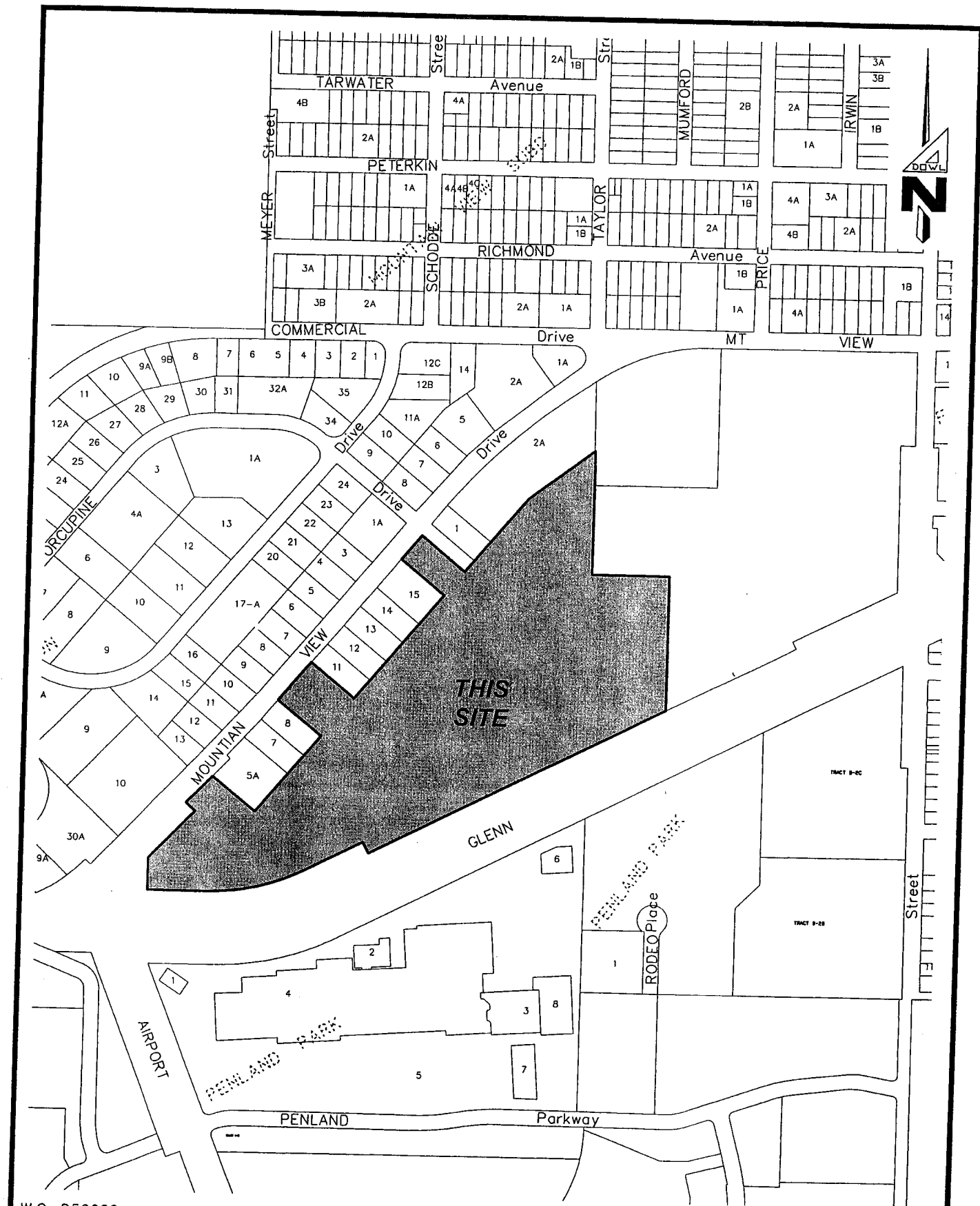
There is a small parcel of undeveloped commercial property adjacent to the bowling alley. This parcel does not have suitable access and is not large enough for proposed "critical mass" revitalization project.

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?

Public services available to site, proposed development schedule calls for construction start spring/summer 2006 with site work and primary structures completed by fall 2007.

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?

Based upon land use patterns, loss of this industrial property will not need to be regained. New industrial focal point is in south Anchorage and is being incorporated into Eagle River Comp. Plan update.



W.O. D59022

Scale: 1"=500'



Location Map
Mt. View Community Development

Figure 2

84

NARRATIVE DESCRIPTION OF PROJECT

a. Statement of Planning Objectives/Description of Operation.

This proposed Mountain View Community Development will be situated at the gateway to Mountain View from the Glenn Highway. It is a large development project that incorporates an area of approximately 30-acres within the boundaries of Glenn Highway on the south, Clark Middle School on the east, and Mountain View Drive on the north and west. The development will generally be mixed-use including large and small retail, and professional services and businesses.

Mountain View community is one the most culturally diverse neighborhoods in Anchorage with great views of the Chugach Mountains with great potential for economic growth. It is also one of the most distressed neighborhoods due to its transient population, high unemployment rates and people living below the poverty level, and real /perceived high crime rates.

In 1998 the community of Mountain View developed a vision for its main commercial district through a highly successful neighborhood visioning sponsored by the State Legislature and the Municipality of Anchorage. Revitalizing this area required development that would attract others outside the Mountain View community because the existing neighborhood could probably not support it economically. One of the concepts created from these planning meetings is the Mountain View Arts and Cultural District. There is also an effort to improve the design standards, landscaping, pedestrian amenities, and street upgrades.

The proposed development will meet and/or exceed all planning objectives for this project. The specific review requirements for the Large Retail Establishment Site Plan Review process are addressed in this document and our submittal package.

b. Development Schedule with Phases and Dates.

Site work will commence by August 1, 2006 and construction will be substantially completed by October 31, 2008, excluding the interior restaurant/retail pads.

c. Intent of Final Ownership.

P.O'B. Montgomery Co.

d. Total Occupancy.

See Attached Parking Analysis

PUBLIC HEARING SITE PLAN REVIEW – LARGE RETAIL ESTABLISHMENT

- A. **INTENT.** The standards in this section promote architectural variety, compatible scale, access amenities, and mitigation of negative impacts. These standards govern site plan review by the Planning and Zoning Commission for large retail establishments. Where these standards conflict with other provisions of this Title, these standards and the terms of the site plan approved under this section shall govern.

The intent of this ordinance is to provide guidelines that will be applied of site plans approved under this section shall govern uniformly to all applicants to the extent possible.

The Mountain View Community Development will encompass multiple parcels totaling approximately 30 acres that will be re-subdivided into one. The zoning is currently a mixture of I-2SL (AO 96-17, see attached) and PLI, therefore a separate package will be submitted for a zoning amendment to B-3. A preliminary Subsurface Geotechnical Investigation and a draft Traffic Impact Analysis (TIA) was done for this area, and is available for your review.

The project consists of multiple buildings that comprise approximately 242,821 square feet of “gross leasable area”. Most of this space will be retail, with restaurant and office uses also included. Based on the definition for a Large Retail Establishment in AMC Title 21, “one or more buildings located on a single lot that are used or intended for use principally for the retail sale of merchandize, and whose total floor area exceed 20,000 square feet,” this project is required for a “big box” review. Off-street parking requirements were therefore calculated as a “Shopping Center” (21.45.080.H). Please see attached parking analysis describing the requirement and what will be provided.

The site is located near a proposed Neighborhood Commercial Center in the Northeast Subarea of Anchorage according to the Anchorage Bowl Comprehensive 2020 Plan (2020 ABC). Northeast Anchorage is the most populous subarea. Part of the growth allocation for this area assumes development of remaining vacant parcels and eventual redevelopment of some of the older mobile home parks. This area is currently zoned I-2, but is not considered one of the areas identified in the 2020 Plan for Industrial Reserves. In fact, since this area is adjacent to a neighborhood commercial center, redevelopment to commercial or residential uses is encouraged (page 55, 2020 Plan). According to a 1996 study regarding the amounts of commercial and industrial land use within the Anchorage Bowl, only 24 percent of industrial land was fully developed. “This under-utilized industrial property holds potential for more intensive industrial use or for redevelopment to other uses, depending on its location and site characteristics”(page 26, ABC 2020).

Neighborhood commercial centers are considered less intense neighborhood-oriented commercial nodes that are designed to fill in the gaps between the larger town centers. This project fulfills the requirements of Policy No. 25 in the 2020 ABC Plan. The proposed Mountain View Community Development's greatest asset to this community will be improving the quality of life in this area. The scale and appearance of this project will be compatible with the adjacent planned development, nearby residential areas, and traffic patterns. This center will be more auto-dependent due to the character of its location, but it will be exceedingly pedestrian accessible.

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

Vehicular access to the site will be from Mountain View Drive, which according to MOA's Official Street and Highway Plan is classified as a Class II Minor Arterial. Access will be provided via Porcupine Drive and a proposed South Loop Road through the site. To help facilitate vehicular access to the site, a traffic signal is proposed at the Mountain View Drive/South Loop Road intersection.

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

DOWL Engineers has performed a Traffic Impact Analysis (TIA) for the proposed development. Based on the TIA, the following traffic mitigation measures were recommended as part of the Mountain View Community Center development: Install a traffic signal at the intersection of Mountain View Drive/South Loop Road and convert Mountain View Drive from a four-lane roadway to a three-lane roadway from the Glenn Highway to Commercial Drive. It is our understanding that the design for both of these measures is in progress with construction of the improvements scheduled for summer 2006. Please see the attached TIA for additional information.

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

The site will be designed to provide positive drainage away from the buildings. The proposed development site currently has an upper area that is near the elevation of Mountain View Drive. From that plateau, the site drops down in excess of 15 feet. The site plan has been designed to accommodate this topography by allowing the combination office/retail buildings to act as retaining walls. The upper (office) portion of the buildings will be accessed at the higher elevation and the lower floor (retail) will be accessed at the lower elevation. The drainage from the upper plateau will collect in the landscape areas and will be transmitted to the existing storm sewer system in Mt. View Drive. The remainder of the site will surface drain southeast across the parking areas and drive aisles to the perimeter of the site where it will be collected into biofiltration swales. The swales, in turn, will flow to the southwest, parallel to the Glenn Highway. Retention ponds will be employed periodically to provide opportunities for infiltration and storage of the storm water. At the west end of the site the stormwater will be allowed to flow into, and recharge, the existing class C wetland near the intersection of the Glenn Highway and Mt. View Drive.

Water, sewer and natural gas utilities are available in Mt. View Drive. Services for these utilities will be routed beneath the access roads to serve the individual site buildings. It is expected that the sanitary sewer will be collected and pumped up to Mt. View Drive through a force main. Electrical service will be provided by ML&P from their facilities adjacent to the site.

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

The landscape plan demonstrates the buffering that will be incorporated around the entire perimeter of the site. The landscape buffers on the edges of the development consist of a mix of evergreen and deciduous trees and shrubs to provide the necessary visual screen, as well as create a variety of plant textures, sizes, and colors to these vegetated buffers. The eastern most portion of the site would consist of the backsides of three large anchor stores. These backs of buildings will be dealt with a heavy clustering of trees and shrubs to hide these delivery areas. Along the southeast property line, where the Glenn Highway is adjacent to the project site, existing vegetation along with new plantings on top of berms will be incorporated to provide a strong visual screen of the parking lot from the highway. The existing vegetation that is saved along the highway will give the new development a softer face along the Glenn Highway. Mature spruce and birch trees will be saved along this property line to give the building development a sense of fitting into the landscape. By saving a significant amount of large, mature trees along this edge of the project along with berming new plantings (30 to 50 foot area), the visual impact of this new development will be reduced. The existing vegetation will provide a filtering of views into and out from the site. The southwestern portion of the site has four major anchor buildings that will receive intense landscaping along the backsides of the buildings to help screen these more utilitarian spaces from the view of the general public. As per the requirement from Anchorage's Title 21, the perimeter of the site will be planted with visual enhancement landscaping between the property line and all areas with vehicle circulation, parking, storage, or display areas.

The interior lot landscaping provides 13.5 percent landscaping of the total area of parking lot and driveway surfacing. This far exceeds the five percent that is required as per the municipal code. A network of parking lot islands help break up the parking lot into small parking areas and also provide pedestrian access, sidewalks, through the parking lot without requiring the pedestrian to circulate through the drive aisle and between parked cars.

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

Not Applicable. There are no outdoor display areas planned for this project.

- G. TRASH COLLECTION AND RECYCLING.** Trash handling and recycling shall be screened from public streets and pedestrian ways, internal pedestrian sidewalks, and adjacent R-zoned property by landscaping or architectural features in conformity with the external design and material used by the establishment. Screening shall be designed to abate noise and to confine loose trash. The Commission may limit hours of trash collection as necessary to reduce the effects of noise or traffic on surrounding residential and commercial areas.

Trash collection areas for shops and office areas are strategically located throughout the site and are enclosed. These enclosures are masonry construction with six-foot high walls and solid steel, swinging doors. In addition, trash enclosures are ordered by landscaped areas with extensive landscape buffering. Major anchor buildings will use trash compactors which will be located in the loading area and shielded from view if visible from Glenn Highway.

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

The sidewalks, parking areas and drive lanes will be maintained to prevent the excessive accumulation of snow. Snow may be temporarily stored at the perimeter of the parking areas prior to removal. These areas however are not designed to accommodate large volumes of snow.

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

See attached drawing L.1 for detailed parking plan. The attached parking analysis summarizes the parking requirement and what will be provided.

- J. PEDESTRIAN ACCESS.** The establishment shall provide sufficient accessibility, safety, and convenience to pedestrians, customers, and employees. Unobstructed sidewalks shall link the site to existing public sidewalks, its entrances, adjacent transit stops, and abutting residential and commercial areas. Sidewalks shall also be provided along the full length of any building where it adjoins a parking lot. Sufficient sidewalks or barriers shall be provided between parked cars and buildings to prevent vehicles from protruding into reasonable pedestrian passage. Sidewalks shall be separated from adjacent streets by an area sufficient for snow storage and to provide a buffer for pedestrians from vehicular traffic.

An extensive system of pedestrian sidewalks are located throughout the site connecting all retail and office areas with the public circulation access system. Sidewalks with plazas located in specific areas border all retail shops and are partially covered with canopies for weather protection. In addition, a pedestrian circulation system of sidewalks bisect parking areas linking retail shops and anchors throughout the site area. Sidewalks within the landscaped area are located 10-feet from the street curb line to provide for landscaping and snow storage.

- K. *COMMUNITY SPACES.*** Appropriate interior and exterior public areas shall be provided and maintained for customers and visitors to the site to congregate and relax.

Exterior public areas are located throughout the site with a large public gathering place located at the major intersection between Shops '1' and '2', at the heart of the project. This public plaza will be the focal point for the neighborhood activities and could contain a stage area and other potential amenities such as fountains and ice skating rinks.

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

Delivery and loading areas are hidden from view from public view and are located at the backs of the buildings. In addition, the delivery and loading areas will be shielded from Glenn Highway views by either 12-foot high masonry walls or an extensive landscaping buffer.

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

Individual tenant exterior signs are integrated into the building design and located in specific areas noted on the elevation drawings. These signs will be individual, channel-type letters and will comply with signage code requirements. In addition, signs indicating other tenants within the center will be located and integrated into the building design at the corners of Junior Anchor '1' and Shops '4'. These sign elements located at the corners of the buildings will contain identity signs for tenants located elsewhere on the site, and will add to the visual interest of the project. A pylon sign will also be located freestanding, midpoint, along Glenn Highway. This freestanding, pylon sign will be four-sided and will be a structure with architectural elements similar to the rest of the project and will add to the identity and character of the development. Along Mountain View Drive, monument signs will be added at the entries identifying the project and the Mountain View community, and will serve as the entry markers for the proposed development.

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

Illumination for the majority of parking areas will be provided utilizing 30 foot tapered steel poles with full cutoff metal halide luminaires with spacing adequate to meet Illumination Engineering Society (IES) recommendations along the horizontal and vertical planes. A contemporary style of fixture will be used which maximizes efficiency and minimizes glare to motorists and local residents. Uniformity ratios will be designed to a maximum to minimum of 10:1 or less throughout the development.

Pedestrian scale luminaries similar in appearance to the general parking areas on 15 foot poles with brackets for hanging plants will be used along the perimeter parking islands near the retail and restaurant core areas for walkway illumination.

Bollard lighting using high-pressure sodium sources will be used along the landscape area to accent offices and shops, and provide illumination for pedestrians.

Municipality of Anchorage Title 21 and Section 5.040I of the Design Criteria Manual requirements will be adhered to in addition to IES recommendations for parking areas of medium activity.

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

The site layout takes advantage of its southern exposure by locating plaza and pedestrian areas where they can take maximum advantage of solar exposure. In addition, plaza areas along the major retail shops area in the heart of the project and within the exterior public plaza will be heated to provide for snow-free access during winter months. Plaza areas for pedestrians are also partially covered with awnings at entries and along wall areas to provide for weather protection, and to provide identity, color, and interest for the project. Vestibules will be added to tenant space interior improvements as required by the tenant, and pedestrian sidewalks will be protected from winds by landscape buffering throughout the parking area. Special lighting will also be incorporated into individual building design and into the plaza areas to illuminate and identify the project during the entire year. The lighting concepts will be expanded and will contain both building-specific lighting and pedestrian light fixtures within the pedestrian circulation system.

P. **AESTHETIC CHARACTERISTICS**

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

Building facades are designed to provide visual interest and are broken up by numerous pilasters, canopies, awnings, building projections, entry features, and architectural elements. The pedestrian experience along the plaza areas is enhanced with generous amounts of storefront, covered awnings and canopies, and unique building entries to provide for individuality at each tenant. In addition, the façade mass is heightened at the building entries and reduced in other areas to add to the variety and interest of the project.

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

Detail features incorporated into the project include the pilasters and architectural elements, which are repeated throughout the project to add architectural interest and maintain a consistent “village” architectural theme. Materials vary throughout the project and range from stone and masonry to plaster cornices and details. Building color and materials vary throughout the project, emphasizing the individuality of each tenant. In addition, special lighting of architectural features will be used to create a unique, nighttime atmosphere and environment for Anchorage.

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

Roof masses and types of roof vary throughout the project with gabled roofed areas and flat-sloping roof areas used to emphasize specific features and focal points of the project. Parapet walls contain plaster cornice detailing throughout the project to add to a consistent theme and overall quality of design.

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

The building materials contain a variety of materials, which are used to visually emphasize specific features or areas of the project. These materials range from stone and masonry to plaster and aluminum storefront. In addition, the aluminum storefront system within the shops areas will use a variety of different patterns and design in order to emphasize the individuality of each area of the project.

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

The entryways of the project are visually emphasized with towers and other unique architectural elements in order to add a visual reference and architectural interest to the project. These features range from towers and clock tower elements to octagonal corners with special, unique lighting in each area.

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

All mechanical equipment will be screened by roof elements and/or parapets from view. The screening material is incorporated architecturally into the building elevation and is of the same quality and material as the rest of the project.

D59022.Mountain View Big Box Narrative Submittal.SEP.101205.mas

Mountain View Community Development

Parking Calculations per AMC 21.45.080.H
From drawing L-1, dated October 10, 2005

STRUCTURE	USE	s.f.	(CALC)	Req'd Parking
Jr. Anchor 1	Retail	8,157	(1/250)	32.6
Anchor 3	Retail	30,302	(1/250)	121.2
Anchor 2	Retail	18,921	(1/250)	75.6
Anchor 1	Retail	22,000	(1/250)	88.0
Pad 1	Restaurant	6,000	(N/A)	0
Pad 2	Restaurant	5,040	(N/A)	0
Pad 3	Restaurant	4,000	(N/A)	0
Pad 4	Retail	5,000	(1/250)	20.0
Shops 3	Retail	5,600	(1/250)	22.4
Shops 4	Retail	4,200	(1/250)	16.8
Anchor 6	Retail	18,447	(1/250)	73.8
Anchor 5	Retail	22,542	(1/250)	90.1
Anchor 4	Retail	20,962	(1/250)	83.8
Shops 1	Retail	17,780	(1/250)	71.1
Office	Office	19,780	(1/350)	56.5
Shops 2	Retail	19,350	(1/250)	77.4
Office	Office	26,780	(1/350)	76.5
Daycare	Daycare	3,000	(1/400&1/800)	11.2
Retail		193,261		773
Office		46,560		78*
Daycare		3,000		12
TOTAL required parking for retail, office, daycare				863

*(based on Office GLA – 10% of Retail divided by 350)

Required Parking 863
 Parking provided 947; Exceeds requirement by 84

1 CLERK'S OFFICE
2 **AMENDED AND APPROVED**
3 Date: 3-05-96

Submitted by: Chairman of the Assembly at the
Request of the Mayor
Prepared by: Department of Community Plan
and Development
For reading: January 9, 1996

4 Anchorage, Alaska
5 AO 96-17 (as amended)
6
7

AN ORDINANCE AMENDING THE ZONING MAP AND PROVIDING FOR THE REZONING
25.7 ACRES FROM I-1 (LIGHT INDUSTRIAL DISTRICT) ZONE TO I-2/SL (HEAVY
INDUSTRIAL DISTRICT WITH SPECIAL LIMITATIONS) ZONE FOR TRACT F, SECTION
16, T13N, R3W, SM, ALASKA GENERALLY LOCATED NORTH OF THE GLENN HIGHWAY
AND APPROXIMATELY 600 FEET EAST OF THE AIRPORT HEIGHTS F
INTERSECTION.

8 (North Mountain View Community Council) (Planning and Zoning Commission Case 95-158)

9 THE ANCHORAGE ASSEMBLY ORDAINS:

10
11 Section 1: The zoning map shall be amended by designating the following described property as I
12 (Heavy Industrial District With Special Limitations) zone:

13 Tract F, Section 16, T13N, R3W, SM, Alaska, as shown on Exhibit A attached, (Planning
14 and Zoning Commission Case 95-158).
15

16 Section 2. The zoning map described above shall be subject to the following listed restrictions a
7 design standards (special limitations):

18 A. The following uses are restricted: [is prohibited:]

19
20 Use of the site for snow disposal is prohibited.

21 2. Use of the site for crushers, asphalt plants or soil remediation are prohibited.

22 3. The Municipality shall not sell the parcel while the I-2/SL zoning remains in effect.

23
24 B. Design Standards

25
26 Any changes made to the approved site plan shall require an amended site plan to
27 be submitted to the Planning and Zoning Commission for review and approval.
28 The amended site plan shall depict the extent of vegetation to be cleared, all land
29 uses, all structures and storage piles.
30
31

AM 65-96

2. A 150 foot wide buffer which retains the existing natural vegetation shall be provided along the south property boundary abutting the Glenn Highway. A 50 foot wide buffer which retains the existing natural vegetation shall be provided along the east property boundary adjacent to the mobile home park and Clark Junior High School.
3. The height of the storage piles shall not exceed 25 feet in height.
4. The access road to the site shall be paved to reduce dust and vibration.
5. No more than 12.5 acres of the 25.7 acre parcel may be used for heavy industrial uses.

Section 3. The special limitations set forth in this ordinance prevail over any inconsistent provisions of Title 21 of the Anchorage Municipal Code, unless specifically provided otherwise. All provisions of Title 21 of the Anchorage Municipal Code not specifically affected by a special limitation set forth in this ordinance shall apply in the same manner as if the district classification applied by the ordinance was not subject to special limitations.

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

Section 5. The ordinance referenced in Section 1 above shall become effective within 10 days after the Director of the Department of Community Planning and Development has determined that the special limitations set forth in Sections 2 above have the written consent of the owners of the property within the area described in Section 1 above. The Director of the Department of Community Planning and Development shall make such a determination only if he/she receives evidence of the required consent within 120 days after the date on which this ordinance is passed and approved.

PASSED AND APPROVED by the Anchorage Assembly this 5th day of

March, 1996.

ATTEST:

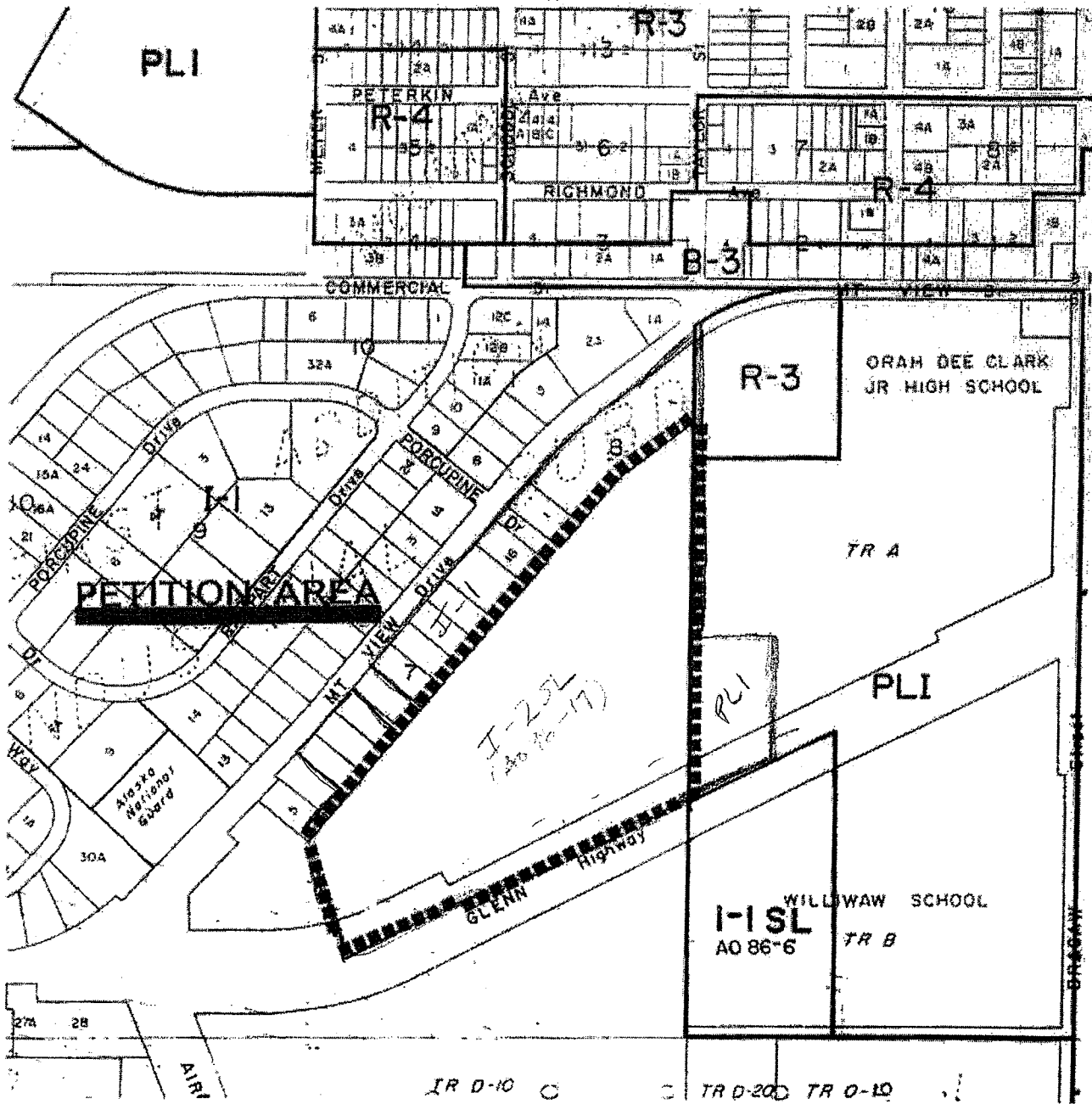

Chairman




Municipal Clerk

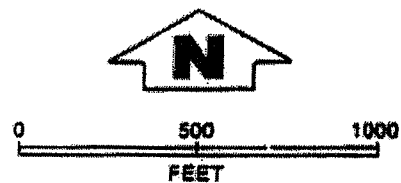
(95-158)
(Tax Parcel #004-051-02)

95-158 REZONING EXHIBIT A

AO 96-17

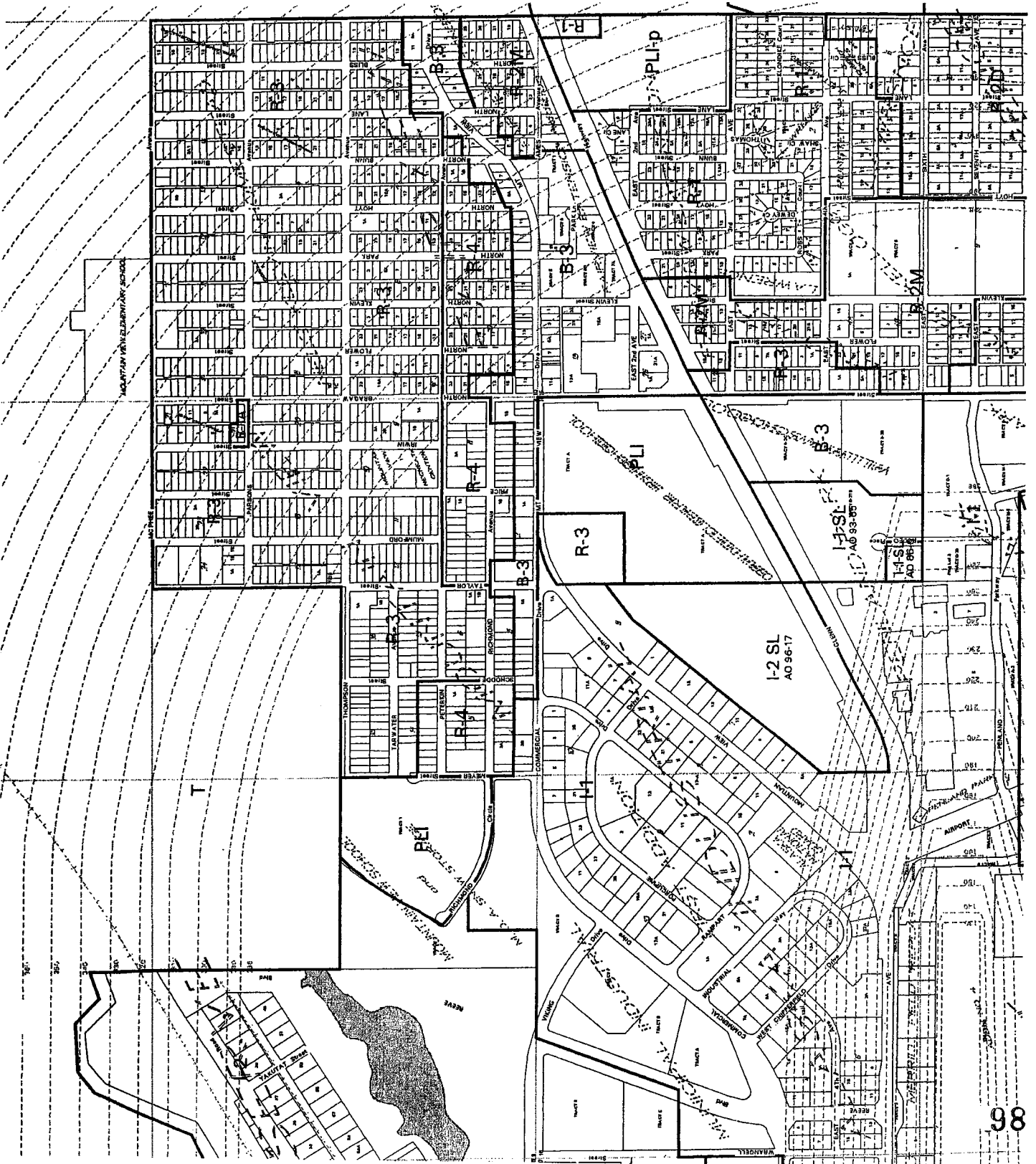


 100 Year Floodplain
 500 Year Floodplain



B

C





December 1, 2005
W.O. D59022

Mr. Robert E. Kniefel, P.E.
Municipal Traffic Engineer
Municipality of Anchorage
P.O. Box 196650
Anchorage, Alaska 99519

Subject: Mountain View Community Center Development
Final Traffic Impact Analysis

Dear Mr. Kniefel:

DOWL Engineers (DOWL) has reviewed the Municipality of Anchorage (MOA) Traffic Department's comments and has incorporated them into the Final Traffic Impact Analysis (TIA) for the Mountain View Community Center development. We have attached three copies of the Final TIA for the Traffic Department's review and approval. We have also submitted copies to the permit department to supplement the development site grading package.

Below is a list of the Traffic Department's comments with DOWL's response following.

COMMENTS FROM ROBERT KNIEFEL, OCTOBER 6, 2005

The additional lane on the Glenn Highway planned by the State should be incorporated in the analysis.

DOWL RESPONSE: The revised TIA assumes the Glenn Highway would have six lanes from McCarrey to Gambell in the design year (2017).

Mountain View Drive/Glenn Highway Intersection:

- Level of Service (LOS) for the Mt View Drive/Glenn Highway intersection deteriorates from existing LOS D to LOS F by the design year 2017 even under the background traffic conditions. So, the TIA concludes that no mitigation at this intersection is necessary as part of this development.

DOWL RESPONSE: Traffic Volumes at this intersection were reevaluated and adjusted to represent p.m. peak hour conditions. In doing so, the LOS for this intersection was E for 2005, 2007, and 2017 background and total traffic conditions. LOS assumes a six-lane section along the Glenn Highway in 2017.

- But the delay at this intersection increases by more than 10% due to the project both for the construction year (2007) and the design year (2017), which does not meet the minimum LOS criteria as per ADOT&PF's Driveway design standards and regulations. Hence, some mitigation measures need to be employed at this intersection.

DOWL RESPONSE: With the adjusted traffic volumes noted above, the increase in delay between the background and total traffic conditions was less than 10%, thus meeting the minimum LOS criteria as per ADOT&PF's driveway design standards.

- If enough right-of-way (ROW) is available, then, providing a channelized right turn for the Westbound right turn (WBRT) on Glenn Highway might alleviate the intersection delay. Or maybe, looking into the future, making this intersection an interchange would improve the traffic flow.

DOWL RESPONSE: Channelizing the WBRT on the Glenn Highway does not have a significant effect on intersection delay. With the minimal decrease in delay, current proposed narrowing of the MVD section (from four-lanes to three-lanes), and upgrades to the entire intersection on the horizon as part of the Glenn Highway Upgrades, no improvements are currently proposed for the WBRT lane.

Mountain View Drive/South Entrance Road:

- Concur with the recommendation to install a new signal.
- The new signal must include left and right turn lanes.

DOWL RESPONSE: Concur

COMMENTS FROM JON SPRING, OCTOBER 12, 2005

General Comments

The site plan needs to allow for future pedestrian and automobile connectivity between the new development north of the Glenn Highway and the existing Northway Mall south of the highway.

DOWL RESPONSE: Site plan allows for future connection to the existing Northway Mall by not having any building front or back the Glenn Highway. Connectivity between the two should be studied as part of the Glenn Highway Upgrades.

Specific Comments

Page 14 – Check LOS for Glenn Hwy and MVD. Status of the System report shows LOS E/F for P.M. peak. TIA says it is only LOS D.

DOWL RESPONSE: Traffic Volumes at this intersection were reevaluated and adjusted to represent PM peak hour conditions. In doing so, the LOS for this intersection was E for existing conditions, which is consistent with other models and reports.

Page 17 – The number of pass by trips estimated for the shopping center seems high especially if they are taking them off of Mountain View Drive. The existing 2004 AADT is 5592. Assuming a p.m. peak hour traffic volume of 560 (10% of AADT), then in order to attract 335 pass by trips, over half of all peak hour trips on Mountain View Drive would have to turn into the new shopping center.

DOWL RESPONSE: The Pass-by Trips are for the "Study Area", which includes the Glenn Highway, Airport Heights, Commercial Drive, and Mountain View Drive. If you look at Figure 9, you can see that 67% of the pass-by trips come from the Glenn Highway or Airport Heights and only 19% from MVD. Thus 19% is equal to 57 trips, which is less than 9% of the existing p.m. peak hour AADT along MVD (assuming K is 11-12%).

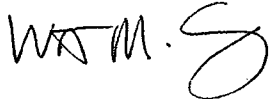
Mr. Robert E. Kniefel, P.E.
Municipal Traffic Engineer
Municipality of Anchorage
December 1, 2005
Page 3

Page 18 – Growth rate will be higher on the Glenn Highway. Growth is accelerating in Chugiak-Eagle River and the Mat-Su Valley. The Glenn Highway is the main corridor into town from these areas. As a result, traffic growth on the Glenn Highway is expected to be higher than the citywide average. Staff estimate is that the Glenn Highway will experience at least a 2% growth rate over the next 10 years. You should also note that improvements to the Glenn Highway (widening from 4 to 6 lanes between McCarrey to Gambell) will attract more traffic due to the elimination of an existing bottleneck.

DOWL RESPONSE: Future traffic volumes along the Glenn Highway were adjusted to represent a 2% annual growth from 2005 (existing) to 2017 (design year). It was also assumed in the design year that the Glenn Highway would have 6 lanes from McCarrey to Gambell.

If you have any questions, I can be reached at 562-2000.

Sincerely,
DOWL Engineers

A handwritten signature in black ink, appearing to read 'W.M. Coghill', with a stylized flourish at the end.

William M. Coghill, P.E., PTOE
Project Engineer

Attachments: As stated

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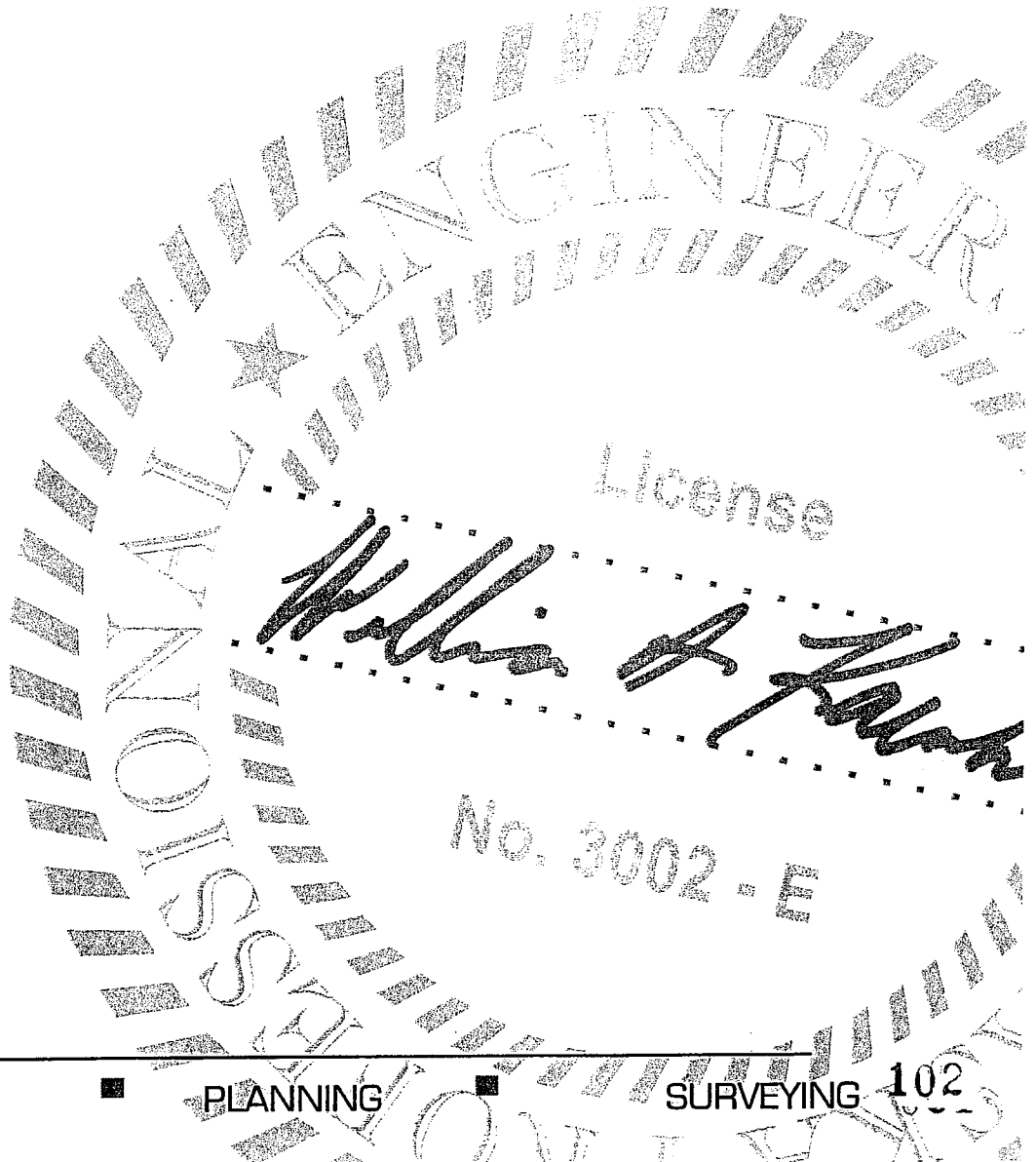


**DRAFT
TRAFFIC IMPACT ANALYSIS**

MOUNTAIN VIEW COMMUNITY CENTER

ANCHORAGE, ALASKA

SEPTEMBER 2005



DRAFT
MOUNTAIN VIEW COMMUNITY CENTER
TRAFFIC IMPACT ANALYSIS

Prepared For:

POB Montgomery and Company
1560 - 140th Avenue, Suite 203
Bellevue, Washington 98005

Prepared By:

DOWL Engineers
4040 B Street
Anchorage, Alaska 99503

W.O. D59022

September 2005

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Appendix E.....	Signal Warrant Analysis Worksheets
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LIST OF ACRONYMS

AADT	annual average daily traffic
ADOT&PF	Alaska Department of Transportation and Public Facilities
DCM	Design Criteria Manual
DOWL	DOWL Engineers
HSIP	Highway Safety Improvement Project
ITE	Institute of Transportation Engineers
LOS	level of service
MOA	Municipality of Anchorage
mph	miles per hour
MUTCD	<i>Manual on Uniform Traffic Control Devices</i>
MVD	Mountain View Drive
OSHP	Official Street and Highway Plan
POB	POB Montgomery and Company
ROW	right-of-way
TIA	Traffic Impact Analysis
TWLTL	two-way left-turn lane

1.0 INTRODUCTION

The purpose of this Traffic Impact Analysis (TIA) is to determine the transportation related impacts of POB Montgomery and Company's (POB) Mountain View Community Center, a new retail, office, and housing development near the intersection of Mountain View Drive/Glenn Highway in Anchorage, Alaska. The property is a 25.6-acre site located in the southeast corner of Tract F in the Alaska Industrial Subdivision including the southwest portion of the Clark Middle School property currently owned by the Anchorage School District. It is generally located east of Mountain View Drive (MVD) between the Glenn Highway and Airport Heights intersections (see Figure 1).

The proposed POB development includes approximately 265,000 square feet of retail/office space and 78 housing units. The scope of this TIA is based on the conceptual site plan shown on Figure 2, the requirements of the 2004 Driveway Regulations for the State of Alaska Department of Transportation and Public Facilities (ADOT&PF), and discussions with the Municipality of Anchorage (MOA) and ADOT&PF Traffic and Planning Departments. The initial construction for the proposed development will begin in 2006 with completion in late 2007 (full build-out).

In addition to POB's proposed development, the Rasmussen Foundation is planning to build an Arts and Cultural Center just north of the POB development. Access to the center would be via the proposed North Entrance Road. Because of the location of the North Entrance Road and its direct access to MVD, the Anchorage School District may consider using the road as an additional access to Clark Middle School.

The transportation issues discussed in this TIA include:

- existing traffic conditions in the vicinity of the proposed development during weekday p.m. peak hours;
- 2007 and 2017 background traffic conditions;

- 2007 and 2017 total traffic conditions, assuming full build-out of the proposed development in 2007;
- other planned developments and transportation improvements within the study area; and
- roadway improvements associated with the proposed development necessary to achieve minimum level of service (LOS) per ADOT&PF requirements.

The objectives of this TIA include:

- adequately assessing the traffic impacts associated with the proposed development and identifying the level of off-site access and traffic control improvements required;
- providing public agencies with a comprehensive transportation study which evaluates and documents the traffic impacts and off-site improvements, where warranted;
- providing a technically sound basis to identify/negotiate mitigation requirements in response to off-site traffic impacts; and
- providing input on the proposed access plan, internal site circulation, and truck access.

The following intersections were included in this TIA:

- MVD/Glenn Highway;
- MVD/Porcupine Drive;
- MVD/Commercial Drive;
- MVD/North Entrance Road (proposed); and
- MVD/South Entrance Road (proposed).

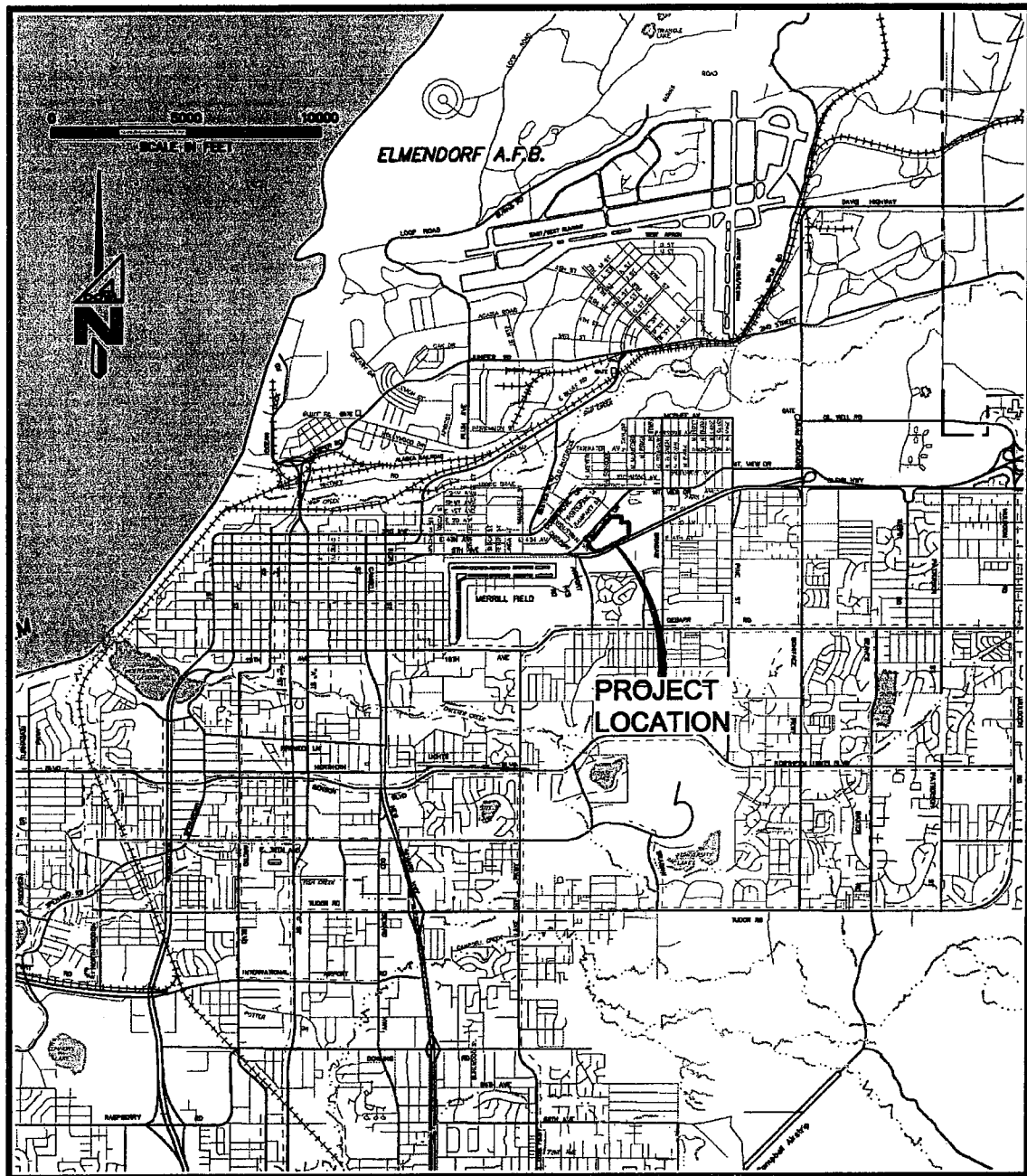


Figure 1: Location and Vicinity Map

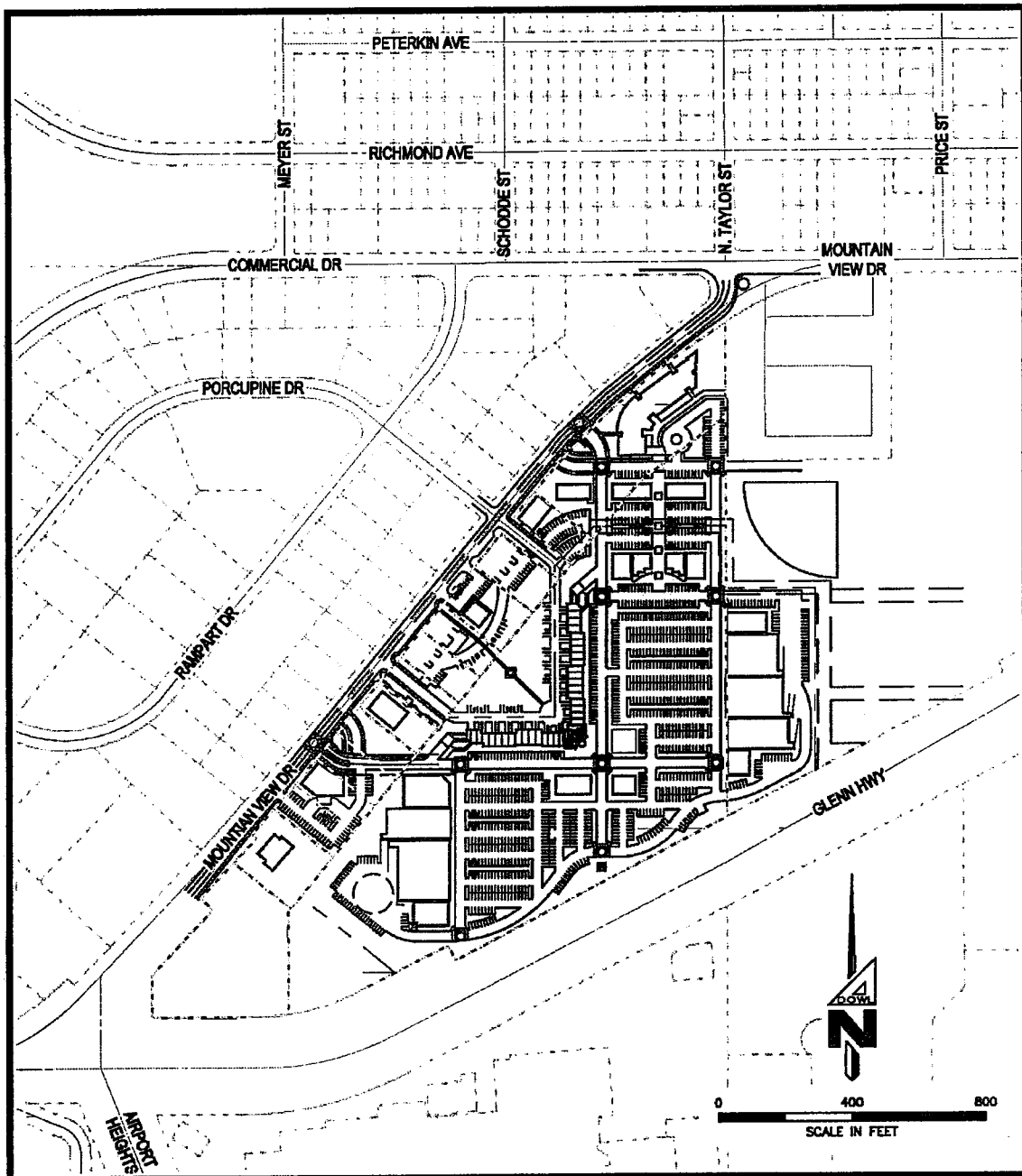


Figure 2: Conceptual Site Plan

2.0 AREA CONDITIONS

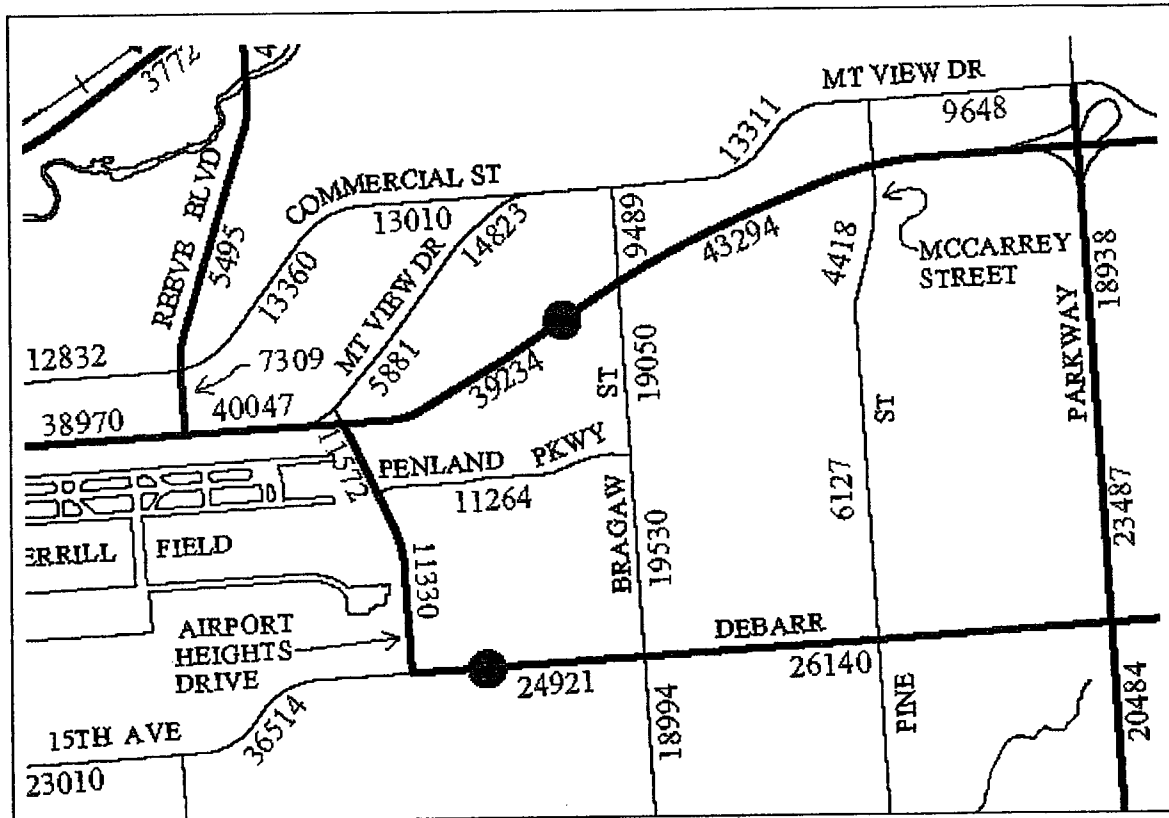
2.1 Transportation Network Study Area

2.1.1 Site Access

The project site is currently accessed off of MVD by a dirt driveway in alignment with Porcupine Drive. Porcupine Drive is currently a two-way stop controlled intersection at MVD. The current road through the project area is unpaved and is utilitarian in nature.

2.1.2 Area Roadway System

According to MOA's Official Street and Highway Plan (OSHP) MVD is classified as a Class II minor arterial maintained by the MOA within an 80-foot right-of-way (ROW) from Bragaw Street to the Glenn Highway. MVD between Commercial Drive and the Glenn Highway is a paved four-lane, two-way roadway with a posted speed of 35 miles per hour (mph). The Glenn Highway is classified as a Class III, Major Arterial (divided) east of MVD and as a Class IIIB, Major Arterial (undivided) west of MVD and is maintained by the ADOT&PF within a 100-foot ROW. The Glenn Highway is a five-lane divided roadway east of MVD with three eastbound lanes and two westbound lanes with a posted speed of 55 mph. The Glenn Highway west of MVD is a five-lane undivided roadway with two lanes in each direction and a center two-way left-turn lane (TWLTL) with a posted speed of 40 mph. Commercial Drive is classified as a Class II minor arterial maintained by the MOA within an 80-foot ROW from Post Road to MVD. Commercial Drive is a three-lane roadway with one lane in each direction and a center TWLTL with a posted speed of 40 mph. The 2003 annual average daily traffic (AADT) volumes for the area roadway system are also shown on Figure 3.



2.1.3 Transit Service

There is no existing transit service provided on MVD between Commercial Drive and the Glenn Highway. People Mover Route 45 travels between the Downtown Transit Center and the Alaska Native Medical Center via MVD, north of this area. Figure 4 shows a transit map and Figure 5 shows a boarding schedule for Route 45.

36

Weekday • Saturday • Sunday

**Route
45**

Route 45 travels between the Downtown Transit Center and the Alaska Native Medical Center via Mountain View, Northway Mall, East High School, UAA and Providence Hospital.

Major transfer points:

- Downtown Transit Center - All routes except 1, 77 and DART Rts. 474, 476, 491, 492
- Northway Mall - Rts. 8, 15
- Bragaw & DeBarr - Rt. 15
- Bragaw & Northern Lights - Rt. 3
- Providence & Alumni - Rts. 1, 3, 13, 36, 102

Major points of interest:

- | | |
|--------------------------------|--------------------------------------------|
| • Alaska Native Medical Center | • Mountain View Neighborhood Health Center |
| • Providence Hospital | • Park Lanes Bowling |
| • East High School | • UAA |
| • Anchorage Daily News | • Goose Lake |
| • Northway Mall | • Boys & Girls Club - Mt. View |
| • Costco - DeBarr | • Anchorage Jail |
| • Sams Club - Northway | |
| • Carrs - Northway | |

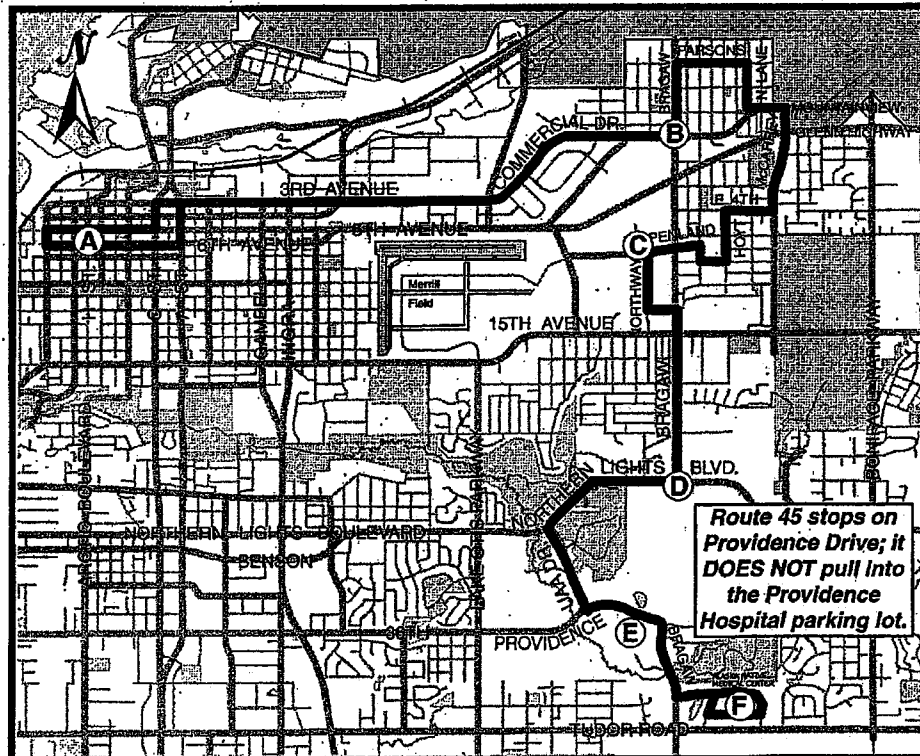


Figure 4: Route 45 Transit Map

37

ROUTE 45 • OUTBOUND
FROM DOWNTOWN TRANSIT CENTER
TO ALASKA NATIVE MEDICAL CENTER

ROUTE 45 • INBOUND
FROM ALASKA NATIVE MEDICAL CENTER
TO DOWNTOWN TRANSIT CENTER

Downtown Transit Center (A)	Bragaw & Mountain View (B)	Penland & Northway (C)	Northern Lts. & Bragaw (D)	Providence Hospital (E)	AK Native Medical Center (F)	AK Native Medical Center (F)	Providence Hospital (E)	Northern Lts. & Bragaw (D)	Penland & Northway (C)	Bragaw & Mountain View (B)	Downtown Transit Center (A)
WEEKDAY											
—	—	—	—	—	—	5:50	5:53	5:57	6:01	6:15	6:28
—	—	—	—	—	—	6:12	6:15	6:19	6:23	6:37	6:50
5:50	6:01	6:12	6:18	6:22	6:28	6:35	6:38	6:42	6:46	7:00	7:13
6:20	6:31	6:42	6:48	6:52	6:58	7:02	7:05	7:09	7:14	7:30	7:46
—	—	—	—	—	—	7:28	7:31	7:35	7:40	7:56	8:12
7:05	7:16	7:27	7:33	7:37	7:43	7:55	7:58	8:02	8:07	8:23	8:39
7:35	7:46	7:57	8:03	8:07	8:13	8:20	8:23	8:27	8:32	8:45	9:02
8:05	8:16	8:27	8:33	8:37	8:43	8:50	8:53	8:57	9:02	9:15	9:32
8:35	8:46	8:57	9:03	9:07	9:13	9:20	9:23	9:27	9:32	9:45	10:02
9:00	9:11	9:22	9:28	9:32	9:38	9:53	9:56	10:00	10:05	10:18	10:35
9:35	9:46	9:57	10:03	10:07	10:13	10:20	10:23	10:27	10:32	10:45	11:02
10:05	10:16	10:27	10:33	10:37	10:43	10:55	10:58	11:02	11:07	11:20	11:37
10:20	10:31	10:42	10:48	10:52	10:58	11:10	11:13	11:17	11:22	11:35	11:52
10:40	10:53	11:05	11:11	11:15	11:21	11:30	11:33	11:37	11:42	11:55	12:12
11:05	11:18	11:30	11:36	11:40	11:46	11:50	11:53	12:00	12:05	12:20	12:37
11:35	11:48	12:00	12:06	12:10	12:16	12:20	12:23	12:30	12:35	12:50	1:07
12:00	12:13	12:25	12:31	12:35	12:41	12:50	12:53	1:00	1:05	1:20	1:37
12:15	12:28	12:40	12:46	12:50	12:56	1:05	1:08	1:15	1:20	1:35	1:52
12:40	12:53	1:05	1:11	1:15	1:21	1:30	1:33	1:40	1:45	2:00	2:17
1:02	1:15	1:27	1:33	1:37	1:43	1:50	1:53	2:00	2:05	2:20	2:37
1:30	1:43	1:55	2:01	2:05	2:11	2:20	2:23	2:30	2:35	2:50	3:07
2:00	2:13	2:25	2:31	2:35	2:41	2:50	2:53	3:00	3:05	3:20	3:37
2:30	2:43	2:57	3:02	3:08	3:14	3:20	3:23	3:30	3:35	3:50	4:07
3:00	3:13	3:27	3:32	3:38	3:44	3:50	3:53	4:00	4:05	4:20	4:37
3:30	3:43	3:57	4:02	4:08	4:14	4:20	4:23	4:30	4:35	4:50	5:07
3:45	3:58	4:12	4:17	4:23	4:29	—	—	—	—	—	—
4:00	4:13	4:27	4:32	4:38	4:44	4:50	4:53	5:00	5:05	5:20	5:37
4:25	4:38	4:52	4:57	5:03	5:09	5:15	5:18	5:25	5:30	5:45	6:02
4:45	4:58	5:12	5:17	5:23	5:29	—	—	—	—	—	—
5:10	5:23	5:37	5:42	5:48	5:54	6:10	6:13	6:17	6:22	6:35	6:51
5:45	5:58	6:12	6:17	6:23	6:29	—	—	—	—	—	—
6:20	6:33	6:47	6:52	6:58	7:04	7:10	7:13	7:17	7:22	7:35	7:51
7:20	7:31	7:43	7:47	7:51	7:57	8:05	8:08	8:12	8:17	8:30	8:46
8:05	8:16	8:28	8:32	8:36	8:42	9:00	9:03	9:07	9:12	9:25	9:41
9:05	9:16	9:28	9:32	9:36	9:42	10:00	10:03	10:07	10:12	10:25	10:41
10:00	10:11	10:23	10:27	10:31	10:37	—	—	—	—	—	—
11:00	11:11	11:23	11:27	11:31	11:37	—	—	—	—	—	—
Route 45 Saturday and Sunday service schedule follows on page 37											

Figure 5: Route 45 Boarding Schedule

2.1.4 Pedestrian Trails

The 1997 Trails Plan shows a proposed bicycle trail along MVD between Commercial Drive and the Glenn Highway. The proposed bicycle trail is part the “high speed” bicycle commuter route system located approximately one mile apart and traveling in parallel directions starting on the Glenn Highway from Eagle River to Boniface Parkway, then to MVD, and ending on 5th Avenue.

MVD currently has five-foot sidewalks along both sides of the roadway from Commercial Drive to the Glenn Highway. It is our recommendation that at a minimum these sidewalks remain in order to accommodate pedestrian travel between the neighborhood and the new housing, office, and retail units, proposed Arts and Cultural Center and Clark Middle School.

The Glenn Highway is slated to have a multi-purpose trail built that would have the capability of accommodating multiple purposes and users.

2.1.5 Area of Significant Traffic Impact

According to ADOT&PF’s TIA Criteria (17AAC10.070), a TIA must address:

- (1) intersections on highways where traffic on any approach is expected to increase as a result of the proposed development by at least 5 percent of the approach’s capacity;
- (2) segments of highways between intersections where total traffic is expected to increase as a result of the proposed development by at least 5 percent of the segments’ capacity; state highways and intersections where the safety of the facilities will deteriorate as a result of the traffic generated by the development;
- (3) each driveway or approach road that will allow egress from or ingress to a highway for the proposed development;
- (4) parking and circulation routes within the proposed development, to the extent necessary to ensure that traffic does not back up on to a highway; and

- (5) pedestrian and bicycle facilities that are part of the highway facilities to which a permit applicant seeks access.

Based on the above criteria, only the following intersections, including the segments in-between the intersections, need to be analyzed for potential off-site improvement as part of the POB Mountain View Center development:

- MVD/Glenn Highway;
- MVD/Porcupine Drive;
- MVD/Commercial Drive;
- MVD/North Entrance Road (proposed); and
- MVD/South Entrance Road (proposed).

The area of significant impact includes the MVD/Glenn Highway intersection, MVD/Porcupine Drive intersection, and the MVD/Commercial Drive intersection. This is primarily an existing industrial area leading into a residential area north of MVD. One of the objectives of this study is to determine if two new signalized intersections on MVD are warranted. As mentioned previously, these intersections will become the main access points to the project site. The existing lane configuration and traffic control for each study intersection is shown on Figure 6.

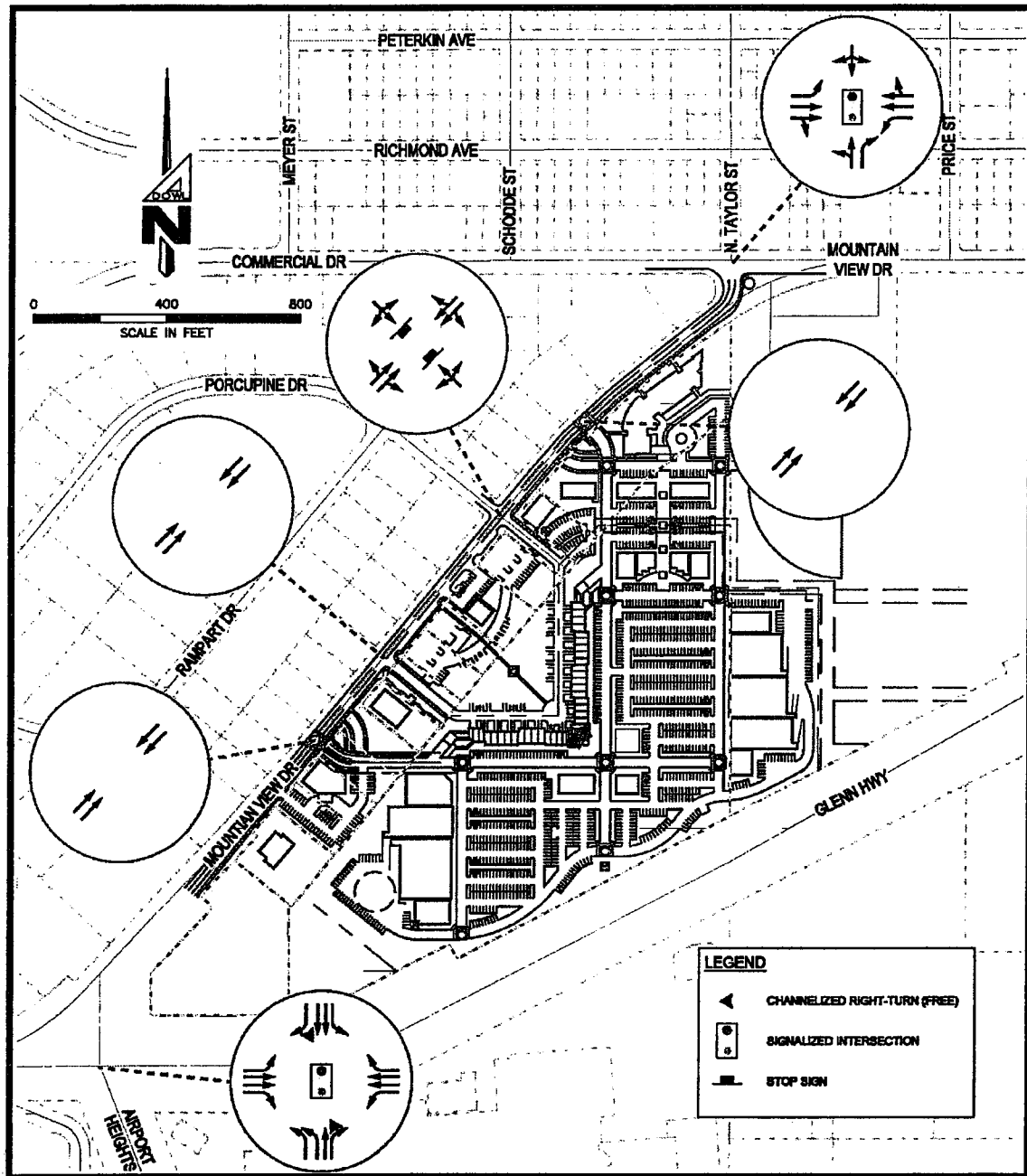


Figure 6: Existing Lane Configuration and Traffic Control

2.2 Study Area – Adjacent Land Use

2.2.1 Existing Land Uses

The existing zoning in the study area is a mix of residential, business, industrial, and public land districts. The land for the proposed Mountain View Community Center is currently zoned I-2 SL (A.O. 96-17). The intent of I-2 is for heavy manufacturing, storage, major shipping terminals and other related uses. A.O. 96-17 adds numerous restrictions to the site, some of which include:

- the Municipality shall not sell the parcel while the I-2/SL zoning is in effect;
- there must be adequate natural vegetation buffers along the south and east sides of the property;
- the access road to the site shall be paved; and
- no more than 12.5 acres of the 25.7-acre parcel may be used for heavy industrial uses.

The proposed site has an electrical substation on the eastern portion with the remaining site used by the Municipality as a maintenance storage yard. The land immediately north of the proposed site is currently zoned R-3 with an existing mobile home court. This R-3 area is where the Rasmussen Foundation is looking to construct the Arts and Cultural Center. The area bordering MVD is zoned industrial and there are numerous businesses in the area such as plumbing and furniture stores, a storage yard, photo and machine shops, along with the offices for the Special Olympics. The area east of the proposed development is zoned PLI land, and is owned and used by the Anchorage School District for Clark Middle School.

2.2.2 Anticipated or Approved Future Uses

Mountain View is a neighborhood going through revitalization. The MOA currently has a Highway Safety Improvement Project (HSIP) underway that includes reconstruction and landscaping improvements along MVD from Glenn Highway to Bragaw Street. The Design Study Report and Plan Set should be completed for the HSIP improvements by Fall 2005.

This traffic study will help determine if the future configuration of MVD will change from a four-lane roadway to a two-lane or three-lane (center TWLTL) roadway.

The Rasmussen Foundation is currently discussing plans of purchasing the land at the southeast corner of the Mountain View Drive/Commercial Drive intersection (the existing mobile home court) and creating an Arts and Cultural Center.

2.2.3 Traffic Counts

Traffic counts for all existing study intersections were obtained from data provided by the MOA Traffic Department and supplemented by manual traffic counts that were performed by DOWL Engineers (DOWL). All traffic counts were conducted on a Tuesday, Wednesday, or Thursday in the month of June during the morning (7:00 a.m. and 9:00 a.m.) and evening (4:00 p.m. and 6:00 p.m.) peak periods. The traffic counts revealed that the weekday evening peak hour is the critical analysis period (highest traffic volumes) for all study intersections. Appendix A contains the raw traffic count data collected for this analysis. Existing weekday p.m. peak hour traffic volumes, LOS, average delay, and volume-to-capacity ratio for all study intersections are summarized on Figure 7. All LOS analyses described in this report were performed using Trafficware's Synchro, Version 6, and McTrans' HCS2000 software in accordance with the Highway Capacity Manual, 2000.

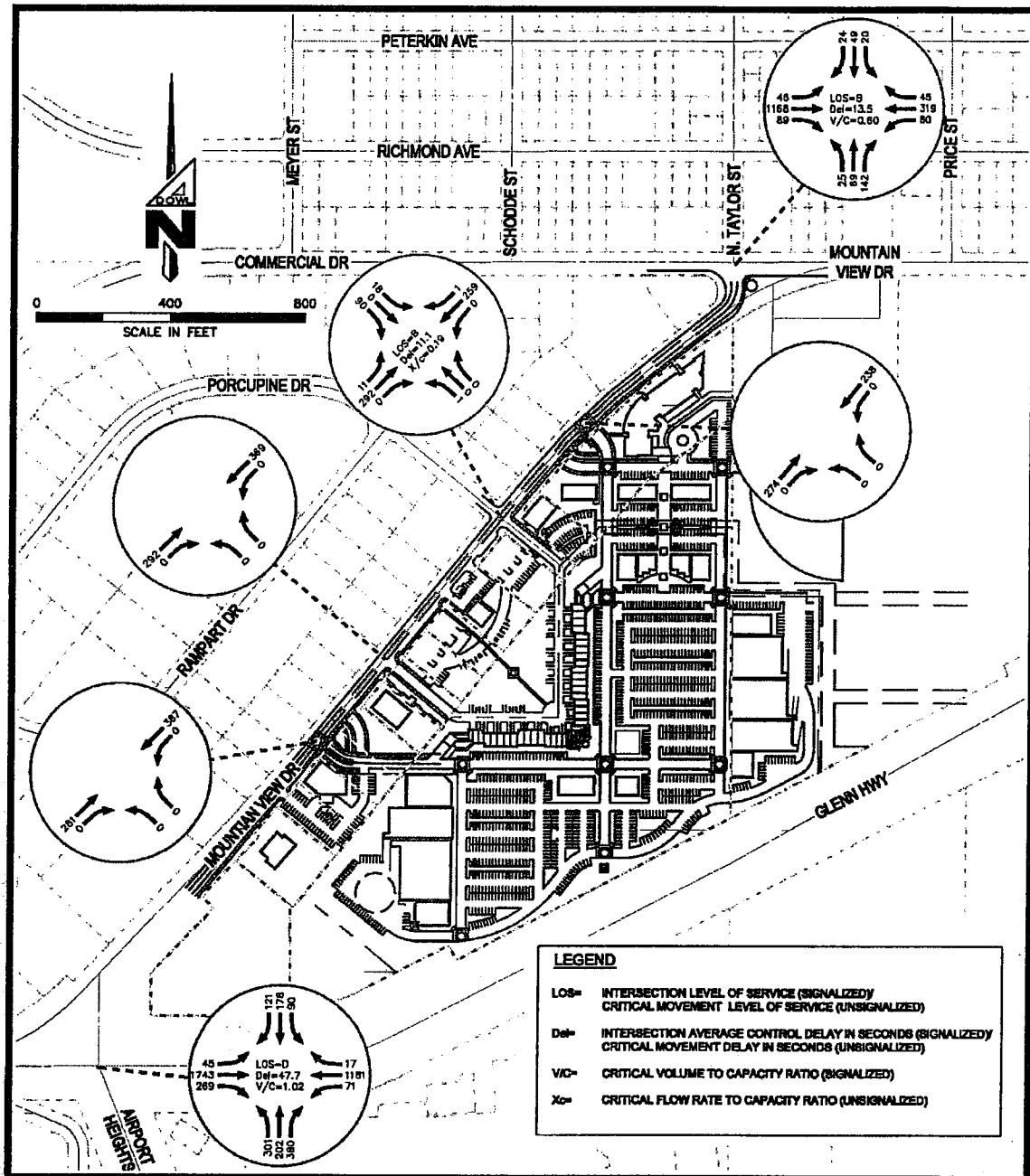


Figure 7: Existing p.m. Peak Traffic Volumes

3.0 PROJECTED TRAFFIC

This TIA identifies how the study area's transportation system operates currently as well as how it will operate during the year the proposed development will be completed and at the design year. The design year is defined by ADOT&PF Driveway Regulations as 10 years from development completion. For purposes of this report, it was assumed that the Mountain View Community Center would be completed in 2007 (hereafter referred to as the "construction year"). Thus, the design year is 2017.

The following methods were used to estimate future traffic volumes:

- p.m. peak hour estimates for construction and design year conditions (years 2007 and 2017) without site build-out (referred to as "background" traffic volumes) were used as the basis for comparison. These estimates reflect the future traffic operations that are likely to occur without the proposed development. The MOA Traffic Department provided the growth rates for our analysis.
- Assuming full build-out of the proposed development in 2007, the number of weekday p.m. peak period trips generated by the site and directional distribution (entering/exiting) were estimated based on the Institute of Transportation Engineers' (ITE) Trip Generation manuals;
- 2007 and 2017 background traffic volumes were projected from existing 2004 and 2005 p.m. peak hour traffic volumes using the growth rates provided by the MOA for the study area;
- A trip distribution pattern was derived through the review of the existing conditions, circulation patterns, area land use, MOA trip distribution model and previous traffic studies;
- Predicted site-generated traffic from the proposed development was added to the 2007 and 2017 background traffic volumes to determine the total traffic volumes at each of the study intersections.

3.1 Site Traffic

3.1.1 Trip Generation

The trip generation analysis yields the number total vehicles entering the site, net new vehicle trips entering that site, and net new vehicle trips on the adjacent roadways and driveways during the weekday p.m. peak hours. The site-generated traffic was categorized into three types of trips: new, pass-by, and internal trips.

New trips are trips that would not have existed without the proposed development minus the existing trips generated by developments displaced by the proposed development. Existing trips in the area are associated with the furniture store and the Special Olympics Building.

Pass-by trips are trips that currently exist on the study area roadways and visit the proposed development because it is on the way to their ultimate trip destination. The Pass-by trip percentages for this TIA were established based on existing similar developments. As recommended in *ITE's Trip Generation Manual*, the pass-by trip percentage is applied to the total number of new trips after subtracting all internal trips.

Internal trips are trips generated by the Mountain View Community Center development and only require internal driveways to access the proposed development. Internal trips do not represent additional trips on the surrounding study area transportation network.

Trip generation rates for the proposed development were based on data published in *ITE's Trip Generation Manual, 7th Edition*. ITE's trip generation rates assume full build out of the proposed development as shown in Tables 1 and 2. For this TIA, full-build out is assumed to be construction year 2007. At full build-out the development area is expected to generate 881 total p.m. peak-hour trips of which about 583 are net new trips to the study area transportation system.

Table 1: Site Generated Trips (ITE Trip Generation Manual, 7th Edition, 2003)

Land Use	Quantity	Units	ITE Code	Generation Rate		Daily Trips	p.m. Peak Hour Trips
				Daily	p.m. Peak Hour		
Proposed Development							
Shopping Center	248	1000 sf	820	42.94	3.75	10,649	930
Office	17	1000 sf	710	11.01	1.49	189	26
Residential	78	Dwelling	231	10.5	0.78	819	61
Subtotal							1,017
Internal Trip Adjustment							
Shopping Center (10%)	248	1000 sf	820*	4.29	0.38	1,064	-93
Office (5%)	17	1000 sf	710*	0.55	0.08	9	-1
Residential (2%)	78	Dwelling	231*	0.21	0.02	16	-1
Subtotal							-95
Existing Trips to Remain							
Warehouse - SPO	6	1000 sf	150	4.96	0.61	30	4
Furniture Store	12	1000 sf	890	5.06	0.53	61	6
Subtotal							10
Existing Trips Displaced							
Warehouse	23	1000 sf	150	4.96	0.61	114	-14
Auto Service	7	1000 sf	890	23	4.01	161	-28
Retail - Old SPO	2	1000 sf	816	51.29	4.74	103	-9
Subtotal							-51
Total Site Generated Trips							881

Table 2: Directional Distribution (Pass-by and Net New Trips)

Land Use	Total Site Generated Traffic (From Table 1)	Directional Distribution		Pass-by Trips	Pass-by Trips		Net New Trips	
		In	Out		In	Out	In	Out
Proposed Development								
Shopping Center	837	48%	52%	40%	161	174	241	261
Office	25	17%	83%	15%	1	3	3	18
Residential	60	58%	42%	0%	0	0	35	25
Subtotal	922				162	177	279	304
Existing Development								
Warehouse - SPO	-19	10%	90%	100%	-2	-17	0	0
Auto Service	-28	48%	52%	100%	-13	-15	0	0
Furniture Store	6	48%	52%	100%	3	3	0	0
Subtotal	-41				-12	-29	0	0
Total	881				150	148	279	304

3.1.2 Trip Distribution and Assignment

The distribution of site-generated trips onto the roadway system within the study area was estimated based on the following factors:

- type and size of proposed development;
- surrounding land uses and population;
- MOA traffic distribution model; and
- discussions with MOA Planning staff.

The MOA traffic distribution model was used as a base for the site generated trip distribution and modified based on the above factors to get the final distribution patterns for 2007 and 2017 during the weekday p.m. peak hours is shown on Figure 8. The corresponding distribution of the site-generated trips is shown on Figure 9.

3.2 Traffic Growth Rate

The annual traffic growth rate applicable to this TIA was not evaluated herein. A 1.65 percent area-wide annual growth rate for the years 2004 – 2013 and 1.30 percent area-wide annual growth rate for the years 2013 to 2017 were used in this TIA. The growth rates are based on MOA's Traffic Projection Model and were consistent with the annual growth rate experienced within the study area over the past 10 years of ADOT&PF published AADTs (1993-2003).

Historically, this portion of MVD has been used as support for the industrial businesses in the area. There is a significant volume of truck and bus traffic given the close location of First Student, Inc. and the Lynden Transport warehouse. The road also supports cut-through commuter traffic, estimated by a recent study to be 15 to 20 percent (Lounsbury, 2003).

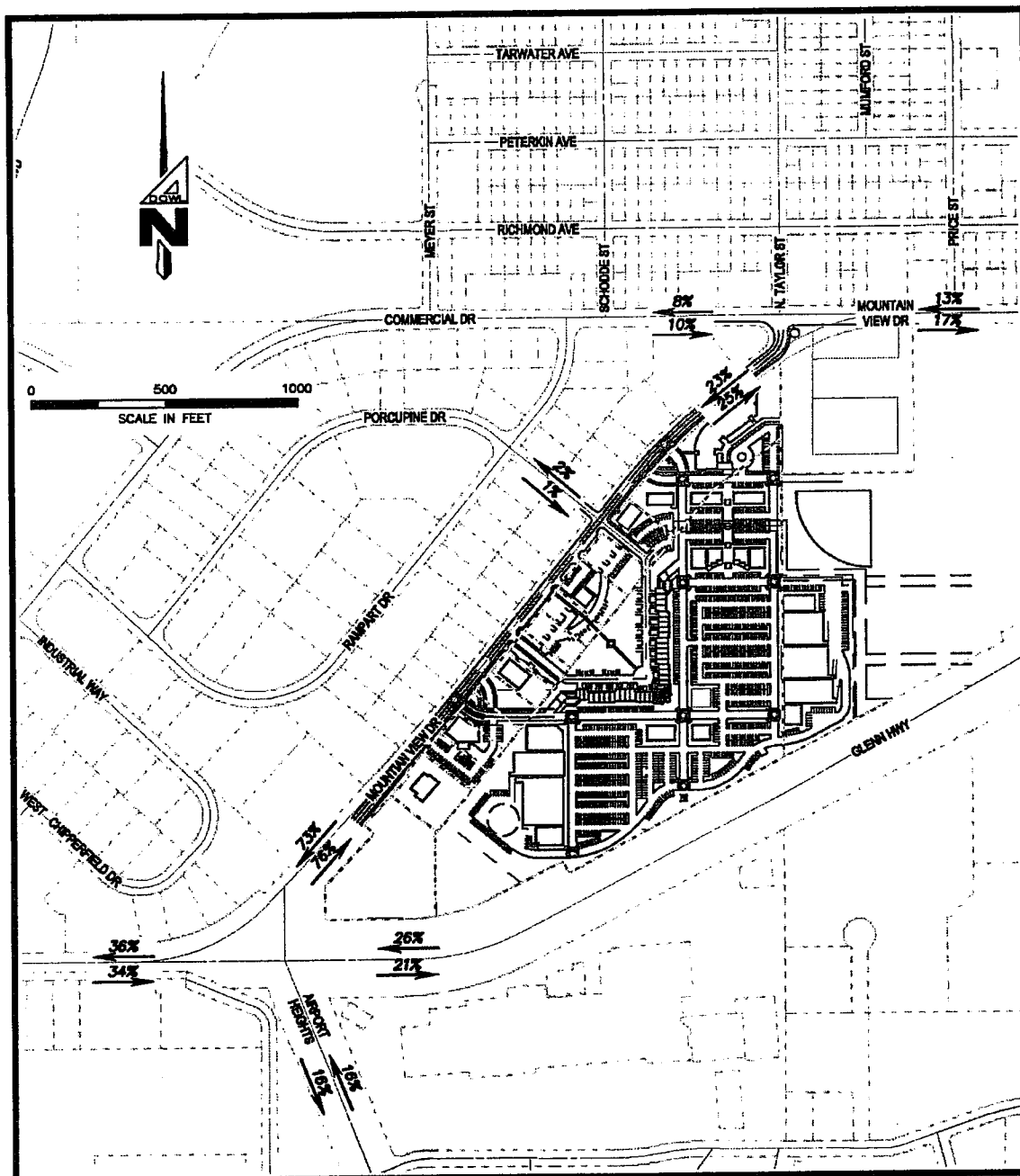


Figure 8: Site Generated Trip Distribution Pattern

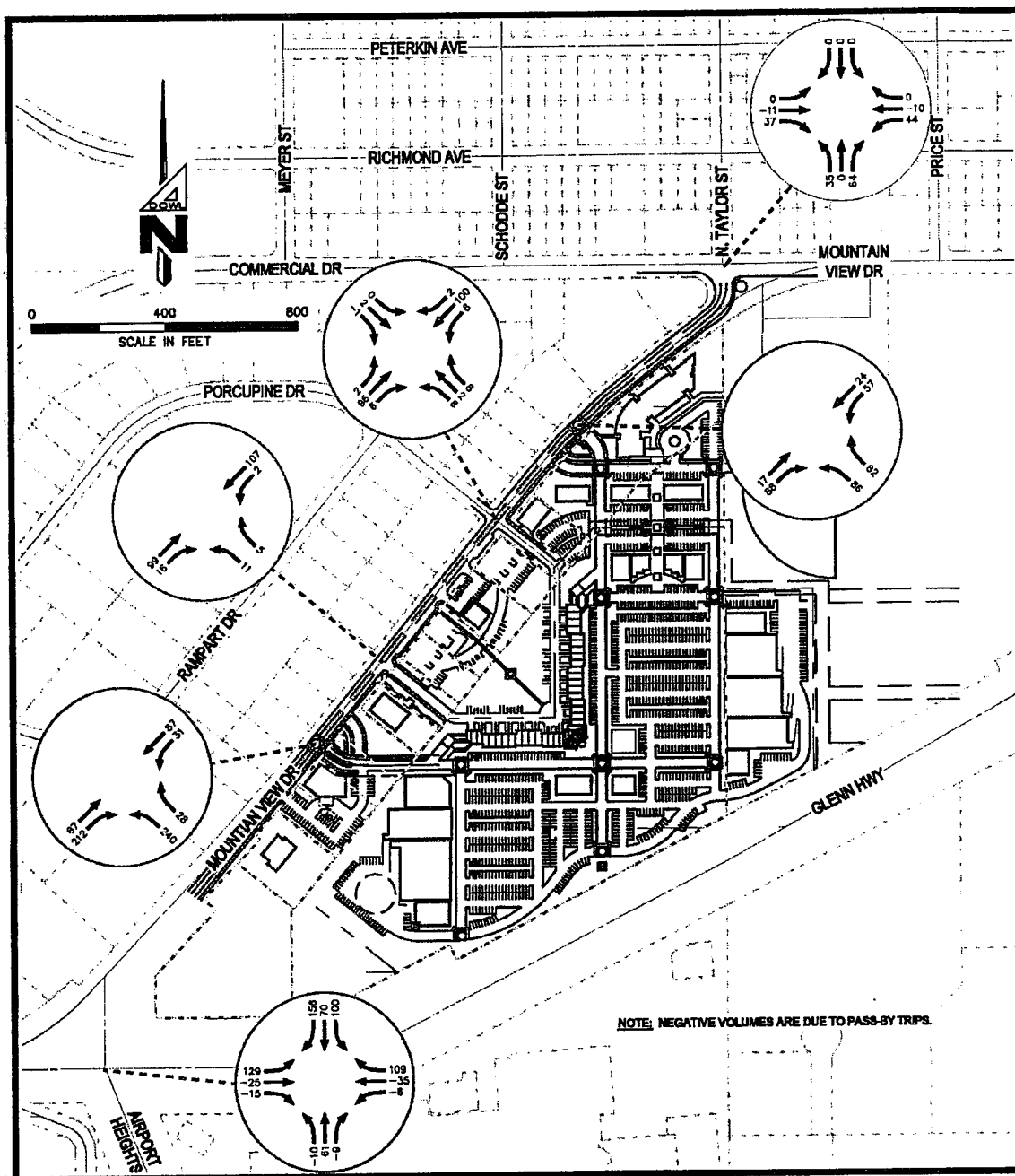


Figure 9: Site Generated Traffic Weekday p.m. Peak Hour

3.3 Other Traffic

3.3.1 Non-site Traffic for Anticipated/Approved Developments in the Study Area

As previously stated, this TIA covers the Mountain View Community Center project area, and the adjacent properties along MVD. In July 2005, the Anchorage Assembly approved a grant for the purpose of developing the Mountain View Arts and Cultural Building, located in the northeastern portion of the project area. In addition, there have been ongoing discussions of connecting the proposed North Entrance Road to Clark Middle School. This would allow Clark Middle School direct access to MVD. This TIA assumes the proposed Arts and Cultural Building will be completed by 2017, thus the site-generated trips from the building were included in the 2017 background traffic volumes. The extension of the North Entrance Road to Clark Middle School was not analyzed as part of this TIA.

3.4 Total Future Traffic

3.4.1 Background Conditions

The background conditions analysis identified how the study area's transportation system will operate in the construction year and design year without site generated traffic from the proposed Mountain View Community Center. Background conditions include inflationary growth and traffic growth resulting from other development within the study area.

The 2007 and 2017 background traffic volumes were estimated by applying the MOA supplied annual growth rates to the 2004 and 2005 existing conditions. The background traffic volumes and LOS data for 2007 and 2017 are shown on Figures 10 and 11, respectively.

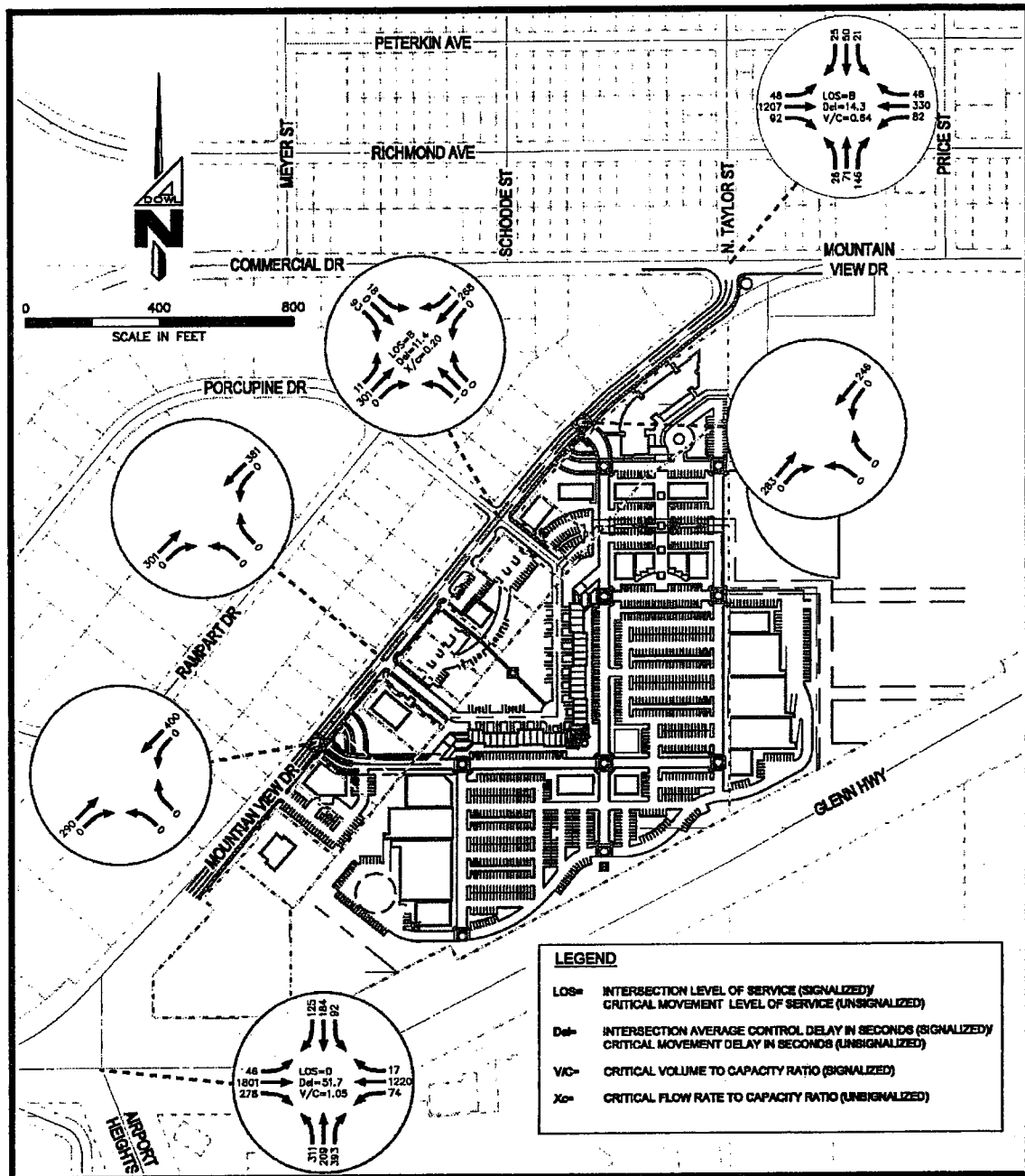


Figure 10: 2007 Background Volumes Weekday p.m. Peak Hour

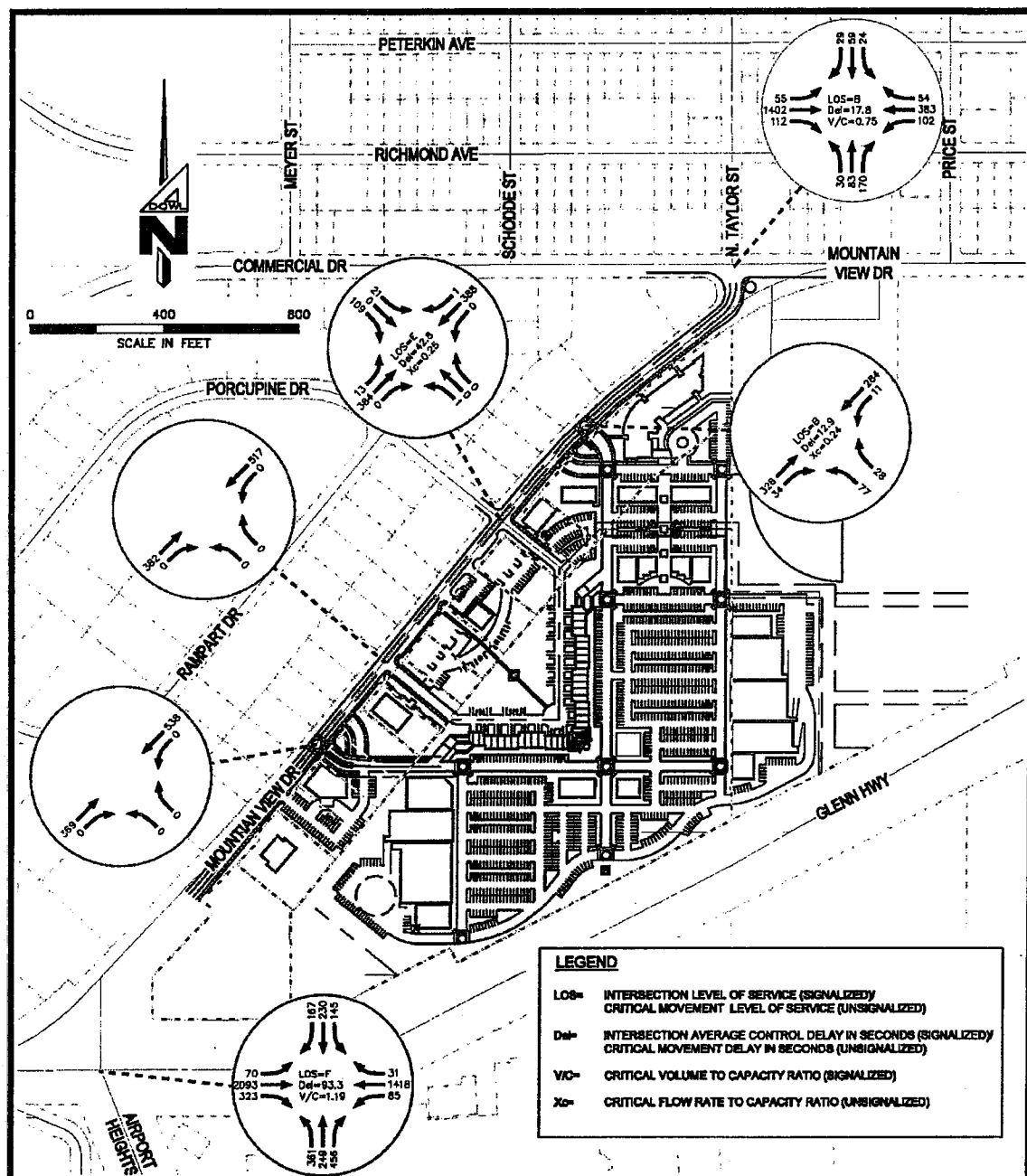


Figure 11: 2017 Background Volumes Weekday p.m. Peak Hour

3.4.2 Total Future Traffic Conditions

For the total traffic conditions, the following modifications to the existing lane configuration and traffic control were made in the study area to accommodate the proposed development (see Figure 12):

- three-lane roadway section along MVD from Glenn Highway to Commercial Drive and
- installation of a traffic signal at MVD/South Entrance Road intersection.

The total traffic is defined as the sum of the background and site generated traffic. Figures 13 and 14 constitute the summation of site-generated traffic shown on Figure 9 and the background traffic shown on Figures 10 and 11, respectively.

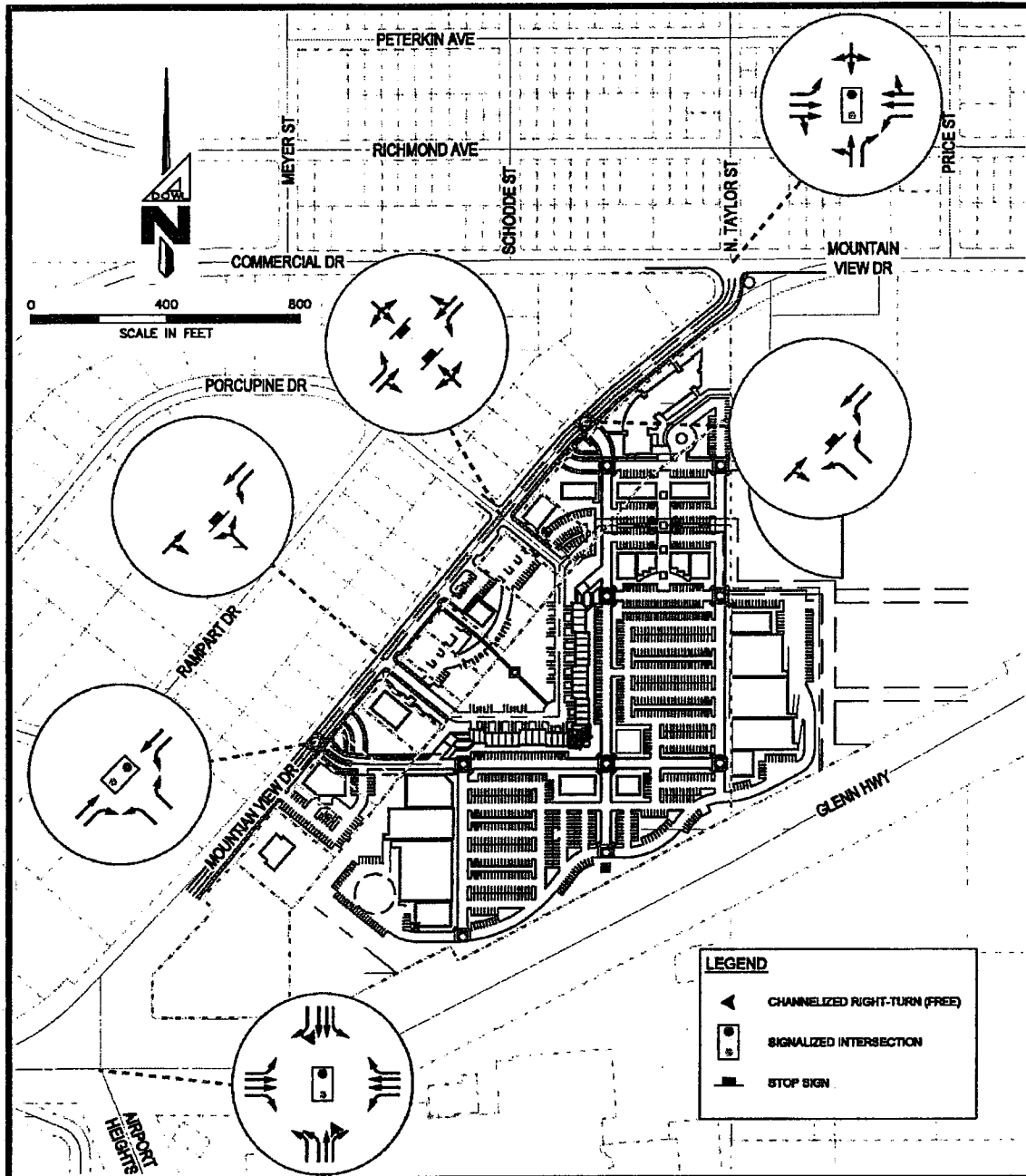


Figure 12: 2007 and 2017 Lane Configuration and Traffic Control

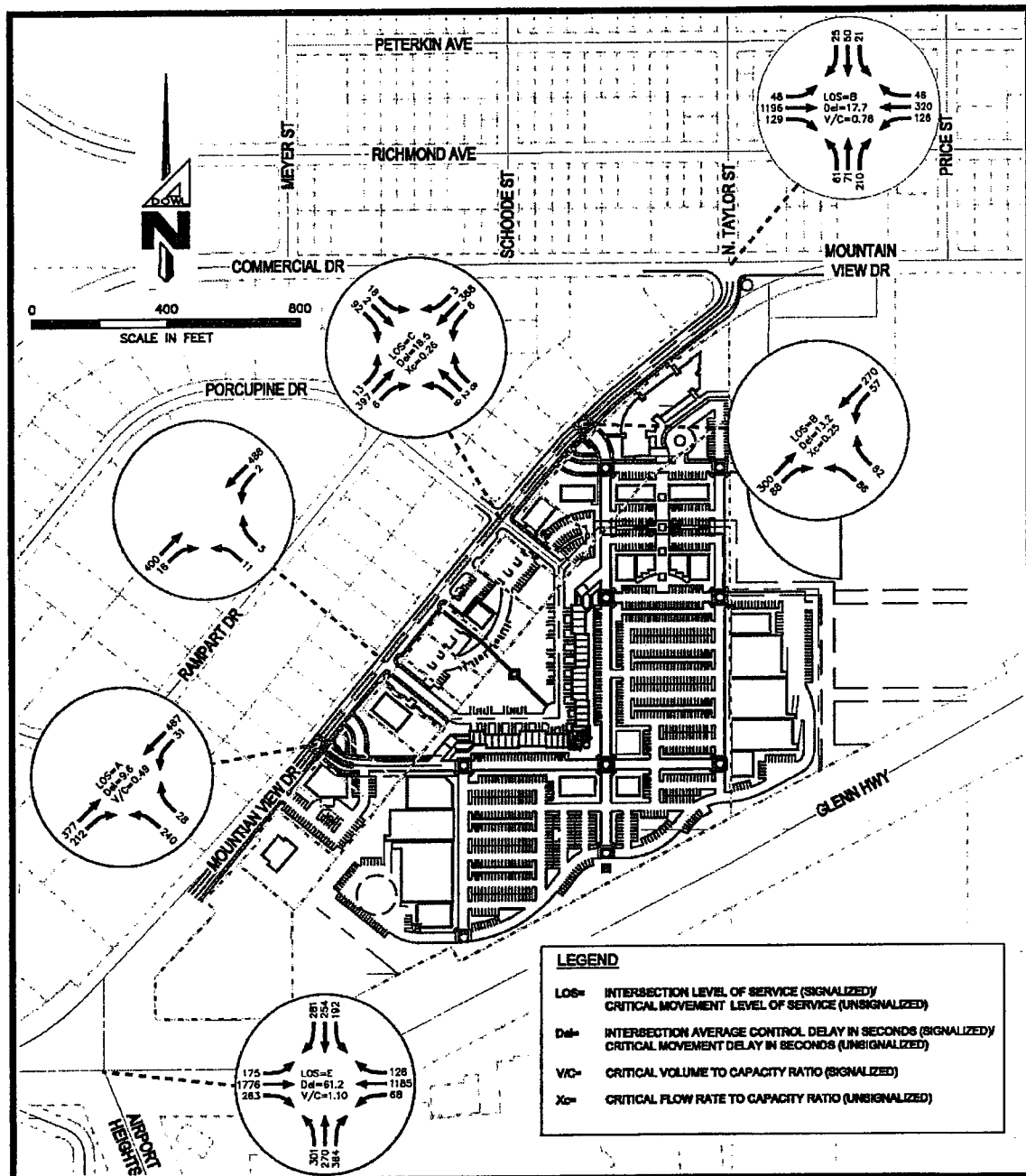


Figure 13: 2007 Total Traffic Volumes Weekday p.m. Peak Hour

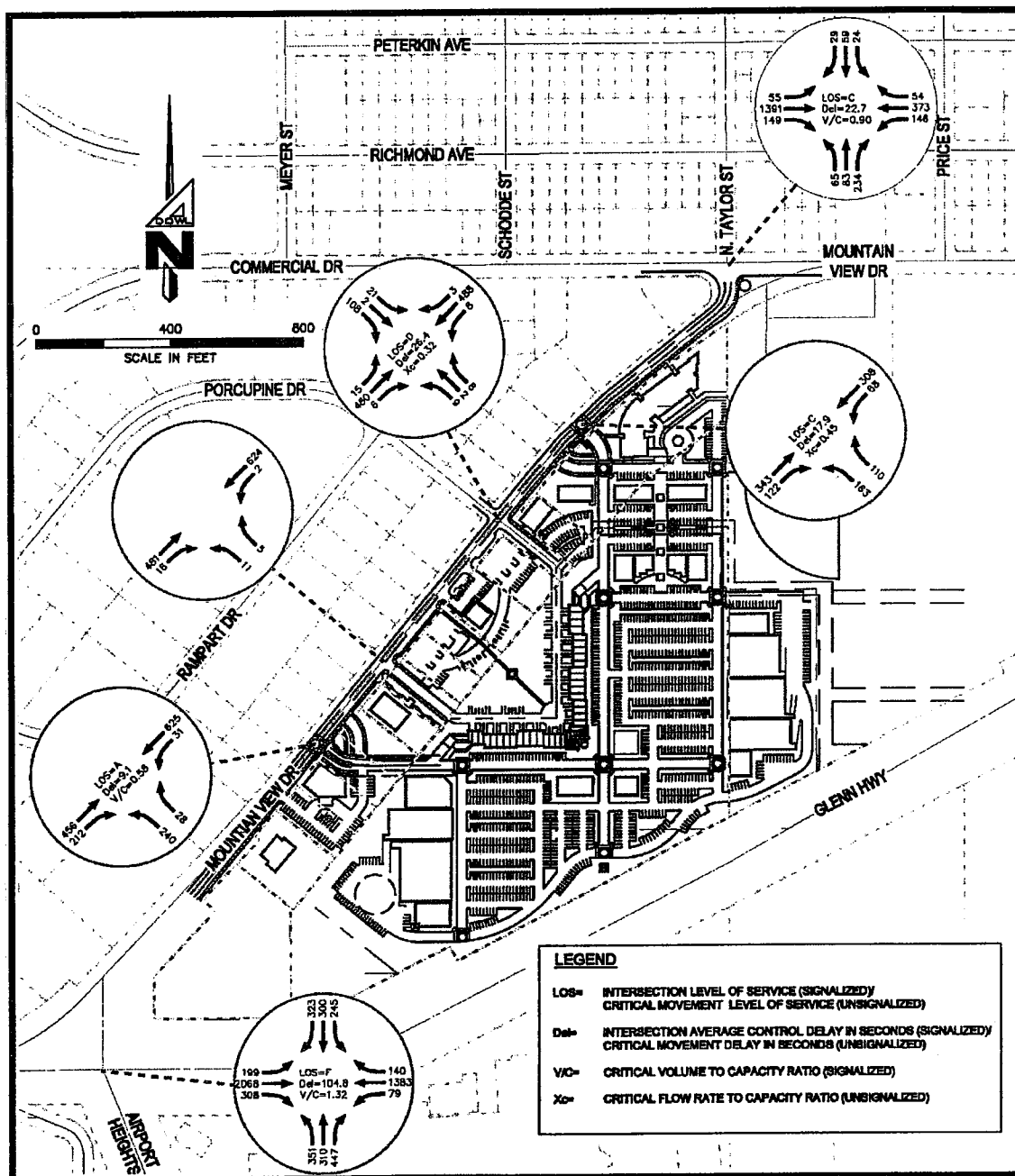


Figure 14: 2017 Total Traffic Volumes Weekday p.m. Peak Hour

4.0 TRAFFIC ANALYSIS

4.1 Traffic Model

For the traffic analyses presented in this report, the following software programs were used to evaluate the study area roadway segments and intersections:

- Trafficware's Synchro, Version 6 (signalized and unsignalized intersections, progression, and queue analyses),
- McTrans' HCS2000 (unsignalized intersection analyses), and
- Strong Concept's TEAPAC, Turns (Signal Warrant Analysis).

4.2 Capacity and Level of Service (LOS) at the Study Intersection

4.2.1 Minimum Level of Service (LOS) Criteria

ADOT&PF's Driveway Design Standards and Regulations (17 AAC 10) established the following minimum acceptable LOS at study intersections for both the development's opening date (construction year) and in the design year (see Appendix D for LOS Concept Description):

Part A: LOS C, if the LOS on the date of application is LOS C or better, or

Part B: LOS D if the LOS on the date of application is LOS D or poorer. However, if the LOS is poorer than LOS D, a lower minimum LOS is acceptable if the operation of the highway does not deteriorate more than 10 percent in terms of delay time or other appropriate measures of effectiveness from the LOS before the development's opening date.

4.2.2 Level of Service (LOS) Summary

Table 3 summarizes the LOS and delay for 2005 existing condition and 2007 and 2017 background and total traffic conditions during the p.m. peak hour. Detailed analysis data from HCS-2000 and Synchro 6 is included in Appendix C.

Table 3: Weekday p.m. Level of Service (LOS) and Delay Summary

Intersection		Existing Traffic		Background Traffic				Total Traffic			
		2005		2007		2017		2007		2017	
		LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay
MVD/Glenn Highway		D	47.7	D	51.7	F	93.3	E	61.2	F	104.8
MVD/S. Entrance	Unsignalized	N/A		N/A		N/A		E	40.4	F	85.4
	Signalized	N/A		N/A		N/A		A	9.6	A	9.1
MVD/Porcupine Drive		B	11.1	B	11.4	E	42.8	C	18.5	D	26.4
MVD/N. Entrance		N/A		N/A		B	12.9	B	13.2	C	17.9
MVD/Commercial Drive		B	13.5	B	14.3	B	17.8	B	17.7	C	22.7

Note: Highlighted areas indicate a deterioration in intersection LOS requiring additional analysis and possible mitigation.

The following conclusions can be drawn from the information in Table 3:

- The MVD/South Entrance Road intersection will operate an unacceptable LOS E in 2007 and LOS F in 2017 under total traffic conditions if the South Entrance Road is stop controlled.
- The MVD/South Entrance Road intersection will operate at an acceptable LOS A in both 2007 and 2017 if the intersection is signalized. See signal warrant, progression, and queue analyses for need and impact of signalizing this intersection.
- The other main intersection to the development, MVD/North Entrance Road, operates at an acceptable LOS C or better if stop controlled under both 2007 and 2017 total traffic conditions. Thus, there is no justification for a traffic signal at this intersection based on the MOA's Art and Cultural Center and Mountain View Community Center developments. A traffic signal at this intersection should be reevaluated in the future if the Anchorage School District decides to extend an access road from Clark Middle School to this intersection or if the property to the northwest gets redeveloped and a fourth leg is added to this intersection.

- The MVD/Glenn Highway intersection currently operates at LOS D and will deteriorate to LOS F by 2017 under background traffic conditions. Thus, no mitigation at this intersection is required as part of this development other than verifying that the eastbound left-turn and westbound right-turn pockets are long enough to accommodate the increased volumes generated by the development (see queue analysis).
- The MVD/Porcupine intersection will operate at a LOS E under background conditions and LOS D under total traffic conditions in 2017. It should be noted that intersection LOS for two-way stop controlled intersections is based on the worst approach LOS. In this case, it is a very low volume approach (westbound) with less than 10 vehicles in the peak hour that the LOS is based on. The eastbound approach has over 100 vehicles and operates at an acceptable LOS C or better in 2017 under both background and total traffic conditions. Thus, no further analysis or mitigation is required.

4.3 Traffic Signal Warrant Analysis

In accordance with the *Manual on Uniform Traffic Control Devices* (MUTCD), traffic signal warrant analysis for the construction year (2007) and design year (2017) was performed for the unsignalized study intersections with an intersection LOS D or greater (see Table 3). The signal warrants that were evaluated included the following (see MUTCD for detailed description of each warrant):

- Warrant 1A, Eight-Hour Minimum Vehicular Volume;
- Warrant 1B, Eight-Hour Interruption of Continuous Traffic;
- Warrant 1C, Eight-Hour Combination of Warrants (80 percent of Warrants 1A and 1B);
- Warrant 2, Four-Hour Vehicular Volume;
- Warrant 3A, Peak Hour Delay; and
- Warrant 3B, Peak Hour Volume.

Table 4 summarizes the results of the signal warrant analysis.

Table 4: Signal Warrant Analysis Summary (Total Traffic Conditions)

Intersection	Year	Signal Warrants Met?					
		1A	1B	1C	2	3A	3B
MVD/S. Entrance Rd.	2007	Y	Y	Y	Y	N	Y
	2017	Y	Y	Y	Y	Y	Y

Note: Shaded cells indicate warrants that are satisfied.

The signal warrant analysis indicates that the MVD/South Entrance Road intersection met several signal warrants in the construction year (2007) and all warrants analyzed in the design year (2017) under total traffic conditions. Refer to Appendix E for signal warrant analysis worksheets.

4.4 Mountain View Lane Configuration

Based on the projected total traffic volumes, the AADT volume along MVD between the Glenn Highway and Commercial Drive in design year (2017) will be approximately 10,000 vehicles. According to the MOA's Minor Arterials Roadway Characteristics (Design Criteria Manual (DCM) Table 1-3), a roadway with MVD's Class II minor arterial classification should have two to four lanes with a TWLTL and an AADT between 10,000 and 20,000. Thus, according to MOA's DCM and taking into account the design year AADT being at the very bottom of the classification range, the desired roadway section is two-lanes with a TWLTL (three-lane section).

In addition to conforming to MOA's DCM, converting from a four-lane roadway to a three-lane roadway will improve safety by separating the left-turn movements from the through movements. It should also be noted that a three-lane section would continue to allow large trucks "two-lanes" when turning onto MVD from a side street.

4.5 Site Vehicle Circulation and Parking

Site circulation serving the project site is intended to provide adequate LOS and circulation options for future development within the study area.

The proposed project is to have an internal collector street that travels through the development and connects the two main access points, South and North Entrance Road. The

main access point on the south, South Entrance Road, will be signalized. The secondary access points also connect, forming a U shape around the future housing units.

The plans include numerous parking lots adjacent to the buildings, with each lot being allotted the appropriate number of spaces for the building usage.

4.6 Site Pedestrian Access and Circulation

Along the major internal collector street, there will be eight-foot sidewalks in order to have pedestrian access from one end of the project to the other. Internal pedestrian routes will have a five to eight-foot sidewalk that will connect retail stores and housing units throughout the project area. All pedestrian access points will meet ADA requirements.

4.7 Progression Analysis

To determine the impacts of installing a traffic signal at the intersection of MVD/South Entrance Road, a progression analysis for the design year (2017) under total traffic conditions was performed on the MVD from the Glenn Highway to Commercial Drive. Synchro 6 was utilized to perform the progression analysis.

Table 5 summarizes the progression analysis results (see Appendix F for the progression analysis worksheets).

Table 5: Progression Analysis - 2017

MVD Arterial Link	Length	Direction	2-Way Stop at S. Entrance Rd.		Signal at S. Entrance Rd.		Reduction in Arterial Speed
			Arterial Speed(mph)	LOS	Arterial Speed(mph)	LOS	
Glenn Highway to Commercial Drive	0.59	Northbound	24.2	B	21.5	C	11.2%
Glenn Highway to Commercial Drive	0.59	Southbound	16.6	D	15.1	D	9.0%

The results of the design year progression analysis revealed that the addition of a signal at South Entrance Road will continue to allow progression at an acceptable LOS C or better in the northbound direction and in the south directions the LOS remain D with the reduction in arterial speed being less than 10 percent. The impacts on progression by the installation of a

signal at the MVD/South Entrance Road are minor and will not significantly deteriorate arterial LOS along this section of roadway.

4.8 Queue Analysis

The purpose of this queue analysis is to determine if there is sufficient storage length for existing turning pockets and between intersections and design for any new turning pockets constructed as part of the proposed development to accommodate the estimated 95th percentile queue length at the design year.

Table 6 compares the existing storage lengths to the 95th percentile storage lengths during the 2017 background and total traffic conditions at the locations impacted by the proposed project. (See Appendix F for Queue Analysis worksheets).

Table 6: Queue Analysis – 2017

MVD Arterial Link	Lane/ Direction	Existing Storage Length (feet)	Background 95th percentile Queue (feet)	Total Traffic 95th percentile Queue (feet)
MVD/Glenn Highway	Eastbound Left	400	133	400
	Westbound Right	900	19	40
MVD/S. Entrance Rd.	Southbound Left	N/A	N/A	5
	Westbound Left	N/A	N/A	183
	Northbound Thru	N/A	N/A	24
	Southbound Thru	N/A	N/A	276
MVD/N. Entrance Rd.	Southbound Left	N/A	1	6
	Westbound Left	N/A	15	59
MVD/Commercial Dr.	Northbound Thru/Left	150	53	126
	Westbound Left	150	33	63

The queue analysis revealed that the 95th percentile queue lengths during the background and total traffic volume conditions do not exceed existing capacity. The results presented in Table 6 should also be considered in the design of the MVD/South Entrance Road and MVD/North Entrance Road intersections to adequately accommodate the turning movements at the proposed Community Center main access points.

5.0 CONCLUSIONS

The following summarizes the findings of this TIA:

- MVD should be converted from a four-lane roadway to a three-lane roadway. Converting to a three-lane section will improve future safety, improve ingress/egress into businesses along MVD, and conforms to MOA's DCM guidelines for Class II Minor Arterials.
- The proposed MVD/South Entrance Road intersection will operate an unacceptable LOS E in 2007 and LOS F in 2017 under total traffic conditions if the South Entrance Road is stop controlled. This intersection meets signal warrants, does not significantly impact progression along MVD, and will operate at an acceptable LOS A in both 2007 and 2017 if signalized. Thus, a traffic signal with dedicated turn pockets should be constructed at this intersection as part of the Mountain View Community Center development.
- No other mitigation is required based on the assumptions stated in this TIA as part of the Mountain View Community Center. All other intersections within the study area will continue to operate at and acceptable LOS C or better under total traffic conditions or have been projected to operate at an unacceptable LOS under background conditions and are in need of improvements regardless of whether the proposed development is built.

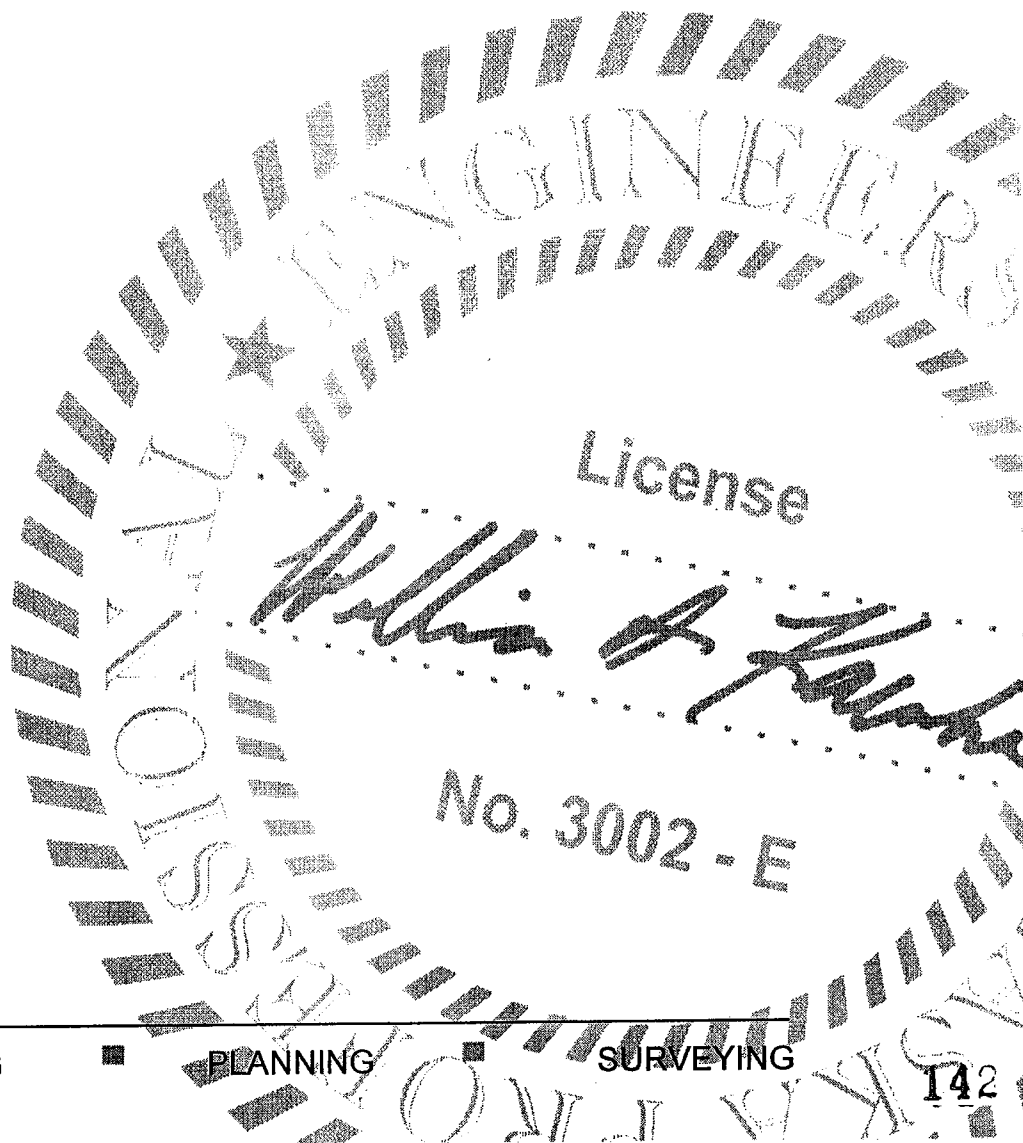


PRELIMINARY SUBSURFACE EXPLORATION

MOUNTAIN VIEW COMMUNITY CENTER

ANCHORAGE, ALASKA

AUGUST 2005



ENGINEERING

PLANNING

SURVEYING



August 26, 2005
W. O. D59022A
Grid 1235
Report No. 4502

Mr. David Irwin
P.O'B. Montgomery & Company
3220 Carillon Point
Kirkland, Washington 98033

Subject: Preliminary Subsurface Exploration
Mountain View Community Center, Anchorage, Alaska

Dear Mr. Irwin:

This letter presents the results of our preliminary subsurface exploration for the proposed Mountain View Community Center project in Anchorage, Alaska (Figure A-1). The proposed development consists of the construction of a mixed-use center including retail shops, restaurants, offices, and townhouses.

The purpose of our geotechnical investigation was to determine the general site soil and groundwater conditions to make assessments regarding the potential for site development.

Field Investigation. In general accordance with our proposal dated May 25, 2005, a field investigation was performed on the subject parcel.

Five test borings were drilled to depths of 25 feet in the vicinity of proposed structures, and three test borings were drilled to depths of 15 feet in paved traffic areas. The test borings were drilled utilizing a CME-55 track-mounted drill rig fitted with a continuous flight, hollow-stem auger. The rig is owned and operated by Denali Drilling, Inc. The drilling was supervised and the samples logged by a geologist with our firm.

In addition, seven test pits were excavated to depths ranging from 6.5 to 13 feet across the site using a John Deere 310D rubber tire backhoe owned and operated by Denali Drilling. An engineer supervised the test pit exploration and obtained samples of the distinct soil layers.

The test borings and test pits were located in the field by swing tying off existing landmarks using a fiberglass tape. This method is only as accurate as implied. The approximate locations of the test borings and test pits are shown on Figure A-2, Test Boring/Test Pit Location Map. The approximate locations of the test borings and test pits relative to the planned development, current as of August 15, 2005 are shown on Figure A-3, Planned Development.

Slotted PVC pipe was installed in each of the test borings and the depth to the groundwater was measured after the water levels appeared to have stabilized.

No environmental testing or monitoring was conducted as a part of this investigation.

Sampling. A penetration test was performed in each of the test borings. The penetration test is a modification of the Standard Penetration Test in that the hammer weight and sampler are larger and are often used to retrieve larger samples of soil. The test results are an indication of the relative density or consistency of the subsoil. The penetration test is performed by driving a two and one-half inch inside-diameter, split-spoon sampler a distance of 18 inches ahead of the auger with a 340-pound hammer falling 30 inches. The penetration resistance values shown on the test boring logs indicate the number of blows required to drive the sampler the last 12 inches. The values shown on the logs are

raw data from the field and have not been adjusted for sampling equipment type or overburden pressure.

As the soil samples were recovered, they were visually classified and sealed in plastic bags to preserve the natural water content. The samples were then transported to DOWL's laboratory, Alaska Testlab, in accordance with American Society for Testing and Materials (ASTM) 4220, for further testing.

Laboratory Testing. In the laboratory, an engineering technician visually classified each sample recovered and the natural water content was measured in general accordance with ASTM D2216. Index testing was performed on selected soil samples in general accordance with ASTM D422. These tests consisted of six particle-size distribution tests and selected frost classification tests, the results of which are presented graphically as Appendix C.

Surface. The site is located on the northeast corner of Mountain View Drive and the Glenn Highway in Anchorage, Alaska. A steep southeast-facing slope parallels the proposed project boundary along Mountain View Drive.

The central portion of the site is utilized as a storage yard by the Municipality of Anchorage (MOA). An approximate 15 to 20 foot hill occupies the western portion of the MOA storage yard. Large debris piles to include asphalt, concrete, and scrap metal are also present. The storage area is surrounded by a chain link fence with locked gate access at the west and east sides. An electrical substation is located just beyond the western gate access point, with multiple overhead electrical lines crossing the site.

Beyond the fenced area to the north, the site contains some surficial debris, but is predominantly comprised of a mixed hardwood (birch and cottonwood trees) stand. The southern portion of the site is undeveloped and covered in mixed hardwood growth. Recent tree cutting activity has taken place, as evidenced by stacks of timber across the property.

Subsurface. The site consists of three distinct areas: the gravel pad, the hill, and the undisturbed areas (Figure A-4).

Gravel Pad. The storage yard gravel pad is covered in fill material ranging from less than a foot to eight feet or more. In Test Pit D, located in the southern portion of the storage yard, the fill depth does not appear to extend beyond six inches and consists of 3/8-inch minus, poorly graded gravel. In Test Boring 1, located in the northern portion of the storage yard, organics and debris to include metal and wood was observed to a depth of about eight feet. In Test Boring 5, located between Test Boring 1 and Test Pit D, the fill appears to extend to a depth of about 2.5 feet. In general, the surficial fill on the gravel pad consists of poorly graded gravel (GP) with varying amounts of sand and a silt content of less than five percent.

Underlying the fill, the native mineral soils consist of poorly and well-graded gravels (GP, GP-GM, GW) with a silt content of less than ten percent. The native soils are generally medium dense to very dense with low frost susceptibility.

Hill. A hill, consisting of fill and debris, occupies the western portion of the storage yard. The fill and debris appear to extend to a depth of 16 feet or more. Debris to include a car, concrete, wood and metal pipe was observed during the investigation. Organics, to include roots, rootlets and some peat were observed in the test pits to depths of 12.5 feet. In general, the fill consists of silty sand (SM) and sandy silt (ML) with varying gravel content. The fill appears to be very loose to loose or very soft to firm and exhibits high frost susceptibility.

Underlying the fill, the native mineral soils consist of poorly graded gravels (GP) with low silt content. The native soils are generally medium dense to very dense with low frost susceptibility.

Undisturbed Areas. The undisturbed portions of the site are covered in a thin organic mat, generally less than a foot thick. Underlying the surficial organics, the site soils consist of a layer of silt (ML), silty sand (SM), or silty gravel (GM), over sands and gravels (SP, SP-SM, SW-SM, GP, GP-GM) with low silt content. The silty layer was not observed in Test Boring 4 and Test Pit F. The silty near-surface layer, where present, is generally less than five feet thick, loose to medium dense, and exhibits moderate to high frost susceptibility. The granular soils at depth are generally medium dense to dense and exhibit low frost susceptibility.

For a more detailed presentation of the soil conditions encountered in each of the test borings and test pits, refer to the test boring and test pit logs in Appendix B. The Test Boring Log - Descriptive Guide, which consists of six pages following the logs, should be reviewed to better understand the information presented on the logs.

Groundwater. The groundwater table was observed while drilling and excavating at depths between six and eleven feet below the native ground surface. Groundwater elevations observed during drilling often differ from water levels measured some time after drilling depending on the permeability of the surrounding soils. A slotted PVC standpipe was installed in each of the test borings and the water levels allowed to stabilize over a period of several days before they were measured. No topographic information was available, therefore, groundwater elevations could not be estimated. It appears that the measured groundwater table is approximately six to eight feet below the native ground surface relative to the undisturbed area. This is likely a seasonal low water level. The water levels will tend to fluctuate two to three feet seasonally, especially during periods of heavy precipitation and spring "breakup."

Permafrost. No permafrost was encountered in any of the test borings or test pits, nor is any known to exist in the general vicinity of the site. Therefore, we believe the risk of permafrost being present on this site is low.

CONCLUSIONS

Site Grades. Final site grading for the project has not yet been established. Finish grades will have a significant impact on the planned development.

A steep, approximate 20-foot slope occupies the western portion of the site sloping down from the existing structures along Mountain View Drive to the MOA yard and undisturbed areas, respectively. The current development plan includes multiple structures in the vicinity of this slope. Large quantities of fill material will be required to develop the site grades to accommodate the structures.

The fill material on the site is unsuitable for shallow foundations due to the presence of debris, organics, and apparent lack of compactive effort when placing the material. Significant long-term total and differential settlements could occur if this material is not removed. It is unlikely that a contractor would be able to sort out the unsuitable material and reuse some of the existing fill. The stockpile will have to be removed or a deep foundation system such as driven pipe piles considered.

Spread Footings. The proposed structures could be supported on spread footings founded on the native granular soils or on properly compacted structural fill after complete removal of all existing fill, debris, organics, and disturbed soils encountered.

For planning and estimating purposes, a maximum allowable soil bearing pressure of 3,500 pounds per square foot may be assumed for spread footings founded on soils recommended herein, after the removal of any unsuitable soil. It should be understood that a final geotechnical investigation of the area may result in a modification of the allowable soil bearing pressure.

Mr. David Irwin
P.O'B. Montgomery & Company
August 26, 2005
Page 4

Local amendments to the International Building Code (IBC) allow for the perimeter footings for heated structures to be founded at least 42 inches below the adjacent exterior grade. Cold, unheated footings must be founded at a minimum depth of five feet.

Earthwork. It should be assumed that the fill material present at the site is not reusable as structural fill and must be removed from beneath load bearing areas.

Structural fill is defined as load bearing fill placed under footings, slabs, driveways, and parking areas. All structural fill should consist of non-frost susceptible (NFS) sand or gravel. For estimating purposes, it would be appropriate to use the costs associated with MOA Type II or Type IIA material supplied by local sand and gravel companies.

Drainage/Dewatering. This site has a relatively high water table. Dewatering will be necessary for utility installation and may be necessary during earthwork operations. The need for dewatering will depend on the finish floor elevations of the structures, the depth of fill, and other future development plans. For the soil and groundwater conditions at this site, construction dewatering using perimeter trenches and sumps/pumps may be adequate.

Paved Traffic Areas. Based on the soil conditions encountered, the paved areas could be constructed by removing all fill, debris, and organics and replacing with properly compacted structural fill (remove and replace method) or constructing a gravel section overlying the fill (overlay method).

With the remove and replace method and to aid in cost estimating and planning, an estimated depth of structural fill below the asphalt and leveling course would be about two feet. If a gravel section overlays the existing fill, the structural fill subbase below the asphalt and leveling course would likely be about three feet.

The preferential method should consider earthwork costs and long-term maintenance costs. The overlay method has an initial earthwork cost that is low with long-term maintenance costs due to settlement. The remove and replace method has a high construction cost, but reduced maintenance costs.

Once a final plan has been developed, an exploration program should be implemented to supplement the current information and to determine final design recommendations.

Sincerely,
DOWL Engineers

Daniel M. Tadic

Daniel M. Tadic, E.I.T.
Civil Engineer

Attachment: As stated

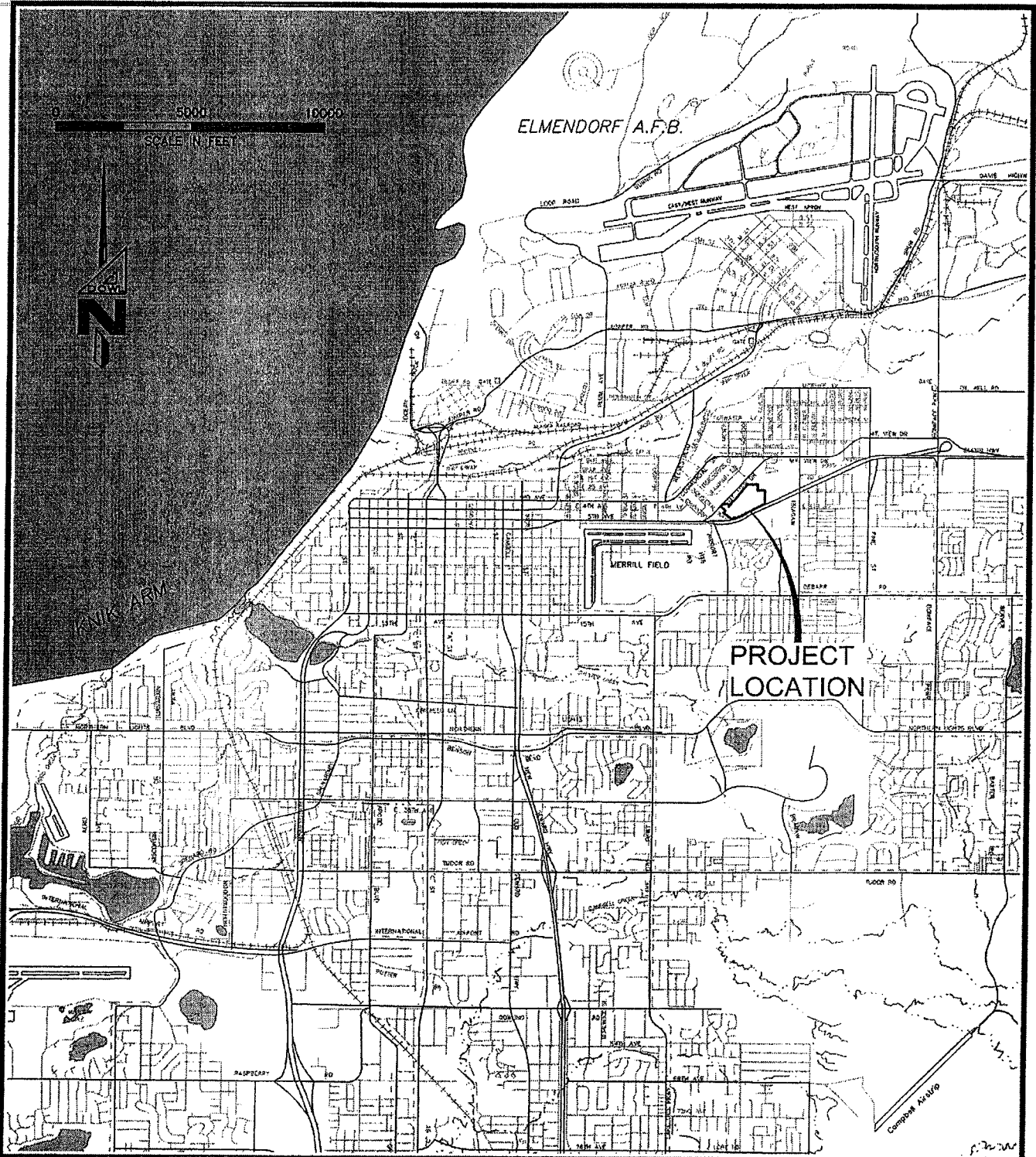
Reviewed by:
DOWL Engineers

Maria E. Kampsen
Maria E. Kampsen, P.E.
Geotechnical Engineer

D59022A.Irwin.4502.DMT.082605.emq

APPENDIX A

TEST BORING LOCATION MAP



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AUG 26 2005 16:16:32 (MBAUER)

MOA GRID: 1234/1235



Vicinity Map
MOUNTAIN VIEW
COMMUNITY CENTER
Anchorage, Alaska

FIGURE A-1

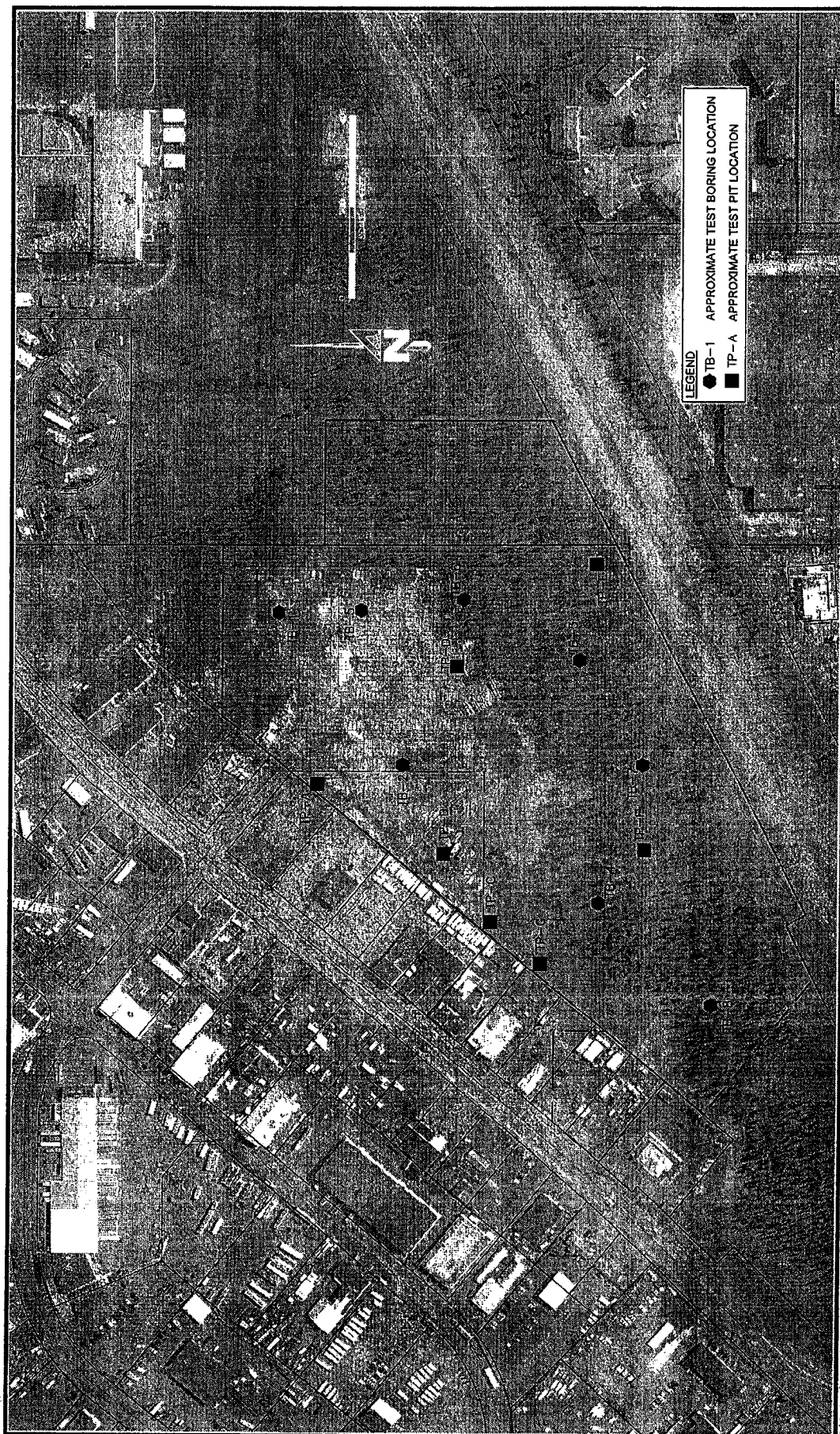


MOA GRID: 1234/7235

Test Boring/Test Pit Location Map
MOUNTAIN VIEW COMMUNITY CENTER
Anchorage, Alaska

ADOWL
ENGINEERS

Figure A-2



Planned Development
MOUNTAIN VIEW COMMUNITY CENTER
Anchorage, Alaska

Figure A-3

A DOWL



ACA BRD: 1234/7235

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ADOWL
ENGINEERS

General Site Conditions
MOUNTAIN VIEW COMMUNITY CENTER
Anchorage, Alaska

Figure A-4

APPENDIX B

TEST BORING/TEST PIT LOGS

AND DESCRIPTIVE GUIDE

TEST BORING 1

LOCATION: SEE TEST BORING LOCATION MAP
ELEVATION:

DEPTH

Other Tests	Temp °F	Moisture Content (%)	Blows / Foot	Samples	Frost Depth	Depth (Feet)	Description
						0	GRAVEL SURFACE
			4			4.0	FILL, PFS, BROWN, POORLY GRADED GRAVEL WITH SAND, ABOUT 35% SAND AND 5% SILT, GRAVEL SUBROUNDED TO 3", MEDIUM SAND, DAMP, VERY LOOSE, ORGANICS PRESENT (PEAT), DEBRIS PRESENT (ASPHALT, INSULATION, PLASTIC, WOOD)
			16	12		8.0	FILL, F1, GRAY, POORLY GRADED GRAVEL WITH SILT AND SAND, ABOUT 30% SAND AND 10% SILT, GRAVEL SUBROUNDED TO 2", MEDIUM SAND, DAMP, MEDIUM DENSE, ORGANICS PRESENT (PEAT)
			13	22		13.0	DEBRIS PRESENT (METAL, WOOD) PFS, GRAY, POORLY GRADED GRAVEL WITH SAND, ABOUT 40% SAND AND 5% SILT, GRAVEL SUBROUNDED TO 3", MEDIUM SAND, WET TO SATURATED, MEDIUM DENSE, GROUNDWATER ENCOUNTERED AT 11' WHILE DRILLING
			14	74		22.0	F1, GRAY, POORLY GRADED GRAVEL WITH SILT AND SAND, ABOUT 30% SAND AND 10% SILT, GRAVEL SUBANGULAR TO 2", MEDIUM SAND, SATURATED, VERY DENSE, (BOUNCING ON A COBBLE) NO SAMPLE RECOVERED - BOUNCING ON A COBBLE
			18	24		26.5	NFS, GRAY, POORLY GRADED SAND, ABOUT 10% GRAVEL AND 5% SILT, GRAVEL SUBROUNDED TO 3/4", MEDIUM SAND, SATURATED, MEDIUM DENSE

TEST BORING COMPLETED AT 26.5 FT ON 07-28-05

PVC STANDPIPE INSTALLED

GROUNDWATER MEASURED AT 7' ON 08-08-05

KEY

- = Grab Sample
- = SPT Sample
- ▨ = Shelby Tube - pushed
- ⊠ = 2.5" I.D. Spoon Sample

340# weight, 30" fall

CONTRACTOR: DENALI DRILLING, INC.
EQUIPMENT: CME-55
OPERATOR: JAMES (BUCK) VOELLER
METHOD: HOLLOW-STEM AUGER

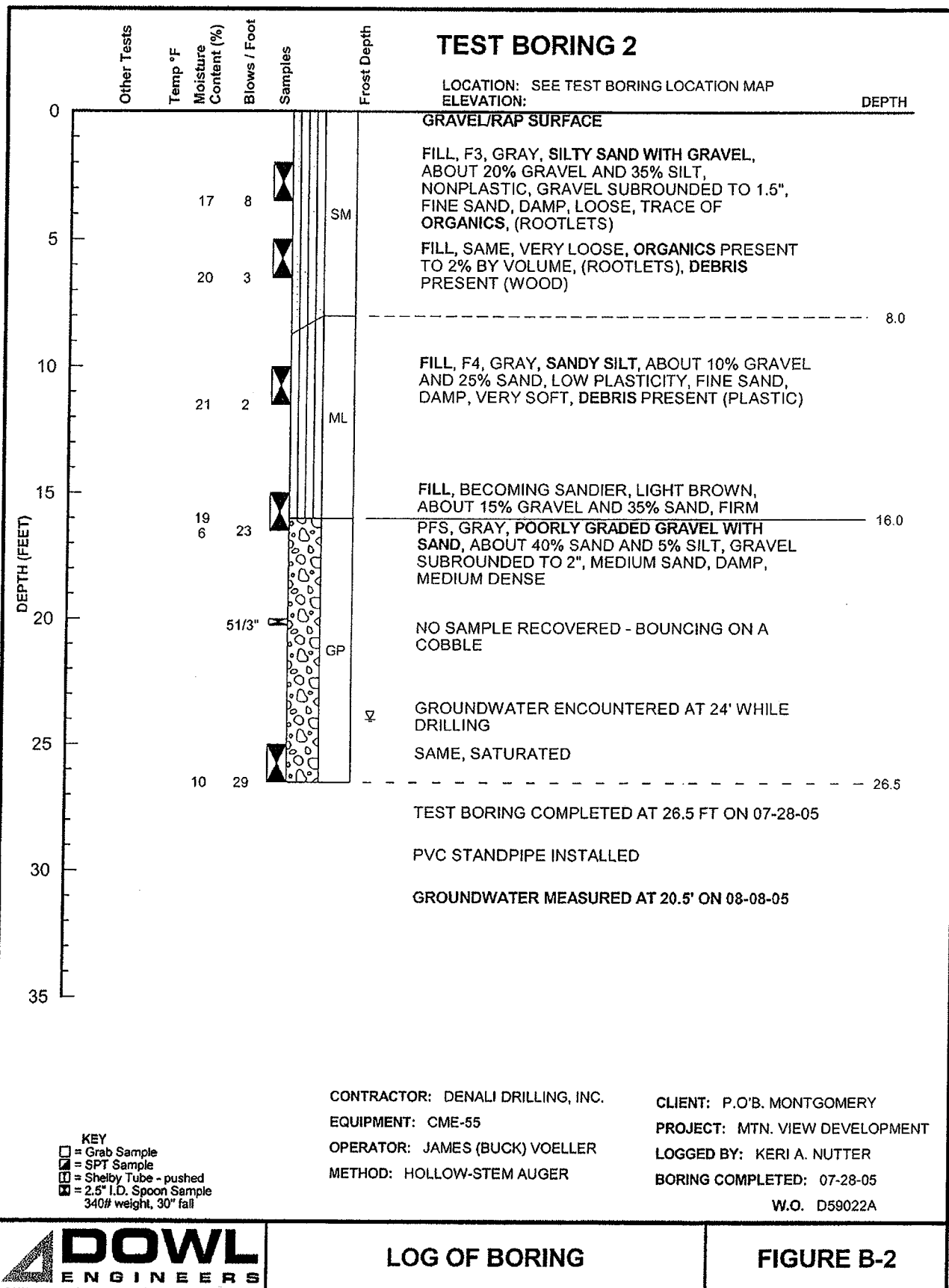
CLIENT: P.O.B. MONTGOMERY
PROJECT: MTN. VIEW DEVELOPMENT
LOGGED BY: KERI A. NUTTER
BORING COMPLETED: 07-28-05
W.O. D59022A

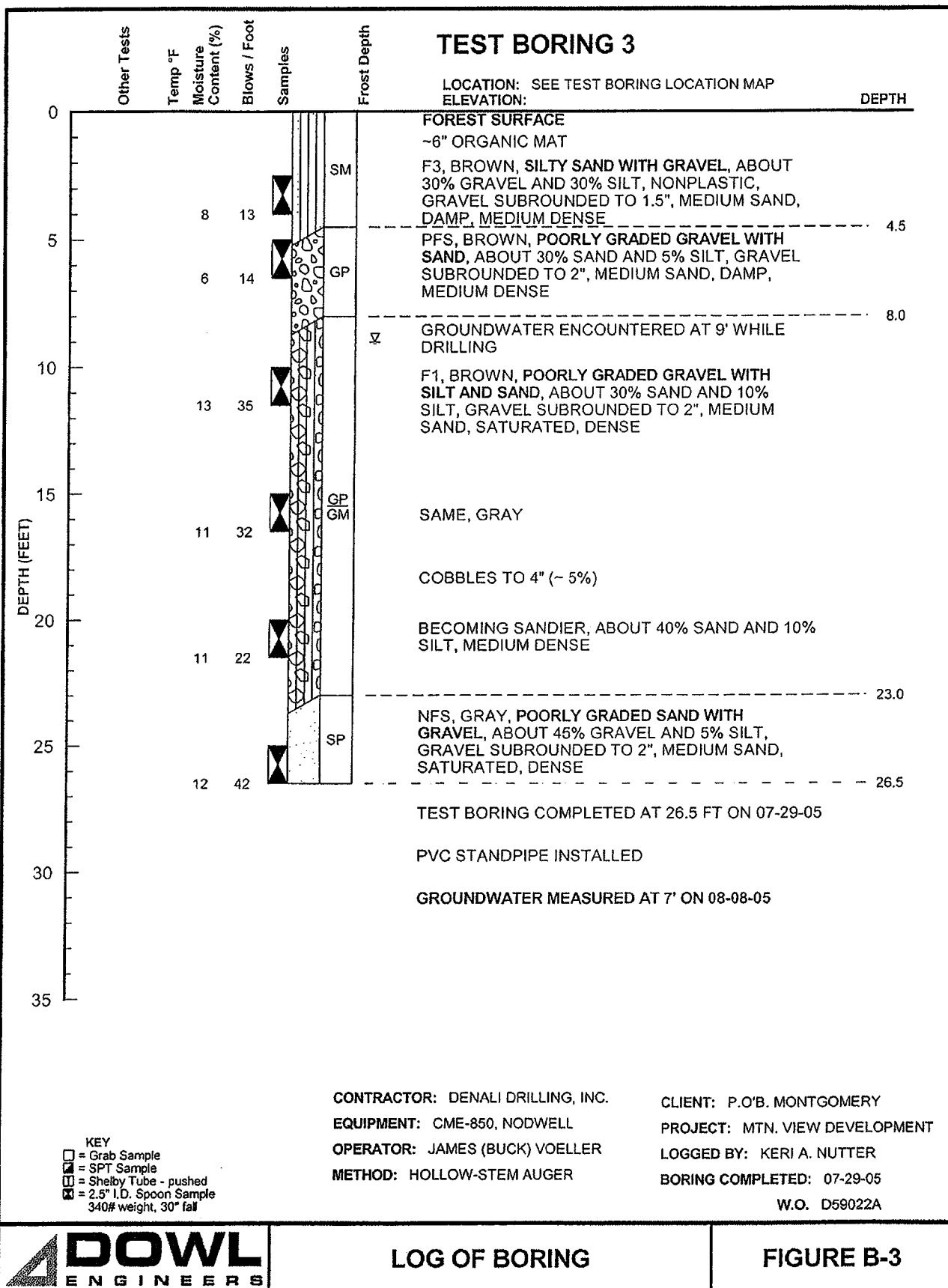
LOG OF EXPLORATION 59022A.GPJ BLANK1.GDT 08/22/05

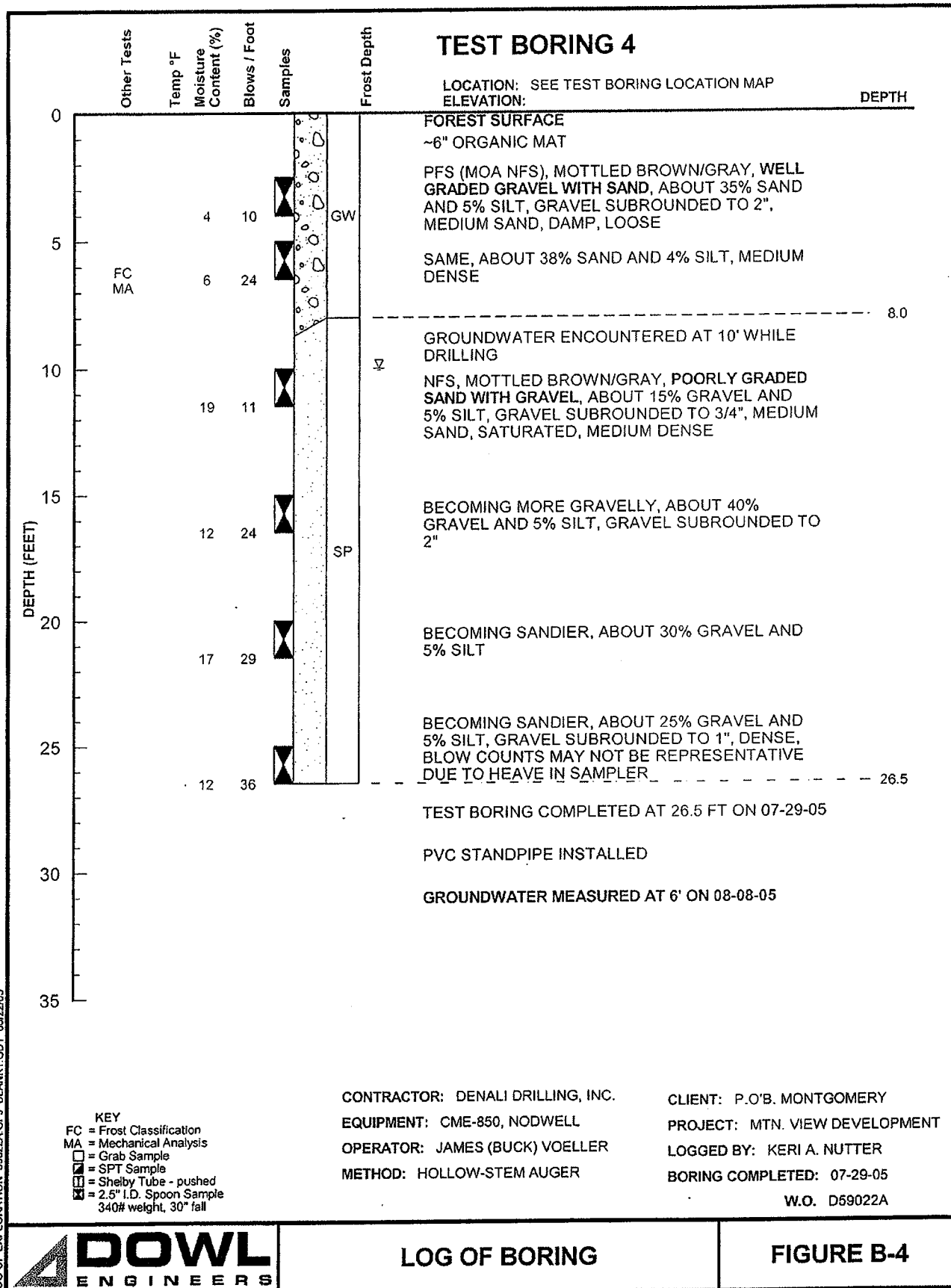


LOG OF BORING

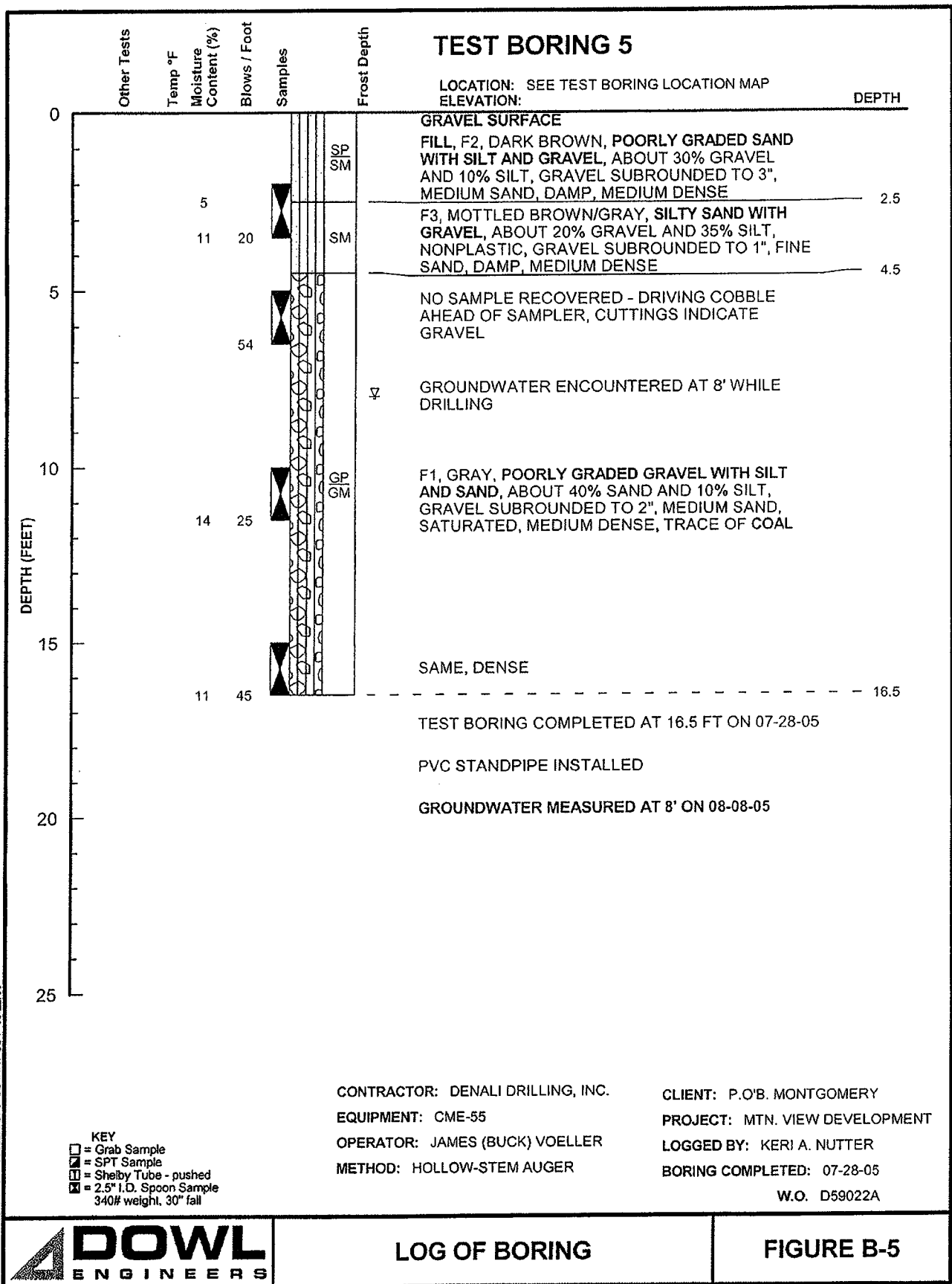
FIGURE B-1



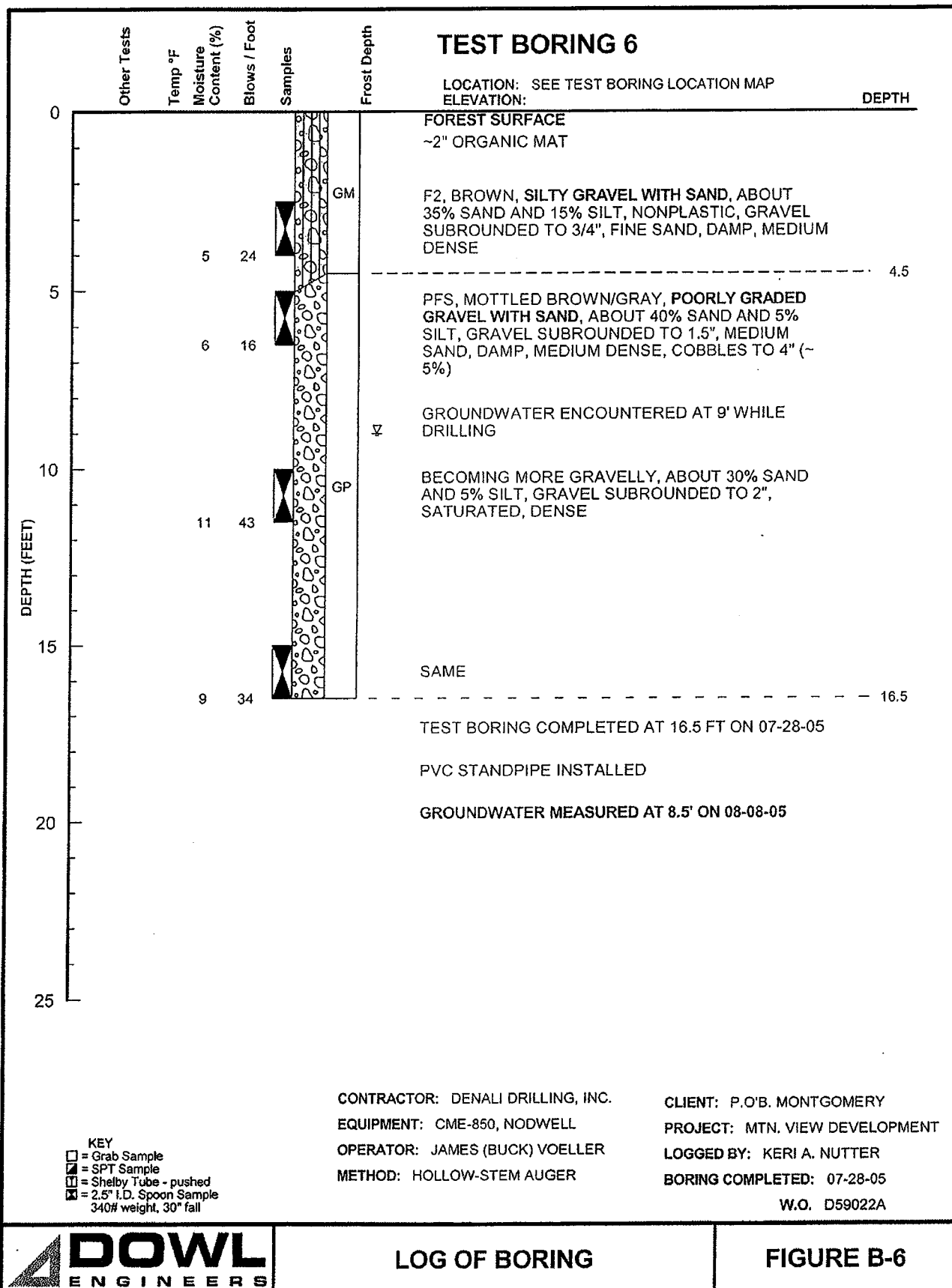




LOG OF EXPLORATION 59022A.GPJ BLANK1.GDT 08/22/05



LOG OF EXPLORATION 59022A.GPJ BLANK1.GDT 08/22/05

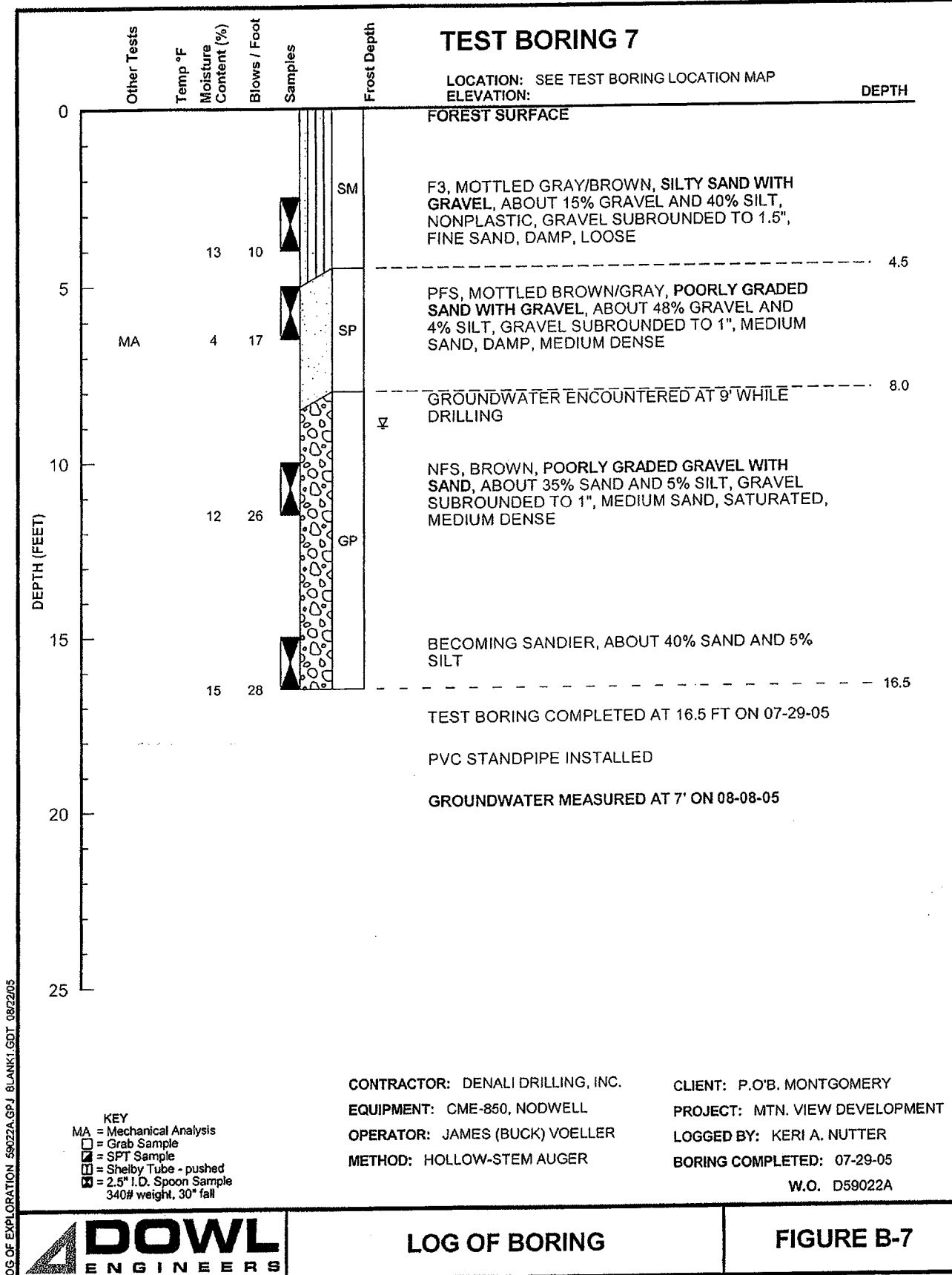


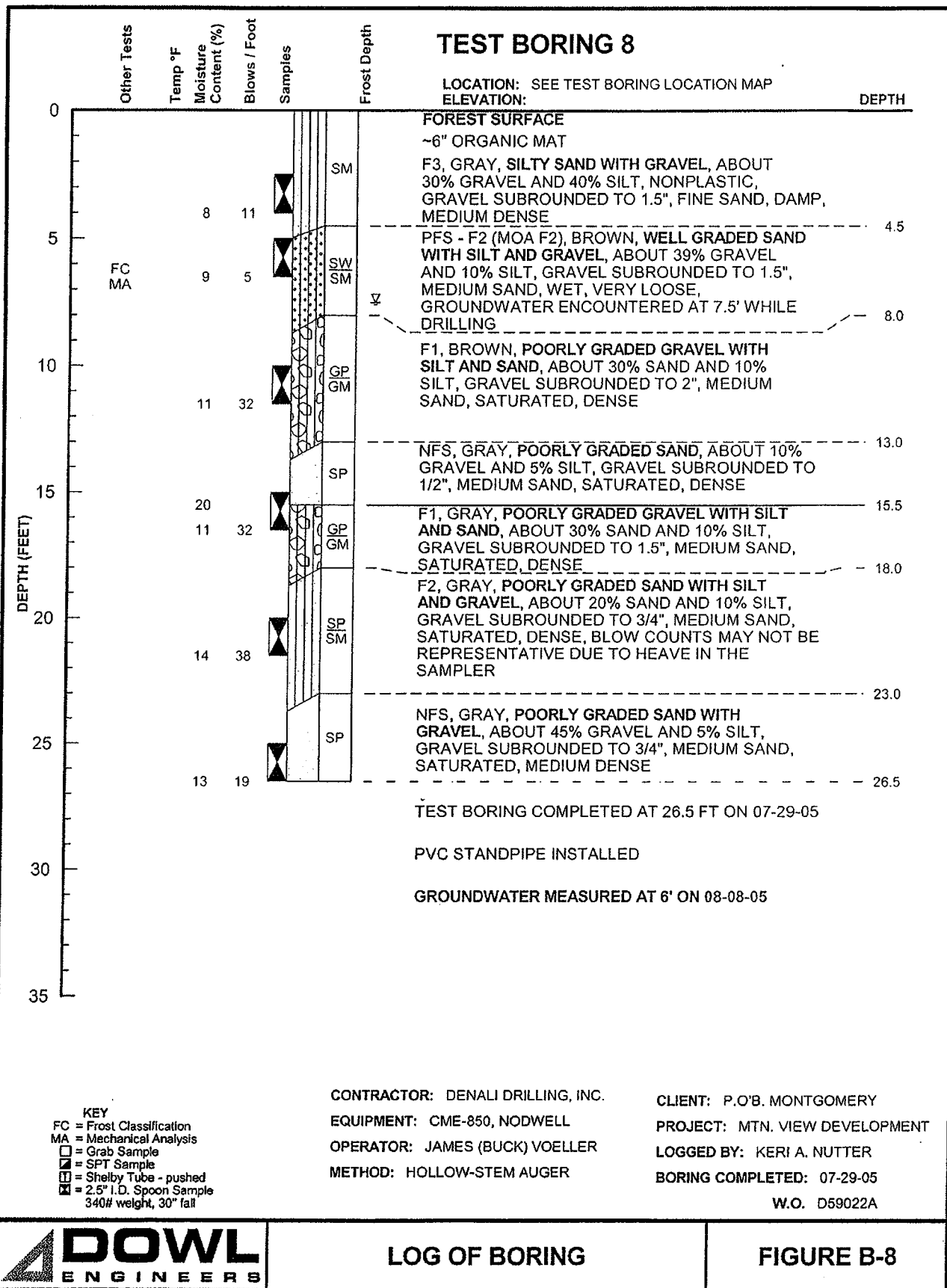
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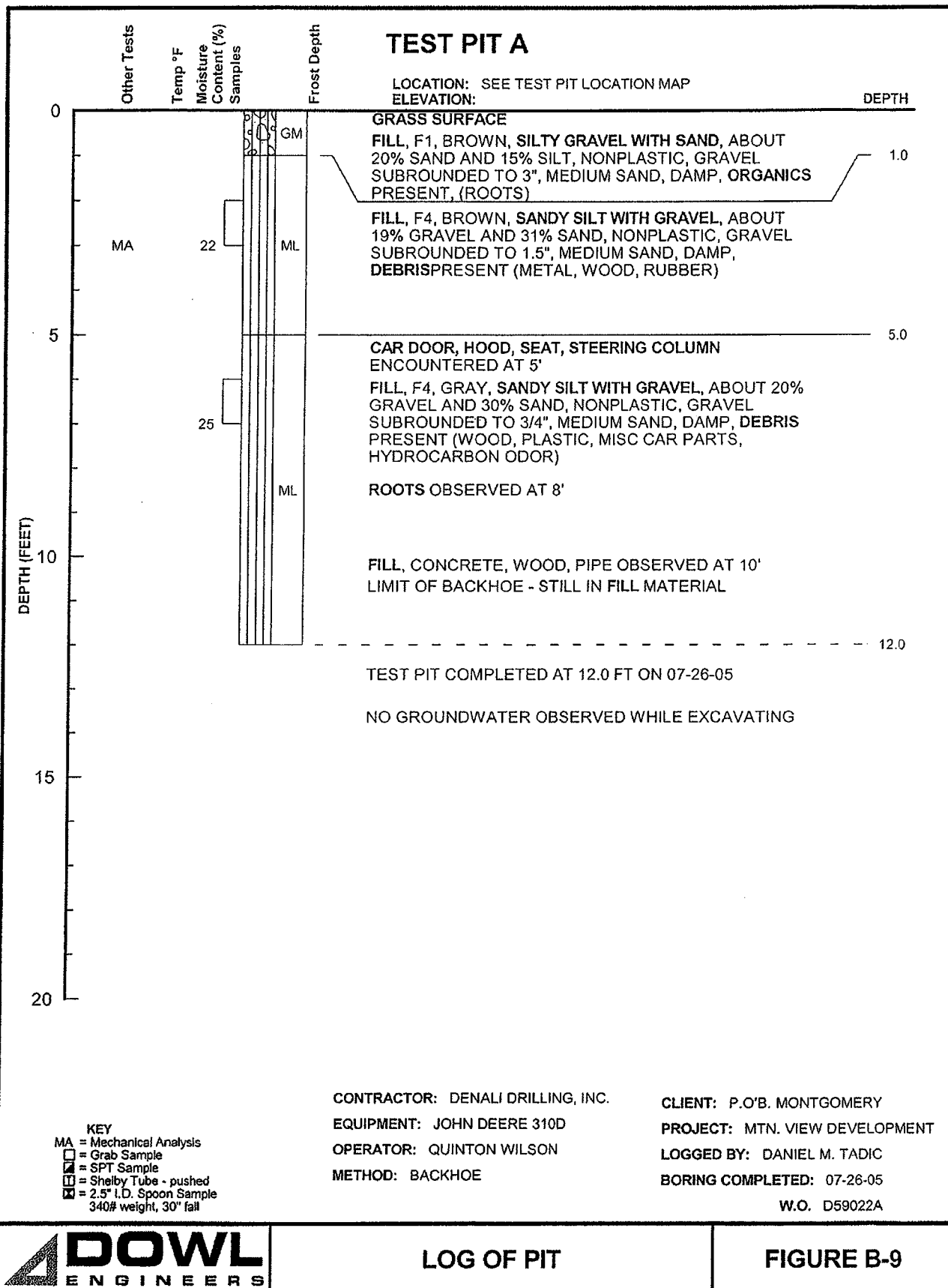
LOG OF BORING

FIGURE B-6

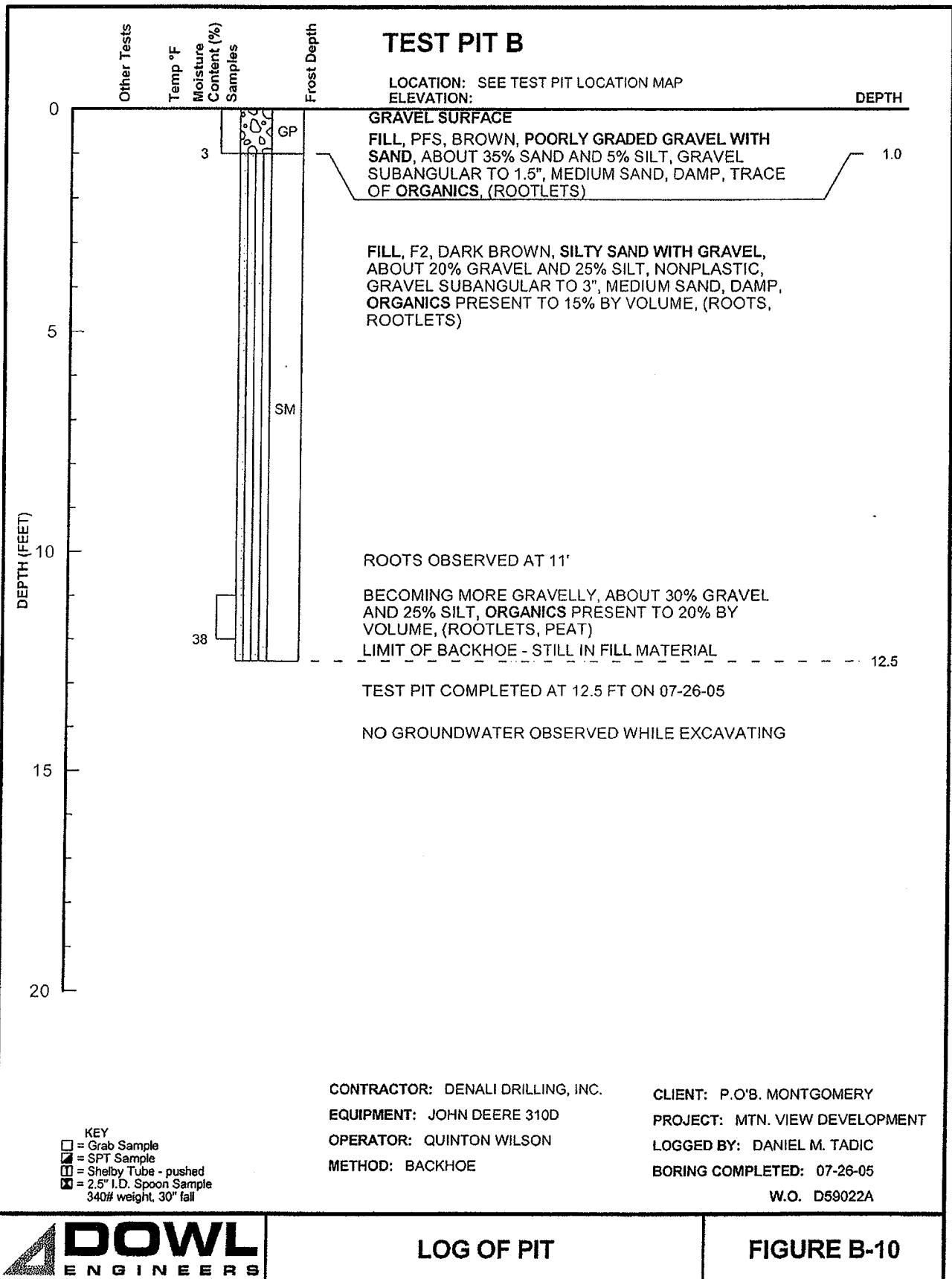




LOG OF EXPLORATION 59022A.GPJ BLANK1.GDT 08/22/05



LOG OF EXPLORATION 58022A.GPJ BLANK1.GDT 08/22/05



KEY

- ☐ = Grab Sample
- ☒ = SPT Sample
- ☐ = Shelby Tube - pushed
- ☒ = 2.5" I.D. Spoon Sample
- 340# weight, 30" fall

CONTRACTOR: DENALI DRILLING, INC.

EQUIPMENT: JOHN DEERE 310D

OPERATOR: QUINTON WILSON

METHOD: BACKHOE

CLIENT: P.O.B. MONTGOMERY

PROJECT: MTN. VIEW DEVELOPMENT

LOGGED BY: DANIEL M. TADIC

BORING COMPLETED: 07-26-05

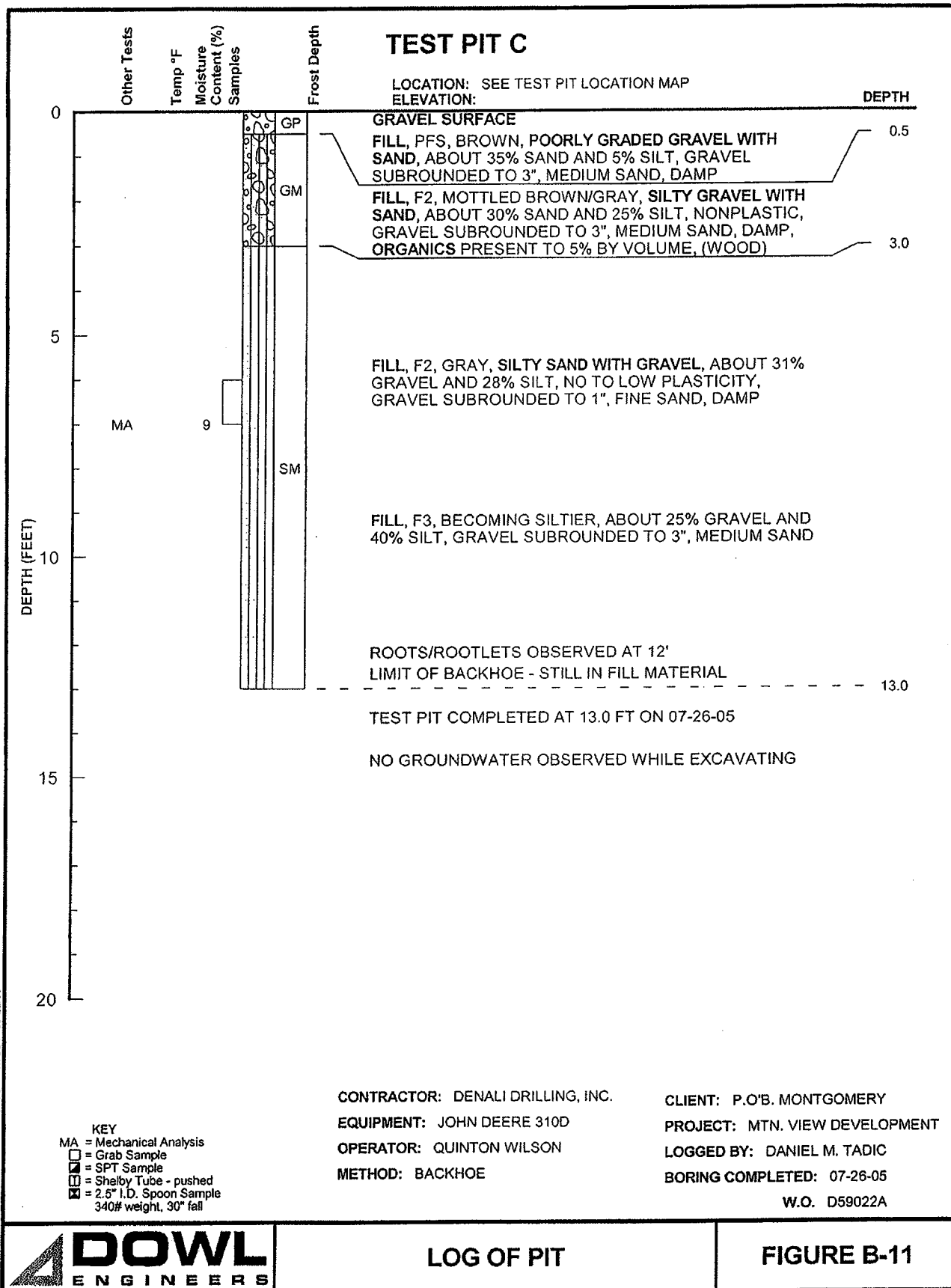
W.O. D59022A



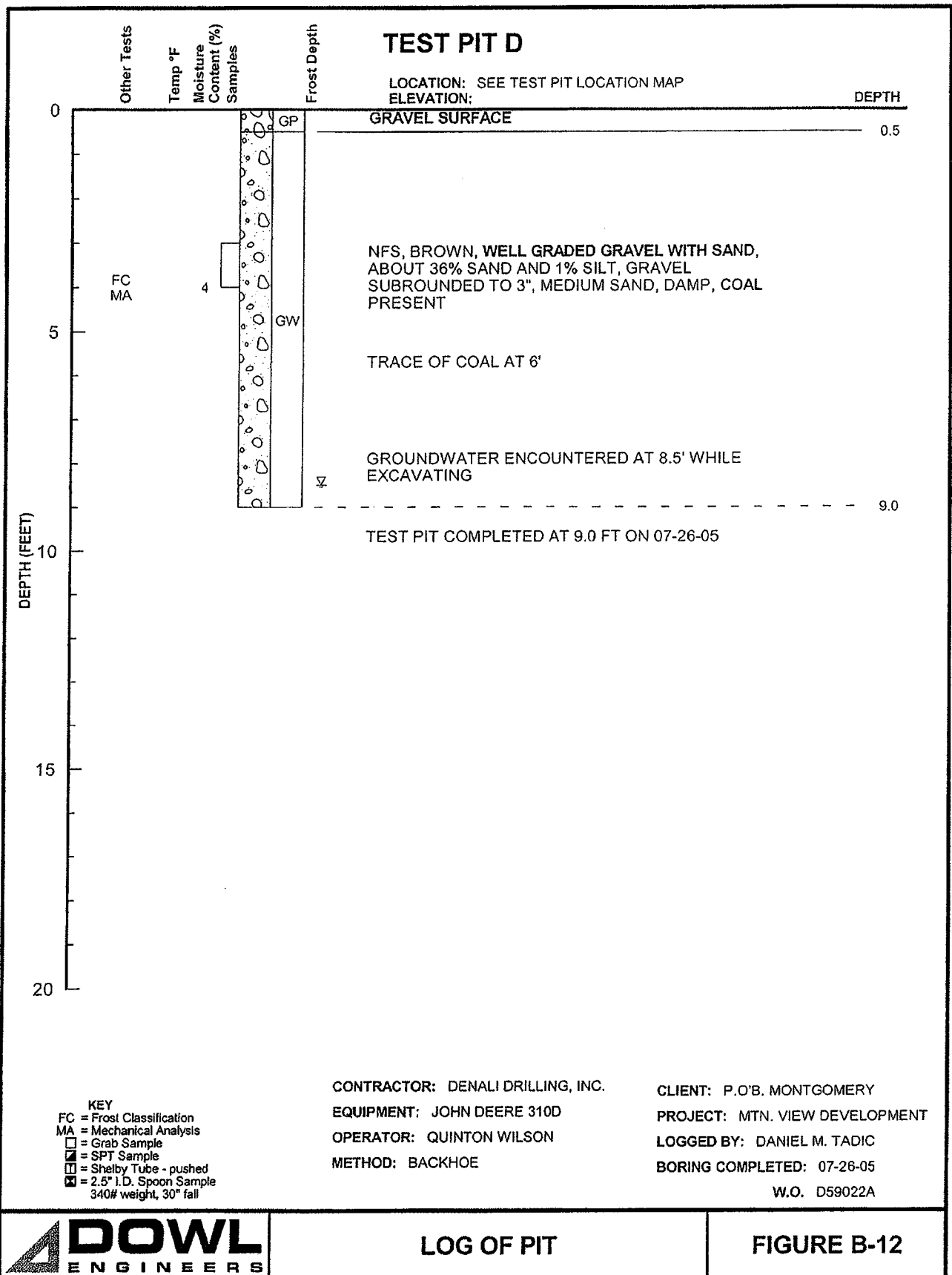
LOG OF PIT

FIGURE B-10

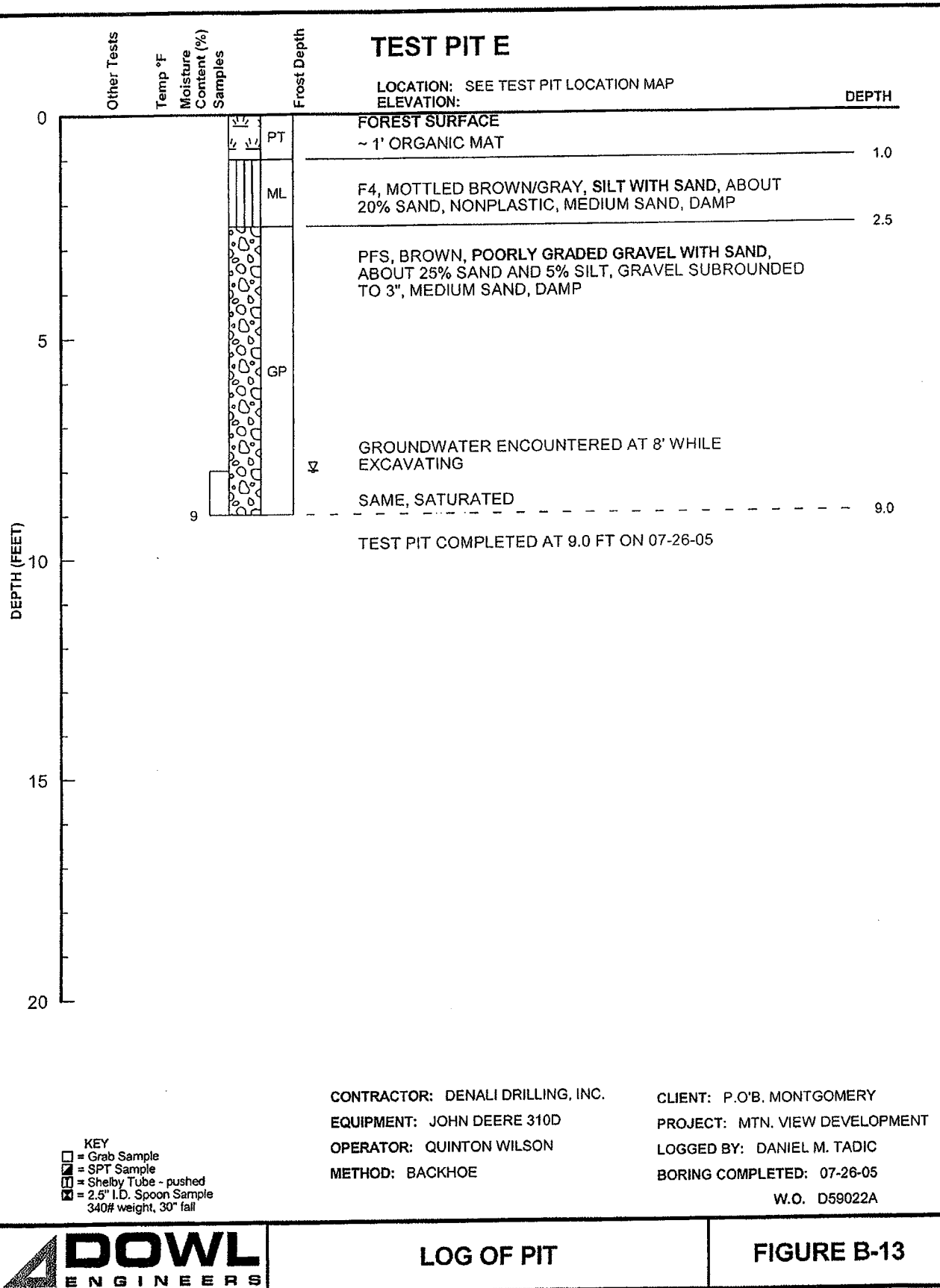
LOG OF EXPLORATION 59022A.GPJ BLANK1.GDT 08/22/05

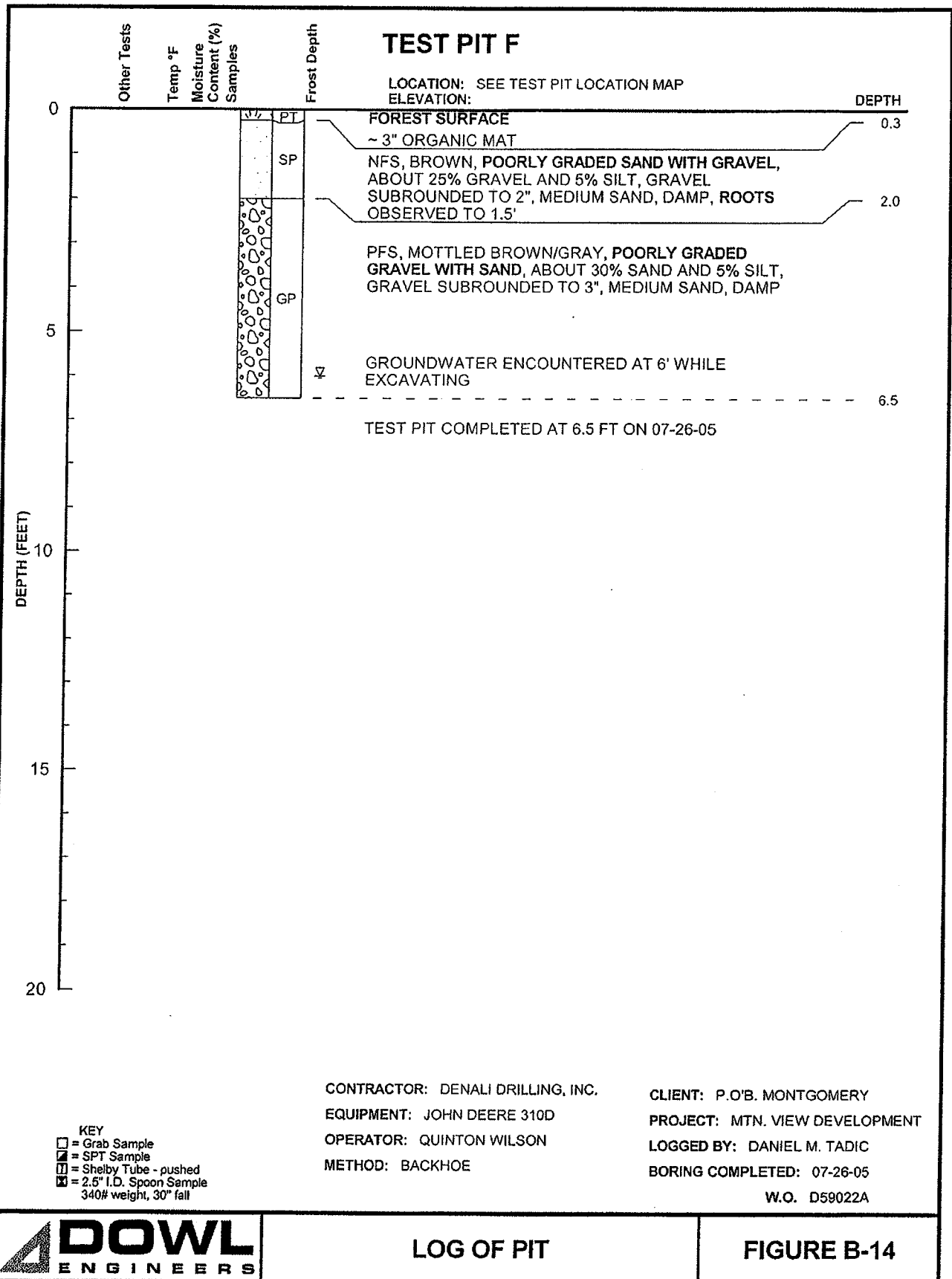


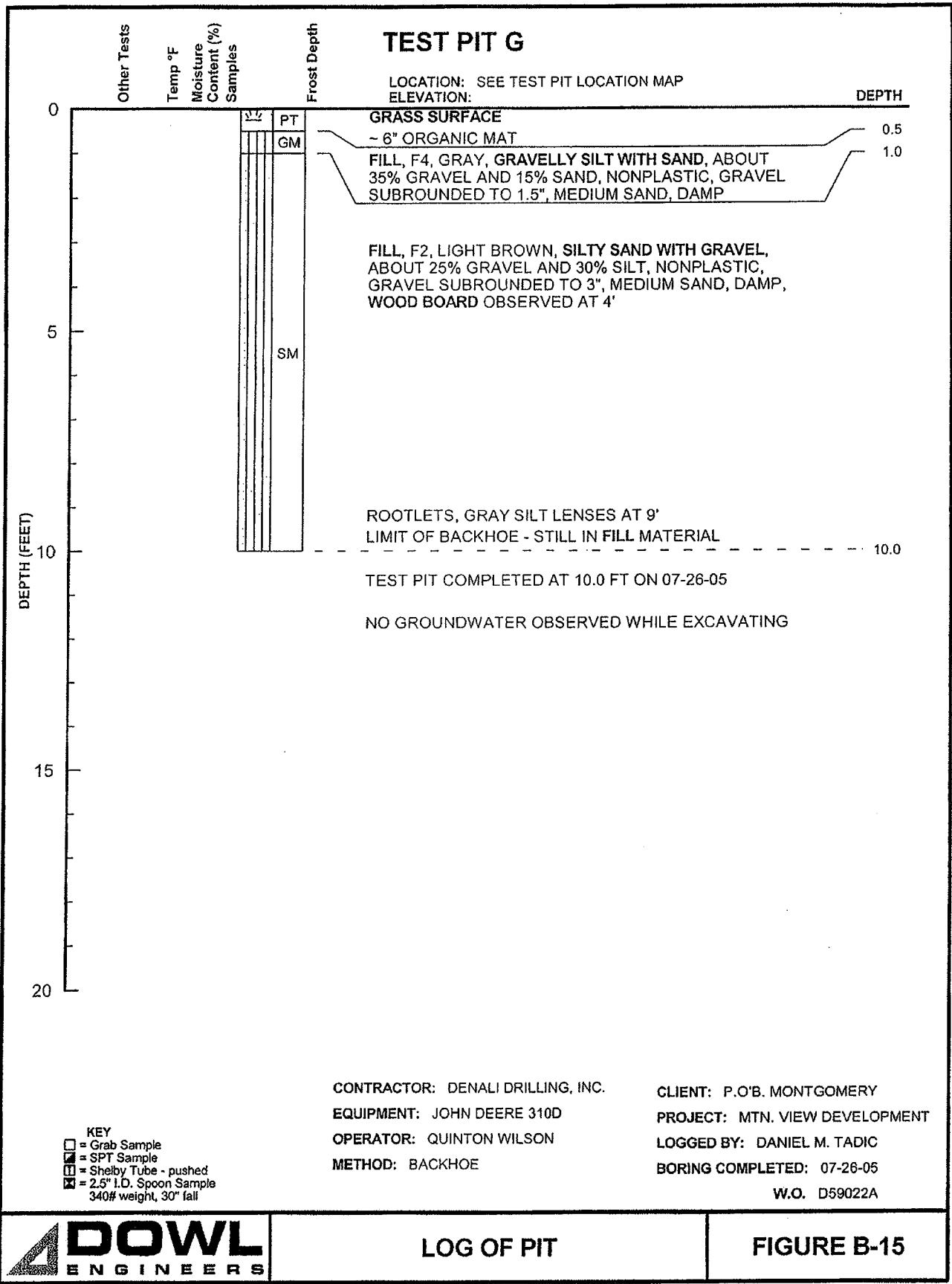
LOG OF EXPLORATION 59022A.GPJ BLANK1.GDT 08/22/05



LOG OF EXPLORATION 58022A.GPJ BLANK1.GDT 08/22/05







TEST BORING LOG - DESCRIPTIVE GUIDE

Soil Descriptions - The soil is classified visually in the field based on drill action, auger cuttings, and sample information. The recovered soil samples are classified visually again in the laboratory. The soil description on the boring log is based on an interpretation of the field and laboratory visual classifications, along with the results of laboratory particle-size distribution analyses and Atterberg Limits tests which may have been performed.

The soil classification is based on ASTM Designation D2487 "Standard Test Method for Classification of Soils for Engineering Purposes" and ASTM D2488 "Standard Practice for Description and Identification of Soils (Visual - Manual Procedure)". The soil frost classification is based on the system developed by the U.S. Army Corps of Engineers and is performed in accordance with the Departments of the Army and Air Force Publication TM 5-822-5 "Pavement Design for Roads, Streets, Walks, and Open Storage Areas". Outlines of these classification procedures are presented on the following pages.

The soil color is the subjective interpretation of the individual logging the test boring.

The plasticity of the minus No. 40 fraction of the soil is described and the fine-grained soils are identified from manual tests using the following table as a guide:

Soil Symbol	Dry Strength	Dilatancy	Toughness
ML	none to low	slow to rapid	low or thread cannot be formed
CL	medium to high	none to slow	medium
MH	low to medium	none to slow	low to medium
CH	high to very high	none	high

Plasticity Description	Criteria
Nonplastic	A 1/8" (3.2mm) thread cannot be rolled at any water content.
Low	A thread can barely be rolled and the lump cannot be formed when drier than the plastic limit.
Medium	The thread is easy to roll and not much time is required to reach the plastic limit. The thread cannot be rerolled after reaching the plastic limit. The lump crumbles when drier than the plastic limit.
High	It takes considerable time rolling and kneading to reach the plastic limit. The thread can be rerolled several times after reaching the plastic limit. The lump can be formed without crumbling when drier than the plastic limit.

Laboratory Atterberg Limits tests usually are performed on a few of the plastic soils and results are reported on the test boring log. These laboratory tests are performed in accordance with ASTM D4318 "Standard Test Method for Liquid Limit, Plastic Limit, and Plasticity Index of Soils."

The shape of the gravel particles is described based on this guide:

- Angular: particles have sharp edges and relatively plane sides with unpolished surfaces.
- Subangular: particles are similar to angular but have somewhat rounded edges.

Subrounded: particles exhibit nearly plane sides but have well-rounded corners and edges.

Rounded: particles have smoothly curved sides and no edges.

The size of gravel and sand particles is described using this guide:

	Gravel	Sand
Coarse:	Passes 3" (75 mm) sieve, retained on 3/4" (19 mm) sieve	Passes No. 4 sieve, retained on No. 10 sieve
Medium:	N/A	Passes No. 10 sieve, retained on No. 40 sieve
Fine:	Passes 3/4" (19 mm) sieve, retained on No. 4 sieve	Passes No. 40 sieve, retained on No. 200 sieve

The soil moisture is described as:

dry: powdery, dusty, no visible moisture.
 damp: enough moisture to affect the color of the soil; moist.
 wet: water in pores but not dripping; capillary zone above water table.
 saturated: dripping wet, contains significant free water, or sampled below water table.

The subjective estimate of the density of coarse-grained soils is based on the observed drill action and on drive sample data. The guide below is used for sands with minor amounts of fine gravel; however, blowcounts can be affected strongly by gravel content, thermal state, drilling procedures, condition of equipment and performance of the test.

Standard Penetration Resistance N (blows / foot) or N (blows / 300 mm)	Soil Density
0 - 5	Very loose
6 - 10	Loose
11 - 30	Medium dense
31 - 50	Dense
More than 50	Very dense

An estimate of the consistency of fine-grained soils is based on the observed drill action and on drive sample data. The guide below is used:

Standard Penetration Resistance N (blows / foot) or N (blows / 300 mm)	Soil Consistency
0 - 2	Very soft
3 - 4	Soft
5 - 8	Firm
9 - 15	Stiff
15 - 30	Very stiff
More than 30	Hard

Soil Layer Boundaries - Generally, there is a gradual transition from one soil type to another in a natural soil deposit, and it is difficult to determine accurately the boundaries of the soil layers.

- A *diagonal line* between soil layers on the graphic boring log indicates the general region of transition from one soil layer to another.
- A *dashed diagonal line* indicates the soil boundary was detected only by a change in the recovered samples and the actual boundary may be anywhere between the indicated sample depths.
- A *horizontal line* between soil layers indicates a relatively distinct transition between soil types was observed in the recovered samples and / or by a distinct change in drill action.

Sample Interval - The sample interval is shown graphically on the test boring log and generally is accurate to about 0.5 foot (0.15 meter).

Frost Depth and Soil Temperatures - If frozen ground is encountered during drilling, the interval of frozen soil is shown graphically on the test boring log. Generally, the temperature of a few soil samples is measured and shown on the boring log. These sample temperatures only give a qualitative indication of the *in situ* soil temperatures. The temperature of samples can be influenced significantly by the ambient air temperature and friction during drilling and sampling.

Soil Moisture Content - Generally, laboratory soil moisture content tests are performed on all recovered samples. Only about 30 grams of the minus No. 4 material typically is used for the moisture content test, so results reported on the log may not reflect accurately the *in situ* moisture content of gravelly soils.

Soil Density - The soil density shown on the test boring logs generally is determined by measuring the wet weight, moisture content, and physical dimensions of relatively undisturbed specimens.

Ground Water - The depth to ground water observed during drilling generally is shown on the test boring log. The depth to ground water observed during drilling can differ significantly from the depth to the actual ground water table, particularly in fine-grained soils. When more accurate water level measurements are desired, we typically install perforated PVC pipe in a boring to monitor the ground water level.

Penetration Resistance, N - Standard penetration tests (SPT) are performed in accordance with ASTM Designation D1586 "Standard Method for Penetration Test and Split-Barrel Sampling of Soils." A modified penetration test using a 2.5-inch (63.5 mm) I.D. split spoon driven with a 340-pound (154.2 kg) hammer falling 30 inches (.76 m) is performed to obtain larger samples, particularly in gravelly soils. The boring log key describes the graphic symbols used to differentiate between sample types.

Undisturbed Samples - Undisturbed Shelby tube samples are obtained in accordance with ASTM Designation D1587, "Standard Practice for Thin-Walled Tube Sampling of Soils." Generally, 3-inch (76.2 mm) O.D. Shelby tubes are used. Relatively undisturbed liner samples are obtained in accordance with ASTM Designation D3550, "Standard Practice for Ring-Lined Barrel Sampling of Soils," except a thick-walled cutting shoe is used. Typically, the sampler is driven using a 340-pound (154.2 kg) weight falling 30 inches (.76 m). The typical brass liner has an I.D. of 2.4 inches (91 mm).

Grab Samples - Grab samples are obtained from the auger flights. The sample depth and interval indicated on the test boring log should be considered a rough approximation. The grab samples may not be representative of *in situ* soils, particularly in layered soil deposits.

CLASSIFICATION OF SOILS FOR ENGINEERING PURPOSES **ASTM DESIGNATION: D2487** **Based on the Unified Soil Classification System**

Criteria for Assigning Group Symbols and Group Names Using Laboratory Tests ^A			Soil Classification	
Coarse-Grained Soils	Gravels	Group Symbol	Group Name ^B	
More than 50% retained on #200 sieve	Clean Gravels	GW	Well-graded gravel ^F	
	More than 50% of coarse fraction retained on #4 sieve	GP	Poorly graded gravel ^F	
Sands	Gravel with Fines	GM	Silty gravel ^{F, G, H}	
	More than 12% fines ^C	GC	Clayey gravel ^{F, G, H}	
50% or more of coarse fraction passes #4 sieve	Clean Sands	SW	Well-graded sand ^I	
	Less than 5% fines ^D	SP	Poorly graded sand ^I	
Fine-Grained Soils	Sands with Fines	SM	Silty Sand ^{G, H, I}	
	More than 12% fines ^D	SC	Clayey Sand ^{G, H, I}	
50% or more passes the #200 sieve	Inorganic	CL	Lean Clay ^{K, L, M}	
	Liquid limit less than 50	ML	Silt ^{K, L, M}	
Silty and Clays	Organic	OL	Organic Clay ^{K, L, M, N}	
	Liquid limit - oven dried <0.75	OL	Organic silt ^{K, L, M, O}	
Silty and Clays	Inorganic	CH	Fat clay ^{K, L, M}	
	Liquid limit 50 or more	MH	Elastic silt ^{K, L, M}	
Highly organic soils	Organic	OH	Organic clay ^{K, L, M, P}	
	Liquid limit - oven dried <0.75	OH	Organic clay ^{K, L, M, Q}	
Highly organic soils	Primarily organic matter, dark in color, and organic odor	PT	Peat	

- ^A Based on the material passing the 3-in. (75mm) sieve.
- ^B If field sample contained cobbles or boulders, or both, add "with cobbles or boulders, or both" to group name.
- ^C Gravels with 5 to 12% fines require dual symbols:
 GW-GM well-graded gravel with silt
 GW-GC well-graded gravel with clay
 GP-GM poorly graded gravel with silt
 GP-GC poorly graded gravel with clay
- ^D Sands with 3 to 12% fines require dual symbols:
 SW-SM well-graded sand with silt
 SW-SC well-graded sand with clay
 SP-SM poorly graded sand with silt
- ^E If soil contains $\geq 30\%$ plus No. 200, predominantly gravel, add "gravelly" to group name.
- ^F If soil contains $\geq 15\%$ sand, add "with sand" to group name.
- ^G If fines classify as CL-ML, use dual symbol GC-GM, or SC-SM.
- ^H If fines are organic, add "with organic fines" to group name.
- ^I If soil contains $\geq 15\%$ gravel, add "with gravel" to group name.
- ^J If Atterberg Limits plot in hatched area, soil is a CL-ML, silty clay.
- ^K If soil contains 15 to 29% plus No. 200, add "with sand" or "with gravel", whichever is predominant.
- ^L If soil contains $\geq 30\%$ plus No. 200, predominantly sand, add "sandy" to group name.
- ^M If soil contains $\geq 30\%$ plus No. 200, predominantly gravel, add "gravelly" to group name.
- ^N $PI \geq 4$ and plots on or above "A" line.
- ^O $PI < 4$ and plots below "A" line.
- ^P PI plots on or above "A" line.
- ^Q PI plots below "A" line.

DESCRIPTION OF FROZEN SOILS (Visual-Manual Procedure) ASTM Designation: D4083

Part I Description of Soil Phase			Classify Soil Phase by ASTM D2487 or D2488				
Group Symbol	Subgroup Description	Symbol	Field Identification				
			Identify by visual examination. To determine presence of excess ice, use procedures under Note 2 and hand magnifying lens as necessary. For soils not fully saturated, estimate degree of ice saturation; medium, low. Note presence of crystals or of ice coatings around larger particles.				
Part II Description of Frozen Soil	Segregated ice is not visible by eye	N	Poorly bonded or friable	Nf	Location	Vx	For ice phase, record the following when applicable:
			No excess ice	Nbn	Orientation	Vc	Structure
			Well-bonded	Nbn	Thickness	Vc	Color
			Excess ice	Nbe	Length	Vr	Size
					Spacing	Vs	Shape
			Pattern of arrangement	Vu	Hardness		
Part III Description of Substantial Ice	Ice (greater than 1-inch (25 mm) in thickness)	ICE	Individual ice crystal or inclusions	Vx	Location	Vx	For ice phase, record the following when applicable:
			Ice coatings on particles	Vc	Orientation	Vc	Structure
			Random or irregularly oriented ice formations	Vr	Thickness	Vc	Color
			Stratified or distinctly oriented ice formations	Vs	Length	Vr	Size
			Uniformly distributed ice	Vu	Spacing	Vs	Shape
			Pattern of arrangement	Vu	Hardness		
			Estimate volume of visible segregated ice present as percentage of total sample volume.				
			Designate material as ICE (Note 3) and use descriptive terms as follows, usually one item from each group, where applicable:				
			Hardness	ICE +			
			Soil Type	Soil Type			
			Ice with soil inclusions				
			Ice without soil inclusions				

- Note 1: Frozen soils in the N group may, on close examination, indicate presence of ice within the voids of the material by crystalline reflections or by a sheen on fractured or trimmed surfaces. The impression received by the unaided eye, however, is that none of the frozen water occupies space in excess of the original voids in the soil. The opposite is true of frozen soils in the V group.
- Note 2: When visual methods may be inadequate, a simple field test to aid in evaluation of the volume of excess ice can be made by placing some frozen soil in a small jar, allowing it to melt, and observing the quantity of supernatant water as a percentage of total volume.
- Note 3: Where special forms of ice such as hoar frost can be distinguished, more explicit description should be given.
- Note 4: Observer should be careful to avoid being misled by surface scratches or frost coating on the ice.

DEFINITIONS

- 1) **Ice coatings on particles** - discombed layers of ice found on or below the larger soil particles in a frozen soil mass.
- 2) **Ice crystal** - a very small individual ice particle visible in the face of a soil mass. Crystals may be present alone or in combination with other ice formations.
- 3) **Clear ice** - ice that is transparent and contains only a moderate number of air bubbles.
- 4) **Cloudy ice** - ice that is translucent or relatively opaque due to the content of air or for other reasons, but which is essentially sound and impervious.
- 5) **Porous ice** - ice that contains numerous voids, usually interconnected and usually resulting from melting at air bubbles or along crystal interfaces from presence of soil or other materials in the water, or from the freezing of saturated snow. Though porous, the mass retains its structural unity.
- 6) **Candled ice** - ice that has rotted or otherwise formed into long columnar crystals, very loosely bonded together.
- 7) **Granular ice** - ice that is composed of coarse, more or less equidimensional crystals weakly bonded together.
- 8) **Ice lenses** - lenticular ice formations in soil occurring essentially parallel to each other, generally normal to the direction of heat loss, and commonly in repeated layers.
- 9) **Ice segregation** - the growth of ice within soil in excess of the amount that may be produced by the in-place conversion of the original void moisture to ice. Ice segregation occurs most often as distinct lenses, layers, veins, and masses, commonly, but not always, oriented normal to the direction of heat loss.
- 10) **Well Bonded** - a condition in which the soil particles are strongly held together by the ice so that the frozen soil possesses relatively high resistance to chipping or breaking.
- 11) **Poorly Bonded** - a condition in which the soil particles are weakly held together by the ice so that the frozen soil has poor resistance to chipping and breaking.
- 12) **Thaw Stable** - the characteristics of frozen soils that, upon thawing, do not show loss of strength in comparison to normal, long-time thawed values nor produce detrimental settlement.

FROST DESIGN SOIL CLASSIFICATION¹

Frost ² Group	Kind of Soil	Percentage Finer than 0.02 mm by Weight	Typical Soil Types Under Unified Soil Classification System
NFS ³	(a) Gravels Crushed stone Crushed rock	0 to 1.5	GW and GP
	(b) Sands	0 to 3	SW and SP
PFS ⁴ (MOA NFS) (MOA F2)	(a) Gravels Crushed stone Crushed rock	1.5 to 3	GW and GP
	(b) Sands	3 to 10	SW and SP
S1 (MOA F1)	Gravelly soils	3 to 6	GW, GP, GW-GM, and GP-GM
S2 (MOA F2)	Sandy soils	3 to 6	SW, SP, SW-SM, and SP-SM
F1	Gravelly soils	6 to 10	GM, GW-GM, and GP-GM
F2	(a) Gravelly soils	10 to 20	GM, GW-GM, and GP-GM
	(b) Sands	6 to 15	SM, SW-SM, and SP-SM
F3	(a) Gravelly soils	Over 20	GM and GC
	(b) Sands, except very fine silty sands	Over 15	SM and SC
	(c) Clays, PI>12		CL and CH
F4	(a) All silts	Over 15	ML and MH
	(b) Very fine silty sands		SM
	(c) Clays, PI>12		CL and CL-ML
	(d) Varved clays and other fine-grained, banded sediments		CL and ML CL, ML, and SM CL, CH, and ML CL, CH, ML and SM

¹ Departments of the Army and Air Force Publication TM 5-822-5/AFM 88-7, "Pavement Design for Roads, Streets, Walks, and Open Storage Areas", Table 18-2.

² Corps of Engineers Frost groups directly correspond to the Municipality of Anchorage soil frost classification groups, except as noted.

³ Non Frost-Susceptible.

⁴ Possibly frost-susceptible, but requires laboratory test to determine frost design soil classification.

APPENDIX C

LABORATORY TEST RESULTS

PARTICLE-SIZE

DIST. ASTM D422

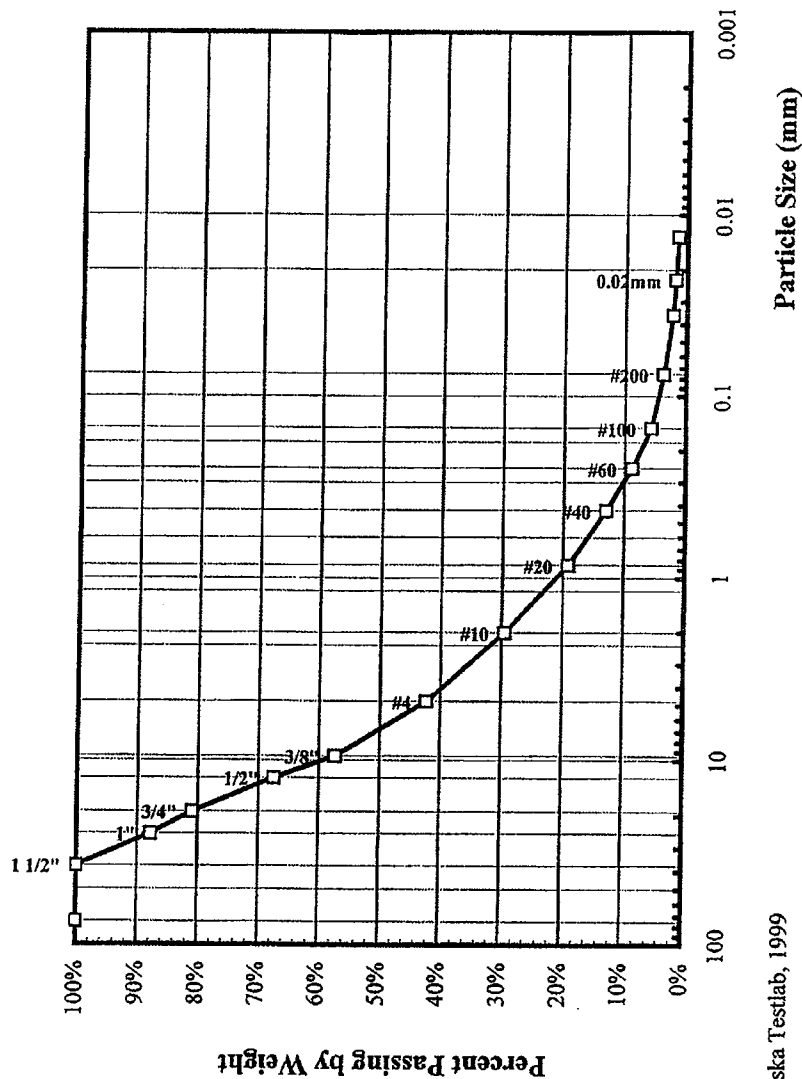
W.O. D59022A

Lab No. 2005-1641

Received: 8/1/05

Reported: 8/16/05

SIZE	PASSING SPECIFICATION
+3 in Not Included in Test = -%	
3"	
2"	
1 1/2"	100%
1"	88%
3/4"	81%
1/2"	67%
3/8"	57%
No. 4	42%
Total Wt. = 1328g	
No. 8	
No. 10	30%
No. 16	
No. 20	19%
No. 30	
No. 40	13%
No. 50	
No. 60	9%
No. 80	
No. 100	6%
No. 200	3.7%
Total Wt. of Fine Fraction = 355.2g	
0.02 mm	1.8%



© Alaska Testlab, 1999

David L Andersen

David L. Andersen, P.E., General Manager

4040 B Street Anchorage Alaska 99503 • 907/562-2000 • 907/563-3953



Client: P.O.B. Montgomery

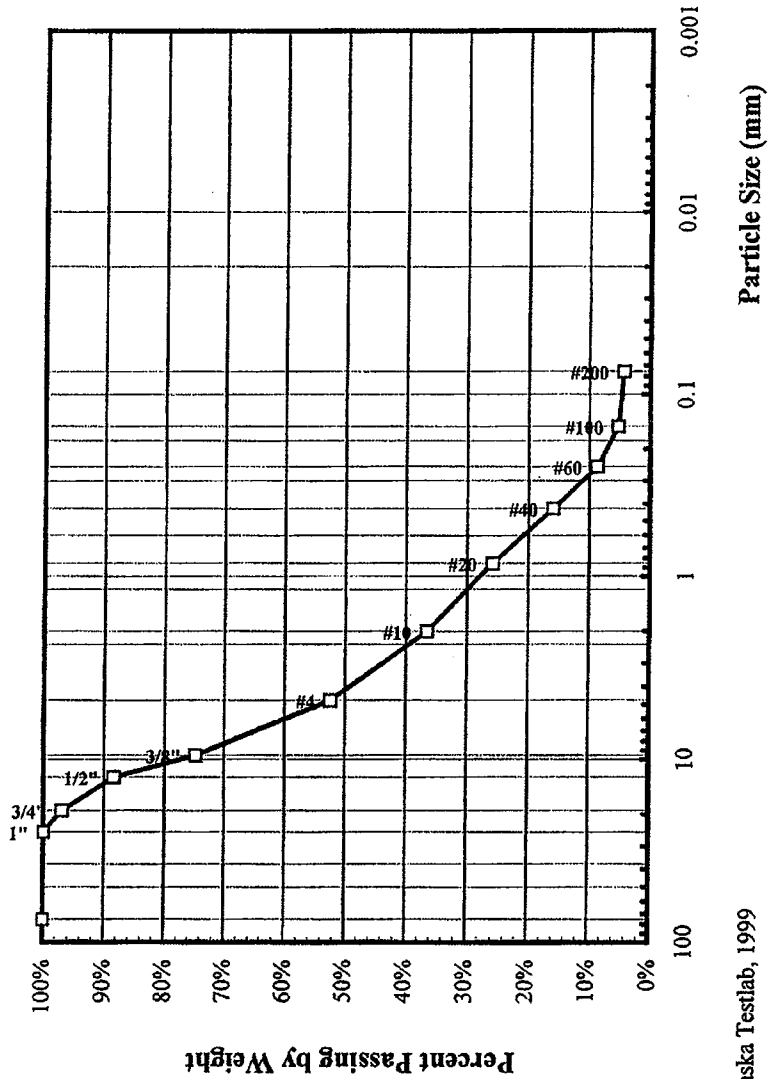
Project: Mountain View Community Center Geotech

Location: Test Boring 7

Sample 2, 5' - 6.5'

Engineering Classification: Poorly Graded SAND with Gravel, SP

Frost Classification: Not Measured



© Alaska Testlab, 1999

David L Andersen

David L. Andersen, P.E., General Manager

PARTICLE-SIZE

DIST. ASTM D422

W.O. D59022A

Lab No. 2005-1642

Received: 8/1/05

Reported: 8/16/05

SIZE	PASSING SPECIFICATION
+3 in Not Included in Test = ~%	
3"	
2"	
1 1/2"	
1"	100%
3/4"	97%
1/2"	88%
3/8"	75%
No. 4	52%
Total Wt. = 523.3g	
No. 8	
No. 10	37%
No. 16	
No. 20	26%
No. 30	
No. 40	16%
No. 50	
No. 60	9%
No. 80	
No. 100	5%
No. 200	4.3%
Total Wt. of Fine Fraction = 273g	
0.02 mm	



Client: P.O'B. Montgomery

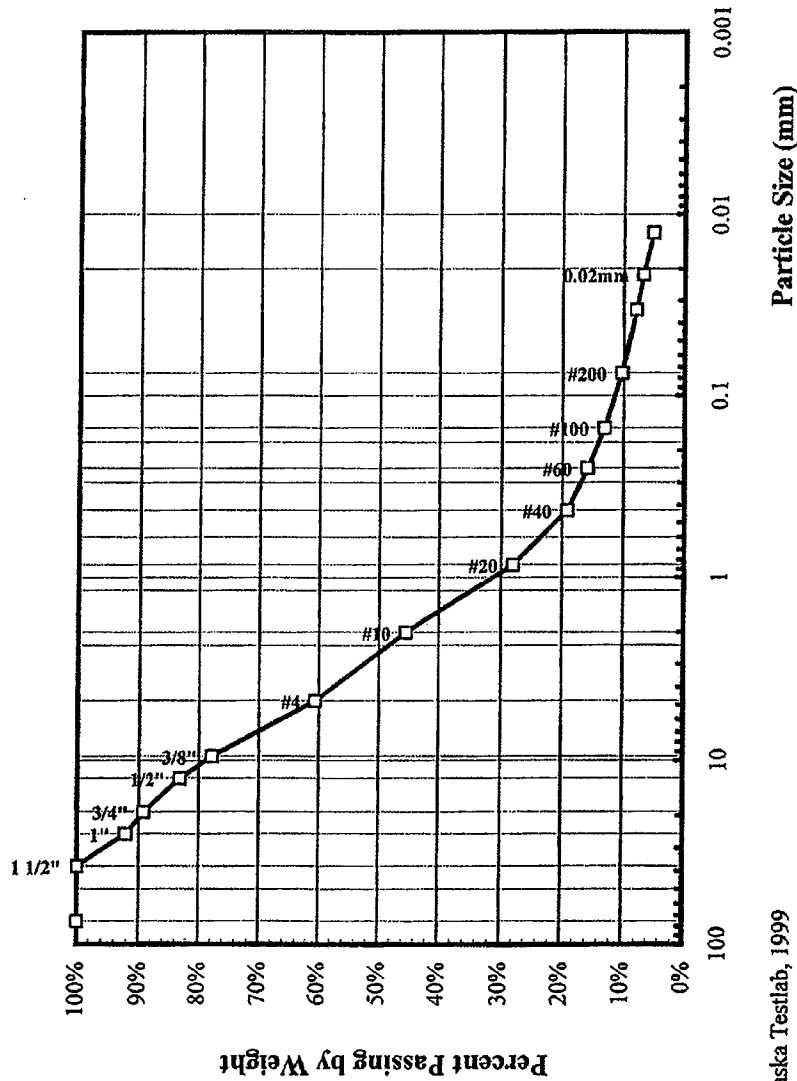
Project: Mountain View Community Center Geotech

Location: Test Boring 8

Sample 2, 5' - 6.5'

Engineering Classification: Well Graded SAND with Silt and Gravel, SW-SM

Frost Classification: PFS-F2 (MOA F2)



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David L. Andersen

David L. Andersen, P.E., General Manager

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PARTICLE-SIZE

DIST. ASTM D422

W.O. D59022A

Lab No. 2005-1643

Received: 8/1/05

Reported: 8/16/05

SIZE	PASSING SPECIFICATION
+3 in Not Included in Test = -%	
3"	
2"	
1 1/2"	100%
1"	92%
3/4"	89%
1/2"	83%
3/8"	78%
No. 4	61%
Total Wt. = 1643g	
No. 8	45%
No. 10	
No. 16	
No. 20	28%
No. 30	
No. 40	19%
No. 50	
No. 60	16%
No. 80	
No. 100	13%
No. 200	10%
Total Wt. of Fine Fraction = 343.1g	
0.02 mm	6.6%

PARTICLE-SIZE

DIST. ASTM D422

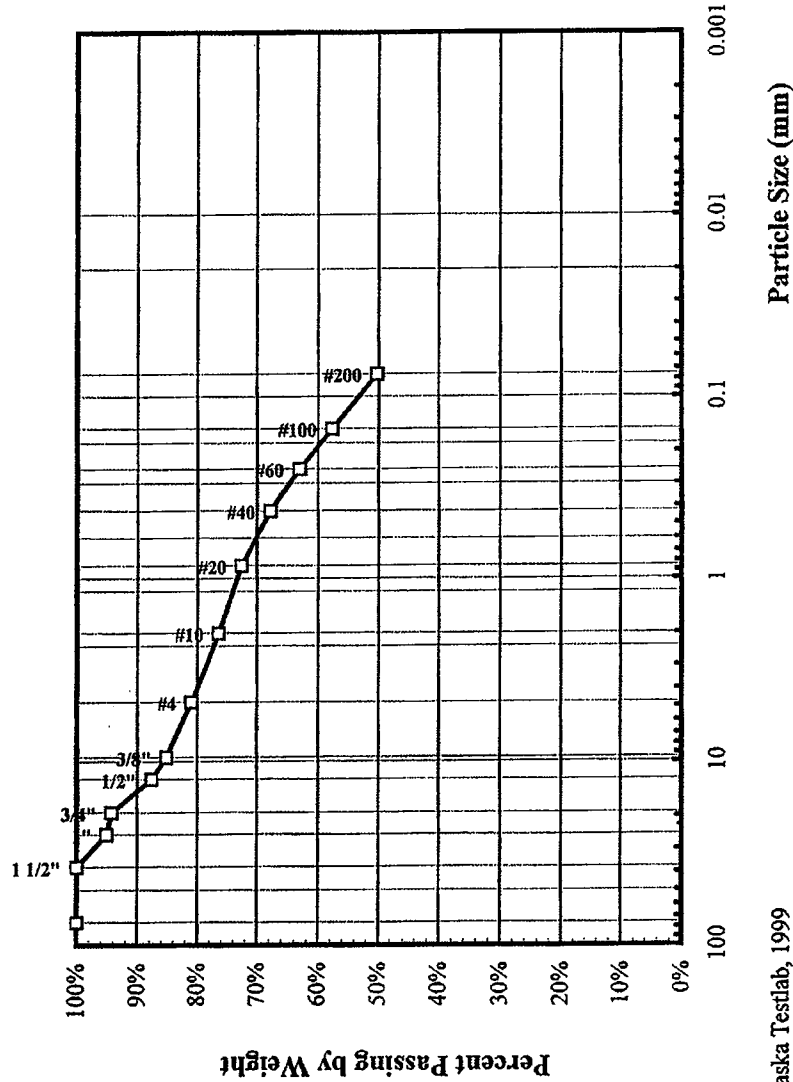
W.O. D59022A

Lab No. 2005-1638

Received: 8/1/05

Reported: 8/16/05

SIZE	PASSING SPECIFICATION
+3 in Not Included in Test = -%	
3"	
2"	
1 1/2"	100%
1"	95%
3/4"	94%
1/2"	88%
3/8"	85%
No. 4	81%
Total Wt = 1366g	
No. 8	
No. 10	76%
No. 16	
No. 20	73%
No. 30	
No. 40	68%
No. 50	
No. 60	63%
No. 80	
No. 100	58%
No. 200	50%
Total Wt. of Fine Fraction = 333.3g	
0.02 mm	



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David L Andersen

David L. Andersen, P.E., General Manager



Client: P.O.B. Montgomery

Project: Mountain View Community Center Geotech

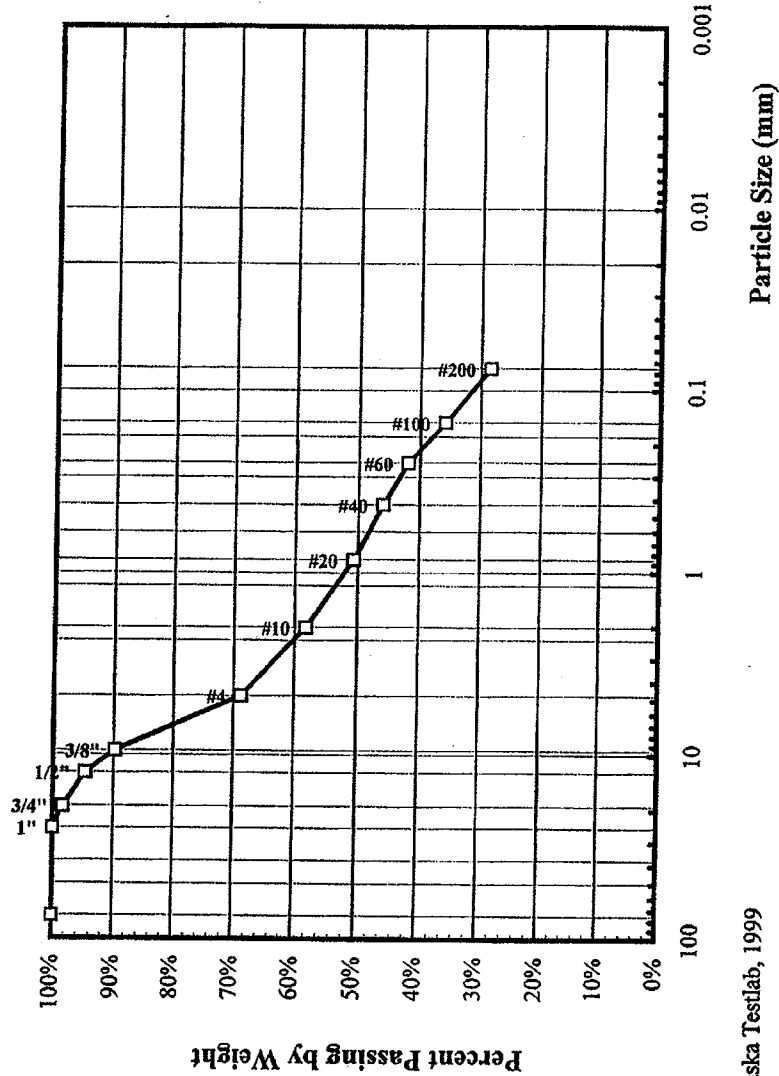
A DIVISION of DOW LLC

Location: Test Pit C

Sample 1, 6' - 7'

Engineering Classification: Silty SAND with Gravel, SM

Frost Classification: Not Measured



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David L Andersen

David L. Andersen, P.E., General Manager

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PARTICLE-SIZE

DIST. ASTM D422

W.O. D59022A

Lab No. 2005-1639

Received: 8/1/05

Reported: 8/16/05

SIZE	PASSING SPECIFICATION
+3 in Not Included in Test = ~%	
3"	
2"	
1 1/2"	
1"	100%
3/4"	98%
1/2"	95%
3/8"	90%
No. 4	69%
Total Wt = 1431g	
No. 8	
No. 10	58%
No. 16	
No. 20	51%
No. 30	
No. 40	46%
No. 50	
No. 60	42%
No. 80	
No. 100	36%
No. 200	28%
Total Wt. of Fine Fraction = 354.1g	
0.02 mm	



Client: P.O.B. Montgomery

Project: Mountain View Community Center Geotech

Location: Test Pit D

Sample 1, 3' - 4'

Engineering Classification: Well Graded GRAVEL with Sand, GW

Frost Classification: NFS MOA

PARTICLE-SIZE

DIST. ASTM D422

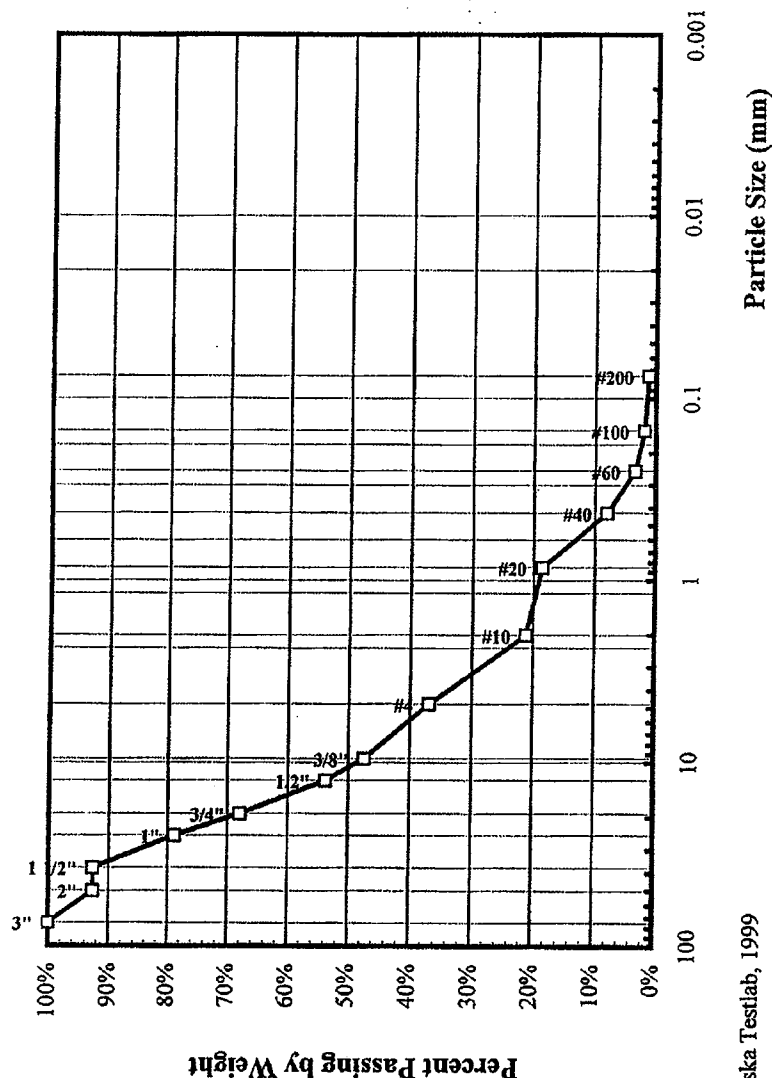
W.O. D59022A

Lab No. 2005-1640

Received: 8/1/05

Reported: 8/16/05

SIZE	PASSING SPECIFICATION
+3 in Not Included in Test = -%	
3"	100%
2"	93%
1 1/2"	93%
1"	79%
3/4"	68%
1/2"	54%
3/8"	47%
No. 4	37%
Total Wt. = 3175g	
No. 8	21%
No. 10	
No. 16	
No. 20	19%
No. 30	
No. 40	8%
No. 50	
No. 60	3%
No. 80	
No. 100	2%
No. 200	1.2%
Total Wt. of Fine Fraction = 428.8g	
0.02 mm	



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David L Andersen

David L. Andersen, P.E., General Manager

4040 B Street Anchorage Alaska 99503 • 907/562-2000 • 907/563-3953

Susie Paine

From: Maija Rhode

Sent: Thursday, September 29, 2005 7:49 AM

To: Aaron Christie; Afentoula Jewett; Alice Garrod; Amber Mobley; Angela Folk; Bill Coghill; Billie Sires; Brad Doggett; Bradley M. Melocik; Brennan Shields; Brian Farrell; Cassandra Youngs; Cecile A. Davis; Cheryl A. Martinez; Chris Harrington; Chris Kohler; Corey Loyd; Dan Nichols; Daniel M. Tadic; Daniel R. Moran; David Andersen; David Cole; Dodie Pruessner; Donna Brechan; Ed Leonetti; Edna Millar; Emily Creely; Eva M. Quest; Evelyn M. Voliva; Gerhard Hahn; Gill Beasley; Ian Van Blankenstein; Janek K. Wierzbicki; Jason Snyder; Jay Farmwald; Jennifer L. Hughes; John A. Rego Jr.; John Jones; Julie A. Stoneking; Justin D. Hatley; Karl M. Spohn; Kelly Brown; Kelly Suchodolski; Ken Tozer; Keri A. Nutter; Kevin Casey; Kevin Doniere; Kim Hibbert; Kristen Hansen; Kurt Hulteen; LaQuita Chmielowski; Laura Strand; Leslie F. Davis; Linda Hulteen; Maija Rhode; Maria Kampsen; Marsha Swafford; Mary Havens; Maryellen Tuttle; Matthew Korshin; Mel Nichols; Melissa Mormilo; Michael Bauer; Michael Bourdukofsky; Mike Davis; Nan Llewellyn; Niki L. Parrish; Onni C. Tibor; Patrick A. Whitesell; Phil Barnes; Rachel Cruz; Ramona Vaughan; Robert Anderson; Robert Gransbury; Robert K. Wilson (ATL); Roger Garcia; Sarah Keown; Sean Totzke; Shawn Hull; Sherri Ballon; Sherwood Schuyler; Sonia Crozier; Sonja A. Engle; Stan Ponsness; Stephanie Mormilo; Steve Markle; Steve Noble; Steve Schwicht; Stewart Osgood; Susie Paine; Tanya S. Hickok; Tim Potter; Tina Wallace; Tom Middendorf; Troy Ellis; Tuck Maakestad; Victoria Coghill; Virginia Reese-Zutz; Will Lee; William R. Strickler; Willie Stoll

Subject: Brown Bag Revival - Here's the Schedule

Thanks for the great responses to my request for presenters and topics! As promised, the table below contains a list of confirmed and tentative brown bag training sessions for the next several months. You'll receive meeting requests shortly for the sessions that have been confirmed and these will also be posted on the Training & Brown Bag schedule in Outlook.

Date	Session Leader	Topic
October 10, 2005	OPEN	OPEN
October 17, 2005	Kurt Hulteen	What to Send to the Filing System and Why
October 24, 2005	Melissa Mormilo	Resources Available Within Our Office
October 31, 2005	Tanya Hickok	Master Fee Proposal Template and Fee Estimating Spreadsheets
November 7, 2005	Linda Hulteen	American Red Cross: Emergency Preparedness
November 14, 2005	Kristen Hansen	Designing Projects in Wetlands
November 21, 2005	Combination	Overview of DOWL's Services, Part One
November 28, 2005	Combination	Overview of DOWL's Services, Part Two
December 5, 2005	TBD	Lessons Learned
December 12, 2005	TBD	Lessons Learned
December 19, 2005	TBD	Lessons Learned

Please continue to suggest topics and volunteer to present. Your efforts make our brown bag training program work!

Thanks.
Maija

Memorandum

RECEIVED

OCT 14 2005

Municipality of Anchorage

To: Mary Autor, MOA Planning

CC: Dowl Engineers, Tanya Hickok

From: Wendy Mikowski, Anchorage Community Development Authority

Date: 10/14/2005

Re: Mountain View Rezone Application, POB Montgomery

Enclosed are letters of authorization from various agencies and individuals allowing for certain properties to be included in the rezone and a resubdivision of the Mountain View property.

Should you have any questions or need additional information, please do not hesitate to call

Wendy Mikowski, Project Manager
Anchorage Community Development Authority
632 W. 6th Avenue, Suite 640
Anchorage, Alaska 99501
907-343-4377 office
907-343-4526 fax

ANCHORAGE COMMUNITY DEVELOPMENT AUTHORITY
700 WEST 6th AVENUE, SUITE 206
ANCHORAGE, ALASKA 99501
(907) 276-7275 FAX (907) 279-5073

October 13, 2005

Mr. Tom Nelson, Planning Director
Planning Department
Municipality of Anchorage
P O Box 196650
Anchorage, AK 99519-6650

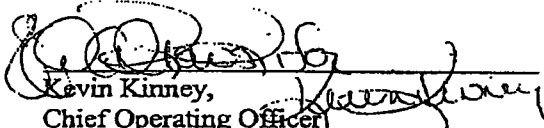
Subject: Letter of Authorization

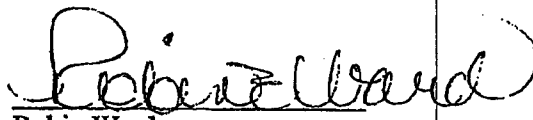
Dear Mr. Nelson:


The Municipality of Anchorage, Heritage Land Bank in concurrence with the Anchorage Community Development Authority is the current owner or currently under contract with the following parcels through pending purchase and sales agreements: T13N R3W SEC16, Tract F, Alaska Industrial Block 7 Lot 16, Lot 10 (per plat 63-61), and Lot 9 (per plat 64-101), located in Anchorage, Alaska. The combined parcels are approximately 1,191,333 square feet.

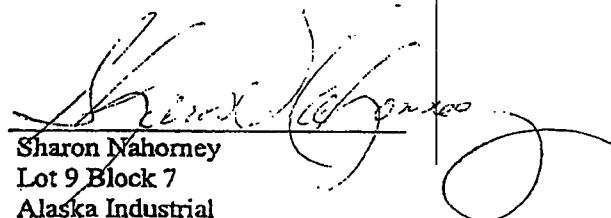
We authorize DOWL Engineers, in accordance with Anchorage Municipal Code 21.20.050.A.7, to act on our behalf in submitting and processing a Large Retail Establishment site plan, a Zoning Amendment, and a Resubdivision to include parcels mentioned above.

Sincerely,


Kevin Kinney,
Chief Operating Officer
Anchorage Community
Development Authority
Tract F, Alaska Industrial


Robin Ward
Heritage Land Bank Director
Lot 16 Block 7,
Alaska Industrial


Thomas A. Sexton
Lot 10 Block 7
Alaska Industrial


Sharon Nahorney
Lot 9 Block 7
Alaska Industrial



Anchorage School District

4600 DeBarr Road
P. O. Box 196614
Anchorage, Alaska 99519-6614
(907) 742-4000

School Board

Jeff Friedman
President

Crystal Kennedy
Vice President

John Steiner
Clerk

Macon Roberts
Treasurer

Mary Marks

Jake Metcalfe

Tim Steele

Superintendent

Carol Comeau

October 13, 2005

Mr. Tom Nelson, Planning Director
Planning Department
Municipality of Anchorage
P O Box 196650
Anchorage, AK 99519-6650

Subject: Letter of Authorization

Dear Mr. Nelson:

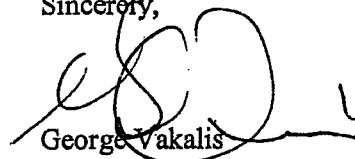
Anchorage School District is the current owner of Tract A, Anchorage School Lease (A.D.L. No.00249) per plat 71-257, located in Anchorage, Alaska. The parcel is approximately 1,454,904 square feet.

Anchorage School District (ASD) and the Municipality of Anchorage (MOA) have signed a Memorandum of Understanding dated October 10, 2005 allowing the MOA to acquire approximately 4.137 acres (Parcel 1), more or less from Tract A, Anchorage School Lease (A.D.L. No. 00249), see attached MOU with exhibits A, B & C.

We conditionally authorize DOWL Engineers, in accordance with Anchorage Municipal Code 21.20.050.A.7, to act on our behalf in submitting and processing a Large Retail Establishment site plan, a Zoning Amendment, and a Resubdivision to include the MOU Parcel 1 (Exhibit A).

This authorization is conditional upon the Anchorage School District successfully reaching an agreement with the Municipality of Anchorage on the exchange of management authority of the lands referred to in the October 10, 2005 MOU between ASD and MOA. It outlines the approval process which must occur. Also, in the yet to be developed agreement, issues such as movement and placement of the electric substation; contaminate-free land; and no negative impact to the drainage system, need to be resolved.

Sincerely,


George Vakalis
Assistant Superintendent
Anchorage School District

MEMORANDUM OF UNDERSTANDING

This Memorandum of Understanding (MOU) is made this 10th day of October, 2005, between the MUNICIPALITY OF ANCHORAGE (MOA), and ANCHORAGE SCHOOL DISTRICT (ASD).

WHEREAS, the Parties recognize and agree that an opportunity exists to benefit the Anchorage Community Development Authority and the re-development of Mountain View by executing an exchange of management authority of parcels; and

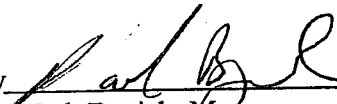
WHEREAS, the parcels of land proposed for exchange are indicated on the attached Exhibits "A", "B", and "C";

WHEREAS, both Parties understand that any parcel management authority exchange generated pursuant to this MOU is subject to approval of the ASD Superintendent, the Anchorage School Board and the Anchorage Assembly;

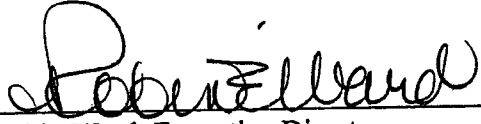
NOW, THEREFORE, the Parties agree to the following:

1. The Parties will make a mutual effort to reach a binding agreement to exchange the lands depicted in Exhibit "A";
2. This MOU will terminate automatically when final Management Authority Transfer documents are completed and signed.
3. The effective date of this MOU shall be from the date of final signature.

MUNICIPALITY OF ANCHORAGE

By 
Mark Begich, Mayor
Municipality of Anchorage

Date 10-10-05

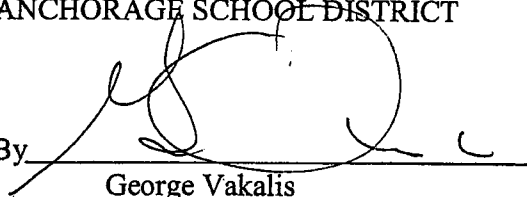
Concur: 
Robin Ward, Executive Director
Heritage Land Bank and

Date 10/10/05

Real Estate Services

ANCHORAGE SCHOOL DISTRICT

By

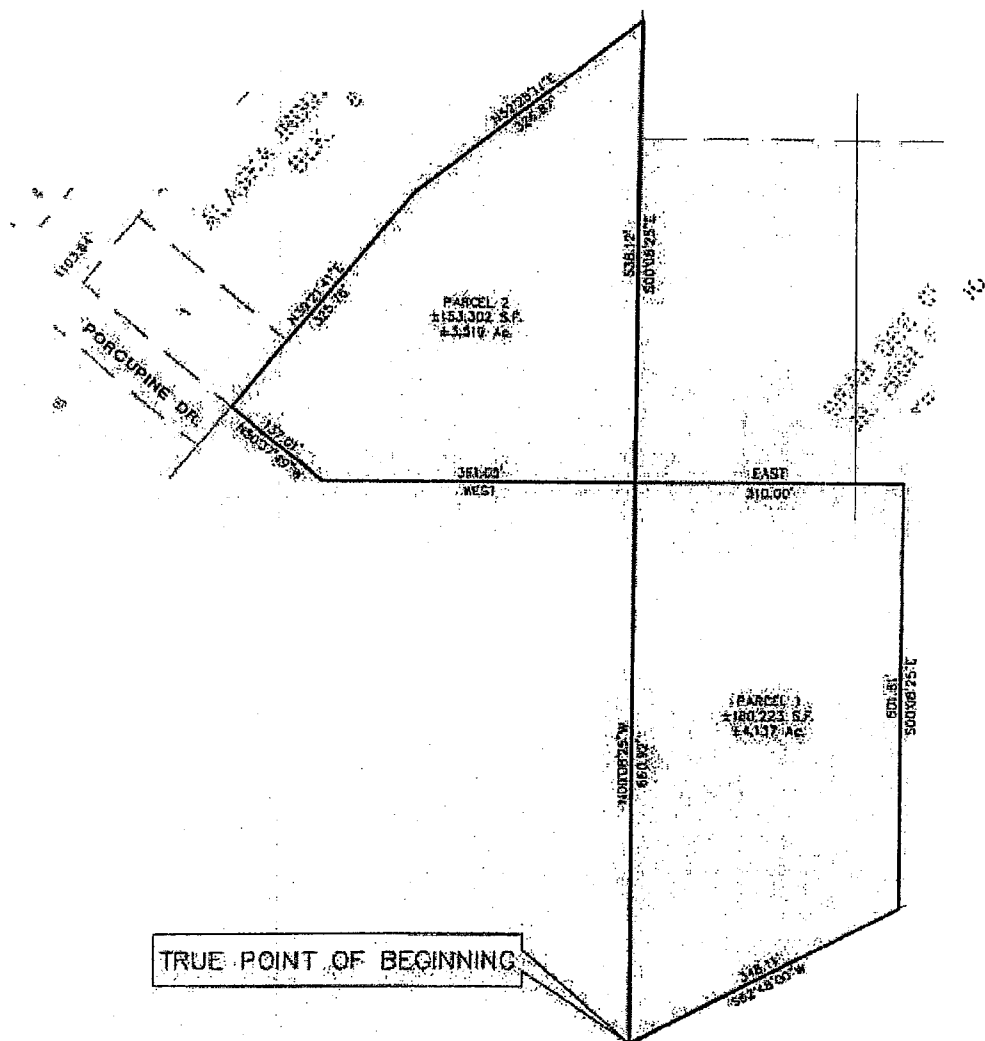
A handwritten signature in black ink, appearing to read 'George Vakalis', written over a horizontal line.

George Vakalis
Assistant Superintendent
Anchorage School District

Date

6 Oct 05

Appendix A



P:\Projects\059022\Planning\HLB-EXHIBITS.dwg OCT 04 2005 13:51:02 (BKF)



DOWL W.O.
D59022

SCALE:
1"=200'

PRELIMINARY PARCEL BOUNDARIES

EXHIBIT 'A'

DATE: 10-04-05

PARCELS 1 & 2

Appendix B

PELIMINARY BOUNDARY DESCRIPTION

The description hereon was prepared by DOWL Engineers on October 04, 2005 at the request of Heritage Land Bank representing the Municipality of Anchorage for the purpose of describing a Preliminary Boundary for Parcel No. 1. This description may not be used for transferring land or land rights. The authorized user of this description is Heritage Land Bank. Unauthorized use of this description is prohibited.

DOWL Engineers will not be responsible for errors committed by others if this description is not reproduced exactly as written below.

The author of this description is Kenneth E. Tozer II & Stanley E. Ponsness.

PARCEL NO. 1

A parcel of land located within Tract A of the Anchorage School Lease (A.D.L. Lease No. 00249), Orah Dee Clark Junior High School, recorded as Plat No. 71-257, in the Anchorage Recording District, Third Judicial District State of Alaska, being more particularly described by metes and bounds as follows:

Commencing at the southwest corner of said Tract A, said corner being the True Point of Beginning for this description; thence on the west line thereof N00°08'25"W 660.92 feet; thence departing said west line EAST 310.00 feet; thence S00°08'25"E 501.81 feet to the southeasterly line of said Tract A; thence on said southeasterly line S62° 48' 00"W 348.11 feet to the True Point of Beginning, embracing an area of 180,223 square feet, being 4.137 acres, more or less.

See Exhibit 'A', attached

Appendix C

PELIMINARY BOUNDARY DESCRIPTION

The description hereon was prepared by DOWL Engineers on October 04, 2005 at the request of Heritage Land Bank representing the Municipality of Anchorage for the purpose of describing a Preliminary Boundary for Parcel No. 2. This description may not be used for transferring land or land rights. The authorized user of this description is Heritage Land Bank. Unauthorized use of this description is prohibited.

DOWL Engineers will not be responsible for errors committed by others if this description is not reproduced exactly as written below.

The author of this description is Kenneth E. Tozer II & Stanley E. Ponsness.

PARCEL NO. 2

A parcel of land located within Lot 2, Section 16, Township 13 North, Range 3 West, Seward Meridian, Alaska, being more particularly described by metes and bounds as follows:

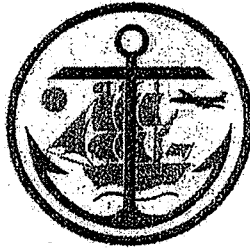
Commencing at the southwest corner of Tract A of the Anchorage School Lease (A.D.L. Lease No. 00249), Orah Dee Clark Junior High School, recorded as Plat No. 71-257, in the Anchorage Recording District, Third Judicial District, State of Alaska; thence on the west line thereof N00°08'25"W 660.92 feet to the True Point of Beginning for this description, said point being on the west line of said Lot 2, Section 16; thence departing said west line WEST 361.05 feet; thence N50°37'49"W 137.01 feet to the most southerly corner of Lot 1, Block 8, Alaska Industrial Subdivision, recorded as Plat No. 64-101 in said Anchorage Recording District; thence on the southeasterly line of said Block 8 the following two (2) courses: N39°21'41"E 325.76 feet, N52°25'11"E 326.87 feet to the east line of said Lot 2, Section 16; thence on said east line S00°08'25"E 538.12 feet to the True Point of Beginning, embracing an area of 153,302 square feet, being 3.519 acres more or less.

See Exhibit 'A', attached.

4

POSTING

AFFIDAVIT




AFFIDAVIT OF POSTING

Case Number: S-11433 S-11432
2005-149 2005-150

I, Chris Harrington, 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 Re. Plat Rezoning Large Retail. The notice was posted on 11 NOV 05 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 22nd day of NOV., 2005


Signature

LEGAL DESCRIPTION

Tract or Lot _____
Block _____
Subdivision Alaska Industrial Sub

**HISTORICAL
INFORMATION**

**PLANNING & ZONING
COMMISSION
PUBLIC HEARING
December 12, 2005
SUPPLEMENTAL INFORMATION**

G.2. Case 2005-149

G.3. Case S-11432

G.4. Case S-11433

G.5. Case 2005-150

Double-sided

Zoning and Platting Cases On-line

View Case Comments

[Submit a Comment](#)

** These comments were submitted by citizens and are part of the public record for the case.

Questions? If you have questions regarding a case, please contact Zoning at **907-343-7943** or Platting & Variances at **907-343-7942**.

1. Select a Case:

[View Comments](#)

2. View Comments:

RECEIVED
DEC 09 2005

Municipality of Anchorage
Zoning Division

Case Num: S11433

Commercial Tract for a large retail/commercial establishment

Site Address: 3425 PORCUPINE DR

Location: A Commercial Tract Fragment Lot Site Plan to create 1 tract and 14 lots from 2 tracts of land (per preliminary plat case 11432-1, Mountain View Development Subdivision, Tract 1, Fragment Lots 1 through 14). Located within the N1/2 of Section 16, T13N, R3W, S.M., Alaska NOTE: This platting case will be heard by the Planning and Zoning Commission only, in this instance it will not be heard by the Platting Board.

[Details](#) | [Staff Report](#) | [submit a comment](#)

Public Comments

12/9/05

Chet Harris

1574 Wintergreen St.

Anchorage AK 99508

I am concerned that public lands zoned PLI are being rezoned for private use. This rezoning and, if I am not mistaken, conveyance of Herritage Land Bank land to private developers is alarming to me and other community members in nearby neighborhoods. The development looks to raise the standards of what an Alaskan mall can be --I applaud this, but at what economic impact to the pre-existing Northway Mall. The municipality's 2020 plan calls for the Northway Mall to be a town center. This new development seems to undermine that concept as well. I do not believe that this public land should be re-zoned without a clear understanding of the economic impact on existing similar retail establishments. I also believe there should be more opportunities for public involvement before this public land is re-zoned. Furthermore, I believe that as these are public lands they should be conveyed in a way that more fully involves the public.

[Zoning & Platting Cases On-line website](#)

Zoning and Platting Cases On-line

View Case Comments

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**** These comments were submitted by citizens and are part of the public record for the cases ****

Questions? If you have questions regarding a case, please contact Zoning at **907-343-7943** or Platting & Variances at **907-343-7942**.

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**Municipality of Anchorage
Zoning Division**

1. Select a Case: [View Comments](#)

2. View Comments:

Case Num: S11432

Plat for a large retail/commercial establishment

Site Address: 3425 PORCUPINE DR

Location: To subdivide 3 lots and 2 tracts of land into 2 tracts of land. T13N, R3W, Section 16, Tract F; Alaska Industrial Subdivision, Block 7, Lots 9, 10 & 16 (per plat 64-101); and Orah Dee Clark Junior High School Subdivision, Tract A (per plat 71-257). Located within the N1/2 of Section 16, T13N, R3W, S.M., Alaska. NOTE: This platting case will be heard by the Planning and Zoning Commission only, in this instance it will not be heard by the Platting Board.

[Details](#) | [Staff Report](#) | [submit a comment](#)

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[Zoning & Platting Cases On-line website](#)



Anchorage School District

4600 DeBarr Road
P. O. Box 196614
Anchorage, Alaska 99519-6614
(907) 742-4000

School Board

Jeff Friedman
President

Crystal Kennedy
Vice President

John Steiner
Clerk

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Mary Marks

Jake Metcalfe

Tim Steele

Superintendent

Carol Comeau

October 13, 2005

Mr. Tom Nelson, Planning Director
Planning Department
Municipality of Anchorage
P O Box 196650
Anchorage, AK 99519-6650

Subject: Letter of Authorization

Dear Mr. Nelson:

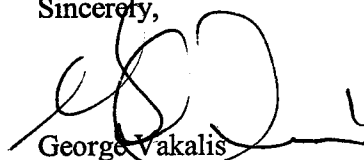
Anchorage School District is the current owner of Tract A, Anchorage School Lease (A.D.L. No.00249) per plat 71-257, located in Anchorage, Alaska. The parcel is approximately 1,454,904 square feet.

Anchorage School District (ASD) and the Municipality of Anchorage (MOA) have signed a Memorandum of Understanding dated October 10, 2005 allowing the MOA to acquire approximately 4.137 acres (Parcel 1), more or less from Tract A, Anchorage School Lease (A.D.L. No. 00249), see attached MOU with exhibits A, B & C.

We conditionally authorize DOWL Engineers, in accordance with Anchorage Municipal Code 21.20.050.A.7, to act on our behalf in submitting and processing a Large Retail Establishment site plan, a Zoning Amendment, and a Resubdivision to include the MOU Parcel 1 (Exhibit A).

This authorization is conditional upon the Anchorage School District successfully reaching an agreement with the Municipality of Anchorage on the exchange of management authority of the lands referred to in the October 10, 2005 MOU between ASD and MOA. It outlines the approval process which must occur. Also, in the yet to be developed agreement, issues such as movement and placement of the electric substation; contaminate-free land; and no negative impact to the drainage system, need to be resolved.

Sincerely,


George Vakalis
Assistant Superintendent
Anchorage School District

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OCT 18 2005

COMMUNITY PLANNING
AND DEVELOPMENT

Content Information

Content ID : 003713

Revision: 0

Type: Ordinance - AO

Planning and Zoning Commission recommendation of approval for a rezoning from I-1

Title: (Light Industrial), I-2 SL (Heavy Industrial with Special Limitations) and PLI (Public Lands and Institutions) to B-3 SL (General Business District with Special Limitations)

Author: weaverjt

Initiating Dept: Planning

Select Routing: Standard

Review Depts:

Planning and Zoning Commission recommendation of approval for a rezoning from I-1

Description: (Light Industrial), I-2 SL (Heavy Industrial with Special Limitations) and PLI (Public Lands and Institutions) to B-3 SL (General Business District with Special Limitations)

Keywords:

Date Prepared: 2/15/06 10:53 AM

Director Name: Tom Nelson

Workflow History

<u>Workflow Name</u>	<u>Action Date</u>	<u>Action</u>	<u>User</u>	<u>Security Group</u>	<u>Content ID</u>	<u>Revision</u>
AllOrdinanceWorkflow	2/15/06 11:00 AM	Checkin	weaverjt	Public	003713	0
Planning_SubWorkflow	2/15/06 11:05 AM	Approve	weaverjt	Public	003713	0
ECD_SubWorkflow	2/16/06 3:02 PM	Approve	barkleyva	Public	003713	0
OMB_SubWorkflow	2/17/06 9:50 AM	Approve	mitsonjl	Public	003713	0
Legal_SubWorkflow	2/17/06 11:48 AM	Approve	fehlenrl	Public	003713	0
MuniManager_SubWorkflow	2/18/06 1:39 PM	Approve	leblancdc	Public	003713	0
MuniMgrCoord_SubWorkflow	2/20/06 2:07 PM	Approve	abbottmk	Public	003713	0