

SEE AO 2006-46(S)

Submitted by: Chair of the Assembly at
the Request of the Mayor
Prepared by: Planning Department
For reading: March 14, 2006

Anchorage, Alaska
AO 2006-46

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

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

21
22 THE ANCHORAGE ASSEMBLY ORDAINS:

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27 127 acres more or less, is hereby repealed.

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

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

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

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

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

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

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

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

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

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

1. Implement the Alaska Railroad Corporation's goals and policies addressing the District.
2. Support broader community re-development and multi-modal transportation goals and policies.
3. Create a pedestrian and transportation-oriented mixed-use development.
4. Attract private investment in commercial and residential development.
5. Provide for predictability in the expectations for development projects.
6. Provide design and infrastructure development standards serving the District and downtown multi-modal users.

7. Make Ship Creek a mixed-use pedestrian-oriented development and visitor destination and enhance the District's build-out capacity with the following uses:

- a. *Commercial Mixed Use*. The area should predominantly feature commercial uses (retail, office, entertainment, hotel, tourism) of an intensity producing a concentration of jobs, shops, meeting facilities, entertainment and restaurants within close proximity to each other.
- b. *Residential*. Appropriate urban residential development shall be encouraged, including upper story units above street level businesses.
- c. *Government / Informational Uses*. The District shall accommodate governmental and informational services, especially those with walk-in service-orientation, and major civic and public facilities.
- d. *Warehouse / Light Industrial Use*. The District shall continue, as required, to accommodate a mixture of industrial, commercial and residential uses, with a particular emphasis on workplaces, galleries and dwellings for artists, craftspeople and artisans.
- e. *Kiosks and Vendors*. The District shall allow kiosks, outdoor restaurants, mobile vendors, drive-in businesses or coffee shops, or similar uses in order to facilitate incremental growth in the area, where such uses do not negatively impact circulation, safety, or neighboring uses.
- f. *Permitted Accessory Uses*. Uses and structures customarily accessory and clearly incidental to permitted uses and structures shall be allowed, including outdoor storage of trolleys, small-tour vehicles, and staging of horses and carriages overnight.
- g. *Railroad Uses*. It is recognized Alaska Railroad Corporation may have needs requiring interim and temporary use of vacant lands within the District and there shall be allowance for these uses, as well as for routine railroad operations and maintenance activities.

B. Applicability. The provisions and restrictions of Section 6 of this ordinance shall apply to all uses and development in the Ship Creek District, depicted on the Master Development Plan (Exhibit A, attached). The site is located within the Township 13 North, Range 4 West, Seward Meridian, and includes southern portions of Section 7, northern portions of Section 18 and the northeast quarter of Section 13. Areas north of Ship Creek included in AO 93-183 (s-1) are hereby redesignated I-2.

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

- 1
2 1. **Alteration** means a physical change to a structure or a site. Alteration does
3 not include normal maintenance and repair or total demolition. Except as
4 otherwise provided in this ordinance, alteration does include any of the
5 following:
6
 - 7 a. changes to the facade of a building;
 - 8 b. changes to the interior of a building;
 - 9 c. increase or decrease to floor area of a building;
 - 10 d. changes to other structures, including parking garages, on the site or the
11 development of new structures; and/or
 - 12 e. changes to landscaping, off-street parking spaces, and other
13 improvements on a site.
- 14
15 2. **Development** means all improvements on a site, including buildings, other
16 structures, parking and loading areas, landscaping, paved or graveled areas,
17 and areas devoted to exterior display, storage, or activities. Development
18 includes improved open areas such as plazas and walkways, but does not
19 include natural geologic forms or unimproved land.
- 20
21 3. **Excessive** means uses injurious to an unreasonable degree to the public
22 health, safety, welfare or convenience or exceeding the customary manner of
23 operation.
- 24
25 4. **Normal maintenance** means physical changes keeping a building, structure,
26 or site, or a portion thereof, in a sound condition and in operation.
- 27
28 5. **Repair** means physical changes to a building, structure, or site, or a portion
29 thereof, to fix or restore to sound condition after damage or deterioration.
- 30
31 6. **Replacement value** means the value of a building as calculated using the
32 latest "Evaluation Table" printed in the Building Standards magazine,
33 published by the International Conference of Building Officials, based on
34 existing occupancy and the most closely appropriate type of construction.
- 35
36 7. **Substantial alteration** means alterations within a two (2) year period where:
37
 - 38 a. the total cost, excluding purchase costs of the building, exceeds fifty
39 percent (50%) of the replacement value of a building or structure;
 - 40 b. the total cost exceeds fifty percent (50%) of the replacement value of site
41 improvements;
- 42
43
44
45
46

c. The gross square footage increases by more than fifty percent (50%) of buildings and structures; or

d. The gross square footage increases by more than fifty percent (50%) of a surface parking lot.

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

9. ***Total cost*** means all costs associated with an alteration incurred from project initiation to project completion, excluding the purchase costs for the building.

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

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

2. ***Retail:***

a. grocery stores, delicatessens and food specialty shops, including open air markets;

b. meat and seafood markets, including open air markets;

c. retail bakeries or wholesale bakeries with a storefront;

d. department or variety stores;

e. hardware stores;

f. electrical or electronic supply stores;

g. furniture stores;

h. music and record stores;

i. shoe repair and tailor shops;

j. bookstores, book binderies, stationery stores and newsstands;

k. drugstores;

1. beauty shops;
- m. barber shops;
- n. restaurants, cafes, and other places serving food and beverages, including sale and dispensing of alcoholic beverages in accordance with AMC section 21.50.160;
- o. photography, dance, music, and other art studios;
- p. florists;
- q. tobacco stores;
- r. clothing, apparel and shoe stores;
- s. jewelry stores;
- t. sporting goods stores;
- u. cameras and photographic stores;
- v. hobby stores;
- w. knit shops, yarn shops, fabric shops, dressmaking and notions stores;
- x. gift, novelty, and souvenir stores;
- y. picture framing shops;
- z. art galleries and sales;
- aa. crafts shops;
- bb. antique stores;
- cc. furriers;
- dd. garden supply stores and nurseries;
- ee. travel agencies and ticket brokers;
- ff. motion picture theaters;
- gg. banking and financial institutions;

- hh. on-site film processing;
- ii. marine equipment sale;
- jj. hotels and lodging including bed and breakfasts;
- kk. aquarium/marine fisheries centers and the like;
- ll. art and craft studios;
- mm. farmers markets;
- nn. outdoor concessionaires including kiosks, restaurants, mobile vendors or similar uses; and
- oo. laundry and dry cleaning establishments and outlets except large commercial industrial laundry and dry cleaning plants shall be prohibited.

3. ***Offices:***

- a. insurance and real estate services;
- b. banking and financial institutions;
- c. business and professional offices;
- d. medical, health and legal services;
- e. post offices; and
- f. government and quasi-government offices.

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

- a. alcoholic and non-alcoholic beverage manufacturing;
- b. cabinet and furniture building;
- c. blacksmith and metal working shops;
- d. woodworking, pottery, weaving, leather and other craft production;
- e. retail distribution operations;

- f. manufacture, service or repair of light consumer goods, such as appliances, furniture, garments and tourist related items; and
- g. outdoor storage of carriages, trolleys, and small-tour vehicles.
- h. all light industrial uses shall be encouraged to provide public tours or public viewing of operations without charge.

5. ***Other Uses:***

- a. multi-family dwellings;
- b. dwellings in non-residential structures;
- c. parks and playgrounds;
- d. historic and cultural centers and exhibits;
- e. day care;
- f. public libraries;
- g. museums;
- h. interior galleries connecting two or more buildings;
- i. convention centers;
- j. car, bike, or other transportation rental agencies;
- k. parking structures and multi-modal transfer facilities;
- l. arenas;
- m. exhibition centers;
- n. one transmission tower less than seventy-five (75) feet in height;
- o. kiosks, outdoor restaurants, mobile vendors, or similar uses on railroad land or in a public right-of-way; and
- p. stabling of horses in support of retail, entertainment, or transportation purposes.

- 1 E. Permitted accessory uses and structures. Uses and structures customarily
2 accessory and clearly incidental to permitted principal uses and structures are
3 allowed.
4
- 5 F. Conditional uses. Subject to the requirements of the conditional use standards
6 and procedures of this ordinance, the following uses may be permitted:
7
- 8 1. commercial recreation establishments, including pool halls, amusement
9 arcades, and the like;
 - 10
 - 11 2. liquor or package stores, in accordance with AMC section 21.50.160;
 - 12
 - 13 3. drive-in banks;
 - 14
 - 15 4. utility substations and telephone exchanges;
 - 16
 - 17 5. quasi-institutional houses as defined in AMC section 21.35.020; or
 - 18
 - 19 6. heliports.
 - 20
- 21 G. Nonconforming Uses. Existing uses at the time this ordinance is adopted shall
22 be grandfathered until such a time as the existing use changes and/or substantial
23 alterations to a structure, site, or use are proposed.
24
- 25 H. Prohibited Uses. The following uses are expressly prohibited:
26
- 27 1. adult-oriented retail and entertainment;
 - 28
 - 29 2. jails and correctional facilities;
 - 30
 - 31 3. work release facilities;
 - 32
 - 33 4. plumbing and heating services and dealers;
 - 34
 - 35 5. building material sales;
 - 36
 - 37 6. gasoline service stations;
 - 38
 - 39 7. automotive parts and equipment sales;
 - 40
 - 41 8. automotive display lots;
 - 42
 - 43 9. mobile home display lots;
 - 44
 - 45 10. car washes;
 - 46

11. outdoor storage and display of any scrap, junk, salvaged or secondhand materials, or any salvage yard or salvage operation excepting temporary storage by ARRC;
12. manufacture or packaging of cement products, feed, fertilizer, glue, paint, petroleum products, soap, turpentine, varnish, or charcoal;
13. manufacture, service, or repair of trucks, automobiles or aircraft;
14. open storage of cinders, coal, feed, grain, gravel, manure, peat, sand, or topsoil, except the use of community gardens and landscape nursery operations or in railroad operations;
15. any use causing or reasonably expected to cause, excessive noise, vibrations, smoke, dust, or other particulate matter, toxic or noxious matter, humidity, heat or glare; and
16. community correctional residential centers.

I. Minimum Lot Requirements: None

J. Minimum Yard Requirements: None

K. Maximum Height of Structures. A maximum building height from mean sea level (MSL) to roof top of structures shall be one hundred twenty (120) feet, with a procedure for a maximum building height of one hundred fifty (150) feet MSL, through a conditional use permit process.

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

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

1. urban multiple-family dwellings;
2. row-houses built to a common wall at side lease lines;
3. combined living quarters and work studios;
4. upper story residential units above office, street level retail, and off-street parking structures; or
5. other types of dwellings consistent with the intent of the District.

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

- 1
2 O. Parking. No off-street parking need be provided, but any off-street parking
3 provided shall be landscaped in accordance with the design guidelines.
4 Individual projects creating office space of 15,000 square feet or larger shall
5 address whether parking existing within the District and areas within walking
6 distance (1000 feet) are sufficient to meet occupancy demands as part of the Site
7 Plan Review.
8
9 P. Site Plan Review. Projects, including construction or substantial alteration, shall
10 be submitted to the Department of Community Planning and Development
11 consistent with AMC section 21.15.030. Plans shall be subject to a Level 1 or
12 Level 2 development review, as required by this ordinance. Prior to the issuance
13 of any building permits, persons proposing development of areas within the
14 District shall submit for approval a site plan as defined by AMC
15 section 21.35.020, prepared by a licensed architect or landscape architect.
16
17 1. There shall be a Ship Creek District Review Board with the following
18 responsibilities:
19
20 a. Advise the mayor and assembly regarding matters affecting the Ship
21 Creek District.
22
23 b. Review and make recommendations to the Planning and Zoning
24 Commission on land use matters where the Commission has purview.
25
26 c. Review and make findings regarding land use matters where the Board
27 has purview.
28
29 d. Review and make recommendations to the Planning and Zoning
30 Commission for the update of design guidelines as appropriate to
31 maintain currency with respect to land use trends.
32
33 2. The Ship Creek District Review Board shall consist of:
34
35 a. Three individuals appointed by the Alaska Railroad Corporation with
36 professional qualifications in real estate, design or a relevant field.
37
38 b. One MOA planning staff member, appointed by the MOA planning
39 Director; and
40
41 c. One member of the Anchorage Planning and Zoning Commission.
42
43 3. Development Approval Procedures. Projects in the Ship Creek District
44 requiring construction or substantial alteration shall be subject to a Level 1
45 or Level 2 Development Review, according to the following procedures:
46

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

7
8 i. The Board finds the application is complete; and

9
10 ii. The proposed development addresses and complies with the
11 applicable requirements of this ordinance, including the Design
12 Guidelines.

13
14 iii. The Board may choose to provide concept level approval and require
15 re-submittal of plans for final approval. Upon the Review Board's
16 approval of the applicant's plans, developments may proceed by right
17 and shall not require further municipal Planning and Zoning Site Plan
18 Review.

19
20 iv. Unless appealed, the approval of the Ship Creek District Review
21 Board shall be final. Development shall be consistent with the
22 findings of the Board determined at the final site plan review.

23
24 iv. Ship Creek District Review Board resolutions of approval and
25 accompanying site plans shall be given a reference number and filed with
26 the District Recorder's Office and a copy provided to the municipal
27 Planning Department.

28
29 b. Level 2 Development Review. Projects meeting any one or more of
30 the three criteria below are subject to Level 2 Development site review
31 and application requirements, as outlined in this subsection:

32
33 i. Projects with a construction value in excess of two (2) million dollars
34 as defined in 2004 dollars, adjusted annually per the Anchorage
35 Consumer Price Index;

36
37 ii. Conditional uses; and

38
39 iii. An appeal of the Ship Creek District Review Board findings.

40
41 iv. Developments meeting i. or ii. of the above criteria require
42 approval by both the Ship Creek District Review Board and the
43 municipal Planning and Zoning Commission as follows:

44
45 (1) Developers shall submit a concept site plan to the Ship Creek
46 District Review Board for a non-public hearing.

- (2) Upon concept site plan approval by the Ship Creek District Review Board, a public hearing before the municipal Planning and Zoning Commission is required. In addition to the standards and procedures of AMC sections 21.15.030 and 21.50.200, the Planning and Zoning Commission shall consider the following:
 - (a) An evaluation of the proposal by the Geotechnical Advisory Commission.
 - (b) A traffic impact analysis with suggested mitigation proposals to correct any issues found in the site plan or deficiencies in the street system serving the proposed project.
 - (c) Compliance of the submitted plans with the District's land use requirements and Design Guidelines.
 - (3) Following site plan approval of the concept site plan by the Commission, the applicant shall submit final plans for approval at a non-public hearing with the Ship Creek District Review Board. Applicants shall illustrate compliance with the Planning and Zoning Commission findings and shall address requirements of the Design Guidelines.
 4. The Planning and Zoning Commission and the Ship Creek District Review Board may impose conditions as required for the proposed development to be compatible with District, adjacent land uses, and Design Guidelines. Conditions imposed by the Board may be more stringent than those of the Commission, but may not be less stringent. In no event is the Board authorized to overturn findings of the Commission.
 5. The Planning and Zoning Commission shall hear appeals from decisions of the Ship Creek District Review Board regarding the disapproval or conditions of approval of a development in the District. The decision of the Board may not be reversed unless the Commission finds all of the following are supported by substantial evidence:
 - a. Special circumstances make strict adherence to the requirements of the Board clearly impractical, unreasonable, or undesirable to the general public.
 - b. The granting of an exception to the Board-imposed conditions is not detrimental to Alaska Railroad Corporation operations.

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

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

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

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

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

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

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

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

PASSED AND APPROVED by the Anchorage Assembly this _____ day of _____, 2006.

Chair of the Assembly

ATTEST:

Municipal Clerk

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

MUNICIPALITY OF ANCHORAGE
Summary of Economic Effects -- General Government

AO Number: 2006-46

Title: Planning and Zoning Commission recommendation of approval for a rezoning from PC to PC (Planned Community), I-1 (Light Industrial) and I-2 (Heavy Industrial) Districts for Approximately 110 +/- acre portion of A.R.R. Reservation located within the Seward Meridian, Township 13N, Range 3 and 4 West, and includes southern portions of Section 7, northeast quarter of Section 13, and northern portions of Section 18; generally located at the lower west end of Ship Creek south of the railroad mainline to Second Avenue and west of Gambell Street. Planning case 2005-080.

Sponsor:

Preparing Agency: Planning Department

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:	\$ -	\$ -	\$ -	\$ -
REVENUES:				
CAPITAL:				
POSITIONS: FT/PT and Temp				

PUBLIC SECTOR ECONOMIC EFFECTS:

Approval of this rezone should have no significant impact on the public sector.

PRIVATE SECTOR ECONOMIC EFFECTS:

Approval of the rezoning should have no significant economic impact on the private sector.

Property Appraisal Notes: Irregardless of zoning, these parcels fall out of taxation due to current ownership. The taxable parcels are currently valued as either I-1 or I-2 zoned property; as a result, there should be no significant impact.

Prepared by: Jerry T. Weaver Jr.

Telephone: 343-7939



MUNICIPALITY OF ANCHORAGE ASSEMBLY MEMORANDUM

No. AM 147-2006

Meeting Date: March 14, 2006

From: MAYOR

Subject: Planning and Zoning Commission recommendation of approval for a rezoning from PC to PC (Planned Community), I-1 (Light Industrial) and I-2 (Heavy Industrial) Districts for Approximately 110 +/- acre portion of A.R.R. Reservation located within the Seward Meridian, Township 13N, Range 3 and 4 West, and includes southern portions of Section 7, northeast quarter of Section 13, and northern portions of Section 18; generally located at the lower west end of Ship Creek, south of the railroad mainline to Second Avenue and west of Gambell Street.

1 The Alaska Railroad Corporation requested the Municipality to repeal the existing PC (Planned
2 Community District) zoning ordinance and "The Alaska Railroad Ship Creek Master
3 Development Plan", and to rezone approximately 102 +/- subject acres to PC (Planned
4 Community District) with a new Ship Creek Master Plan and Design Guidelines manual; and to
5 rezone two parcels consisting of approximately 7.3 acres from PC (Planned Community) to I-2
6 (Heavy Industrial District), and one parcel consisting of 20,815 square feet from PC (Planned
7 Community) to I-1 (Light Industrial District).

8
9 The current PC ordinance, the "LoPatin Plan", was never really implemented and it did not
10 work for a variety of reasons. In large part, it relied on equal parts of funding from public and
11 unidentified private sources. The Municipality investments included building the "Ship Point
12 Project", the footbridge across the old Chugach Electric dam, the new C Street Bridge and
13 realignment of some local roads. The State's pledge of monies stalled because there were no
14 commitments of private investment as pledged by the developer.

15
16 As a stakeholder in Ship Creek, the Railroad participated in a variety of on-going planning
17 efforts affecting the area in concert with the Municipality, the Port of Anchorage, and the Army
18 Corps of Engineers. The Railroad revamped a new zoning ordinance and master plan more in
19 keeping with the history of Ship Creek and the Railroad's role as the "birthplace" of Anchorage
20 and its vision for an economic water-front revitalization of mixed-use pedestrian, and transit
21 oriented development within the PC District.

22
23 The new zoning ordinance releases the Municipality from further mandatory "shared" fiduciary
24 obligations and creates a single development area. It uses more prescriptive language with
25 respect to uses, changes sign, landscaping, lighting, parking and height regulations from the

1 previous ordinance. All development is governed by design guidelines, and a streamlined
2 process is established for review of actions affecting the PC District. Mixed-use development
3 includes commercial mixed use, residential, government, light industrial, warehouse, kiosks
4 and vendors and railroad uses.

5
6 The new PC ordinance creates a two-level review for new construction, or substantial alteration
7 consistent with AMC section 21.15.030 and is in compliance with the new "Design Guidelines
8 Manual". It also creates a Ship Creek District Review Board (SCDRB) consisting of five
9 members: Three appointed by the Railroad, one appointed by MOA Planning Staff and one
10 Planning and Zoning Commission member appointed by the Planning Director. Projects less
11 than two million dollars are reviewed by SCDRB through a non-public hearing site plan review
12 process (Level 1 review). The decision of the SCDRB may be appealed to the Planning and
13 Zoning Commission as a public hearing site plan review. If approved, the decision is final and
14 the developer may proceed for building permits. A copy of the decision is recorded with the
15 State District Recorder's Office. The decision and approved plans are forwarded to the
16 Planning Department for tracking. Level 2 reviews are projects with a construction value in
17 excess of two million dollars, defined in 2004 dollars, adjusted annually by the Anchorage
18 Consumer Price Index. The site plan or conditional use review is conducted by the Planning
19 and Zoning Commission.

20
21 The Department of Law reviewed the two level review process and determined it adds an
22 additional layer of control over land uses in the Ship Creek area, but does not circumvent
23 Municipal authority. The SCDRB is compatible with the PC District ordinance since AMC
24 section 21.40.250 is intended to allow flexibility in the selection of land use controls. The
25 Level 1 review is limited in scope and the Board's authority is limited to "permitted uses" and
26 generally lower construction values.

27
28 The two parcels being rezoned to I-2 are located on the north side of Whitney Road, adjacent to
29 the railroad tracks, and are referred to as the Wrightway Auto lease and Knik Arm Power Plant
30 lease. The use of these two parcels is heavy industrial and matches the use and zoning
31 designation of the parcels to the north. The third parcel is located on the south side of Whitney
32 Road and physically removed from the new PC boundary by the greenbelt and Ship Creek. Its
33 use is consistent with parcels to the east and north. Rezoning of these three parcels removes
34 them from the PC master plan boundaries, and brings them back to their pre-1991 zoning.
35 Whitney Road, Ship Creek, and the greenbelt allow a natural separation of industrial uses from
36 the redevelopment posed by the PC mixed uses. Present and future use of these parcels are
37 more consistent with the industrial uses and zoning to the north and east, and are compatible
38 with the marine, port, and rail related industrial uses.

39
40 The Planning and Zoning Commission found ARRC's requests to be consistent with the
41 *Anchorage 2020 Anchorage Bowl Comprehensive Plan*, as well as the zoning standards for
42 approval found in AMC section 21.20.090, and AMC section 21.40.250C. standards for PC
43 Planned Community District Master Development Plan.
44

1 The Commission recommended approval of the rezone by a vote of six ayes and zero nay.

2
3 THE ADMINISTRATION CONCURS WITH THE PLANNING AND ZONING
4 COMMISSION RECOMMENDATION FOR THE SUBJECT REZONING REQUEST.

5
6 Prepared by: Jerry T. Weaver Jr., Zoning Administrator, Planning Department

7 Concur: Tom Nelson, Director, Planning Department

8 Concur: Mary Jane Michael, Executive Director

9 Office of Economic and Community Development

10 Concur: Denis C. LeBlanc, Municipal Manager

11 Respectfully submitted, Mark Begich, Mayor

12

Content Information**Content ID :** 003542**Type:** Ordinance - AO

Title: Planning and Zoning Commission recommendation of approval for a rezoning from PC to PC (Planned Community), I-1 (Light Industrial) and I-2 (Heavy Industrial) Districts for Approximately 110 +/- acre portion of A.R.R. Reservation located within the Seward

Author: weaverjt**Initiating Dept:** Planning

Description: Planning and Zoning Commission recommendation of approval for a rezoning from PC to PC (Planned Community), I-1 (Light Industrial) and I-2 (Heavy Industrial) Districts for Approximately 110 +/- acre portion of A.R.R. Reservation

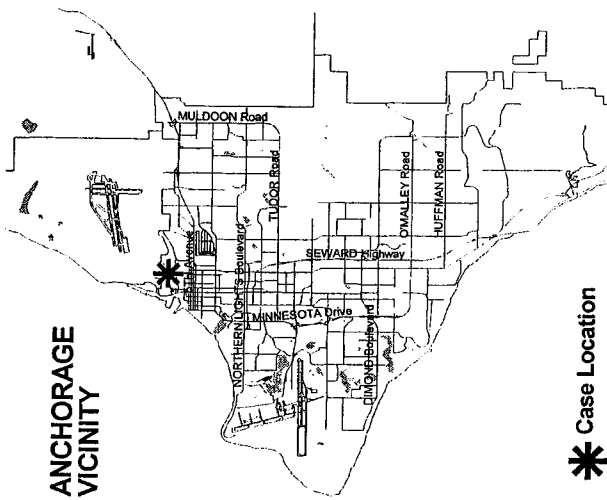
Date Prepared: 12/5/05 9:26 AM**Director Name:** Tom Nelson**Assembly****Meeting Date** 3/14/06**MM/DD/YY:****Public Hearing** 4/11/06**Date MM/DD/YY:**

2006 MAR -3 AM 10:15
 CLEKAS OFFICE
 M.O.A.

Workflow History

Workflow Name	Action Date	Action	User	Security Group	Content ID
AllOrdinanceWorkflow	12/5/05 9:51 AM	Checkin	weaverjt	Public	003542
Planning_SubWorkflow	12/5/05 5:09 PM	Approve	nelsontp	Public	003542
ECD_SubWorkflow	12/5/05 5:23 PM	Approve	thomasm	Public	003542
OMB_SubWorkflow	12/6/05 3:44 PM	Approve	mitsonjl	Public	003542
AllOrdinanceWorkflow	2/1/06 5:11 PM	Reject	fehlenrl	Public	003542
AllOrdinanceWorkflow	2/17/06 2:32 PM	Checkin	weaverjt	Public	003542
Planning_SubWorkflow	2/17/06 2:34 PM	Approve	weaverjt	Public	003542
ECD_SubWorkflow	2/17/06 4:46 PM	Approve	thomasm	Public	003542
OMB_SubWorkflow	2/22/06 2:58 PM	Approve	mitsonjl	Public	003542
AllOrdinanceWorkflow	2/23/06 11:33 AM	Reject	fehlenrl	Public	003542
AllOrdinanceWorkflow	2/23/06 12:14 PM	Checkin	weaverjt	Public	003542
Planning_SubWorkflow	2/23/06 12:14 PM	Approve	weaverjt	Public	003542
ECD_SubWorkflow	2/23/06 1:15 PM	Approve	thomasm	Public	003542
OMB_SubWorkflow	2/26/06 1:59 PM	Approve	mitsonjl	Public	003542
Legal_SubWorkflow	2/27/06 10:53 AM	Approve	fehlenrl	Public	003542
MuniManager_SubWorkflow	3/3/06 9:20 AM	Approve	abbottmk	Public	003542
MuniMgrCoord_SubWorkflow	3/3/06 9:20 AM	Approve	abbottmk	Public	003542

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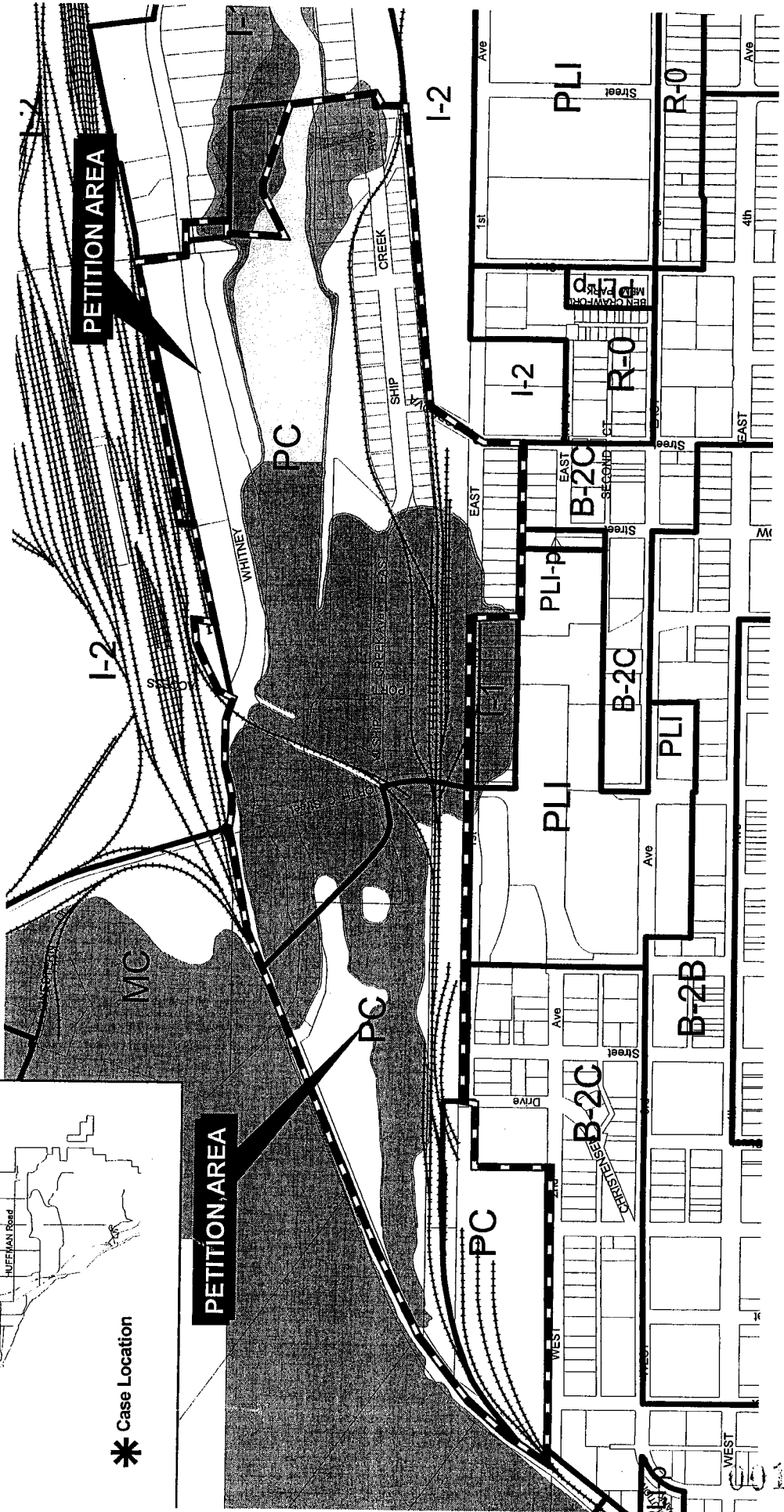


* Case Location

REZONE 2005-080 EXHIBIT A



Flood Limits
100 Year Floodplain
500 Year Floodplain
Floodway



0 500 1000 Feet

Municipality of Anchorage
Planning Department

Date: May 31, 2005

EXHIBIT B

Parcel Number	Legal Description		
00204523	SHIP CREEK CROSSING	TR C	
00205135	SHIP CREEK CROSSING	LT 4	
00205129	ARR ANCHORAGE TERMINAL RESERVE	LT 103	WHITNEY RD INDUSTRIAL LEASE LT
00206125	SHIP CREEK CROSSING	LT 3	
00207125	US SURVEY 1170	T13N R3W SEC 18	N2NE4PTN(ARR TERMINAL RESERVE)
00207122	SHIP CREEK CROSSING	LT 2	
00208519	ARR ANCHORAGE TERMINAL RESERVE	PARCEL C	
00207123	SHIP CREEK CROSSING	TR B	
00208518	ARR ANCHORAGE TERMINAL RESERVE	PARCEL B	
00207124	SHIP CREEK CROSSING	TR A	
00208517	ARR ANCHORAGE TERMINAL RESERVE	PARCEL A	
00208516	ARR ANCHORAGE TERMINAL RESERVE	LT D	
00208601	SHIP CREEK CROSSING	LT 1	
00208515	ARR ANCHORAGE TERMINAL RESERVE	LT C	
00208514	ARR ANCHORAGE TERMINAL RESERVE	LT B	
00208513	ARR ANCHORAGE TERMINAL RESERVE	LT A	
00208508	ARR ANCHORAGE TERMINAL RESERVE	LT 38	WAREHOUSE AVE INDSTR L
00208507	ARR ANCHORAGE TERMINAL RESERVE	LT 37	LEASE LT
00208509	ARR ANCHORAGE TERMINAL RESERVE	LT 39	WAREHOUSE AVE INDSTR L
00208510	ARR ANCHORAGE TERMINAL RESERVE	LT 40	LEASE LT
00208618	ARR ANCHORAGE TERMINAL RESERVE	LT 29	
00208617	ARR ANCHORAGE TERMINAL RESERVE	LT 28	
00208616	ARR ANCHORAGE TERMINAL RESERVE	LT 27	
00208511	ARR ANCHORAGE TERMINAL RESERVE	LT 48	WAREHOUSE AVE INDSTR L
00208615	ARR ANCHORAGE TERMINAL RESERVE	LT 26	LEASE LT
00208614	ARR ANCHORAGE TERMINAL RESERVE	LT 25	
00208613	ARR ANCHORAGE TERMINAL RESERVE	LT 49	
00208612	ARR ANCHORAGE TERMINAL RESERVE	LT 24	WAREHOUSE AVE LEAS LOTS
00208611	ARR ANCHORAGE TERMINAL RESERVE	LT 23	WAREHOUSE AVE LEASE LOTS

EXHIBIT B

00208610	ARR ANCHORAGE TERMINAL RESERVE	LT 22	SHIP CREEK AVE LEASE LOTS
00208609	ARR ANCHORAGE TERMINAL RESERVE	LT 21	SHIP CREEK AVE LEASE LOTS
00208608	ARR ANCHORAGE TERMINAL RESERVE	LT 20	SHIP CREEK AVE LEASE LOTS
00208607	ARR ANCHORAGE TERMINAL RESERVE	LT 19	SHIP CREEK AVE LEASE LOTS
00208606	ARR ANCHORAGE TERMINAL RESERVE	LT 18	SHIP CREEK AVE LEASE LOTS
00208605	ARR ANCHORAGE TERMINAL RESERVE	LT 33	SHIP CREEK AVE LEASE LOTS
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00208526	ARR ANCHORAGE TERMINAL RESERVE	PARCEL D-1	
00208604	ARR ANCHORAGE TERMINAL RESERVE	LT 32	SHIP CREEK LEASE LOTS
00208525	ARR ANCHORAGE TERMINAL RESERVE	PARCEL C-1	
00208603	ARR ANCHORAGE TERMINAL RESERVE	LT 31	SHIP CREEK LEASE LOTS
00208524	ARR ANCHORAGE TERMINAL RESERVE	PARCEL B-1	
00208522	ARR ANCHORAGE TERMINAL RESERVE	LT 44	
00208521	ARR ANCHORAGE TERMINAL RESERVE	LT 43	
00208520	ARR ANCHORAGE TERMINAL RESERVE	LT 43A	
00208542	ARR ANCHORAGE TERMINAL RESERVE	LT 42	SHIP CREEK INDUSTRIAL LEASE LT
00208602	ARR ANCHORAGE TERMINAL RESERVE	LT 30	SHIP CREEK LEASE LOTS
00208541	ARR ANCHORAGE TERMINAL RESERVE	LT 41	SHIP CREEK INDUSTRIAL LEASE LT
00208523	ARR ANCHORAGE TERMINAL RESERVE	LT 45	
00208540	ARR ANCHORAGE TERMINAL RESERVE	LT 36	SHIP CREEK INDUSTRIAL LEASE LT
00208539	ARR ANCHORAGE TERMINAL RESERVE	LT 35	SHIP CREEK INDUSTRIAL LEASE LT
00207125	US SURVEY 1170	T13N R3W SEC 18	N2NE4PTN(ARR TERMINAL RESERVE)
00208538	ARR ANCHORAGE TERMINAL RESERVE	LT 34	SHIP CREEK INDUSTRIAL LEASE LT
00208536	ARR ANCHORAGE TERMINAL RESERVE	LT J	SHIP CREEK AVE LEASE LOTS
00208535	ARR ANCHORAGE TERMINAL RESERVE	LT I	WAREHOUSE AVE LEASE LOTS
00208534	ARR ANCHORAGE TERMINAL RESERVE	LT H	WAREHOUSE AVE LEASE LOTS
00208633	ARR ANCHORAGE TERMINAL RESERVE	LT 14	
00208632	ARR ANCHORAGE TERMINAL RESERVE	LT 13	
00208631	ARR ANCHORAGE TERMINAL RESERVE	LT 12A	
00208630	ARR ANCHORAGE TERMINAL RESERVE	LT 12	
00208629	ARR ANCHORAGE TERMINAL RESERVE	LT 11	
00208628	ARR ANCHORAGE TERMINAL RESERVE	LT 10	

EXHIBIT B

00208627	ARR ANCHORAGE TERMINAL RESERVE	LT 9	
00208626	ARR ANCHORAGE TERMINAL RESERVE	LT 8	WAREHOUSE AVE LEASE LOTS
00208625	ARR ANCHORAGE TERMINAL RESERVE	LT 7	WAREHOUSE AVE LEASE LOTS
00208624	ARR ANCHORAGE TERMINAL RESERVE	LT 47	SHIP CREEK AVE LEASE LOTS
00208623	ARR ANCHORAGE TERMINAL RESERVE	LT 6	SHIP CREEK AVE LEASE LOTS
00208622	ARR ANCHORAGE TERMINAL RESERVE	LT 5	SHIP CREEK INDUSRTIAL LEASE LT
00208621	ARR ANCHORAGE TERMINAL RESERVE	LT 4	SHIP CREEK INDUSTRIAL LEASE LT
00208620	ARR ANCHORAGE TERMINAL RESERVE	LT 3	WAREHOUSE AVE LEASE LOTS
00208619	ARR ANCHORAGE TERMINAL RESERVE	LT 2	WAREHOUSE AVE LEASE LOTS
00207121	USS 1170 ARR TERMINAL RESERVE	T13N R3W SEC 18	N2S2N2NW4 PTN
00207121	USS 1170 ARR TERMINAL RESERVE	T13N R3W SEC 18	N2S2N2NW4 PTN
00102107	DOWNTOWN ANCH URBAN RENEWAL	ADDITIONAL TERMI	
00208474	ORIGINAL	BLK 120 LT 1	
00208473	ORIGINAL	BLK 120 LT 2	
00208472	ORIGINAL	BLK 120 LT 3	
00208471	ORIGINAL	BLK 120 LT 4	
00208475	ORIGINAL TOWNSITE	BLK 120 LT 5	
00208458	ORIGINAL	BLK 120 LT 6A	
00208476	ORIGINAL TOWNSITE	BLK 121 LT 1A	
00208477	ORIGINAL TOWNSITE	BLK 121 LT 2	
00208478	ORIGINAL TOWNSITE	BLK 121 LT 3	
00208479	ORIGINAL TOWNSITE	BLK 121 LT 4	
00208480	ORIGINAL TOWNSITE	BLK 121 LT 5	
00208481	ORIGINAL TOWNSITE	BLK 121 LT 6	

MUNICIPALITY OF ANCHORAGE
PLANNING AND ZONING COMMISSION RESOLUTION NO. 2005-052

A RESOLUTION (1) APPROVING THE REZONING AND AMENDMENT OF THE EXISTING PC (PLANNED COMMUNITY) ZONING ORDINANCE AND ALASKA RAILROAD SHIP CREEK MASTER DEVELOPMENT PLAN, CONSISTING OF AN APPROXIMATE 102 +/- ACRE PORTION OF A.R.R. RESERVATION LOCATED WITHIN THE SEWARD MERIDIAN, TOWNSHIP 13 NORTH, RANGE 3 WEST, AND INCLUDES SOUTHERN PORTIONS OF SECTION 7, NORTHEAST QUARTER OF SECTION 13, AND NORTHERN PORTIONS OF SECTION 18, BY SUBSTITUTING A NEW SHIP CREEK DISTRICT PC (PLANNED COMMUNITY) ZONING ORDINANCE, MASTER DEVELOPMENT PLAN AND DESIGN GUIDELINES MANUAL; (2) APPROVING THE REZONING OF ARR ANCHORAGE TERMINAL RESERVE, LOT 103, WHITNEY ROAD INDUSTRIAL LEASE LOT (YORK STEEL LEASE) (TAX PARCEL #002-051-29), CONSISTING OF 20,815 SQUARE FEET, FROM PC (PLANNED COMMUNITY) TO I-1 (LIGHT INDUSTRIAL), AND ITS REMOVAL FROM THE SHIP CREEK DISTRICT PLANNED COMMUNITY DISTRICT MASTER DEVELOPMENT PLAN BOUNDARIES; (3) APPROVING THE REZONING OF SHIP CREEK CROSSING, LOT 3 (WRIGHTWAY AUTO LEASE) (TAX PARCEL #002-061-25), CONSISTING OF 109,932 SQUARE FEET, FROM PC (PLANNED COMMUNITY) AND I-2 (HEAVY INDUSTRIAL) TO I-2 (HEAVY INDUSTRIAL), AND ITS REMOVAL FROM THE SHIP CREEK DISTRICT PLANNED COMMUNITY DISTRICT MASTER DEVELOPMENT PLAN BOUNDARIES; (4) APPROVING THE REZONING OF SHIP CREEK CROSSING, LOT 4 (POWER PLANT LEASE) (TAX PARCEL #002-051-35), CONSISTING OF 209,068 SQUARE FEET, FROM PC (PLANNED COMMUNITY) AND I-2 (HEAVY INDUSTRIAL) TO I-2 (HEAVY INDUSTRIAL), AND ITS REMOVAL FROM THE SHIP CREEK DISTRICT PLANNED COMMUNITY DISTRICT MASTER DEVELOPMENT PLAN BOUNDARIES.

(Case 2005-080, Tax I.D. No. see attached)

WHEREAS, a request has been received from the Alaska Railroad Corporation to (1) Rezone and amend the existing Alaska Railroad Ship Creek PC (Planned Community) zoning ordinance and Alaska Railroad Ship Creek Master Development Plan, consisting of an approximate 102 +/- acre portion of A.R.R. Reservation located within the Seward Meridian, Township 13 North, Range 3 West, and includes southern portions of Section 7, northeast quarter of Section 13, and northern portions of Section 18, by substituting a new Alaska Railroad Ship Creek District PC (Planned Community) zoning ordinance, master development plan and design guidelines manual; (2) to Rezone ARR Anchorage Terminal Reserve, Lot 103, Whitney Road Industrial Lease Lot (York Steel lease) (Tax Parcel #002-051-29), consisting of 20,815 square feet, from the Alaska Railroad Ship Creek PC (Planned Community) to I-1 (Light Industrial), and its removal from the Ship Creek District Planned Community District Master Development Plan boundaries; (3) Rezone Ship Creek Crossing, Lot 3 (Wrightway Auto lease) (Tax Parcel #002-061-25), consisting of 109,932 square feet, from the Alaska Railroad Ship Creek PC (Planned Community) and I-2 (Heavy Industrial) to I-2 (Heavy Industrial), and its removal from the Alaska Railroad Ship Creek District Planned Community District Master Development Plan boundaries; (4) Rezone Ship Creek Crossing, Lot 4 (Power Plant lease) (Tax Parcel #002-051-35), consisting of 209,068 square feet, from the Alaska Railroad Ship Creek PC (Planned Community) and I-2 (Heavy Industrial) to I-2 (Heavy Industrial), and its removal from the Alaska Railroad Ship Creek District Planned Community District Master Development Plan boundaries, and

WHEREAS, notices were published, posted and 194 public hearing notices were mailed and a public hearing was held on September 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 PC zoning of the subject property was approved in 1991, had a single development area, and relied on the 1991 *Ship Creek/Waterfront Land Use Plan* for its development master plan to create a mixed-use, economic redevelopment district aimed at creating year-round, cultural, commercial areas. It involved a mix of residential, hotels, maritime activities, aquarium, art galleries cafes, studios, theaters, farmers and fish markets, retail and office uses. The Plan was last amended in 1993 and became known as the "LoPatin" Plan. It established three development areas, revised the "intent" section, added permitted uses, increased building height in two of the three development areas, an added signage provisions.
2. The Alaska Railroad inherited a master plan that was old and a PC zoning that did not work. The Railroad is now asking to amend the PC zoning in order to accomplish development in the Ship Creek Area. The PC is intended to provide consistent land use regulation for large tracts of land under single ownership. This zoning amendment provides such regulation and establishes the design and character of the development permitted in the area by specifying certain land use controls through a new Ship Creek District Design Guidelines manual. The design guidelines address parking, vehicle circulation, on-street and of-street loading, pedestrian circulation, railroad transit, landscape/open space amenities, lighting, signs, architecture, and urban design.
3. The ordinance and design manual establishes a new two-step review process involving a 5-member review board consisting of three members appointed by the Alaska Railroad with professional qualifications in real estate, design or a relevant field, one Municipal Planning Department staff member appointed by the Planning Director and one member from the Planning and Zoning Commission, to administratively review and approve development projects under \$2 million, otherwise referred to as a Level 1 Review.
4. The Design Review Board's Level 1 resolutions and accompanying site plans will be given a reference number, filed with the District Recorder's Office and a copy provided to the MOA Planning Department for tracking and enforcement.
5. The Railroad defended the makeup of its Design Review Board by saying that a body with appropriate members representing the public and the ARRC is appropriate to review design issues. Rather than being punitive these design guidelines are intended to promote innovative design solutions. The language is deliberately permissive in order to allow an eclectic development. The Level 1 Review replaces the Planning and Zoning Commission and a Municipal Administrative Review, while allowing staff and the commission input into the process for projects less than \$2 million dollars. In response to a question of why there was not more public input into the Level 1 review process such as from the Community Councils, the Railroad responded that the Railroad's leasing of its lands is, in itself, a public process, and projects under \$2 million are not very significant projects for this area. The Municipal Law Department reviewed the

structure, make-up and process of the Deign Review Board and found it did not abrogate the Commission or the Assembly's authority.

6. A friendly amendment to expand the review board from five to six to add a public member failed (three-yes to four-no), as did another friendly amendment to add a member of the Urban Design Commission. The PC zone was put on this land at the request of the ARRC for development from I-1 and I-2. It would not have been unreasonable for the ARRC to request rezoning back to I-1 and I-2 in order to develop the property and such a request would likely have been successful. They have instead proposed creation of a unique review body to receive input from the landowner as the majority, which is understandable in terms of maintaining control on a small development with the input from this Commission and the staff. Concern was also expressed that creating a large review body could result in slowing the process.
7. A friendly amendment to the Level 2 Development review to renumber d. and d. at page 65 of the packet, line 328 and 334 to 4 and 5 under P. Site Plan Review so it is clear that the appeal process will apply to both level 1 and Level 2 development reviews was accepted. Also accepted as a friendly amendment to the new paragraph 5, line 335, to add after "disapproval" the phrase "or conditions of approval".
8. The Commission has confidence in the two level review proposed in this rezoning. There are opportunities to appeal from the Level 1 Review Board decisions, and are comfortable with having a new and different type of review process. Further, it is appropriate to remove three existing industrial land uses and parcels from the PC District, and revert the zoning to I-1 and I-2 as they are physically separated by Whitney Road or Ship Creek from the area intended for redevelopment by this PC District ordinance.
9. The new PC ordinance recognizes what exists today rather than what was hoped for years ago. This is a method of recognizing the various authorities over this property while bringing in a greater level of review than would occur if the property were simply zoned industrial. The Commission found the PC district is a good approach to mixed use by consistently incorporating design guidelines and transportation issues on a larger scale.
10. The conceptual circulation plan in the design manual is based on the 2000 Ship Creek Transportation Study, which involved the Municipality, the Port of Anchorage, the Alaska State Department of Transportation (ADOT), and the ARRC. The date of the study explains the differences between it and the 2005 draft Long Range Transportation Plan (LRTP), involving Ingra/Gambell, 2nd Avenue, North C Street. The LRTP is a proposal at this point and is still going through a public review and approval process. Developments in Ship Creek will require coordination with the Municipality and ADOT, and includes a requirement to conduct a traffic impact analysis. Transportation decisions relatively close to ARRC property are fairly predictable, but areas beyond ARRCs property are affected by larger decisions made through the AMATs process.
11. The *Pedestrian* section of the Design Guidelines manual mentions open space, but the *Open Space* section does not do the same. ARRR agreed to referencing fencing as part of *Site Furnishings* and *Public Art* on page 16 of the manual, as 12.a or

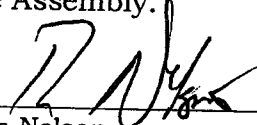
12.b, and the language could include "design of fencing should receive the same attention as other site furnishings." This was accepted as a friendly amendment to the main motion.

12. The flexibility of the PC District allows the ARRC to tailor the regulations in the new ordinance. Unless a regulation is specifically noted in the ordinance, all development is subject to other applicable parts of the Municipal Code, and all applicable local, State and Federal permits pertain. Development may be incremental but must be in accordance with the approved master plan.
 13. The Commission supports removal of the three lease parcels consisting of approximately 7.8 acres from the new boundary of the PC Ship Creek District and to rezone the parcels back to their pre 1991 zoning designation of I-1 and I-2. The parcels are either north of Whitney Road or on the north side of Ship Creek and the greenbelt. Present and future use of these parcels are more consistent with the industrial uses and zoning to the north and east, and are compatible with the marine, port, and rail related industrial uses.
 14. The new PC zoning ordinance, and the rezoning of the three PC lots to I-1 and I-2 are consistent with the Anchorage 2020 Plan, as well as the zoning standards for approval found in AMC 21.20.090, and AMC 21.40.250.C standards for PC planned community district master development plan.
 15. A motion to approve the subject rezoning of three industrial parcels (Tax ID#002-051-29, 002-061-25, and 002-051-35, consisting of a total of approximately 7.8 acres, from PC to I-1 and I-2, and to remove them from the PC district master plan boundaries, passed six in favor, none opposed. Motion passed.
 16. A motion to amend the existing PC zoning ordinance by substituting a new zoning ordinance, including the three friendly amendments mentioned above, for the subject property consisting of approximately 102 +/- acres is consistent with the ordinance beginning on page 58 of the packet, AO No. 93-183(S-1) as amended, passed six in favor, none opposed. Motion passed.
 17. A motion approving the new Ship Creek District Design Guidelines manual, including a friendly amendment on page 16 under *Fencing* to add a new item 13 referring to the consideration of the aesthetic impacts of fencing, both to screen industrial uses where appropriate and avoidance of fencing where there are important view shed, passed six in favor, none opposed. Motion passed.
- B. The Commission recommends to the Assembly APPROVAL to rezone ARR Anchorage Terminal Reserve, Lot 103, Whitney Road Industrial Lease Lot (York Steel lease) (Tax Parcel #002-051-29) consisting of 20,815 square feet from PC (Planned Community) to I-1 (Light Industrial), and removed from the Ship Creek Planned Community District Master Development Plan boundaries.
- C. The Commission recommends to the Assembly APPROVAL to rezone Ship Creek Crossing, Lot 3 (Wrightway Auto lease) (Tax Parcel #002-061-25) consisting of 109,932 square feet from PC (Planned Community) and I-2 (Heavy Industrial) to I-2 (Heavy Industrial), and removed from the Ship Creek Planned Community District Master Development Plan boundaries.

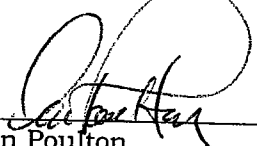
- D. The Commission recommends to the Assembly APPROVAL to rezone Ship Creek Crossing, Lot 4 (Power Plant lease) (Tax Parcel #002-051-35) consisting of 209,068 square feet from PC (Planned Community) and I-2 (Heavy Industrial) to I-2 (Heavy Industrial), and removed from the Ship Creek Planned Community District Master Development Plan boundaries.
- E. The Commission recommends to the Assembly APPROVAL to amend the existing PC (Planned Community) zoning ordinance and master development plan for approximately 102 +/- acre portion of A.R.R. Reservation located within the Seward Meridian, Township 13 North, Range 3 West, and includes southern portions of Section 7, northeast quarter of Section 13, and northern portions of Section 18, by substituting a new PC (Planned Community) zoning ordinance and master development plan for the subject property, consisting of approximately 102 +/- acres.
- F. A motion approving the new Ship Creek District Design Guidelines manual

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

10th ADOPTED by the Anchorage Municipal Planning and Zoning Commission this day of OCTOBER 2005. 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 may file 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.



Tom Nelson
Secretary



Don Poulton
Chair

(Case 2005-080)
(Tax ID No. see attached)

ma

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00208522	ARR ANCHORAGE TERMINAL RESERVE	LT 44	
00208521	ARR ANCHORAGE TERMINAL RESERVE	LT 43	
00208520	ARR ANCHORAGE TERMINAL RESERVE	LT 43A	
00208542	ARR ANCHORAGE TERMINAL RESERVE	LT 42	SHIP CREEK INDUSTRIAL LEASE LT
00208602	ARR ANCHORAGE TERMINAL RESERVE	LT 30	SHIP CREEK LEASE LOTS
00208541	ARR ANCHORAGE TERMINAL RESERVE	LT 41	SHIP CREEK INDUSTRIAL LEASE LT
00208523	ARR ANCHORAGE TERMINAL RESERVE	LT 45	
00208540	ARR ANCHORAGE TERMINAL RESERVE	LT 36	SHIP CREEK INDUSTRIAL LEASE LT
00208539	ARR ANCHORAGE TERMINAL RESERVE	LT 35	SHIP CREEK INDUSTRIAL LEASE LT
00207125	US SURVEY 1170	T13N R3W SEC 18	N2NE4PTN(ARR TERMINAL RESERVE)
00208538	ARR ANCHORAGE TERMINAL RESERVE	LT 34	SHIP CREEK INDUSTRIAL LEASE LT
00208536	ARR ANCHORAGE TERMINAL RESERVE	LT J	SHIP CREEK AVE LEASE LOTS
00208535	ARR ANCHORAGE TERMINAL RESERVE	LT I	WAREHOUSE AVE LEASE LOTS
00208534	ARR ANCHORAGE TERMINAL RESERVE	LT H	WAREHOUSE AVE LEASE LOTS
00208633	ARR ANCHORAGE TERMINAL RESERVE	LT 14	
00208632	ARR ANCHORAGE TERMINAL RESERVE	LT 13	
00208631	ARR ANCHORAGE TERMINAL RESERVE	LT 12A	
00208630	ARR ANCHORAGE TERMINAL RESERVE	LT 12	
00208629	ARR ANCHORAGE TERMINAL RESERVE	LT 11	
00208628	ARR ANCHORAGE TERMINAL RESERVE	LT 10	

00208627	ARR ANCHORAGE TERMINAL RESERVE	LT 9	
00208626	ARR ANCHORAGE TERMINAL RESERVE	LT 8	WAREHOUSE AVE LEASE LOTS
00208625	ARR ANCHORAGE TERMINAL RESERVE	LT 7	WAREHOUSE AVE LEASE LOTS
00208624	ARR ANCHORAGE TERMINAL RESERVE	LT 47	SHIP CREEK AVE LEASE LOTS
00208623	ARR ANCHORAGE TERMINAL RESERVE	LT 6	SHIP CREEK AVE LEASE LOTS
00208622	ARR ANCHORAGE TERMINAL RESERVE	LT 5	SHIP CREEK INDUSTRIAL LEASE LT
00208621	ARR ANCHORAGE TERMINAL RESERVE	LT 4	SHIP CREEK INDUSTRIAL LEASE LT
00208620	ARR ANCHORAGE TERMINAL RESERVE	LT 3	WAREHOUSE AVE LEASE LOTS
00208619	ARR ANCHORAGE TERMINAL RESERVE	LT 2	WAREHOUSE AVE LEASE LOTS
00207121	USS 1170 ARR TERMINAL RESERVE	T13N R3W SEC 18	N2S2N2NW4 PTN
00207121	USS 1170 ARR TERMINAL RESERVE	T13N R3W SEC 18	N2S2N2NW4 PTN
00102107	DOWNTOWN ANCH URBAN RENEWAL	ADDITIONAL TERM	
00208474	ORIGINAL	BLK 120 LT 1	
00208473	ORIGINAL	BLK 120 LT 2	
00208472	ORIGINAL	BLK 120 LT 3	
00208471	ORIGINAL	BLK 120 LT 4	
00208475	ORIGINAL TOWNSITE	BLK 120 LT 5	
00208458	ORIGINAL	BLK 120 LT 6A	
00208476	ORIGINAL TOWNSITE	BLK 121 LT 1A	
00208477	ORIGINAL TOWNSITE	BLK 121 LT 2	
00208478	ORIGINAL TOWNSITE	BLK 121 LT 3	
00208479	ORIGINAL TOWNSITE	BLK 121 LT 4	
00208480	ORIGINAL TOWNSITE	BLK 121 LT 5	
00208481	ORIGINAL TOWNSITE	BLK 121 LT 6	

CHAIR POULTON stated cases 2005-117 and 2005-121 were scheduled to be heard at this time, but it appeared that the petitioner's representative had not yet arrived. He proposed that the Commission hear case 2005-080 prior to those cases. There were no objections from the Commission to this agenda change.

6. 2005-080

Alaska Railroad Corporation. A request to rezone approximately 110 +/- acres from PC (Planned Community) to PC (Planned Community) in order to change the attributes of the PC zoning in the Ship Creek District and the I-1 & I-2 District. Generally located in an area north of 2nd Avenue and south of Whitney Road, east of Cook Inlet and west of the Gambell Street alignment.

Staff member MARY AUTOR stated 194 public hearing notices were mailed, 6 were returned as undeliverable, and there were no community council comments. There were six positive comments copied in the packet. This petition to rezone approximately 110 +/- acres of land in the Ship Creek Basin from PC by amending the master plan by substituting a new master plan ordinance and to remove three parcels from the current boundaries and PC zoning and rezone those to I-1 and I-2. Two of the parcels being rezoned to I-2 are located on the north side of Whitney Road. The third parcel is on the south side of Whitney Road and would be rezoned I-1; it lies to the east end of the new boundary of the PC, separated from the rest by Ship Creek. This request is fundamentally housekeeping in nature. The property was originally rezoned to PC with an approved master plan at the time of the rezoning in 1991 by the Assembly, which is also when the Ship Creek Port Area Merit Special Attention Plan and the amendment to the Anchorage Coastal Management Plan were approved. At that time, the parcel was a single development area. The PC ordinance was later amended to establish three development areas, designate permitted uses, change heights, and add signage provisions. That proposed development has not come to fruition in part because of notions of how that development would proceed that required both public and private participation. This rezoning request will remove three parcels from the PC boundary and rezone them to I-1 and I-2 and substitute a new zoning ordinance. It will also create a design guideline manual that covers many areas of design having to do with the overall vision and intent of development within the PC area. It addresses parking, vehicle circulation, on-street and off-street loading, pedestrian circulation, railroad transit, landscape/open space amenities, lighting, signs, architecture, and urban design. It also establishes review procedures and inserts a new level of development review through both the design manual and the

ordinance. All development is controlled by the Alaska Railroad Corporation (ARRC). They maintain ownership of the land and creation of leases for future development. A Level 1 review would apply to projects less than \$2 million and would be an internal review by a committee comprised of five members, three from the ARRC, one from the Planning and Zoning Commission, and one from the Planning Department. A Level 2 review would be, if needed, by the Planning and Zoning Commission for projects over \$2 million. The Commission would also function as an appeal board to a Level 1 review. The Legal Department found this concept and process acceptable. The inquiry was made whether this would abrogate the Commission's or Assembly's authority and the Legal Department found it did not. MS. AUTOR indicated she had provided a comparison of the existing ordinance with the proposed ordinance. The ordinance has been reviewed by Transportation Planning, Traffic Department, Land Use Enforcement, Municipal Trails Coordinator, and has undergone extensive internal Planning Department review. She asked that the Commission take separate votes on the rezoning of the three parcels, the PC ordinance itself, and the design guideline manual. Physical Planning Division felt that the Level 1 review committee could benefit from a member from either the Platting Board or Urban Design Commission. This is proposed as a condition of approval.

COMMISSIONER PEASE understood the public hearing notices were mailed August 17 and asked if community councils responded indicating a desire to comment, but perhaps not the ability. MS. AUTOR replied that there was no contact from community councils at all. COMMISSIONER PEASE asked for clarification of the possible discrepancy between the Ingra/Gambell connection shown on page 9 of the petitioner's plan and the circulation pattern shown in the Draft Long-Range Transportation Plan (LRTP). MS. AUTOR responded that the patterns are different. The circulation plan in the design manual was based on the 2000 Ship Creek Transportation Study. The ARRC has been working in concert with the Municipality and the State; there are a number of major uses in this area that demand coordination and that is an ongoing process. The LRTP is a proposal at this point in time, it is not adopted. Developments that require a change in the roads would be done in concert with the Municipality and the State. COMMISSIONER PEASE noted that the comments from Transportation Planner Jon Spring say the north/south connections are 2nd Avenue to North C Street and Christensen and 1st Avenue. She was not sure that 2nd Avenue and North C Street were shown in the petitioner's plan. She asked if there is a need to resolve this discrepancy. MS. AUTOR did not believe there was necessarily a conflict. The circulation plan shown in the petitioner's material was based on the 2000 Ship Creek Transportation Study and is conceptual in nature. It is not necessarily complete. While there is a

recommendation in the LRTP in this area, it could be subject to change with further information or activity triggers that affect other users in the area.

COMMISSIONER T. JONES remarked that she had the opportunity to work on Ship Creek Avenue and on Whitney Road and is intimately familiar with the current traffic patterns in that area. She thought she could reconcile Mr. Spring's comments with the petitioner's circulation plan.

COMMISSIONER SIMONIAN noted that Physical Planning's comments expressed a concern with the tracking of board requirements once a plan is approved. There was also concern with whether appeals to the Commission from a Level 1 review would be on conditions with which there is disagreement or only on disapproval. MS. AUTOR replied that both the design manual and the ordinance address the process for appeal; she believed Ms. Simonian was correct that the appeal would be on disapproval only. Once decision is made, the Department will receive a copy of the adopted site plan and action to be recorded with the State District Recorder's Office. This would allow the Department to enter that into its tracking system.

COMMISSIONER PEASE asked if the rights-of-way in this area are platted. MS. AUTOR believed this would be a dealt with in commercial tract platting. An amendment to that ordinance is being processed to include the PC district.

CHAIR POULTON asked if the Commission has acted as a board of appeal in the past. MS. AUTOR replied that the Commission is currently a board of appeal for cellular towers and church site plan reviews.

COMMISSIONER PEASE understood that with other actions, such as church site plan review, persons other than the applicants can appeal, but with this it appears only the petitioner can appeal. MS. AUTOR deferred this question to the petitioner or their representative.

The public hearing was opened.

JIM KUBITZ, representing the petitioner, explained that he began his employment with the ARRC seven to eight years ago he inherited a master plan that was old and a PC zoning that did not work. The ARRC is now asking to amend the PC zoning in order to accomplish development in the Ship Creek area. Recently the ARRC has installed a fair amount of infrastructure, including lighting, landscaping, and pedestrian amenities. Some new businesses have come to the area and some other businesses are

interested in developing. The E Street pedestrian concept was initiated by the ARRC in order to tie Ship Creek into downtown Anchorage; this concept is now being finalized by the Municipality. The ARRC plans to develop some of its own buildings in Ship Creek, such as an artist's loft in the 40,000 SF freight shed. He stated the ARRC has worked well with the Staff to accomplishing something doable in Ship Creek.

DWAYNE ADAMS, representing the petitioner, explained there is a unique situation in this case. He explained that the PC district is intended to provide consistent land use regulation for large tracts of land under one ownership, which is the case with this property. It also establishes the design and character of the development permitted in the area by specifying certain land use controls as part of the zoning map amendment. That is being proposed. The petitioner could attempt to resolve the issues of transportation and traffic, but to reconcile that in a timely manner, the protection needed for these lands would not be possible. The petitioner agrees that there are some uncertainties how transportation will evolve in this district, but there will be a clear understanding with lessees what are the expectations. The ARRC is the landowner and all leases on ARRC land are public; there is a public review process associated with leasing. If the decisions are not viable and of benefit to the ARRC, they have the ability to not agree to the lease. MR. ADAM noted that although the input from a member of the Urban Design Commission (UDC) is appropriate in a rezone where design guidelines are not available, the design guidelines proposed by the ARRC respect the needs of the public. The Ship Creek District Review Board will be comprised of people with technical training who understand the issues associated with development. He sated that, if the issue were one of ensuring and respecting the needs of the public, the design guidelines do that. He felt that having a member of the UDC on a committee would be appropriate if public money is being spent or the development is on public land. He commented that platting of right-of-way would be addressed if the ordinance change is allowed; platting of right-of-way would be commensurate with platting of lots. The current PC district does not have the ability to plat right-of-way or lots. Regarding the appeal of conditions: the Level 2 review is an appeal of the Ship Creek District Review Board findings, which he took to mean that conditions could be appealed. The lease can provide stipulations that might go beyond this, both in the interest of the public and the ARRC's operation. The guidelines do not anticipate that another party could file an appeal. The height of buildings is 120 feet by right above mean sea level. The guidelines do allow a conditional use to go to 150 feet and the conditional use process, which can impose conditions, protects the interests of the public.

CHAIR POULTON asked if these guidelines change any of the appeal functions of the Commission. MR. ADAMS replied that in his six-year term on the Commission he recalled the Commission hearing one appeal on churches and one or two transmission tower appeals.

COMMISSIONER G. JONES asked if ordinance paragraphs c and d of *Level 2 Development Review* would apply only to Level 2 or to Level 1 reviews as well. MR. ADAMS replied that the Level 1 review could impose conditions of approval to make the use compatible with the district and adjacent land use. Appeals from the Level 1 review could be brought forward for a broader public review and the ARRC would be in the position of deciding if the situation is so onerous as to abrogate their interest in leasing to the party in question. COMMISSIONER G. JONES remarked that the ARRC's ultimate authority is the agreement to lease. He asked if paragraphs c and d should be renumbered to clearly apply to both Level 1 and Level 2, which would establish an appeal procedure from both to the Planning and Zoning Commission with a reference that appeals are handled under the administrative appeal section of Title 21. MR. ADAMS thought this would reflect the intent.

COMMISSIONER SIMONIAN thought paragraph d, subitems i-iv, refer to findings, but it is not clear because the beginning paragraph says "From decisions regarding the disapproval of development in the District." She asked if the petitioner would agree to language that references appeals to conditions as well. MR. ADAMS felt that would add clarity. COMMISSIONER SIMONIAN stated she could not find anything regarding the process for a Level 1 review that assures there is tracking and enforcement. MR. ADAMS indicated that paragraph d under *Level 1 Development Review* states "Ship Creek District Review Board resolutions of approval and accompanying site plans shall be given a reference number and filed with the District Recorder's Office and a copy provided to the MOA Planning Department."

COMMISSIONER PEASE asked whether, given that the ultimate decision to lease rests with the ARRC, the review of the Ship Creek District Review Board is unnecessary. MR. ADAMS replied that the ARRC has a number of reasons to determine whether or not a lease is acceptable. If there are conditions that abrogate their ability to operate essential ARRC functions, that would be significant enough for the ARRC to not enter into a lease. The interests of the ARRC are not design and land use; those are the sorts of things that are very appropriately decided by the Ship Creek District Review Board. If a condition was imposed that affected ARRC operations, a lease might not be consummated.

COMMISSIONER PEASE asked, if the Review Board were not in existence, what would be the review process for projects under \$2 million and how would the public participate. MS. AUTOR replied that without a review body all uses would come to the Commission. The guidelines make a distinction between projects over \$2 million, which would likely have more impact to the community than the projects under \$2 million. The Level 1 review is similar to an administrative review that exists today for other uses, except the review would be by the Review Board. The approval of the design manual ensures that the design meets the approval of the Commission and

presumably the Assembly as outlined in that manual. The ARRC's proposal makes sense in that they are the lease owner and because this review would compel conformity with the design manual. She did not believe the public would be better served by a member from the Urban Design Commission and the Planning and Zoning Commission versus only a member from the Planning and Zoning Commission serving on the Review Board. The public's ability to participate is well laid out through the ARRC lease process and the Level 2 review. The Planning and Zoning Commission would see all Level 2 uses as a conditional use. She felt the public's interest is protected at both the Level 1 and Level 2 reviews.

COMMISSIONER SIMONIAN understood that the ARRC's interest is as a landowner and in maintaining ARRC operations. She also understood their position is that there should be three seats on the Review Board held by the ARRC because the design guidelines ensure good design. However, the design guidelines contain permissive language and guidelines, not requirements. She asked why, given that the ARRC has the ultimate ability to trump any decision from the Review Board by refusing to go forward with a lease, an extra seat dedicated to someone who is presumably concerned with land use and design standards is objectionable. MR. ADAMS responded that the ARRC does not take lightly refusing to enter into leases; they intend to be a profit-making organization with the fundamental purpose of transportation. There is tremendous value in using ARRC lands that are not needed specifically for ARRC operations to fulfill the larger goal of creating a place that people will get on trains to visit. In order for light rail/commuter rail from Mat-Su and Girdwood to be effective, there must be attractive destinations for tourists and residents. The ARRC is committed to developing quality developments. They recognize that quality endures. The ARRC believes that a body with appropriate members representing the public and the ARRC is appropriate to review design issues. Rather than being punitive, these design guidelines are intended to promote innovative design solutions. The language is permissive by design in order to allow an eclectic development.

COMMISSIONER T. JONES asked how the actions before the Commission result in cohesive management of this area. She asked if the three parcels subject to I-1 and I-2 rezoning and others not zoned PC would still be subject to the design guidelines in the design guideline manual. MR. ADAMS replied that I-1 and I-2 parcels would not be subject to those guidelines, but would be subject to the guidelines of the appropriate industrial zoning classification. COMMISSIONER T. JONES noted that the intent statement of the guidelines reference the "district." MR. ADAMS indicated this reference is to the PC district.

COMMISSIONER PEASE pointed out that the parcel numbers on page 4 of the packet do not appear to be the same as those on the map on page 3. MR. ADAMS clarified that the ARRC was using different numbers than Staff; those were reconciled and those shown in the ordinance are correct.

COMMISSIONER T. JONES asked if the tax ID numbers on page 6 of the packet are correct. MS. AUTOR replied that the cartographic staff confirmed those tax ID numbers. COMMISSIONER PEASE understood the Review Board replaces a public site plan review before the Commission, at which there would be a public hearing. The proposed Level 1 does not appear to allow for public participation in the process. She asked if there was consideration of a public member on the Review Board or non-voting members from the community council who could present information pertinent to the council's interests. MR. ADAMS replied that a lease hearing occurs, so no public process is abrogated. The Review Board does remove a public hearing from the Commission for projects under \$2 million, which are not very significant projects in this area. This property is bordered by three community councils and there would be a question of who should serve on the Review Board. The question is what is an appropriate level of public scrutiny of projects in this district; the ARRC believes anything over \$2 million is appropriately subject to a public hearing before the Commission. He noted that these community councils closely scrutinize what occurs in this area. On this issue, a Government Hill Community Council member asked questions, he was sent information in response to his questions as well as the new ordinance, and he was pleased. This proposal replaces an administrative review while allowing Staff to provide input into the process.

COMMISSIONER PEASE noted that she would like additional information regarding pedestrian connections other than the E Street Corridor. MR. ADAMS displayed an excerpt from the background documentation showing more elaborate pedestrian circulation, including the E Street Corridor, trails, sidewalks, and other pedestrian circulation. He explained that more work is to be done on transportation networks in this area. There are many complicated transportation issues in the area that cannot be dealt with in this rezoning. The intent is to produce a good PC zoning that results in a high quality development. MS. AUTOR added that page 42 of the packet contains a map provided by the Municipal Trails Coordinator showing the existing and proposed connections for the Coastal Trail and a greenbelt. There is open space connected with the greenbelt shown on that document, and a walking promenade. Staff is satisfied that there will be tremendous emphasis on the connection of pedestrian walkways given the intent to make this an inviting area that will draw pedestrians to the waterfront. Each development must, under the design manual, show how it will be pedestrian friendly to the remainder of the Ship Creek area.

COMMISSIONER PEASE stated the Pedestrian section of the Design Guidelines mentions open space, but the Open Space section does not do the same. She asked if there is commitment to the two public open spaces shown on page 11 and should those be shown in the open space section. MR. ADAMS explained that the existing plaza will be maintained and another will exist at the dam where there is a trailhead to Ship Creek. He indicated there would be no objection to replicating the language regarding those

public open spaces elsewhere. COMMISSIONER PEASE asked if there had been discussion of types of fencing and screening given the mix of industrial and more pedestrian-type uses. MR. ADAMS asked if Ms. Pease was referring to more specific design guidelines. COMMISSIONER PEASE replied in the affirmative. MR. ADAMS suggested this could be done by referencing fencing as part of Site Furnishings and Public Art on page 16 of the Design Guidelines, as 12.a or 12.b, and the language could include "design of fencing should receive the same attention as other site furnishings."

There was no other testimony.

In rebuttal, MR. ADAMS stated the proposed PC zoning and Design Guidelines are an innovative way to deal with development and create a bridge between administrative review and the function of the Commission.

COMMISSIONER T. JONES asked if the ARRC has information about other communities that might have similar review bodies for development. MR. ADAMS replied that it is not unusual for districts to have review boards. This is no different than architectural review committees of homeowners associations. The realm of review bodies and their constitution run the gamut.

The public hearing was closed.

COMMISSIONER T. JONES moved for approval of a rezoning of three industrial parcels (tax ID #002-051-29, 002-061-25, and 002-051-35) from PC to I-1 and I-2 and remove them from the PC district master plan boundaries. COMMISSIONER ISHAM seconded.

COMMISSIONER T. JONES supported the motion, finding that these properties are currently used for industrial purposes and this action is basically housekeeping in nature.

AYE: Isham, T. Jones, Poulton, G. Jones, Simonian, Debenham
NAY: None

PASSED

COMMISSIONER T. JONES moved to amend the existing PC zoning ordinance by substituting a new zoning ordinance for the subject property consistent with the ordinance beginning on page 58 of the packet, AO No. 93-183 (S-1) as Amended. COMMISSIONER G. JONES seconded.

COMMISSIONER T. JONES supported her motion. She noted that the PC zoning district has been a challenge to administer since initial adoption. She had confidence in the two level review proposed in this ordinance. There are opportunities to appeal from the Level 1 Review Board decisions.

She was comfortable with having a new and different type of review process. She remarked on the many developments that have occurred with no review and those that have not occurred because of onerous review requirements.

COMMISSIONER G. JONES supported the motion, finding that the proposed PC zoning district recognizes what exists today rather than what was hoped for years ago. This is a method of recognizing the various authorities over this property while bringing in a greater level of review than would occur if the property were simply zoned industrial.

COMMISSIONER PEASE proposed a friendly amendment regarding public participation in the Level 1 review to add a public member to the Ship Creek District Review Board, allow an appeal by an outside party in the case of an approval that the party feels does not follow the land use ordinance or design guidelines, and allow input by non-voting representatives of the three abutting community councils. *This was **not** accepted as a friendly amendment.* COMMISSIONER PEASE asked if the maker of the motion would consider postponement of this action in order to enable community councils an opportunity to comment specifically on the review process. COMMISSIONER T. JONES did not accept this suggestion. She remarked that she believes in the rights of community councils, but this case has been properly noticed.

COMMISSIONER PEASE proposed a friendly amendment to resolve the rule of the E Street/2nd Avenue connection and particularly whether there are design guidelines or elements to help this link if it is intended to serve both pedestrian and freight connection. COMMISSIONER G. JONES noted that the Design Guidelines are not before the Commission at this time.

COMMISSIONER SIMONIAN proposed a friendly amendment to Level 2 Development Review to renumber c. and d. at page 65 of the packet, line 328 and 334 to 4 and 5 under P. Site Plan Review so it is clear that the appeal process would apply to both level one and Level 2 development reviews. COMMISSIONER G. JONES explained that making "c" and "d" 4 and 5 of Site Plan Review would make them apply to both Level 1 and Level 2 reviews. *This was accepted as a friendly amendment.* COMMISSIONER SIMONIAN proposed a friendly amendment to the new paragraph 5, shown at line 335, to add after "disapproval" the phrase "or conditions of approval." *This was accepted as a friendly amendment.*

COMMISSIONER SIMONIAN noted regarding line 296 under Level 1 Development Review dealing with how information on site plans shall be given to the Municipality, that Physical Planning suggested there should be a time period for when this information is transmitted to the Planning Department. Given that the Commission has recently dealt with appeal process times, she felt it is important to include timeframes. She proposed inserting "within 30 days of approval by the Ship Creek District Review

Board" at line 298. COMMISSIONER G. JONES suggested that the final form of implementation would be the building permit process. If Building Safety does not find the resolution in the system a building permit will not be issued. COMMISSIONER SIMONIAN withdrew her suggested friendly amendment.

COMMISSIONER PEASE proposed a friendly amendment to change the composition of the Ship Creek District Review Board to add a member of the Urban Design Commission at line 276 as paragraph 2.d. She felt this would ensure at least one member of the Review Board would have some design experience. COMMISSIONER T. JONES *did not accept this as a friendly amendment.* COMMISSIONER PEASE moved her proposed friendly amendment. COMMISSIONER SIMONIAN seconded.

COMMISSIONER PEASE explained there are details that are appropriately reviewed by a member with design experience. Such details include what should be the aesthetics of fencing, solar access, and others. This adds greater perspective for the community benefit without upsetting the balance that the ARRC has 50% membership on the Board.

COMMISSIONER SIMONIAN supported the amendment believing that the ARRC's concerns about the landowner having more say on the Review Board are well taken, however, because the ARRC has the ultimate authority to grant or deny the lease, it is important to have other perspectives represented on the Review Board, people who have the expertise and are inclined to take the design guidelines seriously. She did not think that adding this member would upset the landowner's ability to make decisions about this land. She remarked that often the Planning and Zoning Commission benefits from having different perspectives and expertise in its members. She felt that it would be good at the Level 1 review to address issues that could otherwise be the subject of an appeal, resulting in a more onerous burden on the landowner and lessee.

COMMISSIONER G. JONES agreed that this would not be an undue burden on the ARRC, but noted that the PC zone was put on this land at the request of the ARRC for a grandiose development plan, but prior to that it was zoned I-1 and I-2. He felt it would not have been unreasonable for the ARRC to request rezoning back to I-1 and I-2 in order to develop the property and such a request would likely have been successful. They have instead proposed a unique review body to receive input from the landowner as the majority, which is understandable in terms of maintaining control on a small development. There is also, however, input from the Planning and Zoning Commission and the Staff. He was reluctant to take away that authority.

COMMISSIONER T. JONES stated she believes in good urban design and the importance of the Level 1 review, but she feared that for the level of projects that fall under that review, creating a large review body could

result in slowing the process. She noted that one of the problems in Anchorage has been the length of time in getting things approved in order for them to move forward.

COMMISSIONER DEBENHAM indicated he was inclined to not support the amendment, but would suggest that perhaps the Planning and Zoning Commission representative could be replaced an Urban Design Commission member. COMMISSIONER PEASE *did not accept this as a friendly amendment to her amendment*, feeling the Planning and Zoning Commission perspective is more important in terms of planning issues.

COMMISSIONER PEASE added that to her a \$1.9 million project is not small and presumably it is a project of long duration. She is a strong proponent of public participation and she felt the addition of an Urban Design Commission member would benefit the decision.

CHAIR POULTON stated he would not support the amendment.

Amendment

AYE: Simonian, Pease, Isham

NAY: T. Jones, Poulton, G. Jones, Debenham

FAILED

COMMISSIONER SIMONIAN supported the main motion, commending the ARRC and others in the community who have been involved in this innovative plan.

COMMISSIONER PEASE also supported the motion, finding that the PC district is a good approach to mixed use by consistently incorporating design guidelines and transportation issues on a larger scale. She was disappointed to have not incorporated greater public participation. She asked that the findings reflect there is concern about the reduction in the level of public participation.

Main Motion

AYE: Isham, T. Jones, Poulton, G. Jones, Simonian, Debenham

NAY: None

PASSED

COMMISSIONER T. JONES moved for approval of the New Ship Creek District Design Guidelines manual. COMMISSIONER SIMONIAN seconded.

COMMISSIONER T. JONES supported the motion, finding them an improvement in ideas for the area. She noted that these are guidelines intended to guide the direction of the district as it moves forward. She

commented that she first saw page 9, the conceptual vehicular circulation map, as being definitive and then realized it is labeled as a "concept." She thought that what is occurring in terms of transportation in areas relatively close to ARRC property can be fairly certain, but areas further out from that the ARRC property will be affected by larger decisions made through the AMATS process. With regard to Mr. Spring's comments on page 37, she noted that she could not see 2nd Avenue carrying a large amount of vehicular traffic.

COMMISSIONER PEASE proposed a friendly amendment on page 16 under Fencing to add a new item 13 referring to the consideration of the aesthetic impacts of fencing, both to screen industrial uses where appropriate and avoidance of fencing where there are important viewsheds. *This was accepted as a friendly amendment.*

COMMISSIONER PEASE proposed a friendly amendment to include a cross-reference from page 11 "Pedestrian Circulation Guidelines" Plazas and Open Space to page 16 on the section on Landscape, Open Space & Amenities Guidelines. *This was accepted as a friendly amendment.*

AYE: Isham, T. Jones, Poulton, G. Jones, Simonian, Debenham
NAY: None

PASSED

4. **2005-117** Providence Alaska Medical Center. A Conditional Use for a health care facility-health services for Providence Regional Administration Building and the Crisis Respite Center; To extinguish the current conditional use for the existing Alaska Psychiatric Institute & Crisis Respite Center (Tract B); and concept approval of the Providence Campus Master Plan. Providence-Chester Creek Subdivision, Tract A & B. Located at 3841 Piper Street.

5. **2005-121** State of Alaska DHSS. A Conditional Use to allow a crisis treatment center in the PLI zone. Providence-Chester Creek Subdivision, Tract A & B. Located at 3841 Piper Street.

Staff member ANGELA CHAMBERS stated 158 public hearing notices were mailed in both cases and only one was returned in each in favor. These requests are related to the same building but involve two different petitioners. Case 2005-117 is to renovate the former Alaska Psychiatric Institute (API) building into a medical office



Ship Creek District

A Transportation-Oriented Mixed-Use Development

Design Guidelines

as amended by
PZC RESOLUTION
2005-052



Alaska Railroad
Corporation

October 2005

Prepared for:



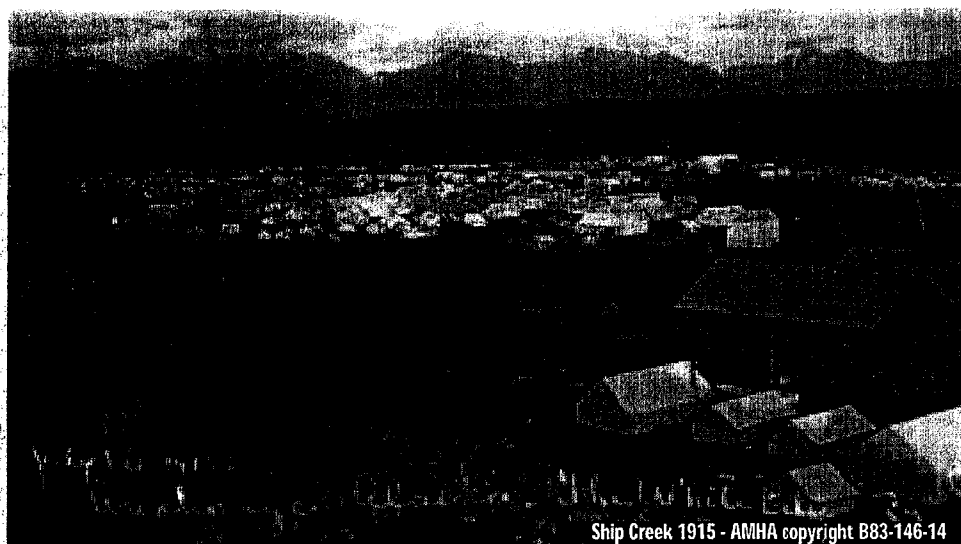
Alaska Railroad Corporation
Real Estate and Facilities Dept.
Jim Kubitz, Vice President
907-265-2428

Prepared by:



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

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



Ship Creek District Design Guidelines

1.0 Intent and Applicability

General

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

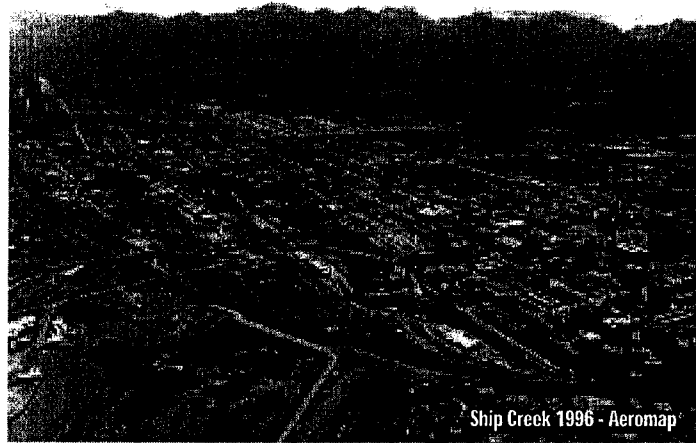
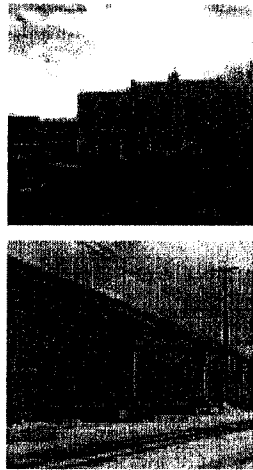
This mix does not so much set an architectural style for the Ship Creek District as it suggests an approach. It not so much suggests a standard in the use of textures, patterns, or form, but instead promotes an innovative and economic use of materials and design elements. Design

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

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

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

General Policies 2.0



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

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

Intent

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

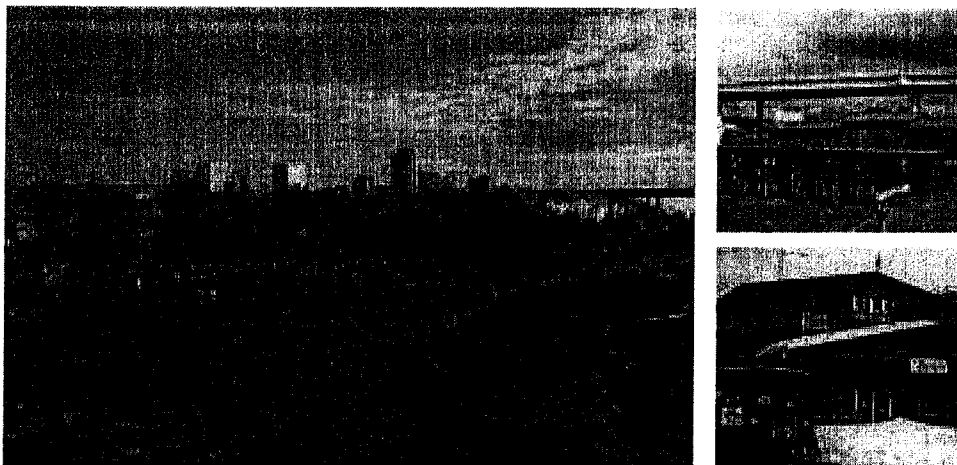
- (1) Protect developers' investments by ensuring a consistency in the quality of development District-wide;
- (2) Attract land uses that take full advantage of the area's proximity to downtown and its multi-modal transit nodes;
- (3) Ensure that up-front public investments in infrastructure support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

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

2.0 General Policies

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

Design Guidelines 3.0



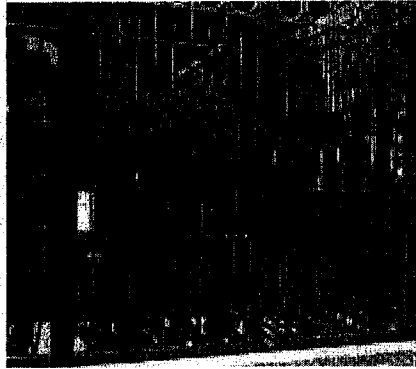
New development should contribute to the unique character of the Ship Creek District while taking advantage of the waterfront and proximity to downtown.

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

3.0 Ship Creek District Design Guidelines

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

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



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

Development Approval Procedures

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

Level 1 Development Review.

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

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

Level 2 Development Review.

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

- ii. Conditional uses; and
 - iii. An appeal of the Ship Creek District Review Board findings.
- b. Developments meeting .a.i. or a.ii. of the above criteria require approval by both the Ship Creek District Review Board and the Municipality of Anchorage's Planning and Zoning Commission as follows:
- i. Developers shall submit a concept site plan to the Ship Creek District Review Board for a non-public hearing.
 - ii. Upon concept site plan approval by the Ship Creek District Review Board, a public hearing before the Municipality of Anchorage's Planning and Zoning Commission is required. In addition to the standards and procedures of AMC 21.15.030 and 21.50.200, the Planning and Zoning Commission shall consider the following:
 - 1. An evaluation of the proposal by the Geotechnical Advisory Commission.
 - 2. A traffic impact analysis with suggested mitigation proposals to correct any issues found in the site plan or deficiencies in the street system serving the proposed project.
 - 3. Compliance of the submitted plans with the District's land use requirements and Design Guidelines.
 - iii. Following site plan approval of the concept site plan by the Commission, the applicant shall submit final plans for approval at a non-public hearing with
 - the Ship Creek District Review Board. Applicants shall illustrate compliance with the Planning and Zoning Commission findings and shall address requirements of the Design Guidelines.
4. The Planning and Zoning Commission and the Ship Creek District Review Board may impose conditions as required to make the proposed development compatible with District and adjacent land uses and the Design Guidelines. Conditions imposed by the Board may be more stringent than those of the Commission but may not be less stringent or overturn the findings of the Commission.
5. The Planning and Zoning Commission shall hear appeals from decisions of the Ship Creek District Review Board regarding the disapproval or conditions of approval of a development in the District. The decision of the Board may not be reversed unless the Commission finds that all of the following are supported by substantial evidence:
- i. Special circumstances make strict adherence to the requirements of the Board clearly impractical, unreasonable, or undesirable to the general public.
 - ii. The granting of an exception to the Board-imposed conditions will not be detrimental to Alaska Railroad Corporation operations.
 - iii. The granting of an exception will not nullify the intent of the Design Guidelines for the Ship Creek District.
 - iv. Undue hardship would result from strict compliance with the specific provisions of the Board's findings.

Parking 3.1

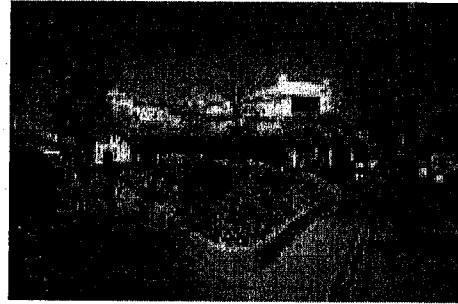
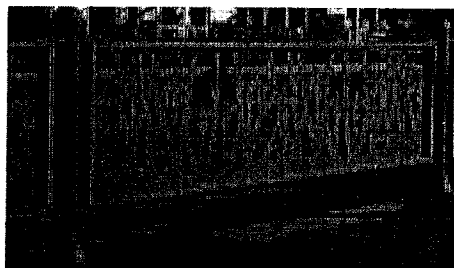
3.1 Parking Guidelines

Goals and Intent

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

Off-Street Surface Parking

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



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

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

General Guidelines

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



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

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

Structured Parking

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

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

Streets 3.2



3.2 Streets and Vehicular Circulation Guidelines

Goals and Intent

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

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

General Guidelines

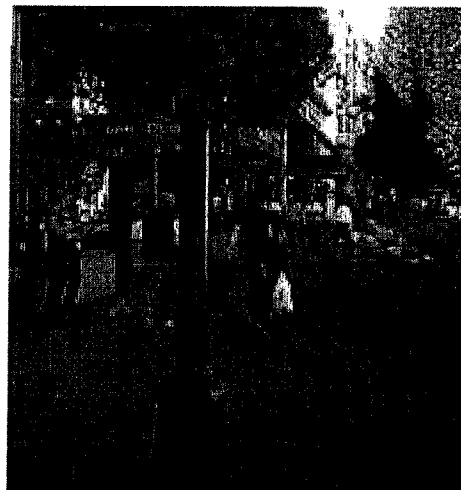
- (1) Design all District streets to accommodate automobiles, transit, bicycles and pedestrians equitably.
- (2) Provide direct connections from roadways and sidewalks to trail and transit systems.
- (3) Minimize conflicts between vehicles and pedestrians by providing controls at busy crossing points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

Roadways

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

I - Ship Creek Avenue

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



CONCEPTUAL Vehicular Circulation Map



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



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

Loading 3.3

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

3.3 On-Street and Off-Street Loading

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

II - Other District Streets

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



3.4 Pedestrian Circulation Guidelines

Goals and Intent

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

General Guidelines

Public Plazas and Open Space

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

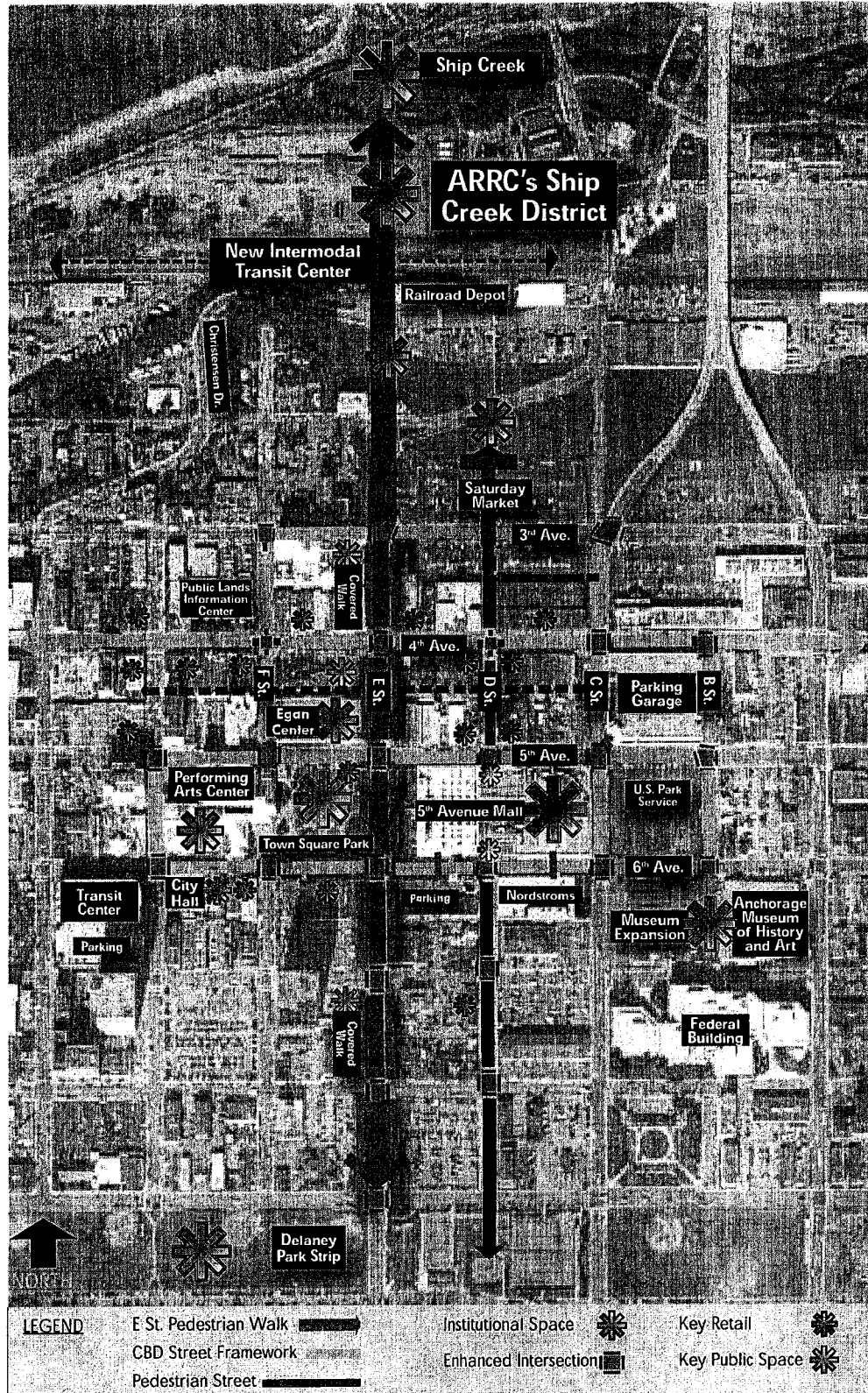


primary plaza should serve as the “heart” of the district and be located at or near the intersection of Ship Creek Avenue and North C Street. A secondary green “plaza”, is to be built adjacent to the Ship Creek Dam pedestrian bridge to serve as a trail head for the Ship Creek Trail and as a tour bus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

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

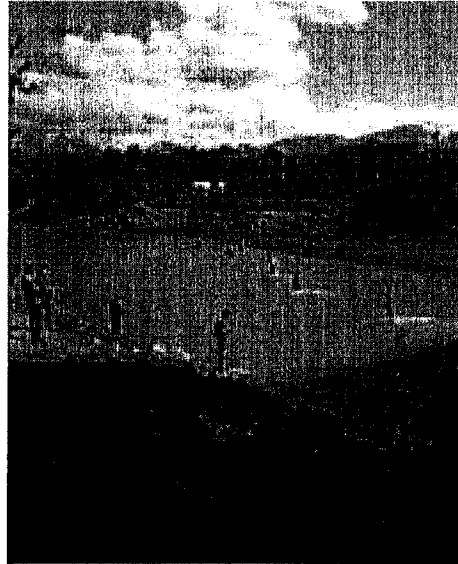


PROPOSED E Street Pedestrian Corridor



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

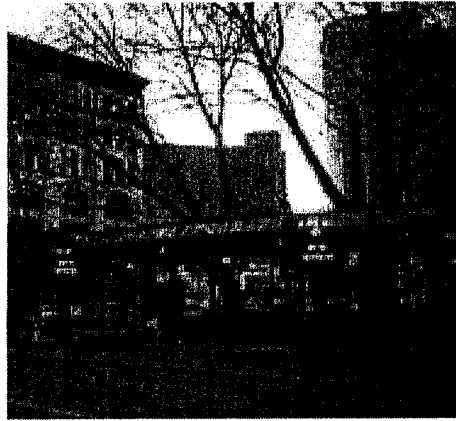
- (a) Pedestrian overlooks and interpretive sites;
- (b) Elevated boardwalks;
- (c) Protective fencing along the stream bank;
- (d) Elevated, accessible fishing platforms;
- (e) Native plants indigenous to the Ship Creek riparian zone; and
- (f) Pedestrian scale lighting and amenities.



Street and Pedestrian Links

- (4) Sidewalks should incorporate patterns and textures that provide visual interest while meeting Americans with Disabilities Act (ADA) accessibility requirements.
- (5) Pedestrian crosswalks should comply with ADA standards and should use decorative elements to identify pedestrian areas
- (6) Use of heated sidewalks is encouraged at key public entrances and along heavily used pedestrian routes.





3.5 Railroad and Transit Guidelines

Intent

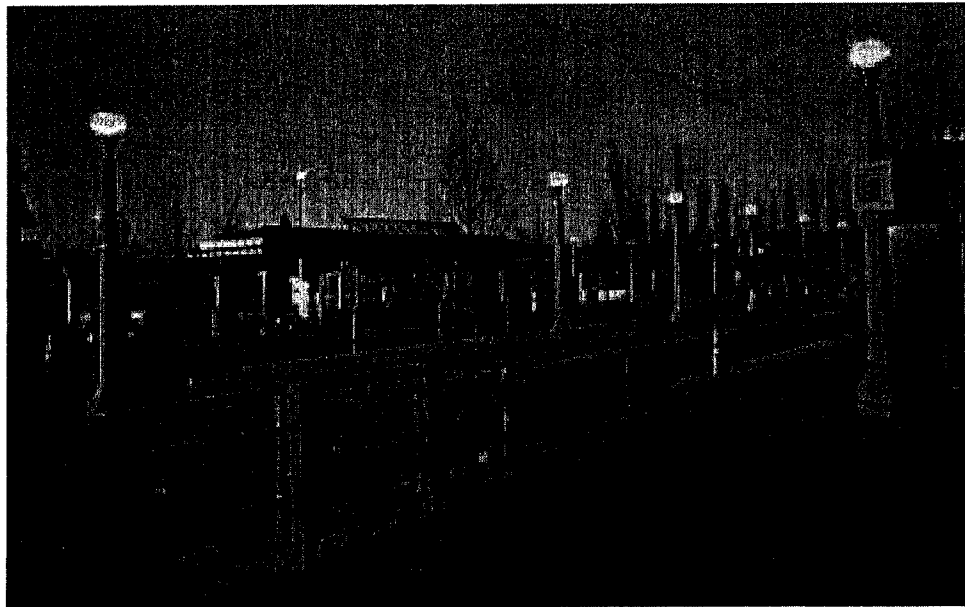
Protect and enhance the continued historic function of the Alaska Railroad operations, including passenger and freight services to insure safe, efficient and aesthetically pleasing facilities.

Rail crossings

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

Transit Amenities

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



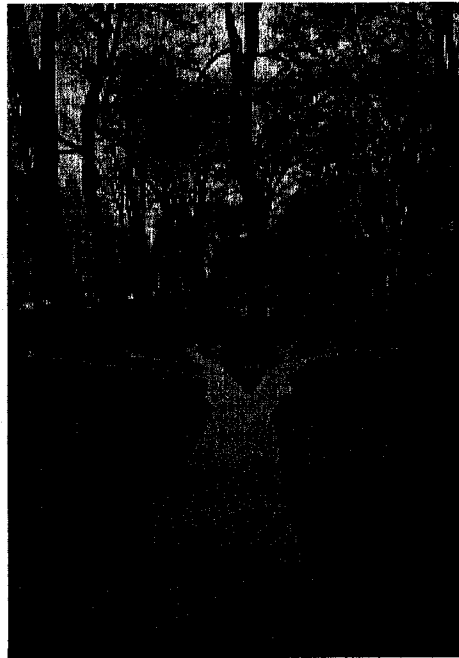
3.6 Landscape, Open Space & Amenities Guidelines

Goals and Intent

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

Gateways

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



Green Belt & Natural System

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

Street Trees

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

Landscape 3.6



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

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

Site Furnishings and Public Art

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

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

Fencing

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

Refuse and Storage

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

3.7 Lighting Guidelines

Intent

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

Standards

Street Lighting

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



Lighting 3.7

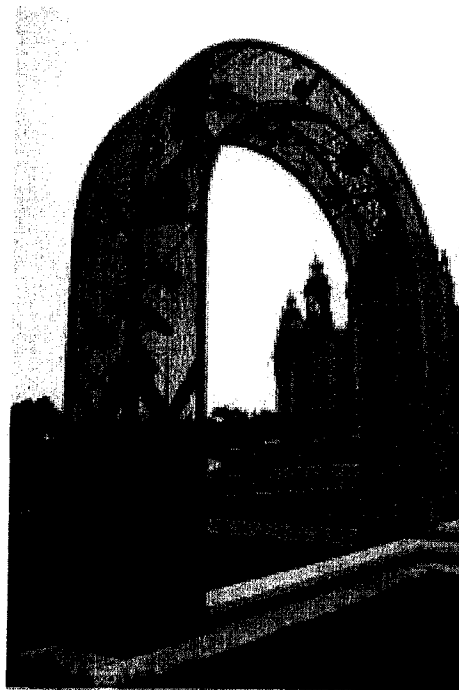
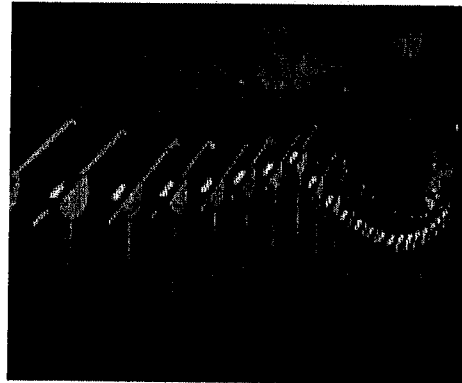
Parking Facility Lighting

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

Accent Lighting

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

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



Signs 3.8



3.8 Signs

Intent

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

Standards

Location

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

Size

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

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

Materials

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

Message

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

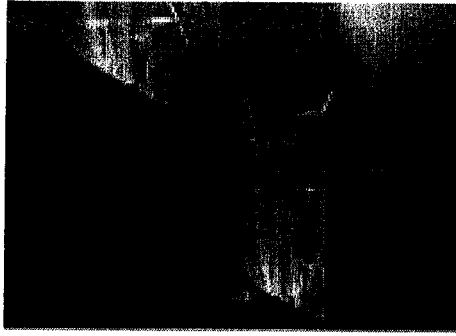
Illumination

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

Wayfinding

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





3.9 Architecture and Urban Design Guidelines

Intent

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

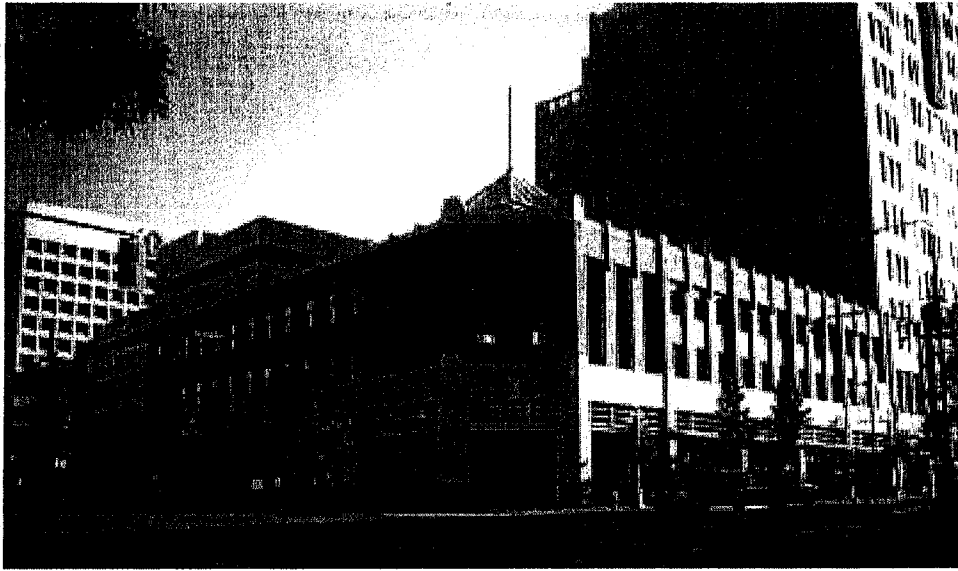
Building Location and Orientation

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

Roof Forms

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



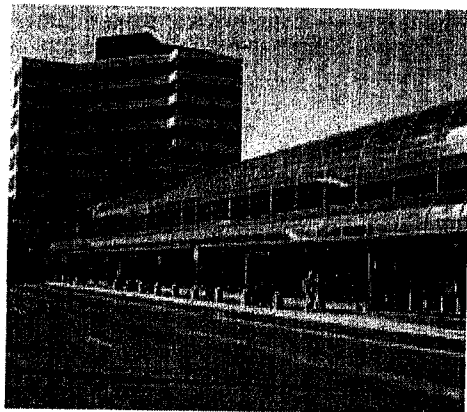


Articulation

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

Prominent Entrances

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



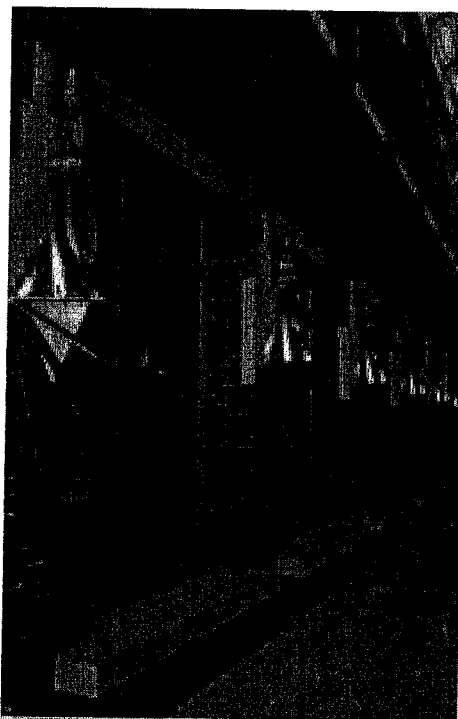
- (24) Snow-free and dry walking areas for pedestrians should be maintained with either heated canopies or heated sidewalks at principal building entrances. Canopies with infrared heating systems should be considered at street level. Heated sidewalks prevent the accumulation of slippery snow and ice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

Building Lighting

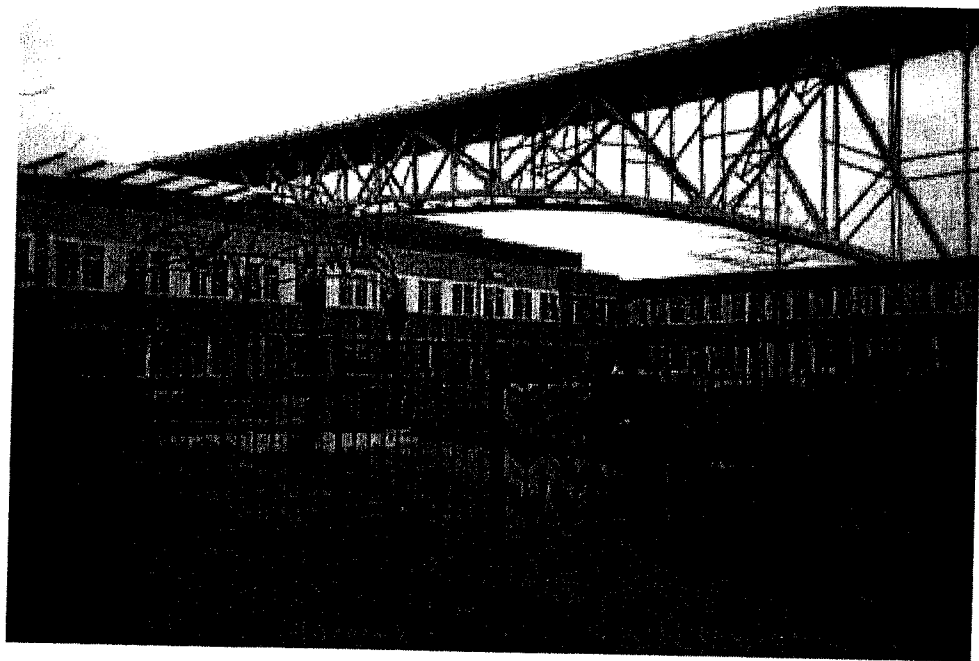
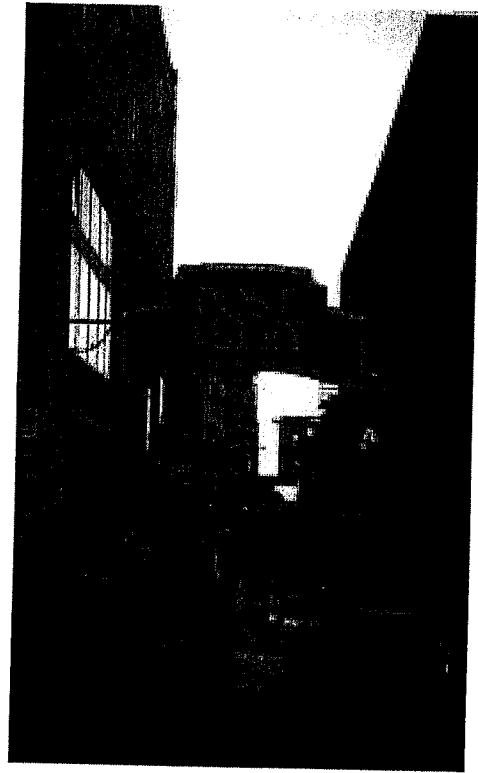
- (25) Building lighting should reduce incidental light and glare while illuminating storefronts for visibility and safety. An illumination plan must be provided for review as part of submittals to the Ship Creek District Review Board.
- (26) Lighting fixtures on building façades should be carefully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

Building Color and Materials

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



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





441 W. 5th Avenue, Suite 200
 Anchorage, AK 99501
 Ph: (907) 276-5885, Fax: (907) 276-5887
 E-Mail: swdoyle@landdesignnorth.com

Letter of Transmittal

Date: October 6, 2005

To: Mary Autor, MOA Senior Planner

Cc: Jim Kubitz, ARRC Real Estate Department Vice President
 Karen Morrissey, ARRC Real Estate Director
 Mike Fretwell, ARRC Land Manager
 Andrew Donovan, ARRC Lease Manager

From: Sara Wilson Doyle

Subject: PZ Hearing Modifications

Item	Description	Response
1	Ordinance: Clarification of applicability of items c and d to both level 1 & 2 reviews Design Guidelines: Same issue	Lines 328 and 333 (c and d) revised to numbers 4 and 5 under section P Same change was made on page 5
2	Ordinance: Broaden appeals to include both disapproval and conditions of approval Design Guidelines: Same issue	"or conditions of approval" added to ordinance line 334 Same change was made on page 5
3	Ordinance: Formatting typo	Line 194's numbering was corrected
4	Design Guidelines: Add a cross reference between Open Space under Pedestrian Circulation (3.4, page 11) to Landscaping (section 3.6)	Cross references added on page 11: • Coordinate and cross reference Landscaping section (3.6) with this section.
5	Fencing: Add a new guideline under 3.6 that ensures that fencing aesthetics and placement are considered.	A new guideline (13) was inserted into 3.6 with the following text: (13) Design of fencing should receive the same attention to aesthetics, quality, and function as other site furnishings. Fencing should screen industrial or service uses where appropriate but not block important viewsheds.

1 **AO No. 93-183 (S-1) As Amended**

2
3 **THE ANCHORAGE ASSEMBLY ORDAINS:**

4
5 The requirements of Planned Community District MOA Ordinance A, No. 93-183 (s-1) dated
6 January 11, 1994 are deleted in their entirety and are replaced with the following.
7

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

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

47
48 **B. Applicability.** The provisions of this chapter shall apply to all uses and development
49 in the Ship Creek District, depicted on the Master Development Plan (Exhibit A, attached).
50 The site is located within the Seward Meridian, Township 13 North, Range 4 West and

includes southern portions of Section 7, northern portions of Section 18 and the northeast quarter of Section 13. Areas north of Ship Creek included in AO 93-183 (s-1) are hereby redesignated I-2.

C. Definitions. As used in this chapter, unless context dictates otherwise, the following definitions shall apply:

1. **"Alteration"** means a physical change to a structure or a site. Alteration does not include normal maintenance and repair or total demolition. Alteration does include any of the following:
 - a. changes to the facade of a building;
 - b. changes to the interior of a building;
 - c. increase or decrease to floor area of a building;
 - d. changes to other structures, including parking garages, on the site or the development of new structures; and/or
 - e. changes to landscaping, off-street parking spaces, and other improvements on a site.
2. **"Development"** means all improvements on a site, including buildings, other structures, parking and loading areas, landscaping, paved or graveled areas, and areas devoted to exterior display, storage, or activities. Development includes improved open areas such as plazas and walkways, but does not include natural geologic forms or unimproved land.
3. **"Excessive"** means uses which are to an unreasonable degree injurious to the public health, safety, welfare or convenience or which exceed the customary manner of operation.
4. **"Normal maintenance"** means physical changes that keep a building, structure, or site, or a portion thereof, in a sound condition and in operation.
5. **"Repair"** means physical changes to a building, structure, or site, or a portion thereof, to fix or restore to sound condition after damage or deterioration.
6. **"Replacement value"** means the value of a building as calculated using the latest "Evaluation Table" printed in the *Building Standards* magazine, published by the International Conference of Building Officials, based on the existing occupancy and the most closely appropriate type of construction.
7. **"Substantial alteration"** means alterations within a two-year period:
 - a. the total cost of which, excluding purchase costs of the building, exceeds 50 percent of the replacement value of a building or structure;
 - b. the total cost of which exceeds 50 percent of the replacement value of site improvements;
 - c. which increase the gross square footage by more than 50 percent of buildings and structures; or
 - d. which increase the gross square footage by more than 50 percent of a surface parking lot.
8. **"Total cost"** means all costs associated with an alteration incurred from project initiation to project completion excluding the purchase costs for the building.

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

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

- 100 **2. Retail:**
101 a. grocery stores, delicatessens and food specialty shops, including open air
102 markets;
103 b. meat and seafood markets, including open air markets;
104 c. retail bakeries or wholesale bakeries with a storefront;
105 d. department or variety stores;
106 e. hardware stores;
107 f. electrical or electronic supply stores;
108 g. furniture stores;
109 h. music and record stores;
110 i. shoe repair and tailor shops;
111 j. bookstores, book binderies, stationery stores and newsstands;
112 k. drugstores;
113 l. beauty shops;
114 m. barber shops;
115 n. restaurants, cafes, and other places serving food and beverages, including sale
116 and dispensing of alcoholic beverages in accordance with AMC 21.50.160;
117 o. photography, dance, music, and other art studios;
118 p. florists;
119 q. tobacco stores;
120 r. clothing, apparel and shoe stores;
121 s. jewelry stores;
122 t. sporting goods stores;
123 u. cameras and photographic stores;
124 v. hobby stores;
125 w. knit shops, yarn shops, fabric shops, dressmaking and notions stores;
126 x. gift, novelty, and souvenir stores;
127 y. picture framing shops;
128 z. art galleries and sales;
129 aa. crafts shops;
130 bb. antique stores;
131 cc. furriers;
132 dd. garden supply stores and nurseries;
133 ee. travel agencies and ticket brokers;
134 ff. motion picture theaters;
135 gg. banking and financial institutions;
136 hh. on-site film processing;
137 ii. marine equipment sale;
138 jj. hotels and lodging including bed and breakfasts;
139 kk. aquarium/marine fisheries centers and the like;
140 ll. art and craft studios;
141 mm. farmers markets;
142 nn. outdoor concessionaires including kiosks, restaurants, mobile vendors or
143 similar uses; and

- 144 oo. laundry and dry cleaning establishments and outlets provided that large
145 commercial industrial laundry and dry cleaning plants shall be prohibited.
- 146 3. **Offices:**
- 147 a. insurance and real estate services;
- 148 b. banking and financial institutions;
- 149 c. business and professional offices;
- 150 d. medical, health and legal services;
- 151 e. post offices; and
- 152 f. government and quasi-government offices.
- 153 4. **Light Industrial Uses:**
- 154 a. alcoholic and non-alcoholic beverage manufacturing;
- 155 b. cabinet and furniture building;
- 156 c. blacksmith and metal working shops;
- 157 d. woodworking, pottery, weaving, leather and other craft production;
- 158 e. retail distribution operations;
- 159 f. manufacture, service or repair of light consumer goods such as appliances,
- 160 furniture, garments and tourist related items; and
- 161 g. outdoor storage of carriages, trolleys, and small-tour vehicles.
- 162 h. all light industrial uses will be encouraged to provide public tours or public
- 163 viewing of operations without charge.
- 164 5. **Other Uses:**
- 165 a. multi-family dwellings;
- 166 b. dwellings in non-residential structures;
- 167 c. parks and playgrounds;
- 168 d. historic and cultural centers and exhibits;
- 169 e. day care;
- 170 f. public libraries;
- 171 g. museums;
- 172 h. interior galleries connecting two or more buildings;
- 173 i. convention centers;
- 174 j. car, bike, or other transportation rental agencies;
- 175 k. parking structures and multi-modal transfer facilities;
- 176 l. arenas;
- 177 m. exhibition centers;
- 178 n. one transmission tower less than 75 feet in height;
- 179 o. kiosks, outdoor restaurants, mobile vendors, or similar uses on railroad land or in
- 180 a public right-of-way; and
- 181 p. stabling of horses in support of retail, entertainment, or transportation purposes.
- 182
- 183 **E. Permitted accessory uses and structures.** Uses and structures customarily
- 184 accessory and clearly incidental to permitted principal uses and structures are allowed.
- 185
- 186 **F. Conditional uses.** Subject to the requirements of the conditional use standards and
- 187 procedures of this title, the following uses may be permitted:

1. commercial recreation establishments, including pool halls, amusement arcades, and the like
2. liquor or package stores, in accordance with AMC 21.50.160
3. drive-in banks
4. utility substations and telephone exchanges
5. quasi-institutional houses as defined in AMC 21.35.020
6. **heliports**

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

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

1. adult-oriented retail and entertainment;
2. jails and correctional facilities;
3. work release facilities;
4. plumbing and heating services and dealers;
5. building material sales;
6. gasoline service stations;
7. automotive parts and equipment sales;
8. automotive display lots;
9. mobile home display lots;
10. car washes;
11. the outdoor storage and display of any scrap, junk, salvaged or secondhand materials, or any salvage yard or salvage operation excepting temporary storage by ARRC;
12. manufacture or packaging of cement products, feed, fertilizer, glue, paint, petroleum products, soap, turpentine, varnish, or charcoal;
13. manufacture, service, or repair of trucks, automobiles or aircraft;
14. open storage of cinders, coal, feed, grain, gravel, manure, peat, sand, or topsoil, except in the use for community gardens and landscape nursery operations or in railroad operations;
15. any use which causes or may reasonably be expected to cause excessive noise, vibrations, smoke, dust, or other particulate matter, toxic or noxious matter, humidity, heat or glare at or beyond any lot line of the lot on which it is located is not permitted; and
16. community correctional residential centers.

I. Minimum Lot Requirements: None

J. Minimum Yard Requirements: None

K. Maximum Height of Structures. A maximum building height from mean sea level (MSL) to roof top of structures shall be 120 feet with an allowance to exceed that height up to a maximum of 150 feet MSL through a conditional use permit process.

L. Bulk regulations and maximum lot coverage. Buildings may be constructed within the full limits of the lot, up to three stories in height. Above three stories in height, construction shall conform to the bulk requirements under section 21.40.160 (H).

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238 **M. Total Dwelling Units.** The allowable but not probable maximum number of housing
239 units is 400 and may include urban multiple-family dwellings; row-houses built to a common
240 wall at side lease lines; combined living quarters and work studios; upper story residential
241 units above office, street level retail, and off-street parking structures; or other types of
242 dwellings consistent with the intent of the District.

243
244 **N. Maximum limit for Commercial, Industrial, Office Floor Area.** The allowable but
245 not probable floor area for new commercial, industrial, and office development is 3.5 million
246 square feet, not counting floor area obtained through tower development under conditional
247 use permits.

248
249 **O. Parking.** No off-street parking need be provided, but off-street parking that is
250 provided shall be landscaped in accordance with the design guidelines. Individual projects
251 that create office space of 15,000 square feet or larger shall address whether parking that
252 exists within the District and areas within walking distance (1000 feet) are sufficient to meet
253 occupancy demands as part of the Site Plan Review.

254
255 **P. Site Plan Review.** Projects including construction or substantial alteration shall be
256 submitted to the Department of Community Planning and Development consistent with
257 21.15.030. Plans shall be subject to a Level 1 or Level 2 development review, as required by
258 this Title. Prior to the issuance of any building permits, persons proposing development of
259 areas within the District shall submit for approval a site plan as defined by AMC 21.35.020
260 prepared by a licensed architect or landscape architect.

- 261 1. There shall be a Ship Creek District Review Board, which shall have the following
262 responsibilities:
- 263 a. Advise the mayor and assembly regarding matters affecting the Ship Creek
264 District.
 - 265 b. Review and make recommendations to the Planning and Zoning Commission on
266 land use matters over which the Commission has purview.
 - 267 c. Review and make findings regarding land use matters over which the Board has
268 purview.
 - 269 d. Review and make recommendations to the Planning and Zoning Commission for
270 the update of design guidelines as appropriate to maintain currency with respect
271 to land use trends.
- 272 2. The Ship Creek District Review Board shall consist of:
- 273 a. Three individuals appointed by the Alaska Railroad Corporation with professional
274 qualifications in real estate, design or a relevant field.
 - 275 b. One MOA planning staff as appointed by the MOA planning Director; and
 - 276 c. One member of the Anchorage Planning and Zoning Commission.
- 277 3. Development Approval Procedures. Projects in the Ship Creek District requiring
278 construction or substantial alteration shall be subject to a Level 1 or Level 2
279 development review according to the following procedures:

280 **Level 1 Development Review.**

- 281 a. Level 1 Development Review applies to construction or substantial alteration
282 projects of permitted uses and generally lower construction values. The Ship
283 Creek District Review Board maintains authority for approval of Level 1
284 development through a non-public hearing site plan review process.

- 285 b. Approval may be provided by the Ship Creek District Review Board during review
286 if:
- 287 i. the Board finds that the application is complete; and
- 288 ii. the proposed development addresses and complies with the applicable
289 requirements of this ordinance, including the Design Guidelines.
- 290 c. The Board may choose to provide concept level approval and require re-submittal of
291 plans for final approval. Upon the Review Board's approval of the applicant's plans,
292 developments may proceed by right and will not require further MOA Planning and
293 Zoning Site Plan Review. Unless appealed, the approval of the Ship Creek District
294 Review Board shall be final and development must be consistent with the findings of
295 the Board determined at the final site plan review.
- 296 d. Ship Creek District Review Board resolutions of approval and accompanying site plans
297 shall be given a reference number and filed with the District Recorder's Office and a copy
298 provided to the MOA Planning Department.

299 **Level 2 Development Review.**

- 300 a. Projects meeting any one of the three criteria below are subject to Level 2
301 Development site review and application requirements, as outlined in this
302 subsection:
- 303 i. Projects with a construction value in excess of \$2 million as defined in 2004
304 dollars, adjusted annually per the Anchorage Consumer Price Index;
- 305 ii. Conditional uses; and
- 306 iii. An appeal of the Ship Creek District Review Board findings.
- 307 b. Developments meeting .a.i. or a.ii. of the above criteria require approval by both
308 the Ship Creek District Review Board and the Municipality of Anchorage's
309 Planning and Zoning Commission as follows:
- 310 i. Developers shall submit a concept site plan to the Ship Creek District Review
311 Board for a non-public hearing.
- 312 ii. Upon concept site plan approval by the Ship Creek District Review Board, a
313 public hearing before the Municipality of Anchorage's Planning and Zoning
314 Commission is required. In addition to the standards and procedures of AMC
315 21.15.030 and 21.50.200, the Planning and Zoning Commission shall consider
316 the following:
- 317 1. An evaluation of the proposal by the Geotechnical Advisory Commission.
- 318 2. A traffic impact analysis with suggested mitigation proposals to correct any
319 issues found in the site plan or deficiencies in the street system serving the
320 proposed project.
- 321 3. Compliance of the submitted plans with the District's land use requirements
322 and Design Guidelines.

iii. Following site plan approval of the concept site plan by the Commission, the applicant shall submit final plans for approval at a non-public hearing with the Ship Creek District Review Board. Applicants shall illustrate compliance with the Planning and Zoning Commission findings and shall address requirements of the Design Guidelines.

4. The Planning and Zoning Commission and the Ship Creek District Review Board may impose conditions as required to make the proposed development compatible with District and adjacent land uses and the Design Guidelines. Conditions imposed by the Board may be more stringent than those of the Commission but may not be less stringent or overturn the findings of the Commission.

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

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- i. Special circumstances make strict adherence to the requirements of the Board clearly impractical, unreasonable, or undesirable to the general public.
- ii. The granting of an exception to the Board-imposed conditions will not be detrimental to Alaska Railroad Corporation operations.
- iii. The granting of an exception will not nullify the intent of the Design Guidelines for the Ship Creek District.
- iv. Undue hardship would result from strict compliance with the specific provisions of the Board's findings.

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

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

1. Maintaining and repairing all recreational facilities, paths, fences and other property whose construction was funded by the Association or its members for recreational or other community purposes;
2. Planting or caring for trees, shrubbery or flowers and cutting of grass on parkways; and
3. Doing such other things as may be determined by the Association as necessary, advisable or proper to keep the District in neat and good order and to promote the attractiveness of the District.

It may also include special programs, marketing strategies, special events and festivals. To finance its maintenance work, the Association shall be authorized to levy an assessment upon each tenant within the District based on an established dues structure.

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

369
370 Passed and approved by the Anchorage Assembly this date xxxxxx

DEPARTMENT OF COMMUNITY PLANNING AND DEVELOPMENT
PLANNING STAFF ANALYSIS
REZONING

DATE: September 12, 2005

CASE NO.: 2005-080

APPLICANT: Alaska Railroad Corporation

REPRESENTATIVE: Dwayne Adams, Land Design North

REQUEST: Rezone PC to PC (Planned Community), I-1 (Light Industrial) and I-2 (Heavy Industrial) Districts

LOCATION: Approximate 110 +/- acre portion of A.R.R. Reservation located within the Seward Meridian, Township 13N, Range 3 and 4 West, and includes southern portions of Section 7, northeast quarter of Section 13, and northern portions of Section 18.; generally located at the lower west end of Ship Creek south of the railroad mainline to Second Avenue and west Gambell Street.

SITE ADDRESS: N/A

COMMUNITY COUNCIL: Government Hill, Downtown, Fairview

TAX NUMBER: See Attached Staff Exhibit #1

DEPARTMENT RECOMMENDATION: Approval

ATTACHMENTS:

1. Zoning & Location Maps
2. Departmental Comments
3. Application
4. Historical Information

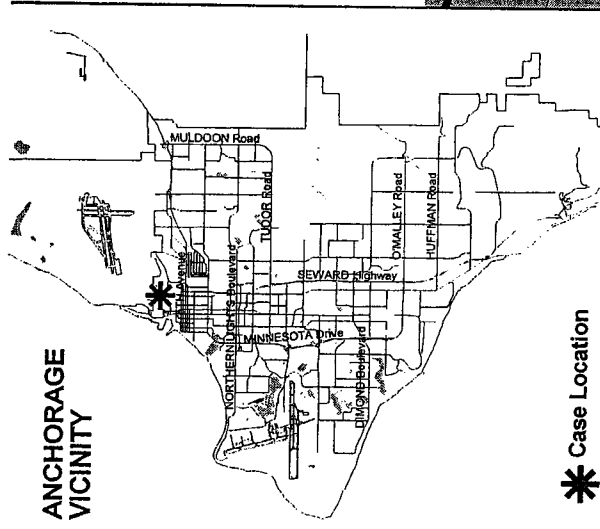
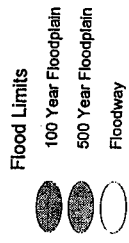
SITE:

Acres: 110 +/- acres
Vegetation: None
Zoning: PC
Topography: Generally flat, Ship Creek floodplain; generally at 20

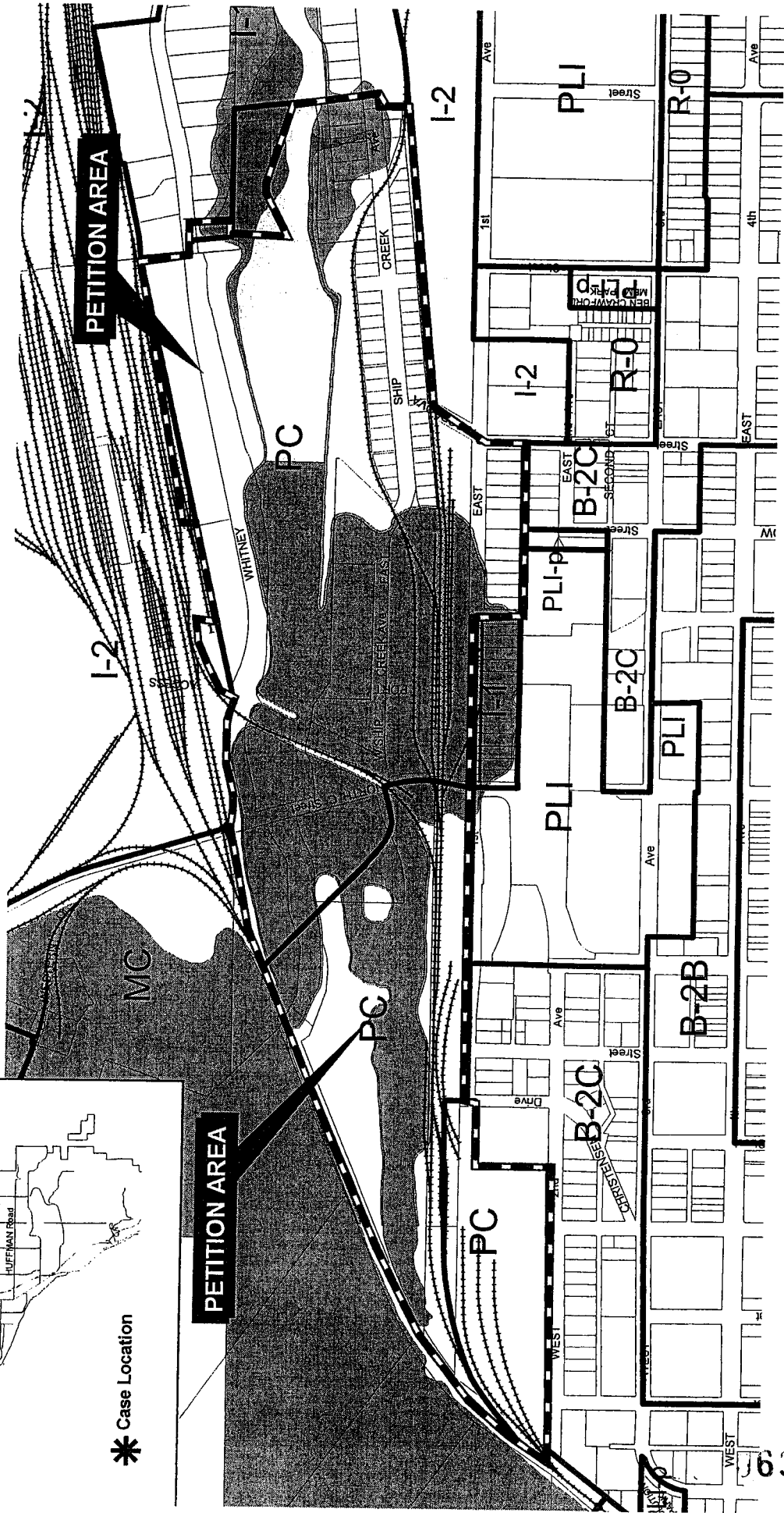
Master Development Plan



**ANCHORAGE
VICINITY**



*** Case Location**

Municipality of Anchorage
Planning Department

Date: May 31, 2005

Existing Use: feet of Mean Sea Level
Port and Railroad Transportation Related Uses; Hotel.
Soils: Public water and sewer available
High Seismic Hazard zone
100-Year Flood Plan

COMPREHENSIVE PLAN: Anchorage 2020

Classification: Redevelopment/Mixed-Use Area, Major Employment Center and portion of Industrial Reserve
Density: N/A

SURROUNDING AREA

	<u>NORTH</u>	<u>EAST</u>	<u>SOUTH</u>	<u>WEST</u>
Zoning:	MC/I-2	I-1/i-2	B-2C/PLI/I-1/I-2	MC
Land Use:	Old Cannery site now used for water related commercial uses; Railroad yards	Water and Transportation Related Activities	Downtown Business/Retail, some Warehouse & Distribution	Ship Creek Point

RELATED PROPERTY HISTORY:

08-20-91	AO 91-88	Assembly approved an ordinance adopting the Ship Creek/Waterfront Land Use Plan, including the Transportation Element, and amending the Anchorage Bowl Comprehensive Plan.
09-24-91	AO 91-89	Assembly Approval of an ordinance adopting the Ship Creek-Port Area Meriting Special Attention Plan, and amending the Anchorage Coastal Management Plan.
09-24-91	AO 91-139	Lower Ship Creek-Port-Waterfront Area Rezoning from R-1A, R-2D, R-4, I-2 to PLI, PLI-p, PC, MC, MI, and I-1.
01-11-94	AO 93-183 (S-1)(aa)	Assembly approved ordinance rezoning 127 acres of Alaska Railroad owned landed in the Lower Ship Creek Valley from PC to PC with a Master Development Plan Map. Case 93-035
06-07-94	AO 94-80	Assembly approved ordinance amending AO 93-183 (S-1) addressing height references, requirements, and limitations.
04-05-99	Joint Resolution 99-027	A joint resolution by the Planning and Zoning Commission and Urban Design Commission encouraging the Alaska Railroad Corporation to approve the Ship Creek Development Master Plan and Implementation Strategy for property with in

07-08-03 AO 2003-82 the Lower Ship Creek Corridor. PAZ Case 99-097; UDC Case 014-99. Assembly approved rezoning Lot 3, Ship Creek Crossing Subdivision from PC and I-2 to I-2 SL. Petitioner did not provide letter accepting the special limitations within 120 days of adoption and zoning has automatically expired and is null and void. Building Permit 02-5538 issued for new construction of 5,000 SF vehicle maintenance facility. Conditional Certificate of Occupancy expired 2/6/04.

BACKGROUND:

The PC district for the subject property was approved as part of the 1991 Areawide rezoning, and as part of the implementation of the Ship Creek Land Use Plan. The original proposal had delineated only one development area and relied on the 1991 Ship Creek/Waterfront Land Use Plan for its development master plan which was to create a mixed-use, economic redevelopment district aimed at creating attractive year-round, cultural, commercial area for residents and tourists. This district built on the historic nature of the site, the scenic resources of the waterfront, the tidal estuary, and Ship Creek. It involved a mix of residential units, hotels, maritime activities, aquarium, etc, art galleries, cafes, studios, theaters, farmers and fish markets, retail, and office uses.

The 1993 "LoPatin" amendment established three development areas, revised the "intent" section, added additional permitted uses, increased building height in two of the new development areas, and added signage provisions.

In large part, the upscale waterfront and recreation envisioned by the private developer did not come to fruition since it relied on equal parts of funding from public and unidentified private sources. According to a 1993 article in the Anchorage Daily News¹, the state spent nearly \$10 million and pledged \$5.5 million more for roads, drainage and utilities. The article went on to say the Municipality spent \$7 million building the Ship Point project. Utilizing \$2.5 million appropriated in 1990, the city built a footbridge across the old Chugach Electric dam, build the new C Street Bridge, and realigned some of the local roads. The \$5.5 million 1991 state monies were stalled because the city had not met the legislature's demand for "private investment commitments" that were pledged by LoPatin. "With nothing built, financing up in the air, schedules uncertain and time ticking by, the forecast for the latest "Ship Creek Dream" commented one local legislator, "It's a long shot."

¹ Anchorage Daily News, December 12, 1993 "Best-laid plans" by Steve Rinehart and Sheila Toomey.

Since that time to the present, the Railroad has concentrated on reexamining the LoPatin master plan, and has participated in other planning efforts involving Ship Creek in concert with the Municipality of Anchorage, the Port of Anchorage, and the Army Corps of Engineers. In 1999, the Planning and Zoning Commission and the Urban Design Commission voted to encourage the implementation strategy of a revised Ship Creek Development Master Plan that the Railroad had been working on. This document is still in the draft phase, but the implementation strategies are generally the same.

REQUEST:

The petitioner seeks to:

- (1) Rezone three industrial parcels from PC to I-1 and I-2, and remove them from the PC district master plan boundaries, and
- (2) Amend the existing PC zoning ordinance by substituting a new zoning ordinance for the subject property.

The following are a summary of proposed changes to the existing PC zoning ordinance:

- Three parcels (two north of Whitney Road) will be rezoned back to their pre-1991 original zoning of I-1 and I-2 to match the zoning of adjacent properties, both in designation and use. Two of the parcels are located north of Whitney adjacent to railroad tracks and the third is physically removed from the remainder of the Ship Creek district by Ship Creek. Rezoning to I-1 and I-1 will result in a minor alteration to the PC Zoning north and east boundaries

Tax id. No	Legal	Lot Size	Zoning
002-051-29	ARR Anchorage Terminal Reserve Lot 103, Whitney Rd Industrial Lease Lot (York Steel lease) 560 E. Whitney Road	20,815 SF	PC to I-1
002-061-25	Ship Creek Crossing, Lot 3 (Wrightway Auto lease) 101 E. Whitney Road	109,932 SF	PC/I-2 to I-2
002-051-35	Ship Creek Crossing, Lot 4 (Power Plant lease) 229 E. Whitney Rd.	209,068 SF	PC/I-2 to I-2

- The subject PC area will revert to a single development area.
- More prescriptive language with respect to uses.
- Emphasis on a mixed-use pedestrian and transit-oriented development within the district.

- A streamlined process for review of actions affecting the district.
- Design guidelines that govern all development.
- Release of the Municipality from fiduciary obligation of the existing ordinance.
- Changes to sign, landscaping, lighting, parking and height regulations

Comparison of Subject Ordinance with the existing “LoPatin” Ordinance (hereafter referred to as LoPatin)

1. Site Boundaries. Generally the same. *Only difference is removal of the three parcels listed in the above table, and rezoning these parcels to I-1 and I-2 as indicated.*
2. Development Areas. The LoPatin ordinance has three development areas: *the subject ordinance has only a one development area for mixed use development. Within this single development area are found project areas or districts.*
3. Stake-holder Participation. The LoPatin ordinance is a joint development project between the Railroad, and involved financial participation from the Municipality of Anchorage in the form of a financial reimbursement to the developer for site access, fill and installation of utilities first predicated on some form of a financial performance bond by the developer. The developer failed to provide the mandatory financial performance bond. *The subject ordinance eliminates mandatory participation.*
4. Intent. The LoPatin ordinance calls for a mixed-use, economic redevelopment district aimed at summer tourist recreational uses, and year-round community-wide uses similar to those found in the B-2, B-3 and I-1 zones. *The subject ordinance calls for a mixed-use pedestrian and transportation-oriented development and visitor destination which support redevelopment and multi-modal transportation goals and policies by attracting commercial and residential development found in the B-2, B-3 and I-1 zones. Additionally, it describes the mixed-use development as including (a) commercial mixed-use, (b) residential, (c) government/informational, (d) warehouse/light industrial, (e) kiosks and vendors, (f) permitted accessory uses and (g) railroad uses.*
5. Use Categories. The LoPatin ordinance includes a list of B-2, B-3, and I-1 permitted uses and structures for retail, offices, light industrial, other; a similar list of conditional uses and prohibited uses. *The subject ordinance describes the mixed-use development as including (a) commercial mixed-use, (b) residential, (c) government/ informational, (d)*

warehouse/light industrial, (e) kiosks and vendors, (f) permitted accessory uses and (g) railroad uses

The list of uses are generally the same between the two ordinances with the following exceptions. The subject ordinance has added the following uses/and or phrases:

*Railroad Operations and Temporary Uses (page 2 of 8, line 97 through 99).

Retail:

- *added "including open air markets" to "grocery stores ..." and "meat and seafood markets" (page 3 of 8, lines 101 through 103);
- *electrical or electronic supply stores;
- *added "including sales and dispensing of alcoholic beverages in accordance with AMC 21.50.160" to "restaurants, . . ." (page 3 of 8, lines 115, 116);
- *added "nurseries" to garden supply store (page 3 of 8, line 132);
added "including bed and breakfast" to hotels and lodging (page 3 of 8, line 138);
- *added "including kiosks, restaurants, mobile vendors or similar uses"

Light Industrial Uses

- *alcoholic and non-alcoholic beverage manufacturing (page 4 of 8, line 154);
- * retail distribution operations (page 4 of 8, line 158)
- *all light industrial uses will be encouraged to provide pubic tours or public viewing of operations without charge (page 4 of 8, line 162/163).

Other Uses

- *convention centers (page 4 of 8, line 173);
- * car, bike, or other transportation rental agencies (page 4 of 8, line 174);
- *parking structures and multi-modal transfer facilities (page 4 of 8, line 175);
- * arenas (page 4 of 8, line 176);
- *exhibition centers (page 4 of 8, line 177);
- *one transmission tower less than 75 feet in height (page 4 of 8, line 178).
- *kiosks, outdoor restaurants, mobile vendors, or similar uses on railroad land or in a public right-of-way (page 4 of 8, line 179);
- *stabling of horses in support of retail, entertainment, or transportation purposes (page 4 of 8, line 181).

Conditional Uses

- *liquor or package stores, in accordance with AMC 21.50.160 (page 5 of 8, line 190);

- * drive-in banks (page 5 of 8, line 191);
- * utility substations and telephone exchanges (page 5 of 8, line 192);
- * quasi institutional houses as defined AMC 21.35.020 (page 5 of 8, line 193);
- * heliports (page 5 of 8, line 194);

Nonconforming Uses (new) page 5 of 8 line 196);

Prohibited Uses

- *adult-oriented retail and entertainment (page 5 of 8, line 201);
 - * jails and correctional facilities (page 5 of 8, line 202);
 - * work release facilities (page 5 of 8, line 203);
 - *added "excepting temporary storage by ARRC" to "the outdoor storage . . ." (page 5 of 8, line 212/213);
 - *add "except in the use for community gardens and landscape nursery operations or in railroad operations" to "open storage . . ." (page 5 of 8, line 218/219);
 - *community correctional residential centers (page 5 of 8, line 224)
6. Definitions. The LoPatin ordinance has no definitions. The subject ordinance has eight (8) definitions: alteration, development, excessive, normal maintenance, repair, replacement value, substantial alteration, and total cost (page 1-7, lines 55 through 93).
7. Maximum Height of Structures. The LoPatin ordinance called for a maximum height of 40 feet in Development Area A. Development Area B has a stepped height:
- B-1 90 feet mean sea level
 - B-2 120 feet mean sea level; less the south 200 feet from 1st Avenue, the southern portion, 90 feet
 - B-3 120 feet mean sea level; less the south 200 feet from 1st Avenue, the southern portion, 90 feet
 - B-4 85 feet mean sea level

In Development Area C, east of H Street, the maximum height is 85 feet mean sea level; west of H Street centerline is 70 feet mean sea level, except that no structure shall exceed the standards of AMC 21.65.050 (Airport Height Regulations).

The subject ordinance provides a maximum building height from mean sea level (MSL) to roof top of structures shall be 120 feet with an allowance to exceed that height up to a maximum of 150 feet MSL through a condition use permit process.

8. Minimum Lot and Yard Requirements, and Bulk Regulations and Maximum Lot Coverage. The LoPatin ordinance provided that each of the

three Development Area's had a minimum lot requirement of 3,000 square feet in area and 25-feet wide. There was no minimum front yard requirement, or side and rear yards. However if a side or rear yard was provided each had to be a minimum of 15-feet in width and designed as public open space. Lot coverage was not addressed.

The subject ordinance has no minimum lot requirement or yard requirements. Up to three stories buildings may be constructed within the full limits of the lot. Above three stories in height, construction shall conform to the bulk requirements under AMC 21.40.160 (H), B-2B Central Business District, intermediate zoning District.

9. Parking. In all three development areas of the LoPatin ordinance, no off-street parking need be provided in connection with any permitted use subject to provisions of the supplementary district regulations. No less than 50% of the parking shall be provided on the site with the permitted use. The balance of the parking shall be provided on property under the same ownership as the permitted use or is under a long term lease agreement with a recorded parking agreement filed with the District Records Office. The parking provided by the permitted use can be on an abutting lot or on a lot that is within 1,000 feet of the permitted use with a recorded parking agreement. Parking on a lot separate from the permitted use shall be limited to lots within the zoning district.

Under the proposed ordinance, no off-street parking need be provided but off-street parking that is provided shall be landscaped in accordance with the design guidelines. Individual projects that create office space of 15,000 square feet or larger shall address whether parking that exists with the district and areas within walking distance (1,000) are sufficient to meet occupancy demands as part of the Site Plan Review. Off-street parking lots are intended to be used sparingly. A central parking facility including that provided by an Intermodal Transportation Facility is intended to meet most needs within the District. Off-street parking should be provided for residential uses.

10. Signage. In the LoPatin ordinance, Development Area A allows each leaseholder allowed one sign per each street frontage. Maximum size: 40 square feet plus one square foot per lineal foot of building frontage. Signs must be integral to the building. Maximum projections: 3.5 feet. Canopies or arcades can extend the width of a public sidewalk. Signs may incorporate neon or illuminating lettering, or should be spot lighted. Animated or flashing signs are not permitted. Development Area B and C signage is the same as allowed in the B-2A District

The Design Guidelines Manual address signage. Signs may not be free standing: roof signs, message boards are not allowed. A ratio of one

square foot of sign area is allowed for each linear foot of building frontage up to a maximum 100 square feet is allowed.

11. Landscaping. In large part, Development Area A, B, and C required the equivalent of Visual Enhancement landscaping in terms of evergreens trees with a minimum 5'H to 3'W ration; deciduous tress a minimum of 8 feet tall, planted at average 20 foot intervals on center. Eighteen (18) inch tall shrubs placed to cover the ground in three years or lawn.

The Design Guidelines manual calls for landscaping for off-street surface parking requires an 8-foot landscape bed at the perimeter edge of parking, trees need to be planted at intervals of one per 25 feet, plus shrubs or decorative partial structural screening at the perimeter of parking areas.

12. Site Plan Review. Prior to the issuance of any building permits, the LoPatin ordinance requires each developer to submit a site plan review to the Planning and Zoning Commission public hearing in accordance with AMC 21.15.030 and 21.50.200. Each site plan review required a traffic impact analysis.

The subject ordinance creates a two level review for new construction or substantial alteration consistent with AMC 21.15.030 in compliance with the new Design Guidelines for the Ship Creek District.

It first creates a Ship Creek District Review Board (SCDRB) consisting of three individuals appointed by the Alaska Railroad, one MOA planning staff as appointed by the MOA planning director, and one member of the Planning and Zoning Commission. Projects less than \$2 million are reviewed by SCDRB through a non-public hearing site plan review process, a Level 1 review. If denied, the decision of this body can be appealed to Planning and Zoning Commission as a public hearing site plan review. If approved the decision is final the developer may proceed for building permits.

Level 2 reviews are projects with a construction value in excess of \$2 million as defined in 2004 dollars, adjusted annually by the Anchorage Consumer Price Index; require either site plan or conditional use review by the Planning and Zoning Commission.

13. Design Guidelines. The LoPatin ordinance relies upon the Ship Creek/Waterfront Land Use Plan.

The subject ordinance includes new design guidelines. The design guidelines are intended to promote an innovative and economic use of materials and design elements that build on the already eclectic mix of

materials and building masses that is sensitive to northern conditions. These guidelines include: parking, streets and vehicular circulation, on-street and off-street loading, railroad/transit, pedestrian circulation, landscape/open space/amenities, lighting, signs, architecture/urban design.

COMMUNITY COMMENTS:

At the time this report was written, there were six (6) returned public hearing notices (PHN) received out of 194 public hearing notices mailed out dated August 17, 2005. Two were returned undeliverable. No comments were received from any of the affected Community Councils.

FINDINGS:

This analysis will address AMC 21.20.050 submission requirements generally, 21.20.060, submission requirements for amendments applying planned community district, and 21.20.090 standards for approval. The following analysis will also include Chapter 21.40.250.C PC planned community district, standards for master development plan, and the general standards that must be established in a master plan.

AMC 21.20.050 Submission requirements generally.

This section states the general submittal requirements for a zoning map amendment. The additional standards for a rezone to PC are reviewed in the following section, under AMC 21.20.060. The petitioner has provided all items required by this section.

AMC 21.20.060 Submission requirements for amendments applying for planned community district.

- A. *Eighteen copies of the master development plan map, drawn to scale, depicting the following: the development areas, the minor arterial, collector and major residential street system outside the development area, open space, location of pedestrian trails, parks, play areas, public facilities and uses of a similar type.*

Petitioner submitted 21-full size copies of the master development plan map no scale noted, prepared by Land Design North, with no date noted but submitted to the Planning Department for the July 18, 2005 public hearing, and subsequently amended for the September 12, 2005.

The master development plan map shows existing roadways. The Ship Creek Development Plan Action Agenda Summary Map includes existing roads, proposed roads, existing rail tracks, rail tracks to be relocated,

Ship Creek, redevelopment sites, core redevelopment boundary, existing buildings, marsh/wetland, pedestrian walks and landscape edges, bike trails, waterfront promenade, fishing access, interpretive signs, overlooks and public seating. There is a conceptual Vehicular Circulation Map shown on page 9 of the draft Design Guidelines manual. Within the Pedestrian Circulation section of the draft Design Guidelines manual is a drawing of the proposed E Street Pedestrian Corridor. It depicts the pedestrian corridor, CBD Street framework, pedestrian street, institutional spaces, enhanced intersection, key retail and key public spaces.

Open space as a use per se is not shown on any maps or drawings, but is addressed in the design guidelines. The guidelines describe the intent of landscape, open space and amenities this way: The landscape and open space for the District need to respond to Ship Creek as a pedestrian focal point. The landscape should define the area as a unique destination and create a lively street environment that will encourage pedestrian activity.

The Ship Creek trail connects to the Tony Knowles Coastal Trail to the west and to the Glenn Highway Trail to the east.

- B. *A narrative description of the master development plan including description of the project and project intent, the total acreage of the open space in the PC district and the acreage of each development area to the nearest acre.*

This has been provided. See request discussion.

- C. *The phasing schedule of construction and development including an anticipated starting and completion date.*

This is not specifically addressed. Given the scope of mixed use development that could be allowed under the subject ordinance, it appears that the long term development horizon is 20 to 30 years. No immediate development plans were identified by the petitioner.

- D. *The characteristics of each development area, including the following information:*

- **For residential development, the number of dwelling units, the style of dwelling unit (townhouse or detached flats);**

The draft ordinance provides on page 6 of 7, lines 238-242 that “the allowable but not probable maximum number of housing units is 400 and may include urban multiple-family dwellings; row houses built to a common wall at side lease lines; combined living quarters and work studios; upper story residential units above office, street level retail, and off-street parking structures; or other types of dwellings consistent with

the intent of the District.” Note: due to the mixed use nature of the master plan and ordinance there is only a single development area, within which, all of the various allowed uses are permitted.

- **For commercial or industrial development, the area of building footprint, the gross building area, the type of use.**

The draft ordinance provides on page 6 of 7, lines 244-247 that “the allowable but not probable floor area for new commercial, industrial, and office development is 3.5 million square feet, not counting floor area obtained through tower development under conditional use permits.”

Note: due to the mixed use nature of the master plan and ordinance there is only a single development area, within which, all of the various allowed uses are permitted.

- E. *The standards required in Section 21.40.250.C standards for master plan development.*

There is one development area (DA) in the subject ordinance and master development plan map. The standards for all uses anywhere within the development area are listed in the draft Design Guidelines manual. These include parking, streets and vehicular circulation, on-street and off-street loading, pedestrian circulation, railroad/transit, landscape/open space/amenities, lighting, signs, architecture/urban design.

Prior to any development, specific development plans will need to be submitted for review and approved through a public hearing process, either via a subdivision application, Planned Unit Development, cluster housing site plan review, or approval of a conditional use as listed in the PC Ordinance as adopted by the Assembly.

Following pre-application discussions between the applicant and the Planning Department, a consensus emerged that Commercial Tract platting in accordance with AMC 21.15.134 would best serve the future needs of the Railroad for its property located in the Ship Creek area. However, to make that possible the Planning Department has agreed to put forward an amendment to include the PC District as an allowed zoning district in which this type of plat can be allowed. Presently only R-O, B-1A, B-1B, B-2A, B-2B, B-2C, B-3, B-4, MC, I or MI zoning districts allow commercial tract plats.

- F. *An assessment of the impact of the proposed project on the surrounding uses and public services, including but not limited to schools, traffic patterns and transportation systems.*

Utilities:

AWWU has water and sanitary sewer mains within the area. All mains require easements and locates prior to any excavation. In the event private system plan may be proposed they must be reviewed and approved by AWWU prior to any construction. Phone, electrical and gas service is already available in the area.

AWWU had no objection to this rezoning. Any potential necessary extensions or increases in the size and capabilities of the utility lines for service will be managed through the permitting process for development through Development Services and the utilities.

Public Safety:

The petition site is located within the Anchorage Fire Service area, and the Anchorage Police Service Area.

Roads:

Included in the draft Design Guidelines manual on page 9 is a conceptual Vehicular Circulation Map that is based on current ARRC planning and the December 2000 Ship Creek Multi-Modal Transportation Plan. It shows Ship Creek Avenue extending east-west between Ocean Dock Road and Ingra, plus a proposed Ingra-Gambell Extension from East 3rd Avenue north to Ship Creek Avenue and Whitney Road. The District will rely on the network of existing access roads until such time as the proposed Ingra-Gambell Extension is constructed. Other modes of access include the Intermodal Transit Facility, the E Street Pedestrian Corridor, Ship Creek Trail and Coastal Trail links, tour buses, trolley and shuttle service.

The draft Design Guidelines manual, page 5, requires "a traffic impact analysis with suggested mitigation proposals to correct any issues found in the site plan or deficiencies in the street system serving the proposed project" as part of a Level 2 Development Review.

As reflected in a 2004 Ship Creek to Downtown E Street Pedestrian Corridor newspaper insert, the Intermodal Transit Facility incorporates train, tourist transit bus passengers and is envisioned as the heart of a transportation network with multi-modal links through out Alaska. "The E Street pedestrian corridor via the Intermodal Center will link Anchorage passengers' with the tidewater ports of Seward and Whittier, the Ted Stevens International Airport, the Mat-Su Valley, Denali National Park and Fairbanks." The facility is intended to "bridge the historic railroad depot and new development along Ship Creek and is the heart of ARCC development plans."

Transportation Planning supports the Railroad's intent to create a pedestrian oriented environment in the Ship Creek District. The street and vehicular circulation as well as the pedestrian circulation guidelines should help to achieve this objective. The PC zoning district regulations require a principal circulation element be identified as part of the master plan. The ARR appears to have already developed such a plan as a part of their master plan for the area which would serve to provide adequate access and vehicular circulation for the Ship Creek District.

Important elements of the circulation plan are:

Ingra-Gambell Extension to Ship Creek Avenue – the extension of Ingra-Gambell to Ship Creek Avenue was a recommendation of the 2001 Ship Creek Multi-Modal Transportation Study (SCMMTS). This project is needed to improve access to the Ship Creek District primarily to serve the proposed ARR development in the area. Such a connection would change the nature of Ship Creek Avenue and convert it from a local road to a collector facility. The circulation plan for the Ship Creek District recognizes the importance of Ship Creek Avenue resulting from the new Ingra-Gambell connection.

Ship Creek Avenue extension to Ship Creek Point – the Ship Creek Multi-Modal Transportation Plan (SCMMTS) also recommended extending Ship Creek Avenue to Ship Creek Point to serve the new ARR development to the west of the ARR Headquarters Building as well as the small boat harbor. Although it was not known for certain at the time of the SCMMTS development, the Mat-Su Valley to Anchorage ferry could also benefit from the extension of Ship Creek Avenue to the new ferry dock at Ship Creek Point. Ship Creek Avenue extended to Ship Creek Point would replace the existing access road that currently connects to Oceandock Road between the A/C Viaduct ramps and Whitney Road (right in the middle of the truck route to and from the Port).

Maintenance of existing connections between downtown and Ship Creek District – with Ship Creek Avenue serving as the main east/west collector for the ARR development, the only remaining issue is whether or not adequate north-south connections are available. 2nd Avenue to North C Street and Christian Drive/1st Avenue currently provide good connections between downtown and Ship Creek. These connections will become increasingly important in the future. According to page 2 of the Ship Creek District Design Guidelines, the area is expected to attract land uses that take advantage of the area's proximity to downtown. If the Ship Creek District develops as planned, both pedestrian and vehicular trips will increase between downtown and the new development

that locates in Ship Creek. As a result, it is important to preserve the existing connections between downtown and the Ship Creek District and incorporate them into the principal circulation element.

The August 2005 draft Anchorage Long-Range Transportation Plan provides that East and West Ship Creek Drive is extended from the small boat harbor to the north extension of Ingra/Gambell, as a Class II Minor Arterial. Ingra/Gambell is proposed to be extended from East 3rd Avenue to East Ship Creek drive, also as a Class II Minor Arterial. The Assembly has scheduled a joint public hearing with the Planning and Zoning Commission on September 19, 2005 on the LRTP.

Schools:

The petition site is located in the school attendance boundaries as follows:

Elementary school: West area (Government Hill).
Junior High: Central Middle area.
Senior High: West area.

The estimated number of students to be generated from this development, at the maximum number of 400 dwelling units per duplex development to multi-family 5+ plex, as proposed by the petitioner, is as follows:

Elementary school students: 56
Junior High school students: 16
Senior High school students: 20

This information is based upon the Anchorage School District Housing Stock Multipliers, at the following ratios for duplex/multi family units: 0.14 for elementary school, 0.04 for junior high school, and 0.05 for high school. The estimates above have been rounded off.

The Anchorage School District Six-Year Capital Improvement Plan (CIP) for July 1, 2005 – June 30, 2011 shows projected capacity for all schools from years 2005- to 2011. The schools potentially impacted by this proposed rezone are West High School, Central Middle School, and Government Hill Elementary Schools.

The projected 2005 and 2011 capacities for these schools are as follows:

School	2004-05 Actual	2005-11 projection
Government Hill	95%	95%
Central Middle	119%	111%
West High	111%	100%

Parks:

The 1997 Areawide Trails Plan map identifies a multi-use paved trail, a planned multi-use paved trail, and planned bicycle within the Ship Creek area. It calls for a planned trail head on the west side of "C" Street and grade separated crossing on the east side.

The Municipal Trails Coordinator reviewed the subject rezoning and supports its approval. She noted that municipal trail development of the Ship Creek trail has been on-going since the mid 1990's.

A Municipal Design Study report for the trail was completed in January 1999, coordinated with the ARRC, and sited a route along Ship Creek connecting the Tony Knowles Coastal Trail to the Glenn Highway Trail for construction in five (5) phases. A portion of the trail was constructed in 1999 from the ARRC headquarters to the Chugach Electric Association (CEA) dam. The Municipal project was further defined to concentrate design and construction between the CEA dam and Tyson Elementary School.

To date, the constructed trail is from east of the CEA dam (Phase I-2001) to Tyson Elementary west to Viking Drive at Sitka Street (Phase II-2004). This year the trail from the CEA dam east to Post Road should be completed (Phase III). The last phase is to construct a tunnel under Post Road to connect Phase II. The design of access to Government Hill is awaiting decisions on the port/ferry routing in the area.

The Municipality has also coordinated with the ARRC on the purchase of greenbelt easements. The ARRC has expanded the greenbelts by including "unleasable" ARRC property which is often with wetlands or along the Ship Creek corridor, and functions well as a greenbelt, but not for development.

The draft 2005 Anchorage Bowl Park, Natural Resource, and Recreation Facility Plan also identifies a proposed recreation trail that appears to be a continuation of the coastal trail leading to the Government Hill neighborhood.

Parks and Recreation had no comment on the proposed rezoning at this time.

- G. A description of the location, capacity and type of off-site public utilities required to serve the proposed development and a comparison of the existing off-site utilities with those that the proposed development would require.

See discussion on Roads pages 15-18.

AMC 21.20.090 Standards for approval.

A. *Conformity to comprehensive plan.*

The Department finds that the proposed rezone generally meets the intent of *Anchorage 2020 Anchorage Bowl Comprehensive Plan* policies, including “winter city” aspects, pedestrian facilities, lighting, landscaping, parking and signing.

The Ship Creek PC District is located within the downtown area redevelopment/mixed use area, and major employment center. Major employment centers will be the most intensely developed areas of the Municipality and serve as focal points for the highest concentrations of office employment, together with supporting retail and commercial areas. See policy #23. Land use policies 10, 14, 17 and 20 provide the foundations for the redevelopment/mixed-use concept. Residential redevelopment near these sites will be at medium and high densities to enable more people to live close to work and to create a lively evening atmosphere. This also is intended to facilitate pedestrian and transit facilities. Pedestrian design guidelines incorporate landscaping, street furniture, limited protection from weather and street noise, and pedestrian-scale lighting.

This site is in an area already governed by a PC master plan and zoning. It is an area that has been the focus of planning by a number of agencies and transition for many years. ARR is intent on reinventing and improving itself from strictly rail freight and transporting seasonal tourist visitors from Anchorage to other parts of Alaska. The subject proposal attempts to transform the Ship Creek area by incorporating existing rail related functions by promoting commercial uses in a waterfront setting aimed at serving both local residents as well as tourists by becoming an extension of the core Downtown area.

AMC 21.40.250.C -- PC planned community district, standards for master development plan.

This subsection sets the requirements for the master development plan, in terms of stating and delineating the uses to be permitted, total number of dwelling units, the total amount of commercial, industrial and office floor area, principal drainage systems or drainage requirements, principal circulation elements, open space and seasonal maintenance of open space, public facilities, and other requirements as may be applicable to the establishment of the particular district. It also outlines the requirements for the master development plan to establish basic development standards, in terms of uses, lot size, yard requirements, height, lot coverage, signage, parking and loading, open space, vehicular and pedestrian circulation, and total number of dwelling units. It also allows establishment of development standards by referencing standards of

existing zoning districts, such as R-1, R-5, etc. After master plan approval, the petitioner shall estimate for the Department, the timeframe under which construction will begin and be completed, that the Department may require periodic reports on the progress of development, and the Department shall report any failure to respond to the Commission.

The petitioner has complied with the basic requirements of this section. Although there are no separate "bubble" development areas, this Master Plan, ordinance, new design guidelines manual, and submittals provided by the petitioner do meet the submittal requirements for a PC Master Plan.

An ordinance for the proposed PC district has been provided, which outlines the basic development standards. The Design Guidelines manual outlines the intent and general policies, and design guidelines for parking, streets and vehicular circulation, on-street and off-street loading pedestrian circulation, railroad/transit, landscape/open space/amenities, light, signs and architecture/urban design.

The Design Guidelines manual also creates a development approval procedure and a new review process step involving a 5-member Ship Creek District Review Board consisting of 3 individuals appointed by the Alaska Railroad Corporation with professional qualifications in real estate, design or a relevant field, one MOA planning staff appointed by the Planning Director and one member of the Planning and Zoning Commission. This Board would have authority of Level 1 development (line 280-298, pages 6 and 7 ordinance) through a non-public hearing site plan review process of construction or alteration of permitted uses that comply with the applicable Design Guidelines, and Level 2 development (line 300-345, pages 7 & 8 of 9 of ordinance) review of projects with a construction value in excess of \$2 million, or are a listed conditional use or an appeal of the decision of the Review Board's Level 1 findings to the Planning and Zoning Commission.

The Department of Law has reviewed the process described in the draft ordinance and manual and finds that while it adds an additional layer of control over land uses in the Ship Creek area, it does not circumvent Municipal authority. They also found that the Planned Community District codified at AMC section 21.40.250 is intended to allow flexibility in the selection of land use controls, and the Ship Creek Review Board is compatible with the PC District ordinance.

The Ship Creek Board's responsibilities (lines 261 thru 271 of the draft ordinance) are mainly advisory in nature (lines 263-266; 269-271). The only subjects the Board may make findings are matters the Board itself has purview over and these are limited in scope (lines 267-268). The Board's approval authority is limited to "permitted uses and generally lower construction values

Physical Planning suggested a change to the review process whereby the Municipality is provided a means of receiving a formalized decision from the Ship

Creek District Review Board. The draft ordinance reflects this suggestion, and provides that a copy of the Board resolutions of approval and accompanying site plans will be given to the MOA Planning Department (line 296-298, page 7 of 9 of the ordinance).

Another suggestion concerned the make-up of the five-member review board. Physical Planning suggests that instead of three from the railroad, there be only two and one representative from either the Municipal Urban Design Commission or Platting Board. The make-up of the five member Board would then be two from the ARR, one from PZC, one from Urban Design Commission or Platting Board, and one from MOA Planning Department.

Physical Planning also notes that it is unclear as to whether development is subject to other parts of the code, such as AMC 21.85 infrastructure improvements. "A" wetlands are located with the Master Plan development are and will require Corp of Engineers approval for development.

However, the flexibility of the PC District Zoning allows the petitioner to tailor the regulations in the ordinance. Unless a regulation is specifically noted in the ordinance, all development is subject to other applicable parts of the Municipal code, and all applicable local, State and Federal permits pertain.

DISCUSSION:

The PC District is intended to provide a system of land use regulation for large tracts of land which is under unified ownership or development control. It is also intended to allow flexibility in the selection of land use controls for the specific site while protecting the public health, safety and welfare. Any use or conditional use may be permitted in a PC district as provided in the approved master plan ordinance. Development may be incremental but must be in accordance with the approved master plan.

The Department finds that the proposed amendment meets the intent of *Anchorage 2020 Anchorage Bowl Comprehensive Plan*, as well as the requirements for rezoning to PC. The Department further finds that the concept of mixed-use development that is pedestrian and transportation oriented, to create a vibrant, active public waterfront that attracts residents, tourists businesses and industry have a strong potential for a positive addition in the Ship Creek area.

The development of design guidelines specific to for all development is an important feature of this rezoning. It provides a uniform foundation for development that is unique and appropriate to a pedestrian district. These guidelines urge development of design solutions that incorporate an active rail yard, people a major urban salmon stream together with landscape architecture, architecture, and art.

The Department supports the removal of three lease parcels from the new boundary of the PC Ship Creek District, and to rezone the parcels back to the I-1 and I-2 zoning that existed prior to 1991. In the proposed PC District master plan boundaries, Whitney Road forms the north boundary. Two of the parcels are located on the north side of Whitney Road. The road forms a man-made separation of uses from the more port and rail yards staging area related industrial uses from the proposed mixed-use redevelopment. The third parcel is physically separated from the areas poised for redevelopment by Ship Creek and the greenbelt. The three parcels are more compatible and consistent with the industrial uses and zoning to the north and east.

The Department supports the creation of Ship Creek District Review Board, and their role in review and approval of projects under \$2 million. The proposed make-up of the Board (three appointed by the ARR, one by PZC, and one by the MOA Planning Department) should be expanded to include a member from either the Platting Board or the Urban Design Commission.

The Railroad's land in Ship Creek is an unsubdivided tract of land that they have developed as lease lots, and are unplatted in the conventional sense. It is the intention of the Railroad to plat its property in the Ship Creek area as a commercial tract plat in accordance with AMC 21.15.134. The Planning Department is processing a code amendment to this ordinance to allow this type of platting in the PC District.

RECOMMENDATION:

The Department recommends approval of:

- (1) Rezone three industrial parcels from PC to I-1 and I-2, and remove them from the PC district master plan boundaries, and
- (2) Amend the existing PC zoning ordinance by substituting a new zoning ordinance for the subject property.
- (3) New Ship Creek District Design Guidelines manual.

The following is a summary of proposed changes to the existing PC zoning ordinance:

- Three parcels (two north of Whitney Road) will be rezoned back to their pre-1991 original zoning of I-1 and I-2 to match the zoning of adjacent properties, both in designation and use. Two of the parcels are located north of Whitney adjacent to railroad tracks and the third is physically removed from the remainder of the Ship Creek district by Ship Creek. Rezoning to I-1 and I-1 will result in a minor alteration to the PC Zoning north and east boundaries

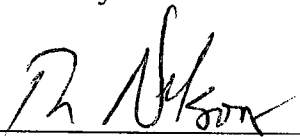
Tax id. No	Legal	Lot Size	Zoning
002-051-29	ARR Anchorage Terminal Reserve Lot 103, Whitney Rd Industrial Lease Lot (York Steel lease) 560 E. Whitney Road	20,815 SF	PC to I-1
002-061-25	Ship Creek Crossing, Lot 3 (Wrightway Auto lease) 101 E. Whitney Road	109,932 SF	PC/I-2 to I-2
002-051-35	Ship Creek Crossing, Lot 4 (Power Plant lease) 229 E. Whitney Rd.	209,068 SF	PC/I-2 to I-2

- The subject PC area will revert to a single development area.
- More prescriptive language with respect to uses.
- Emphasis on a mixed-use pedestrian and transit-oriented development within the district.
- A streamlined process for review of actions affecting the district.
- Design guidelines that govern all development.
- Release of the Municipality from fiduciary obligation of the existing ordinance.
- Changes to sign, landscaping, lighting, parking and height regulations

The Department recommends the above referenced approvals subject to the following conditions of approval:

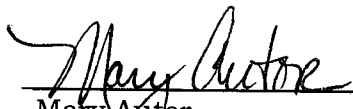
1. The proposed make-up of the Board (three appointed by the ARR, one by PZC, and one by the MOA Planning Department) is expanded to include one additional member from either the Platting Board or the Urban Design Commission.

Reviewed by:



Tom Nelson
Director

Prepared by:



Mary Autor
Senior Planner

(Case 2005-080)

Parcels in Proposed Rezone 2005-80

PARCEL_NUM	OWNER_NAME	LEGAL_1	LEGAL_2	LEGAL_3	ZONE_ID	ZONE_2	SITE_ADDR
00204523	ARR	SHIP CREEK CROSSING	TR C		PLI		432 E HARVARD AVE
00205135	ARR	SHIP CREEK CROSSING	LT 4		PC	12	229 E WHITNEY RD
00205129	ARR	ARR ANCHORAGE TERMINAL RESERVE	LT 103	WHITNEY RD INDUSTRIAL LEASE LT	PC		560 E WHITNEY RD
00206125	ARR	SHIP CREEK CROSSING	LT 3		PC	12	101 E WHITNEY RD
00207125	ARR	US SURVEY 1170	T13N R3W SEC 18	N2NE4PTN(ARR TERMINAL RESERVE)	PC		
00207122	AK RAILROAD CORP	SHIP CREEK CROSSING	LT 2		PC		327 W SHIP CREEK AVE
00208519	ARR	ARR ANCHORAGE TERMINAL RESERVE	PARCEL C		PC		
00207123	ARR	SHIP CREEK CROSSING	TR B		PC		241 W SHIP CREEK AVE
00208518	ARR	ARR ANCHORAGE TERMINAL RESERVE	PARCEL B		PC		
00207124	ARR	SHIP CREEK CROSSING	TR A		PC		211 W SHIP CREEK AVE
00208517	ARR	ARR ANCHORAGE TERMINAL RESERVE	PARCEL A		PC		
00208516	ARR	ARR ANCHORAGE TERMINAL RESERVE	LT D		PC		619 E SHIP CREEK AVE
00208601	ARR	SHIP CREEK CROSSING	LT 1		PC		
00208515	ARR	ARR ANCHORAGE TERMINAL RESERVE	LT C		PC		619 E SHIP CREEK AVE
00208514	ARR	ARR ANCHORAGE TERMINAL RESERVE	LT B		PC		619 E SHIP CREEK AVE
00208513	ARR	ARR ANCHORAGE TERMINAL RESERVE	LT A		PC		
00208508	ARR	ARR ANCHORAGE TERMINAL RESERVE	LT 38	WAREHOUSE AVE INDSTR L LEASE LT	PC		507 E SHIP CREEK AVE
00208507	ARR	ARR ANCHORAGE TERMINAL RESERVE	LT 37	WAREHOUSE AVE INDSTR L LEASE LT	PC		501 E SHIP CREEK AVE
00208509	ARR	ARR ANCHORAGE TERMINAL RESERVE	LT 39	WAREHOUSE AVE INDSTR L LEASE LT	PC		
00208510	ARR	ARR ANCHORAGE TERMINAL RESERVE	LT 40	WAREHOUSE AVE INDSTR L LEASE LT	PC		
00208618	ARR	ARR ANCHORAGE TERMINAL RESERVE	LT 29		PC		
00208617	ARR	ARR ANCHORAGE TERMINAL RESERVE	LT 28		PC		
00208616	ARR	ARR ANCHORAGE TERMINAL RESERVE	LT 27		PC		
00208511	ARR	ARR ANCHORAGE TERMINAL RESERVE	LT 48	WAREHOUSE AVE INDSTR L LEASE LT	PC		539 E SHIP CREEK AVE
00208615	ARR	ARR ANCHORAGE TERMINAL RESERVE	LT 26		PC		
00208614	ARR	ARR ANCHORAGE TERMINAL RESERVE	LT 25		PC		
00208613	ARR	ARR ANCHORAGE TERMINAL RESERVE	LT 49		PC		
00208612	ARR	ARR ANCHORAGE TERMINAL RESERVE	LT 24	WAREHOUSE AVE LEAS LOTS	PC		
00208611	ARR	ARR ANCHORAGE TERMINAL RESERVE	LT 23	WAREHOUSE AVE LEASE LOTS	PC		
00208610	ARR	ARR ANCHORAGE TERMINAL RESERVE	LT 22	SHIP CREEK AVE LEASE LOTS	PC		
00208609	ARR	ARR ANCHORAGE TERMINAL RESERVE	LT 21	SHIP CREEK AVE LEASE LOTS	PC		
00208608	ARR	ARR ANCHORAGE TERMINAL RESERVE	LT 20	SHIP CREEK AVE LEASE LOTS	PC		
00208607	ARR	ARR ANCHORAGE TERMINAL RESERVE	LT 19	SHIP CREEK AVE LEASE LOTS	PC		
00208606	ARR	ARR ANCHORAGE TERMINAL RESERVE	LT 18	SHIP CREEK AVE LEASE LOTS	PC		
00208605	ARR	ARR ANCHORAGE TERMINAL RESERVE	LT 33	SHIP CREEK AVE LEASE LOTS	PC		
00208527	ARR	ARR ANCHORAGE TERMINAL RESERVE	PARCEL E-1		PC		
00208526	ARR	ARR ANCHORAGE TERMINAL RESERVE	PARCEL D-1		PC		
00208604	ARR	ARR ANCHORAGE TERMINAL RESERVE	LT 32	SHIP CREEK LEASE LOTS	PC		

Parcels in Proposed Rezone 2005-80






PARCEL_NUM	OWNER_NAME	LEGAL_1	LEGAL_2	LEGAL_3	ZONE_ID	ZONE_2	SITE_ADDRE
00208525	ARR	ARR ANCHORAGE TERMINAL RESERVE	PARCEL C-1		PC		
00208603	ARR	ARR ANCHORAGE TERMINAL RESERVE	LT 31	SHIP CREEK LEASE LOTS	PC		
00208524	ARR	ARR ANCHORAGE TERMINAL RESERVE	PARCEL B-1		PC		
00208522	ARR	ARR ANCHORAGE TERMINAL RESERVE	LT 44		PC		560 E SHIP CREEK AVE
00208521	ARR	ARR ANCHORAGE TERMINAL RESERVE	LT 43		PC		
00208520	ARR	ARR ANCHORAGE TERMINAL RESERVE	LT 43A		PC		
00208542	ARR	ARR ANCHORAGE TERMINAL RESERVE	LT 42	SHIP CREEK INDUSTRIAL LEASE LT	PC		
00208602	ARR	ARR ANCHORAGE TERMINAL RESERVE	LT 30	SHIP CREEK LEASE LOTS	PC		
00208541	ARR	ARR ANCHORAGE TERMINAL RESERVE	LT 41	SHIP CREEK INDUSTRIAL LEASE LT	PC		
00208523	ARR	ARR ANCHORAGE TERMINAL RESERVE	LT 45		PC		
00208540	ARR	ARR ANCHORAGE TERMINAL RESERVE	LT 36	SHIP CREEK INDUSTRIAL LEASE LT	PC		
00208539	ARR	ARR ANCHORAGE TERMINAL RESERVE	LT 35	SHIP CREEK INDUSTRIAL LEASE LT	PC		
00207125	ARR	US SURVEY 1170	T13N R3W SEC 18	N2NE4PTN(ARR TERMINAL RESERVE)	PC		
00208538	ARR	ARR ANCHORAGE TERMINAL RESERVE	LT 34	SHIP CREEK INDUSTRIAL LEASE LT	PC		
00208536	ARR	ARR ANCHORAGE TERMINAL RESERVE	LT J	SHIP CREEK AVE LEASE LOTS	I1		
00208535	ARR	ARR ANCHORAGE TERMINAL RESERVE	LT I	WAREHOUSE AVE LEASE LOTS	I1		
00208534	ARR	ARR ANCHORAGE TERMINAL RESERVE	LT H	WAREHOUSE AVE LEASE LOTS	I1		
00208633	ARR	ARR ANCHORAGE TERMINAL RESERVE	LT 14		PC		
00208632	ARR	ARR ANCHORAGE TERMINAL RESERVE	LT 13		PC		
00208631	ARR	ARR ANCHORAGE TERMINAL RESERVE	LT 12A		PC		
00208630	ARR	ARR ANCHORAGE TERMINAL RESERVE	LT 12		PC		350 E SHIP CREEK AVE
00208629	ARR	ARR ANCHORAGE TERMINAL RESERVE	LT 11		PC		344 E SHIP CREEK AVE
00208628	ARR	ARR ANCHORAGE TERMINAL RESERVE	LT 10		PC		
00208627	ARR	ARR ANCHORAGE TERMINAL RESERVE	LT 9		PC		
00208626	ARR	ARR ANCHORAGE TERMINAL RESERVE	LT 8	WAREHOUSE AVE LEASE LOTS	PC		
00208625	ARR	ARR ANCHORAGE TERMINAL RESERVE	LT 7	WAREHOUSE AVE LEASE LOTS	PC		
00208624	ARR	ARR ANCHORAGE TERMINAL RESERVE	LT 47	SHIP CREEK AVE LEASE LOTS	PC		
00208623	ARR	ARR ANCHORAGE TERMINAL RESERVE	LT 6	SHIP CREEK AVE LEASE LOTS	PC		
00208622	ARR	ARR ANCHORAGE TERMINAL RESERVE	LT 5	SHIP CREEK INDUSTRIAL LEASE LT	PC		
00208621	ARR	ARR ANCHORAGE TERMINAL RESERVE	LT 4	SHIP CREEK INDUSTRIAL LEASE LT	PC		
00208620	ARR	ARR ANCHORAGE TERMINAL RESERVE	LT 3	WAREHOUSE AVE LEASE LOTS	PC		
00208619	ARR	ARR ANCHORAGE TERMINAL RESERVE	LT 2	WAREHOUSE AVE LEASE LOTS	PC		
00207121	ARR	USS 1170 ARR TERMINAL RESERVE	T13N R3W SEC 18	N2S2N2NW4 PTN	PC		
00207121	ARR	USS 1170 ARR TERMINAL RESERVE	T13N R3W SEC 18	N2S2N2NW4 PTN	PC		
00102107	ARR	DOWNTOWN ANCH URBAN RENEWAL	ADDITIONAL TERMINAL RESERVE		PC		801 W 1ST AVE
00208474	ARR	ORIGINAL	BLK 120 LT 1		PC		
00208473	ARR	ORIGINAL	BLK 120 LT 2		PC		
00208472	ARR	ORIGINAL	BLK 120 LT 3		PC		

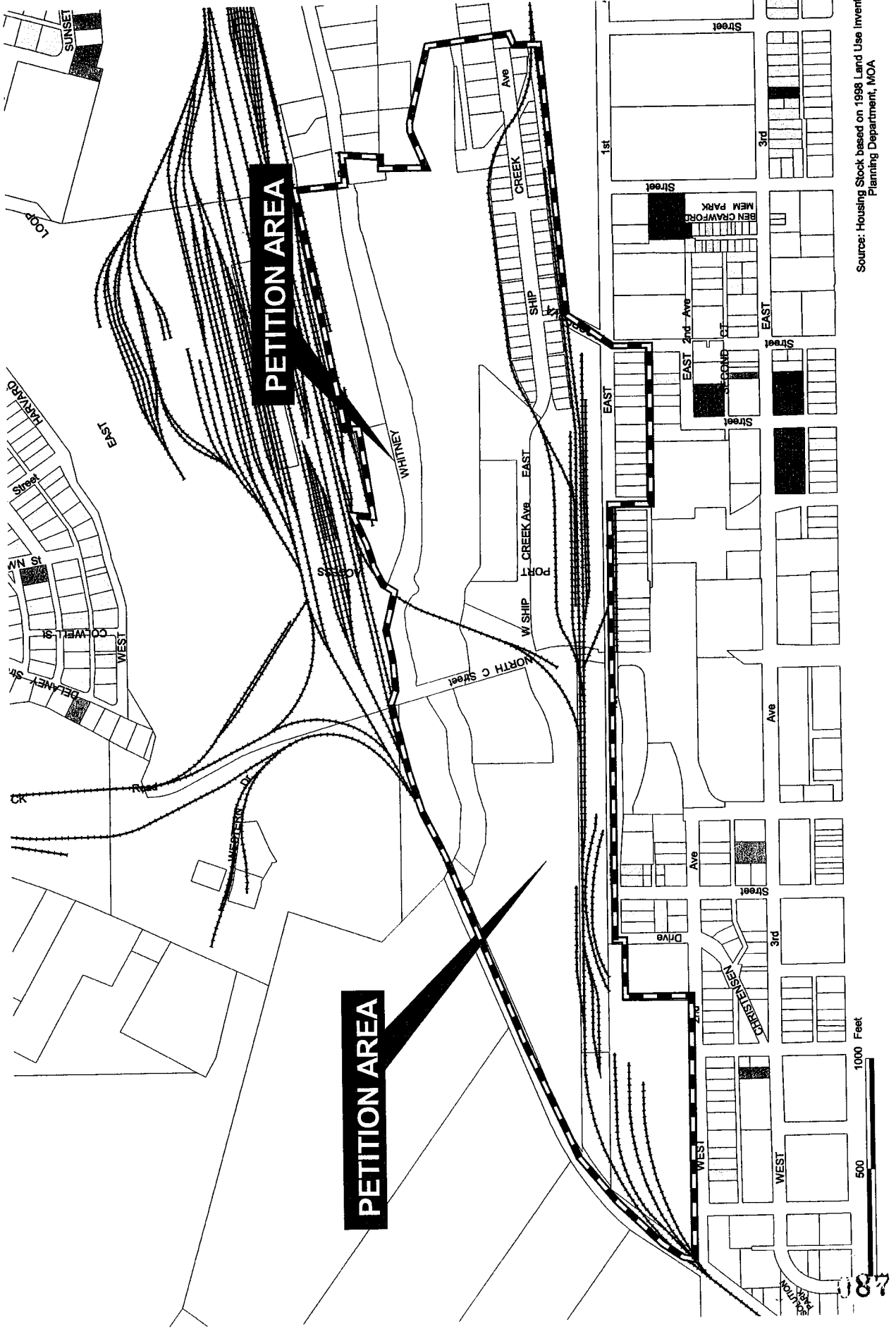
Parcels in Proposed Rezone 2005-80

PARCEL_NUM	OWNER_NAME	LEGAL_1	LEGAL_2	LEGAL_3	ZONE_ID	ZONE_2	SITE_ADDRE
00208471	ARR	ORIGINAL	BLK 120 LT 4		PC		
00208475	ARR	ORIGINAL TOWNSITE	BLK 120 LT 5		PC		224 E 1ST AVE
00208458	ARR	ORIGINAL	BLK 120 LT 6A		PC		
00208476	ARR	ORIGINAL TOWNSITE	BLK 121 LT 1A		PC		
00208477	ARR	ORIGINAL TOWNSITE	BLK 121 LT 2		PC		
00208478	ARR	ORIGINAL TOWNSITE	BLK 121 LT 3		PC		
00208479	ARR	ORIGINAL TOWNSITE	BLK 121 LT 4		PC		
00208480	ARR	ORIGINAL TOWNSITE	BLK 121 LT 5		PC		
00208481	ARR	ORIGINAL TOWNSITE	BLK 121 LT 6		PC		

REZONE 2005-080

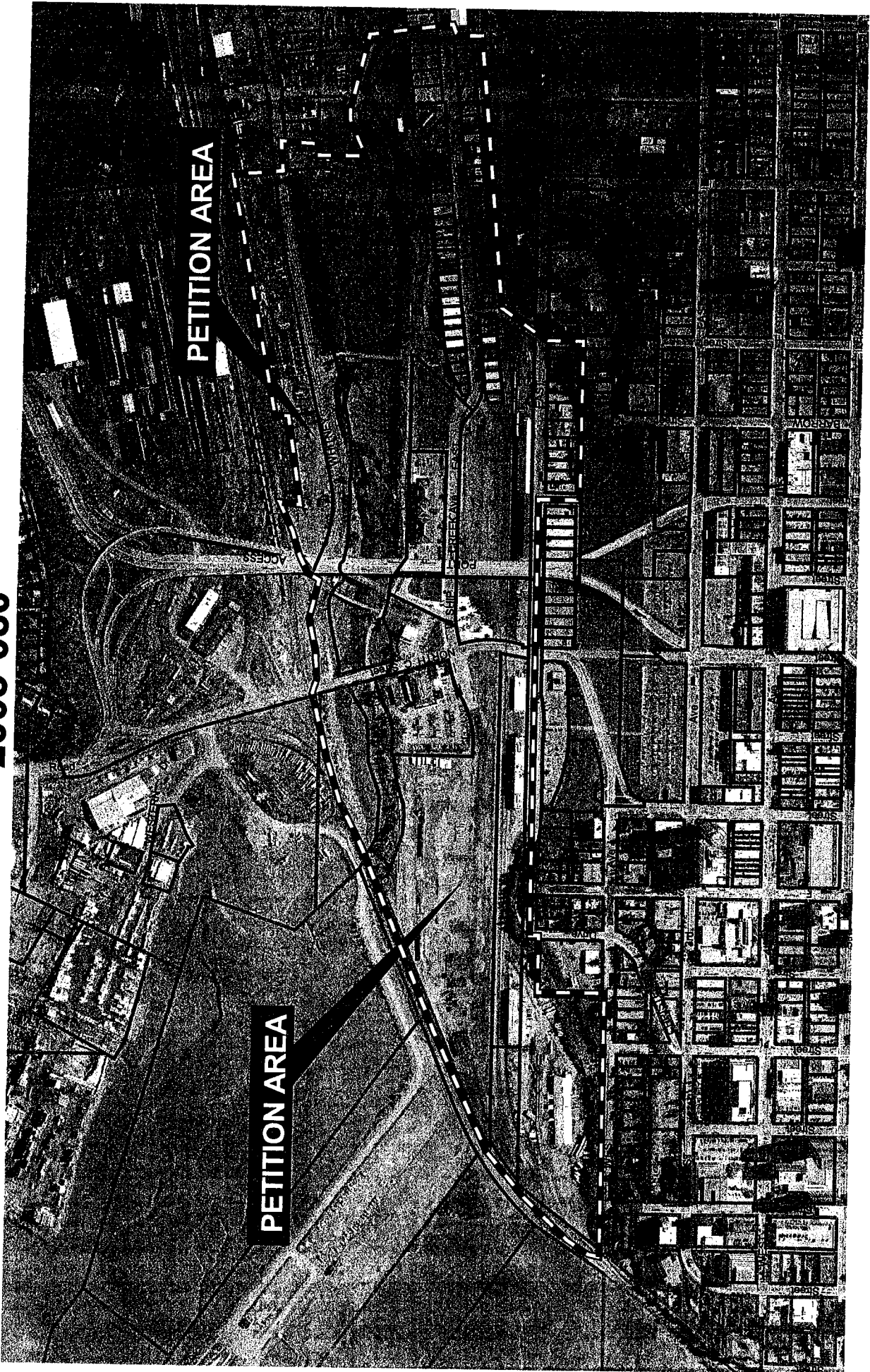
Municipality of Anchorage
Planning Department
Date: June 6, 2005

-  Single Family Detached
-  Single Family Attached, Duplex
-  Mobile home
-  Multi - Family 3 & 4 Plex
-  Multi - Family 5+



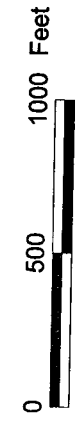
Source: Housing Stock based on 1998 Land Use Inventory
Planning Department, MOA

REZONE 2005-080



Municipality of Anchorage
Planning Department

Date: June 6, 2005



Date of Aerial Photography: 2001

2

DEPARTMENTAL COMMENTS

Reviewing Agency Comment Summary

Case No.: 2005-080

Agency	Comments Included in Packet	No Comments and/or Objections	No Response
Alaska Division of Agriculture			
Alaska Division of Public Health			
Alaska Division of Social Services		X	
Alaska Division of Transportation			
Alaska Division of Wildlife	X		
Costs Enforcement			
Development Services			
DMAS			
Division of Professional Services			
DMAS Social Services			
Community Council			
Idra Development			
Blood Bank	X		
MLA			
Idra Development			
Waterworks			
Parks and Recreation			
Physical Planning	X		
Public Works Engineering			
Right of Way		X	
School District			
Transport			
Transportation			
Transportation Planning			

Trails
Coordinator

X

Pierce, Eileen A

From: Stewart, Hallie
Sent: Monday, June 13, 2005 4:06 PM
To: Pierce, Eileen A; Stewart, Gloria I.
Subject: 05-073,74,75,80,82,83 & S10950

RECEIVED
JUN 14 2005
Municipality of Anchorage
Zoning Division

DATE: June 13, 2005
TO: Zoning and Platting Division, OPDPW
FROM: Hallie Stewart, Engineering Technician, AWWU
SUBJECT: Planning & Zoning Commission Hearing July 11, 2005
AGENCY COMMENTS DUE June 13, 2005

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

05-073 Kincaid Park Trail Connection (site plan review) Grid 2221

1. AWWU has no objection to the proposed trail plan.

05-074 Arnold L. Muldoon, Tract B (rezone) Grid 1640

1. AWWU water is available to the tract but sanitary sewer is not.
2. AWWU has no objection to the proposed rezone.

05-075 Plat comments (S-11302 Fyfe, Preliminary Plat w/ROW vacation, Grid 1932) must be resolved

1. Petitioner needs to resolve service connection issues with AWWU Field Services.
2. The proposed parcel is currently connected to sanitary sewer and partially assessed. A trunk assessment of approximately \$15,000 will be billed to the Owner for added square footage upon recording of the plat.
3. Connections to water and lateral lines may prompt assessments. In addition, owner will be billed for the cost of existing service lines constructed in Dowling Road upon connection. Contact AWWU at 564-2716 regarding estimated assessments.
4. AWWU has no objection to the proposed right-of-way vacation of Latouche Street. This vacation will affect the extended connection agreement with Stocklin Subdivision.
5. AWWU water and sanitary sewer mains are located within the East 56th Avenue and Dowling Road rights-of-way.
6. Water and sanitary sewer plans (private systems) must be reviewed and approved by AWWU prior to any construction.

05-080 Ship Creek District (rezone) Grid 1230

1. AWWU has water and sanitary sewer mains within the area. All mains require easements

091

and locates must be obtained prior to any excavation.

2. Private system plans must be reviewed and approved by AWWU prior to any construction.
3. AWWU has no objection to the proposed rezone.

05-082 Alpine View Estates Phase 1, Tract A-2C (conditional use) Grid SE 4815

1. AWWU has no comments on the parking and landscaping modifications.

05-083 Chester H Lloyd, Lot 12B (rezone) Grid 2326

1. AWWU water and sanitary sewer mains are located within the Dimond Blvd. right-of-way.
2. AWWU has no objection to the proposed rezone.

S10950 Village View Estates, Block 1, Lots 1-4; Block 2, Lots 1-9; Block 3, Lots 1-9; and Tract A1-G & Road Tract A1-H (preliminary plat) Grids 3738 & 3739

1. The subject area is outside the AWWU certificated water service area.
2. Wastewater facilities are to be in accordance with the Hillside Wastewater Management Plan (HWMP).

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

RECEIVED

MAY 24 2005

**MUNICIPALITY OF ANCHORAGE
ANNING & ZONING DIVISION**



FLOOD HAZARD REVIEW SHEET for PLATS

Date: 05-24-05

Case: ⁰⁸⁰2005-073

Flood Hazard Zone: A

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

RECEIVED

JUN 28 2005


MUNICIPALITY OF ANCHORAGE

MEMORANDUM

Municipality of Anchorage
Zoning Division

DATE: June 20, 2005

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

THRU:  Cathy Hammond, Physical Planning Supervisor

FROM: Physical Planning Division Staff

SUBJECT: Staff comments for the Planning and Zoning Commission to be heard
July 11, 2005

2005-080 PC (Planned Community District) Ship Creek [AO No. 93-183(S-1)]

Ship Creek District Design Review Guidelines, dated April 2005, appear to generally meet the intent of *Anchorage 2020* policies, including "winter city" aspects, pedestrian facilities, lighting, landscaping, parking, and signing.

The request is to delete the existing Ship Creek Ordinance No. AO 93-183(S-1) AS AMENDED and replace it in its entirety with a new ordinance. The proposed ordinance appears to be incomplete. For instance, there needs to be some thought given to a process whereby the Municipality is provided a means of receiving a formalized decision from the proposed review board. There also needs to be a method for tracking and enforcement of the approved site plan. One suggestion is to provide the Municipality with a copy of the approved site plan and a resolution with findings, which is signed by all members of the Ship Creek District Review Board. It should be submitted to the Municipality within a specific given time and include at minimum a description of the property including a Tax ID# that can be entered into Municipal tracking system.

The makeup of the five-member review board raises concerns about balance with three railroad people, one Planning and Zoning commissioner and one Municipal staff member. Instead of three from the railroad perhaps there should be two with the third being a representative of the Municipal Urban Design Commission or Platting Board.

Another concern is whether the lots will be platted before they are developed. Also, does it take a full board's approval to approve an application?

The proposed process provides for the Planning and Zoning Commission hearing appeals of the Ship Creek District Review Board's action for disapproval. Does the applicant have some recourse if the application is approved with conditions that are unacceptable? It is also unclear as to whether development is subject to other parts of the code, such as AMC 21.85 infrastructure improvements. "A" wetlands are located in the Master Plan area and will require Corps approval for development.

Autor, Mary P.

From: Dwayne Adams [wdadams@landdesignnorth.com]
Sent: Tuesday, June 21, 2005 1:33 PM
To: Autor, Mary P.
Subject: RE: Revised Transportation Comments

Yes, I think it's good. I passed it on to ARRC and have received no negative comments. I can't see anything negative regardless, and they are interested in taking a look at the whole circulation in the area, for a variety of reasons, success of the rezone area being important.

Dwayne

-----Original Message-----

From: Autor, Mary P. [mailto:AuthorMP@ci.anchorage.ak.us]
Sent: Tuesday, June 21, 2005 12:30 PM
To: Dwayne Adams
Subject: RE: Revised Transportation Comments
Importance: High

So, are you saying we can go with this last version of Jon's comments?

Mary Autor,
Senior Planner

autormp@muni.org
907-343-7941 (Voice)
907-343-7927 (Fax)

Planning Department
Zoning Division
4700 Bragaw Street, Room 153
PO Box 196650
Anchorage, AK 99519-6650

-----Original Message-----

From: Dwayne Adams [mailto:wdadams@landdesignnorth.com]
Sent: Tuesday, June 21, 2005 11:10 AM
To: Autor, Mary P.
Subject: RE: Revised Transportation Comments

I think that works pretty well. The ARRC is real interested in resolving the connection to the west and I think this meets the spirit of their intent, of the master plan, and the nature of things as they are developing.

Thanks Mary
Dwayne

-----Original Message-----

From: Autor, Mary P. [mailto:AuthorMP@ci.anchorage.ak.us]
Sent: Tuesday, June 21, 2005 9:02 AM
To: wdadams@landdesignnorth.com
Subject: Revised Transportation Comments
Importance: High

Dwayne - here is the latest. What do you think?

Mary Autor,
Senior Planner

autormp@muni.org
907-343-7941 (Voice)
907-343-7927 (Fax)

Planning Department
Zoning Division
4700 Bragaw Street, Room 153
PO Box 196650
Anchorage, AK 99519-6650

-----Original Message-----

From: Spring, Jon R.
Sent: Tuesday, June 21, 2005 9:26 AM
To: Autor, Mary P.
Subject: try again

Mary,

Here is another try at the ARR zoning comments. I didn't use Dwaynes suggestion directly but I hope that this will do.

<<ARR zoning amendment3.doc>>

Jon



MUNICIPALITY OF ANCHORAGE
Traffic Department



MEMORANDUM

DATE: June 20, 2005

TO: Mary Autor, Senior Planner

FROM: Jon Spring, Senior Transportation Planner

SUBJECT: Comments Proposed ARR Zoning Amendment for the Ship Creek District

The PC zoning district regulations require that the principal circulation elements be identified as a part of the master plan for planned community developments. The ARR appears to have already developed such a plan as a part of their master plan for the area which would serve to provide adequate access and vehicular circulation for the Ship Creek District.

Important elements of the circulation plan are as follows:

1. Ingra-Gambell Extension to Ship Creek Avenue – The extension of Ingra-Gambell to Ship Creek Avenue was a recommendation of the 2001 Ship Creek Multi-Modal Transportation Study. This project is needed to improve access to the Ship Creek District primarily to serve the proposed ARR development in the area. Such a connection would change the nature of Ship Creek Avenue and convert it from a local road to a collector facility. The circulation plan for Ship Creek District recognizes the importance of Ship Creek Avenue resulting from the new Ingra-Gambell connection.
2. Ship Creek Avenue extension to Ship Creek Point - The Ship Creek Multi-Modal Transportation Plan also recommended extending Ship Creek Avenue to Ship Creek Point to serve the new ARR development to the west of the ARR Headquarters Building as well as the small boat harbor. Although it was not known for certain at the time of the Ship Creek Multi-Modal Transportation Plan development, the Mat-Su Valley to Anchorage ferry could also benefit from the extension of Ship Creek Avenue to the new ferry dock at Ship Creek Point. Ship Creek Avenue extended to Ship Creek Point would replace the existing access road that currently connects to Oceandock Road between the A/C Viaduct ramps and Whitney Road (right in the middle of the truck route to and from the Port).
3. Maintenance of existing connections between downtown and Ship Creek District - With Ship Creek Avenue serving as the main east/west collector for the ARR development, the only remaining issue is the whether or not adequate north-south connections are available. 2nd Avenue to North C Street and Christensen Drive/1st Avenue currently provide good connections between downtown and Ship Creek. These connections will become

increasingly important in the future. According to page 2 of the Ship Creek District Design Guidelines, the area is expected to attract land uses that take advantage of the area's proximity to downtown. If the Ship Creek District develops as planned both pedestrian and vehicular trips will increase between downtown and the new development that locates in Ship Creek. As a result, it is important to preserve the existing connections between downtown and the Ship Creek District and incorporate them into the principal circulation element.



MUNICIPALITY OF ANCHORAGE
Traffic Department



MEMORANDUM

RECEIVED

JUN 30 2005

DATE: June 13, 2005

TO: Jerry T. Weaver, Platting Supervisor, Planning Department

Municipality of Anchorage
Zoning Division

THRU: Leland R. Coop, Associate Traffic Engineer

FROM: Mada Angell, Assistant Traffic Engineer

SUBJECT: Comments, July 18, 2005, Planning & Zoning Commission

05-080 ARRC's Ship Creek District

Comments submitted by Jon Spring, Transportation Planning, under separate cover.

05-089 Independence Park; Variance to allow less than the required parking spaces; Grid 2433

Traffic has no comment

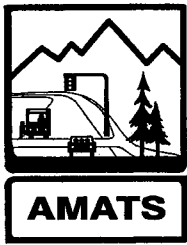
05-086 U-MED professional Park, Site Plan review for a medical office; Grid 1734

Traffic has no comment.

05-087 Gregson; Site Plan Review for a permanent Fred Meyer garden center; Grid 1632

Traffic has no comment.

E-MAILED



Anchorage
Metropolitan
Area
Transportation
Solutions

MUNICIPALITY OF ANCHORAGE
Traffic Department
Municipal Trails Coordinator
Permit & Development Center, 4700 South
Bragaw Street
P.O. Box 196650, Anchorage, AK 99519-6650
voice (907) 343-8368, facsimile (907) 343-8088
e-mail: schanchele@muni.org

DATE: June 22, 2005
TO: Planning & Zoning Commission
FROM: *LS* Lori Schanche, Municipal Trails Coordinator
SUBJECT: Ship Creek Trail Case #2005-080

Municipal trail development of the Ship Creek Trail is within the PC zoning area of this case. The Municipality has been planning for the Ship Creek Trail since the mid 1990's.

A Design Study report for the trail was completed in January 1999, and sites a route along Ship Creek connecting the Tony Knowles Coastal Trail to the Glenn Highway Trail. A portion of the trail was constructed in 1999 from the ARRC headquarters to the Chugach Electric Association (CEA) dam.

The Municipal project was further defined to concentrate design and construction between the CEA dam and Tyson Elementary School. These improvements are being funded by the Federal Highway Administration through the TEA21 Enhancements Program. Of the planned five phases of development, construction is being completed on Phase II. The Municipality is completing design development drawings for Phase IV. Following is a summary of past and future construction dates:

Phase	Description	Construction
Phase I	east of CEA dam	2001
Phase II	Tyson Elementary west to Viking Drive at Sitka Street	2004
Phase III	End of Phase I east to Post Road	2005
Phase IV	Tunnel under Post Road to connect to Phase II	2006
Phase V Access to Government Hill – this phase of design and construction is awaiting decisions on port/ferry routing in the area.		

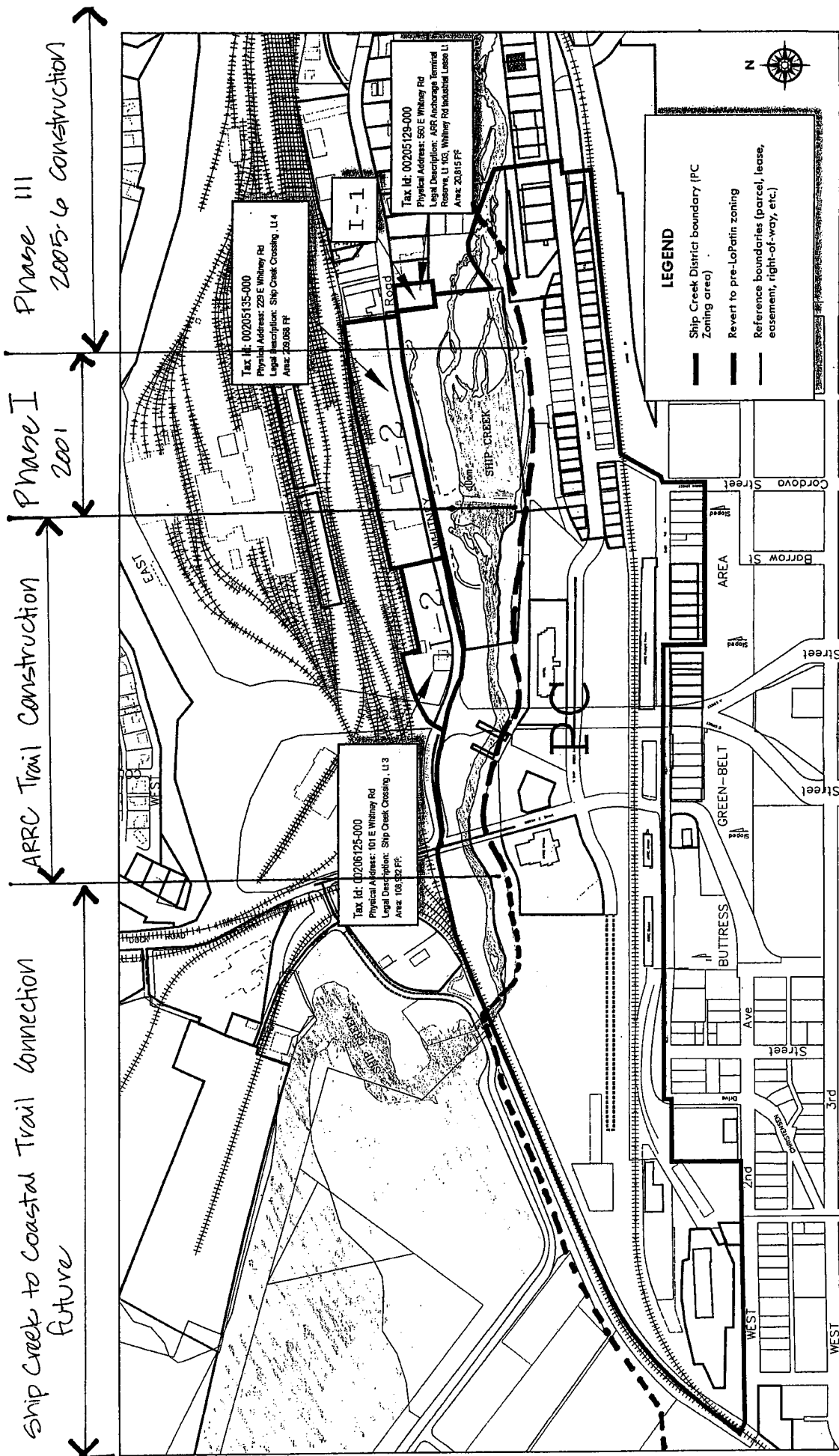
The Municipality has coordinated with the ARRC throughout the design and construction process to site the trail and purchase greenbelt easements. The ARRC has expanded the greenbelts by including "unleasable" ARRC property. This "unleasable" property is often within wetlands or along the Ship Creek corridor, and functions well as a greenbelt, but not for development.

Ship Creek Rezone
Case #2005-080
June 20, 2005
Page 2 of 2

The current case before the Planning & Zoning Commission is consistent with the Municipality's development of the Ship Creek Trail and we support approval of this rezoning action to planned commercial district.

Attach

cc: Craig Lyon, AMATS Coordinator



Ship Creek Trail

--- Existing Trail
 --- Future Trail

STATE OF ALASKA

DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

CENTRAL REGION - PLANNING

RECEIVED

JUN 28 2005 FRANK H. MURKOWSKI, GOVERNOR

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

June 28, 2005

RE: Zoning Case Review

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

Dear Mr. Weaver:

The Alaska Department of Transportation and Public Facilities (ADOT&PF) reviewed the following Zoning Cases and has no comment:

2005-073 Kincaid Park/Site plan review: public park
2005-074 Arnold L. Muldoon Subd Tract B 7801 E 32nd Ave/Rezone: to PLI
2005-080 Ship Creek District/Rezone: PC
2005-083 Chester H. Lloyd Subd Lot 12B 3751 W Dimond/Rezone: B-3SL
2005-087 Gregson Lot 1 1000 E Northern Lights Blvd/Site plan review: storage yard
2005-093 South Addition Blk 40A Lot 11A 444 W 15th Ave / Variance: front yard encroachment
2005-094 Chugach Meadows Blk 1 Lots 12-4 & 15A 7330-7300 Meadow Drive/Variance

Comments:

2005-075 Fyfe Subd Lot 1A Blk 1/Site plan review: large retail/commercial Walmart: Plans will have to go through an Approach Road Review at ADOT&PF. Conditions of access and construction to State roads are still subject to concluding a written Memorandum of Agreement, being written by ADOT&PF between the State and Walmart. Plans need to be submitted to Lynda Hummel, Right of Way Agent, Right of Way Section. If the applicant has questions, they may contact Lynda at 269-0698.

2005-082 Alpine Estates Phase 1 TR A-2C/Conditional use: parking & landscape modification: The applicant needs to submit detailed plans for an Approach Road Review to access Alyeska Highway. The applicant may contact Lynda Hummel, Right of Way Agent, at 269-0698 for assistance.

"Providing for the movement of people and goods and the delivery of state services."



MUNICIPALITY OF ANCHORAGE

Development Services Department
Right of Way Division



MEMORANDUM

RECEIVED

JUN 20 2005

DATE: June 19, 2005
TO: Planning Department, Zoning and Platting Division
THRU: Jack L. Frost, Jr., Right of Way Supervisor *L. Frost*
FROM: Lynn McGee, Senior Plan Reviewer *LM*
SUBJ: Request for Comments on Planning and Zoning Commission case(s) for the Meeting of July 18, 2005.

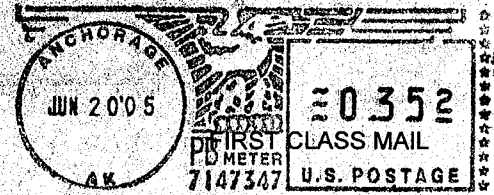
Municipality of Anchorage
Zoning Division

Right of Way has reviewed the following case(s) due June 20, 2005.

- 05-080** Alaska Railroad Reserve, grids 1130, 1131, 1132, 1229, 1230, 1231, & 1232
(Rezone to PC, Planned Community District)
Right of Way Division has no comments at this time.
Review time 15 minutes.
- 05-086** U-MED Professional Park, Tract 2A, grid 1734
(Site Plan Review for Medical Office Building)
Right of Way Division has no comments at this time.
Review time 15 minutes.
- 05-087** Gregson, Lot 1, grid 1632
(Site Plan Review for Storage Yard)
Right of Way Division has no comments at this time.
Review time 15 minutes.

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

RESORT
FIRST CLASS



002-096-75-000
MARLOW MARC A
2702 DENALI STREET #1
ANCHORAGE, AK 99501

JUN 21 REC'D

NOTICE OF PUBLIC HEARING - - Monday, July 18, 2005

Planning Dept Case Number: **2005-080**

99503#2747 0000

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

CASE: 2005-080
PETITIONER: Alaska Railroad Corporation
REQUEST: Rezoning to PC Planned community district
TOTAL AREA: 49.14 acres
SITE ADDRESS: 327 W SHIP CREEK AVE
CURRENT ZONE: PC Planned community district
COM COUNCIL(S): 1---Downtown 2---Government Hill

LEGAL/DETAILS: A request to rezone approximately 110 +/- acres from PC (Planned Community) to PC (Planned Community) in order to change the attributes of the PC zoning in the Ship Creek District and the I-1 & I-2 District. Generally located in an area north of 2nd Avenue and south of Whitney Road, east of Cook Inlet and west of the Gambell Street alignment. See map for more detail.

The Planning and Zoning Commission will hold a public hearing on the above matter at 6:30 p.m., Monday, July 18, 2005 in the Assembly Hall of the Z. J. Loussac Library, 3600 Denali Street, Anchorage, Alaska.

The Zoning Ordinance requires that you be sent notice because your property is within the vicinity of the petition area. This will be the only public hearing before the Commission and you are invited to attend and present testimony, if you so desire.

If you would like to comment on the petition this form may be used for your convenience. Mailing Address: Municipality of Anchorage, Department of Planning, P.O. Box 196650, Anchorage, Alaska 99519-6650. For more information call 343-7943; FAX 343-7927. Case information may be viewed at www.muni.org by selecting Departments/Planning/Zoning and Platting Cases.

Name: Marc Marlow
Address: 2702 Denali St #1
Legal Description: Lot C-1 C-3 MCKM
Comments: I think this is a great idea.

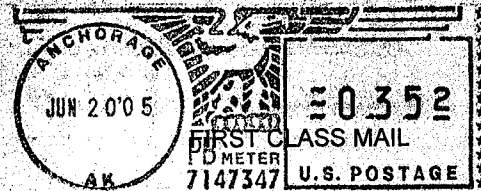
REZONING/RESIDENTS--PLANNING COMMISSION

2005-080

105

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

RESORTER
FIRST CLASS



002-096-77-000
JBG MEMORIAL LLC
2702 DENALI STREET #1
ANCHORAGE, AK 99503

JUN 21 REC'D

NOTICE OF PUBLIC HEARING -- Monday, July 18, 2005

Planning Dept Case Number: 2005-080

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

CASE: 2005-080
PETITIONER: Alaska Railroad Corporation
REQUEST: Rezoning to PC Planned community district
TOTAL AREA: 49.14 acres
SITE ADDRESS: 327 W SHIP CREEK AVE
CURRENT ZONE: PC Planned community district
COM COUNCIL(S): 1---Downtown 2---Government Hill

LEGAL/DETAILS: A request to rezone approximately 110 +/- acres from PC (Planned Community) to PC (Planned Community) in order to change the attributes of the PC zoning in the Ship Creek District and the I-1 & I-2 District. Generally located in an area north of 2nd Avenue and south of Whitney Road, east of Cook Inlet and west of the Gambell Street alignment. See map for more detail.

The Planning and Zoning Commission will hold a public hearing on the above matter at 6:30 p.m., Monday, July 18, 2005 in the Assembly Hall of the Z. J. Loussac Library, 3600 Denali Street, Anchorage, Alaska.

The Zoning Ordinance requires that you be sent notice because your property is within the vicinity of the petition area. This will be the only public hearing before the Commission and you are invited to attend and present testimony, if you so desire.

If you would like to comment on the petition this form may be convenient. Mailing Address: Municipality of Anchorage, Department of Planning, P.O. Box 196650, Anchorage, Alaska 99519-6650. For more information call 343-7943; FAX 343-7927. Case information may be viewed at www.muni.org by selecting Departments/Planning/Zoning and Platting Cases.

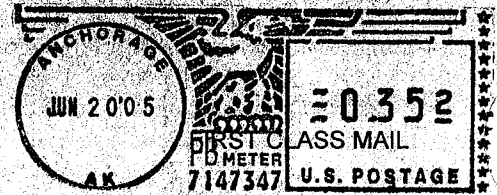
Name: JBG Memorial, LLC
Address: Plot A-1, A-2, C-1, C-2 along sub.
Legal Description:
Comments: I think this is a good idea and fully support
the.

REZONING/RESIDENTS--PLANNING COMMISSION
2005-080

106

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

RESORTER
FIRST CLASS



002-096-70-000
EGAE LLC
2702 DENALI ST STE 1
ANCHORAGE, AK 99503

JUN 21 RECD

NOTICE OF PUBLIC HEARING - - Monday, July 18, 2005

Planning Dept Case Number: 2005-080

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

CASE: 2005-080
PETITIONER: Alaska Railroad Corporation
REQUEST: Rezoning to PC Planned community district
TOTAL AREA: 49.14 acres
SITE ADDRESS: 327 W SHIP CREEK AVE
CURRENT ZONE: PC Planned community district
COM COUNCIL(S): 1---Downtown 2---Government Hill

LEGAL/DETAILS: A request to rezone approximately 110 +/- acres from PC (Planned Community) to PC (Planned Community) in order to change the attributes of the PC zoning in the Ship Creek District and the I-1 & I-2 District. Generally located in an area north of 2nd Avenue and south of Whitney Road, east of Cook Inlet and west of the Gambell Street alignment. See map for more detail.

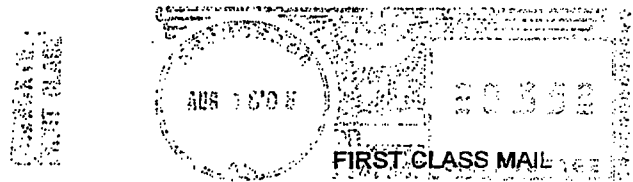
The Planning and Zoning Commission will hold a public hearing on the above matter at 6:30 p.m., Monday, July 18, 2005 in the Assembly Hall of the Z. J. Loussac Library, 3600 Denali Street, Anchorage, Alaska.

The Zoning Ordinance requires that you be sent notice because your property is within the vicinity of the petition area. This will be the only public hearing before the Commission and you are invited to attend and present testimony, if you so desire.

If you would like to comment on the petition this form may be convenient. Mailing Address: Municipality of Anchorage, Department of Planning, P.O. Box 196650, Anchorage, Alaska 99519-6650. For more information call 343-7943; FAX 343-7927. Case information may be viewed at www.muni.org by selecting Departments/Planning/Zoning and Platting Cases.

Name: EGAE, LLC
Address: 2702 Denali #1
Legal Description: Lot 15 MSLKAY
Comments: I think this is a good idea and very much support it.

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



002-096-40-000
LAVEY DENNIS J 50% &
LAVEY MITCHELL R 50%
321 E 5TH AVENUE
ANCHORAGE, AK 99501

NOTICE OF PUBLIC HEARING - - Monday, September 12, 2005

Planning Dept Case Number: **2005-080**

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

CASE: 2005-080
PETITIONER: Alaska Railroad Corporation
REQUEST: Rezoning to PC Planned community district
TOTAL AREA: 110.0 acres
SITE ADDRESS: 327 W SHIP CREEK AVE
CURRENT ZONE: PC Planned community district
COM COUNCIL(S): 1---Downtown 2---Government Hill

LEGAL/DETAILS: A request to rezone approximately 110 +/- acres from PC (Planned Community) to PC (Planned Community) in order to change the attributes of the PC zoning in the Ship Creek District and the I-1 & I-2 District. Generally located in an area north of 2nd Avenue and south of Whitney Road, east of Cook Inlet and west of the Gambell Street alignment. See map for more detail.

The Planning and Zoning Commission will hold a public hearing on the above matter at 6:30 p.m., Monday, September 12, 2005 in the Assembly Hall of the Z. J. Loussac Library, 3600 Denali Street, Anchorage, Alaska.

The Zoning Ordinance requires that you be sent notice because your property is within the vicinity of the petition area. This will be the only public hearing before the Commission and you are invited to attend and present testimony, if you so desire.

If you would like to comment on the petition this form may be used for your convenience. Mailing Address: Municipality of Anchorage, Department of Planning, P.O. Box 196650, Anchorage, Alaska 99519-6650. For more information call 343-7943; FAX 343-7927. Case information may be viewed at www.muni.org by selecting Departments/Planning/Zoning and Platting Cases.

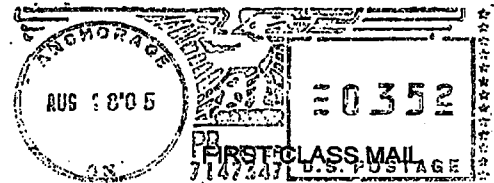
Name: DENNIS J. LAVEY
Address: 330 E 4TH AVE ANCH AK 99501
Legal Description: LOT 1 Bk 116 1st ADDN
Comments: NO OPPOSITION

REZONING/RESIDENTS--PLANNING COMMISSION
2005-080

108

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

RECEIVED
PLANNING
DEPT
AUG 11 2005



002-095-42-000
321 EAST FIFTH AVENUE
PARTNERSHIP
321 E 5TH AVENUE
ANCHORAGE, AK 99501

NOTICE OF PUBLIC HEARING - - Monday, September 12, 2005

Planning Dept Case Number: 99501+2632-21 COB3 2005-080

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

CASE: 2005-080
PETITIONER: Alaska Railroad Corporation
REQUEST: Rezoning to PC Planned community district
TOTAL AREA: 110.0 acres
SITE ADDRESS: 327 W SHIP CREEK AVE
CURRENT ZONE: PC Planned community district
COM COUNCIL(S): 1---Downtown 2---Government Hill

LEGAL/DETAILS: A request to rezone approximately 110 +/- acres from PC (Planned Community) to PC (Planned Community) in order to change the attributes of the PC zoning in the Ship Creek District and the I-1 & I-2 District. Generally located in an area north of 2nd Avenue and south of Whitney Road, east of Cook Inlet and west of the Gambell Street alignment. See map for more detail.

The Planning and Zoning Commission will hold a public hearing on the above matter at 6:30 p.m., Monday, September 12, 2005 in the Assembly Hall of the Z. J. Loussac Library, 3600 Dr. Street, Anchorage, Alaska.

The Zoning Ordinance requires that you be sent notice because is within the vicinity of the petition area. This will be the only public hearing before the Commission and you are invited to attend and present testimony, if you so desire.

If you would like to comment on the petition this form may be used for your convenience. Mailing Address: Municipality of Anchorage, Department of Planning, P.O. Box 196650, Anchorage, Alaska 99519-6650. For more information call 343-7943; FAX 343-7927. Case information may be viewed at www.muni.org by selecting Departments/Planning/Zoning and Platting Cases.

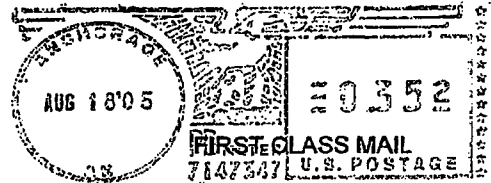
Name: DENNIS J. LAVEY
Address: 330 E. 4TH AVE ANCHORAGE AK 99501
Legal Description: LOT 7A BCK 21 EAST ADDON
Comments: LOT 4 BCK 21 EAST ADDON
NO OPPOSITION

REZONING/RESIDENTS-PLANNING COMMISSION
2005-080

109

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

POSTAGE
FIRST CLASS



002-095-43-000
321 E 5TH AVE PARTNERSHIP
321 E 5TH AVENUE
ANCHORAGE, AK 99501

NOTICE OF PUBLIC HEARING - - Monday, September 12, 2005

Planning Dept Case Number: 99501-2632-21 CO23 2005-080

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

CASE: 2005-080
PETITIONER: Alaska Railroad Corporation
REQUEST: Rezoning to PC Planned community district
TOTAL AREA: 110.0 acres
SITE ADDRESS: 327 W SHIP CREEK AVE
CURRENT ZONE: PC Planned community district
COM COUNCIL(S): 1—Downtown 2—Government Hill

LEGAL/DETAILS: A request to rezone approximately 110 +/- acres from PC (Planned Community) to PC (Planned Community) in order to change the attributes of the PC zoning in the Ship Creek District and the I-1 & I-2 District. Generally located in an area north of 2nd Avenue and south of Whitney Road, east of Cook Inlet and west of the Gambell Street alignment. See map for more detail.

The Planning and Zoning Commission will hold a public hearing on the above matter at 6:30 p.m., Monday, September 12, 2005 in the Assembly Hall of the Z. J. Loussac Library, 3600 Denison Street, Anchorage, Alaska.

The Zoning Ordinance requires that you be sent notice because you are within the vicinity of the petition area. This will be the only public hearing before the Commission and you are invited to attend and present testimony, if you so desire.

If you would like to comment on the petition this form may be used for your convenience. Mailing Address: Municipality of Anchorage, Department of Planning, P.O. Box 196650, Anchorage, Alaska 99519-6650. For more information call 343-7943; FAX 343-7927. Case information may be viewed at www.muni.org by selecting Departments/Planning/Zoning and Platting Cases.

Name: DENNIS LAVEY
Address: 330 E. 4TH AVE ANCHORAGE AK 99501
Legal Description: LOT 3 BLK 21 ADST ADDN
Comments:

NO OPPOSITION

REZONING/RESIDENTS-PLANNING COMMISSION
2005-080

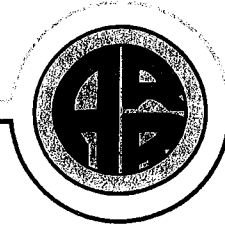
110

3

APPLICATION

205-080

ALASKA RAILROAD CORPORATION



Corporate Address: P.O. Box 107500, Anchorage, Alaska 99510
327 West Ship Creek Avenue, Anchorage, Alaska 99501
www.alaskarailroad.com

Real Estate Department
Phone: 907-265-2670
Fax: 907-265-2450
Email: kubitzi@akrr.com

April 26, 2005

Mr. Tom Nelson
Department of Community Planning and Development
Municipality of Anchorage
PO Box 196650
Anchorage, Alaska 99519-6650

Subject: Proposed Zoning Amendment for the Ship Creek District

Dear Mr. Nelson,

Attached is documentation in support of a proposed rezone of the Alaska Railroad Corporation (ARRC) lands in the Ship Creek area. The proposed rezone affects those areas currently under the PC district that was designated in 1994 under the "LoPatin Plan".

As you may recall, the LoPatin Plan emerged as the governing document for development proposed by Mr. LoPatin that was to be in concert with ARRC use of the area. Also, it was in concert with a pledge on the part of the Municipality in Anchorage to provide \$5.5 million in enhancements that were to be an incentive for Mr. LoPatin's proposed investment. The reality 11 years later is that Mr. LoPatin's plan did not come to fruition, the Municipality of Anchorage did not wholly fund proposed enhancements, and ARRC has pursued a master planning and reassessment of land uses within the Ship Creek District. This is leading to a vibrant visitor-based employment center in the Ship Creek area.

These changes over time have required revisiting the existing ordinances governing the Ship Creek PC District and the attached documents reflect a vision more appropriate given the passage of time and land use trends in the CBD area of downtown and specifically within ARRC lands. Key attributes of the proposed changes include the following:

- More prescriptive language with respect to uses within the Ship Creek PC District.
- Emphasis on a pedestrian and transit-oriented development within the district.
- A streamlined process for review of actions affecting the district.
- Design guidelines that govern all development within the district.

Tom Nelson
April 26, 2005
Page 2 of 2

- Small alterations to the boundaries to be more specific and more appropriate to existing and potential uses.
- Release of the Municipality from fiduciary obligations of the existing ordinance.

We hope that you will share our enthusiasm for the proposed changes to the PC District. You and your staff were very supportive when we met last September and we feel that since that time we have addressed your concerns and have constructed a rezone package that will meet with your and the Planning and Zoning Commission's favor.

Sincerely,

A handwritten signature in black ink, appearing to read "James Kubitz", followed by a long horizontal line extending to the right.

James Kubitz
Vice President Real Estate and Facilities



Environmental Solutions for Northern Places

May 26, 2005

Mary Autor
Department of Community Planning and Development
Municipality of Anchorage
PO Box 196650
Anchorage, Alaska 99519-6650

Subject: Ship Creek Rezone

Dear Ms. Autor,

As we discussed, the Alaska Railroad Corporation would like to make zoning on three lots consistent with their current use as follows (see also the attached map):

<u>Parcel Tax ID</u>	<u>Rezone Request</u>
00206125-000	I-2
00205135-000	I-2
00205129-000	I-1

The intent is to remove the split lot zoning that now exists for the I-1 lot (York Steel) and make the I-2 lots (Wrightway and Kapp). This request to rezone these is sensible for a number of reasons.

First, these parcels are removed from the area that is expected to be of interest for tourism development and pedestrian enhancements. Their inclusion in the "redevelopment zone" would not be an appropriate designation.

Secondly, these parcels would serve the area and community better being retained in "industrial" land use. Industrial land use is in diminishing supply in the primary transportation corridors that serve Anchorage and if tourist-based use is not anticipated, industrial use should be encouraged.

Lastly, they would match the zoning of adjacent properties, both in designation and use. Two of the parcels are located north of Whitney Road, adjacent to railroad tracks and the third is physically removed from the remainder of the Ship Creek District by Ship Creek. As a result the use of those parcels will be much more appropriate to match the adjacent land uses than it would be to match land uses in the District.

Thank you for your assistance.

Sincerely,

Wm. Dwayne Adams, Jr., FASLA



441 W. 5th Avenue, Suite 200
 Anchorage, AK 99501
 Ph: (907) 276-5885, Fax: (907) 276-5887
 E-Mail: swdoyle@landdesignnorth.com

Letter of Transmittal

Date: August 9, 2005

To: Mary Autor, MOA Senior Planner

Cc: Jim Kubitz, ARRC Real Estate Department Vice President
 Karen Morrissey, ARRC Real Estate Director
 Mike Fretwell, ARRC Land Manager
 Andrew Donovan, ARRC Lease Manager

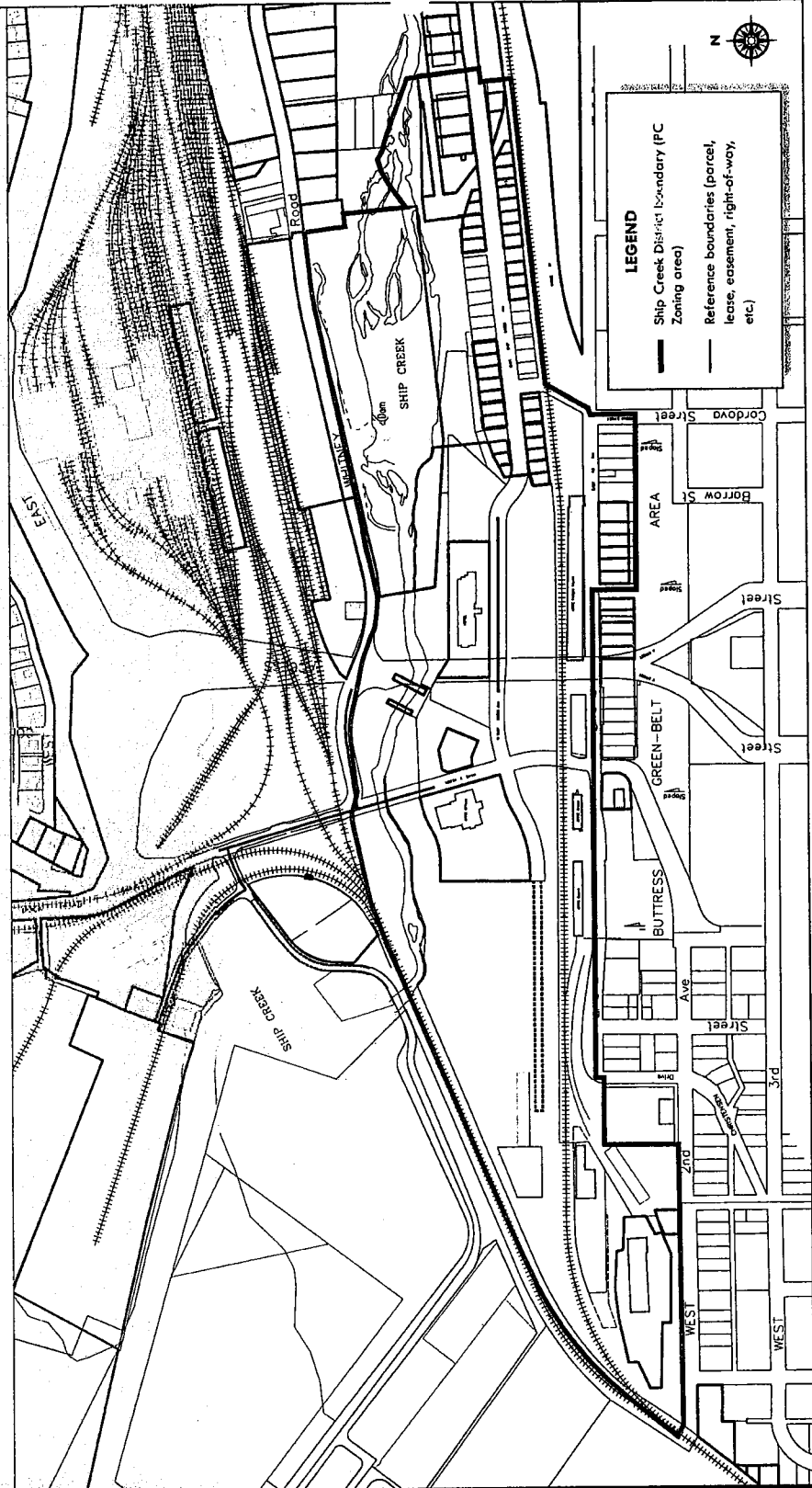
From: Sara Wilson Doyle

Subject: ARRC Rezone Materials are provided responding to the issues outlined below:

Issue	Description	Response
1	Flag Lots Platting for commercial flag lots does not name PC Zoning.	The Planning Department will put forward to the Assembly an amendment for commercial tracts to include PC.
2	Building Height The height of development in Ship Creek was comprehensively looked at in 1993 and LoPatin's plan used the recommendations. Dropping these is not advisable.	Ordinance lines 230-232 are revised at 120' MSL height with 150' option as a conditional use. The rationale for these numbers, which are higher than Assembly Memorandum (AM 1134-93, October 26, 1993, page 2 lines 2-4) include: <ul style="list-style-type: none"> - 120 MSL is currently the by-right height limit in PC zones B-3 and B-2, adjacent to hotels where view sheds are an issue; - The height difference between Ship Creek and downtown is great enough that a 100 foot building (starting at 20 MSL) will still preserve views; - Each project seeking a height of 100 feet will cost over 2 million dollars and will go before P&Z. If a specific view shed is impacted by a project, the commission could impose a lower height limit as a condition.
3	Build Out Maximum Planning wants a clear statement about the overall maximum number of housing units and office, commercial and retail space "allowed but not probable"	Text is added to the Ordinance, lines 238-247.

4	<p>Ship Creek District Review Board</p> <p>1) Planning wants it clarified that the 3 railroad appointees to the board will include professionals from relevant fields.</p> <p>2) Procedures would be better moved to Design Guidelines.</p> <p>3) Also, language needs to specify the process for recording decisions and MOA tracking.</p>	<p>1) Ordinance is edited, lines 273-274.</p> <p>2) Procedures are in the Design Guidelines, pages 4 and 5. Also P(3) is added to the ordinance, lines 277-278.</p> <p>3) Approved projects are recorded (Design Guidelines, page 4, Level 1, item d).</p>
5	<p>Circulation Transportation Map</p> <p>Planning recommended a new map be provided for circulation that reflects the elimination of the Ship Creek Ave at grade crossing to Ship Creek Point.</p>	<p>Conceptual maps for vehicular circulation and E Street Pedestrian Corridor are included in the Revised Design Guidelines (pages 9 & 12).</p>

Exhibit A - ARRC's Ship Creek District Master Development Plan



Produced 7 April 2005
by Land Design North



1 AO No. 93-183 (S-1) As Amended

2
3 THE ANCHORAGE ASSEMBLY ORDAINS:

4
5 The requirements of Planned Community District MOA Ordinance A, No. 93-183 (s-1) dated
6 January 11, 1994 are deleted in their entirety and are replaced with the following.
7

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

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

47
48 **B. Applicability.** The provisions of this chapter shall apply to all uses and development
49 in the Ship Creek District, depicted on the Master Development Plan (Exhibit A, attached).
50 The site is located within the Seward Meridian, Township 13 North, Range 4 West and

includes southern portions of Section 7, northern portions of Section 18 and the northeast quarter of Section 13. Areas north of Ship Creek included in AO 93-183 (s-1) are hereby redesignated I-2.

C. Definitions. As used in this chapter, unless context dictates otherwise, the following definitions shall apply:

1. **"Alteration"** means a physical change to a structure or a site. Alteration does not include normal maintenance and repair or total demolition. Alteration does include any of the following:
 - a. changes to the facade of a building;
 - b. changes to the interior of a building;
 - c. increase or decrease to floor area of a building;
 - d. changes to other structures, including parking garages, on the site or the development of new structures; and/or
 - e. changes to landscaping, off-street parking spaces, and other improvements on a site.
2. **"Development"** means all improvements on a site, including buildings, other structures, parking and loading areas, landscaping, paved or graveled areas, and areas devoted to exterior display, storage, or activities. Development includes improved open areas such as plazas and walkways, but does not include natural geologic forms or unimproved land.
3. **"Excessive"** means uses which are to an unreasonable degree injurious to the public health, safety, welfare or convenience or which exceed the customary manner of operation.
4. **"Normal maintenance"** means physical changes that keep a building, structure, or site, or a portion thereof, in a sound condition and in operation.
5. **"Repair"** means physical changes to a building, structure, or site, or a portion thereof, to fix or restore to sound condition after damage or deterioration.
6. **"Replacement value"** means the value of a building as calculated using the latest "Evaluation Table" printed in the *Building Standards* magazine, published by the International Conference of Building Officials, based on the existing occupancy and the most closely appropriate type of construction.
7. **"Substantial alteration"** means alterations within a two-year period:
 - a. the total cost of which, excluding purchase costs of the building, exceeds 50 percent of the replacement value of a building or structure;
 - b. the total cost of which exceeds 50 percent of the replacement value of site improvements;
 - c. which increase the gross square footage by more than 50 percent of buildings and structures; or
 - d. which increase the gross square footage by more than 50 percent of a surface parking lot.
8. **"Total cost"** means all costs associated with an alteration incurred from project initiation to project completion excluding the purchase costs for the building.

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

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

100	2. Retail:
101	a. grocery stores, delicatessens and food specialty shops, including open air
102	markets;
103	b. meat and seafood markets, including open air markets;
104	c. retail bakeries or wholesale bakeries with a storefront;
105	d. department or variety stores;
106	e. hardware stores;
107	f. electrical or electronic supply stores;
108	g. furniture stores;
109	h. music and record stores;
110	i. shoe repair and tailor shops;
111	j. bookstores, book binderies, stationery stores and newsstands;
112	k. drugstores;
113	l. beauty shops;
114	m. barber shops;
115	n. restaurants, cafes, and other places serving food and beverages, including sale
116	and dispensing of alcoholic beverages in accordance with AMC 21.50.160;
117	o. photography, dance, music, and other art studios;
118	p. florists;
119	q. tobacco stores;
120	r. clothing, apparel and shoe stores;
121	s. jewelry stores;
122	t. sporting goods stores;
123	u. cameras and photographic stores;
124	v. hobby stores;
125	w. knit shops, yarn shops, fabric shops, dressmaking and notions stores;
126	x. gift, novelty, and souvenir stores;
127	y. picture framing shops;
128	z. art galleries and sales;
129	aa. crafts shops;
130	bb. antique stores;
131	cc. furriers;
132	dd. garden supply stores and nurseries;
133	ee. travel agencies and ticket brokers;
134	ff. motion picture theaters;
135	gg. banking and financial institutions;
136	hh. on-site film processing;
137	ii. marine equipment sale;
138	jj. hotels and lodging including bed and breakfasts;
139	kk. aquarium/marine fisheries centers and the like;
140	ll. art and craft studios;
141	mm. farmers markets;
142	nn. outdoor concessionaires including kiosks, restaurants, mobile vendors or
143	similar uses; and

- 144 oo. laundry and dry cleaning establishments and outlets provided that large
145 commercial industrial laundry and dry cleaning plants shall be prohibited.
- 146 3. **Offices:**
- 147 a. insurance and real estate services;
- 148 b. banking and financial institutions;
- 149 c. business and professional offices;
- 150 d. medical, health and legal services;
- 151 e. post offices; and
- 152 f. government and quasi-government offices.
- 153 4. **Light Industrial Uses:**
- 154 a. alcoholic and non-alcoholic beverage manufacturing;
- 155 b. cabinet and furniture building;
- 156 c. blacksmith and metal working shops;
- 157 d. woodworking, pottery, weaving, leather and other craft production;
- 158 e. retail distribution operations;
- 159 f. manufacture, service or repair of light consumer goods such as appliances,
160 furniture, garments and tourist related items; and
- 161 g. outdoor storage of carriages, trolleys, and small-tour vehicles.
- 162 h. all light industrial uses will be encouraged to provide public tours or public
163 viewing of operations without charge.
- 164 5. **Other Uses:**
- 165 a. multi-family dwellings;
- 166 b. dwellings in non-residential structures;
- 167 c. parks and playgrounds;
- 168 d. historic and cultural centers and exhibits;
- 169 e. day care;
- 170 f. public libraries;
- 171 g. museums;
- 172 h. interior galleries connecting two or more buildings;
- 173 i. convention centers;
- 174 j. car, bike, or other transportation rental agencies;
- 175 k. parking structures and multi-modal transfer facilities;
- 176 l. arenas;
- 177 m. exhibition centers;
- 178 n. one transmission tower less than 75 feet in height;
- 179 o. kiosks, outdoor restaurants, mobile vendors, or similar uses on railroad land or in
180 a public right-of-way; and
- 181 p. stabling of horses in support of retail, entertainment, or transportation purposes.
- 182
- 183 **E. Permitted accessory uses and structures.** Uses and structures customarily
184 accessory and clearly incidental to permitted principal uses and structures are allowed.
- 185
- 186 **F. Conditional uses.** Subject to the requirements of the conditional use standards and
187 procedures of this title, the following uses may be permitted:

1. commercial recreation establishments, including pool halls, amusement arcades, and the like
2. liquor or package stores, in accordance with AMC 21.50.160
3. drive-in banks
4. utility substations and telephone exchanges
5. quasi-institutional houses as defined in AMC 21.35.020
1. 6. **heliports**

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

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

1. adult-oriented retail and entertainment;
2. jails and correctional facilities;
3. work release facilities;
4. plumbing and heating services and dealers;
5. building material sales;
6. gasoline service stations;
7. automotive parts and equipment sales;
8. automotive display lots;
9. mobile home display lots;
10. car washes;
11. the outdoor storage and display of any scrap, junk, salvaged or secondhand materials, or any salvage yard or salvage operation excepting temporary storage by ARRC;
12. manufacture or packaging of cement products, feed, fertilizer, glue, paint, petroleum products, soap, turpentine, varnish, or charcoal;
13. manufacture, service, or repair of trucks, automobiles or aircraft;
14. open storage of cinders, coal, feed, grain, gravel, manure, peat, sand, or topsoil, except in the use for community gardens and landscape nursery operations or in railroad operations;
15. any use which causes or may reasonably be expected to cause excessive noise, vibrations, smoke, dust, or other particulate matter, toxic or noxious matter, humidity, heat or glare at or beyond any lot line of the lot on which it is located is not permitted; and
16. community correctional residential centers.

I. Minimum Lot Requirements: None

J. Minimum Yard Requirements: None

K. Maximum Height of Structures. A maximum building height from mean sea level (MSL) to roof top of structures shall be 120 feet with an allowance to exceed that height up to a maximum of 150 feet MSL through a conditional use permit process.

L. Bulk regulations and maximum lot coverage. Buildings may be constructed within the full limits of the lot, up to three stories in height. Above three stories in height, construction shall conform to the bulk requirements under section 21.40.160 (H).

238 **M. Total Dwelling Units.** The allowable but not probable maximum number of housing
239 units is 400 and may include urban multiple-family dwellings; row-houses built to a common
240 wall at side lease lines; combined living quarters and work studios; upper story residential
241 units above office, street level retail, and off-street parking structures; or other types of
242 dwellings consistent with the intent of the District.
243

244 **N. Maximum limit for Commercial, Industrial, Office Floor Area.** The allowable but
245 not probable floor area for new commercial, industrial, and office development is 3.5 million
246 square feet, not counting floor area obtained through tower development under conditional
247 use permits.
248

249 **O. Parking.** No off-street parking need be provided, but off-street parking that is
250 provided shall be landscaped in accordance with the design guidelines. Individual projects
251 that create office space of 15,000 square feet or larger shall address whether parking that
252 exists within the District and areas within walking distance (1000 feet) are sufficient to meet
253 occupancy demands as part of the Site Plan Review.
254

255 **P. Site Plan Review.** Projects including construction or substantial alteration shall be
256 submitted to the Department of Community Planning and Development consistent with
257 21.15.030. Plans shall be subject to a Level 1 or Level 2 development review, as required by
258 this Title. Prior to the issuance of any building permits, persons proposing development of
259 areas within the District shall submit for approval a site plan as defined by AMC 21.35.020
260 prepared by a licensed architect or landscape architect.

- 261 1. There shall be a Ship Creek District Review Board, which shall have the following
262 responsibilities:
 - 263 a. Advise the mayor and assembly regarding matters affecting the Ship Creek
264 District.
 - 265 b. Review and make recommendations to the Planning and Zoning Commission on
266 land use matters over which the Commission has purview.
 - 267 c. Review and make findings regarding land use matters over which the Board has
268 purview.
 - 269 d. Review and make recommendations to the Planning and Zoning Commission for
270 the update of design guidelines as appropriate to maintain currency with respect
271 to land use trends.
- 272 2. The Ship Creek District Review Board shall consist of:
 - 273 a. Three individuals appointed by the Alaska Railroad Corporation with professional
274 qualifications in real estate, design or a relevant field.
 - 275 b. One MOA planning staff as appointed by the MOA planning Director; and
 - 276 c. One member of the Anchorage Planning and Zoning Commission.
- 277 3. Development Approval Procedures. Projects in the Ship Creek District requiring
278 construction or substantial alteration shall be subject to a Level 1 or Level 2
279 development review according to the following procedures:

280 **Level 1 Development Review.**

- 281 a. Level 1 Development Review applies to construction or substantial alteration
282 projects of permitted uses and generally lower construction values. The Ship
283 Creek District Review Board maintains authority for approval of Level 1
284 development through a non-public hearing site plan review process.

- b. Approval may be provided by the Ship Creek District Review Board during review if:
- i. the Board finds that the application is complete; and
 - ii. the proposed development addresses and complies with the applicable requirements of this ordinance, including the Design Guidelines.
- c. The Board may choose to provide concept level approval and require re-submittal of plans for final approval. Upon the Review Board's approval of the applicant's plans, developments may proceed by right and will not require further MOA Planning and Zoning Site Plan Review. Unless appealed, the approval of the Ship Creek District Review Board shall be final and development must be consistent with the findings of the Board determined at the final site plan review.
- d. Ship Creek District Review Board resolutions of approval and accompanying site plans shall be given a reference number and filed with the District Recorder's Office and a copy provided to the MOA Planning Department.

Level 2 Development Review.

- a. Projects meeting any one of the three criteria below are subject to Level 2 Development site review and application requirements, as outlined in this subsection:
- i. Projects with a construction value in excess of \$2 million as defined in 2004 dollars, adjusted annually per the Anchorage Consumer Price Index;
 - ii. Conditional uses; and
 - iii. An appeal of the Ship Creek District Review Board findings.
- b. Developments meeting .a.i. or a.ii. of the above criteria require approval by both the Ship Creek District Review Board and the Municipality of Anchorage's Planning and Zoning Commission as follows:
- i. Developers shall submit a concept site plan to the Ship Creek District Review Board for a non-public hearing.
 - ii. Upon concept site plan approval by the Ship Creek District Review Board, a public hearing before the Municipality of Anchorage's Planning and Zoning Commission is required. In addition to the standards and procedures of AMC 21.15.030 and 21.50.200, the Planning and Zoning Commission shall consider the following:
 1. An evaluation of the proposal by the Geotechnical Advisory Commission.
 2. A traffic impact analysis with suggested mitigation proposals to correct any issues found in the site plan or deficiencies in the street system serving the proposed project.
 3. Compliance of the submitted plans with the District's land use requirements and Design Guidelines.

323 iii. Following site plan approval of the concept site plan by the Commission, the
324 applicant shall submit final plans for approval at a non-public hearing with the
325 Ship Creek District Review Board. Applicants shall illustrate compliance with
326 the Planning and Zoning Commission findings and shall address requirements
327 of the Design Guidelines.

328 c. The Planning and Zoning Commission and the Ship Creek District Review Board
329 may impose conditions as required to make the proposed development
330 compatible with District and adjacent land uses and the Design Guidelines.
331 Conditions imposed by the Board may be more stringent than those of the
332 Commission but may not be less stringent or overturn the findings of the
333 Commission.

334 d. The Planning and Zoning Commission shall hear appeals from decisions of the
335 Ship Creek District Review Board regarding the disapproval of a development in
336 the District. The decision of the Board may not be reversed unless the
337 Commission finds that all of the following are supported by substantial evidence:

338 i. Special circumstances make strict adherence to the requirements of the Board
339 clearly impractical, unreasonable, or undesirable to the general public.

340 ii. The granting of an exception to the Board-imposed conditions will not be
341 detrimental to Alaska Railroad Corporation operations.

342 iii. The granting of an exception will not nullify the intent of the Design Guidelines for
343 the Ship Creek District.

344 iv. Undue hardship would result from strict compliance with the specific provisions
345 of the Board's findings.

346
347 **Q. *Design Guidelines.*** Projects submitted for review shall comply with the Design
348 Guidelines for the Ship Creek District.

349
350 **R. *Tenants Association.*** All new tenants within the District shall be required to become
351 members of a maintenance association prescribed by ARRC. The Association's duties shall
352 include:

353 1. Maintaining and repairing all recreational facilities, paths, fences and other property
354 whose construction was funded by the Association or its members for recreational or
355 other community purposes;

356 2. Planting or caring for trees, shrubbery or flowers and cutting of grass on parkways;
357 and

358 3. Doing such other things as may be determined by the Association as necessary,
359 advisable or proper to keep the District in neat and good order and to promote the
360 attractiveness of the District.

361 It may also include special programs, marketing strategies, special events and festivals. To
362 finance its maintenance work, the Association shall be authorized to levy an assessment
363 upon each tenant within the District based on an established dues structure.

364
365 **S. *Effective Date and Severability.*** This ordinance shall be effective upon passage
366 and approval, and the Director of the Department of Community Planning and Development
367 shall change the zoning map accordingly. Should any section, clause, or provision of this

368 ordinance be declared by a court to be invalid, the same shall not affect the validity of the
369 ordinance as a whole or any part thereof, other than the part so declared to be invalid.
370
371 Passed and approved by the Anchorage Assembly this date xxxxxx

Ship Creek District
A Transportation-Oriented Mixed-Use Development

Design Guidelines



Alaska Railroad
Corporation

August 2005

Prepared for:



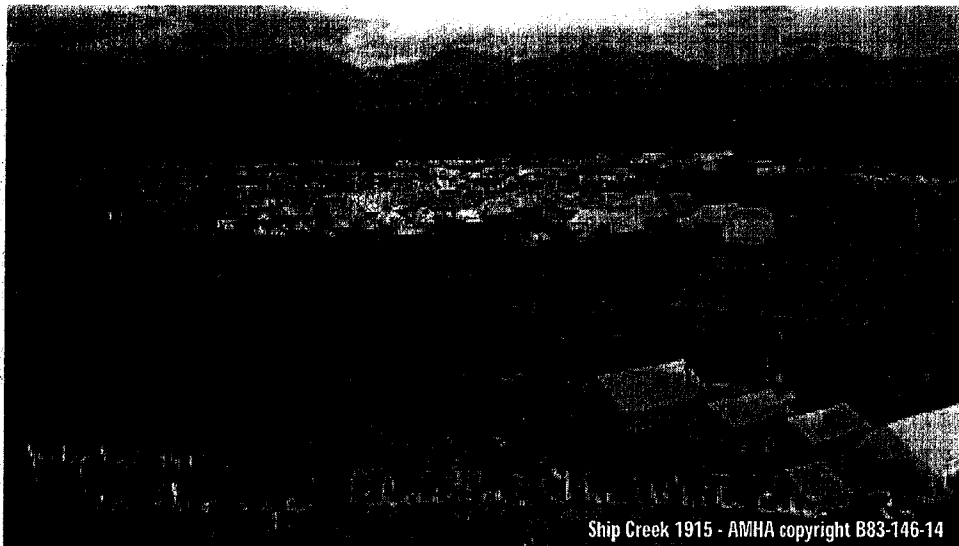
Alaska Railroad Corporation
Real Estate and Facilities Dept.
Jim Kubitz, Vice President
907-265-2428

Prepared by:



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

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



Ship Creek District Design Guidelines

1.0 Intent and Applicability

General

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

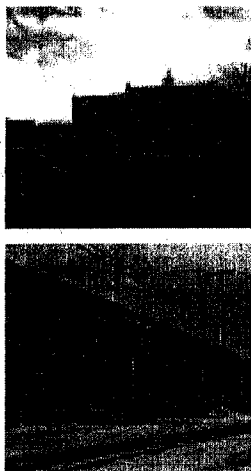
This mix does not so much set an architectural style for the Ship Creek District as it suggests an approach. It not so much suggests a standard in the use of textures, patterns, or form, but instead promotes an innovative and economic use of materials and design elements. Design

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

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

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

General Policies 2.0



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

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

Intent

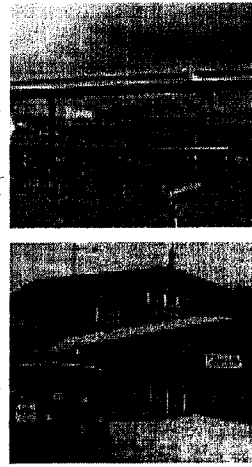
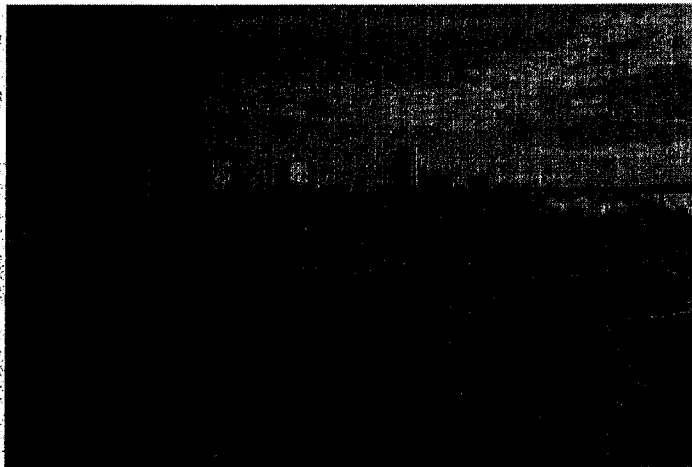
The Ship Creek District Design Guidelines were developed with the following intent:

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

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

2.0 General Policies

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



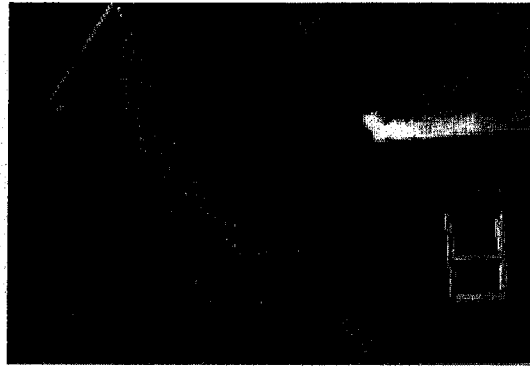
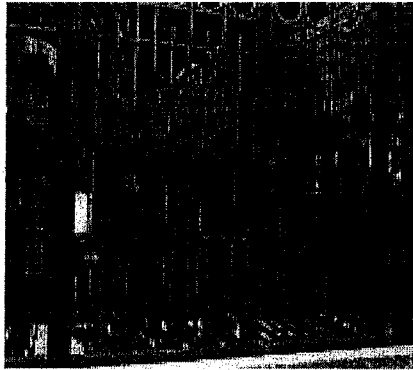
New development should contribute to the unique character of the Ship Creek District while taking advantage of the waterfront and proximity to downtown.

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

3.0 Ship Creek District Design Guidelines

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

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



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

Development Approval Procedures

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

Level 1 Development Review.

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

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

Level 2 Development Review.

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

- ii. Conditional uses; and
 - iii. An appeal of the Ship Creek District Review Board findings.
- b. Developments meeting .a.i. or a.ii. of the above criteria require approval by both the Ship Creek District Review Board and the Municipality of Anchorage's Planning and Zoning Commission as follows:
- i. Developers shall submit a concept site plan to the Ship Creek District Review Board for a non-public hearing.
 - ii. Upon concept site plan approval by the Ship Creek District Review Board, a public hearing before the Municipality of Anchorage's Planning and Zoning Commission is required. In addition to the standards and procedures of AMC 21.15.030 and 21.50.200, the Planning and Zoning Commission shall consider the following:
 - 1. An evaluation of the proposal by the Geotechnical Advisory Commission.
 - 2. A traffic impact analysis with suggested mitigation proposals to correct any issues found in the site plan or deficiencies in the street system serving the proposed project.
 - 3. Compliance of the submitted plans with the District's land use requirements and Design Guidelines.
 - iii. Following site plan approval of the concept site plan by the Commission, the applicant shall submit final plans for approval at a non-public hearing with the Ship Creek District Review Board. Applicants shall illustrate compliance with the Planning and Zoning Commission findings and shall address requirements of the Design Guidelines.
- c. The Planning and Zoning Commission and the Ship Creek District Review Board may impose conditions as required to make the proposed development compatible with District and adjacent land uses and the Design Guidelines. Conditions imposed by the Board may be more stringent than those of the Commission but may not be less stringent or overturn the findings of the Commission.
- d. The Planning and Zoning Commission shall hear appeals from decisions of the Ship Creek District Review Board regarding the disapproval of a development in the District. The decision of the Board may not be reversed unless the Commission finds that all of the following are supported by substantial evidence:
- i. Special circumstances make strict adherence to the requirements of the Board clearly impractical, unreasonable, or undesirable to the general public.
 - ii. The granting of an exception to the Board-imposed conditions will not be detrimental to Alaska Railroad Corporation operations.
 - iii. The granting of an exception will not nullify the intent of the Design Guidelines for the Ship Creek District.
 - iv. Undue hardship would result from strict compliance with the specific provisions of the Board's findings.

3.1 Parking Guidelines

Goals and Intent

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

Off-Street Surface Parking

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



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

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

General Guidelines

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



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

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

Structured Parking

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

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

Streets 3.2



3.2 Streets and Vehicular Circulation Guidelines

Goals and Intent

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

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

General Guidelines

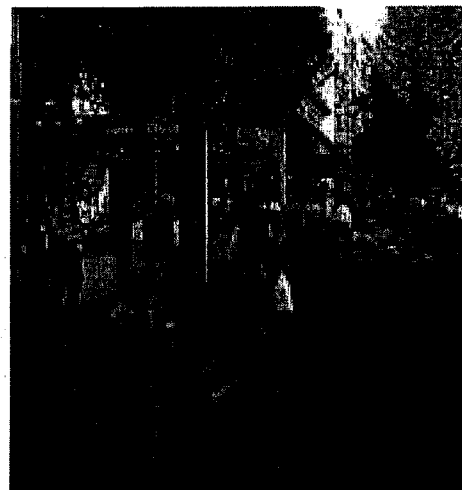
- (1) Design all District streets to accommodate automobiles, transit, bicycles and pedestrians equitably.
- (2) Provide direct connections from roadways and sidewalks to trail and transit systems.
- (3) Minimize conflicts between vehicles and pedestrians by providing controls at busy crossing points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

Roadways

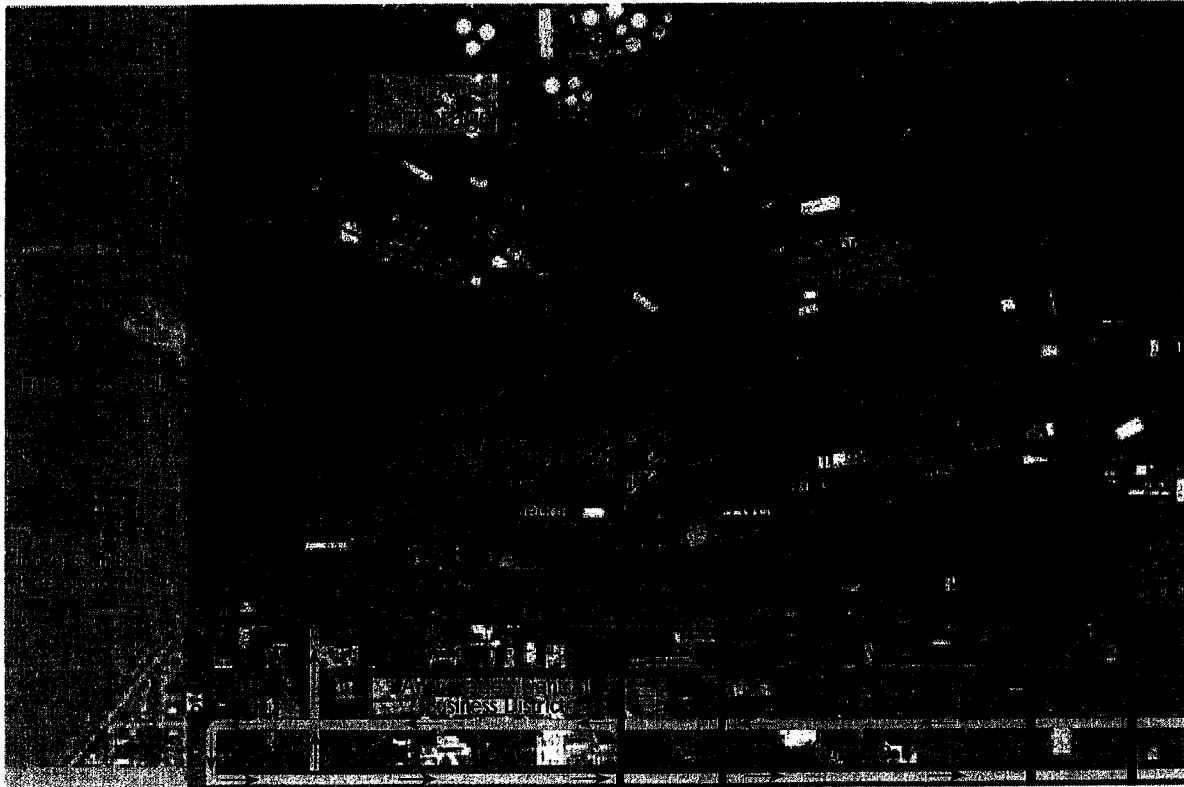
In order to encourage a pedestrian focus, street lane widths within the District should be narrow, while still meeting appropriate design standards. Following are further provisions:

I - Ship Creek Avenue

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



CONCEPTUAL Vehicular Circulation Map



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



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

Loading 3.3

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

II - Other District Streets

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

3.3 On-Street and Off-Street Loading

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



3.4 Pedestrian Circulation Guidelines

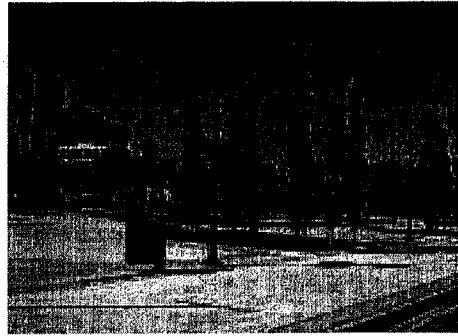
Goals and Intent

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

General Guidelines

Public Plazas and Open Space

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



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

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

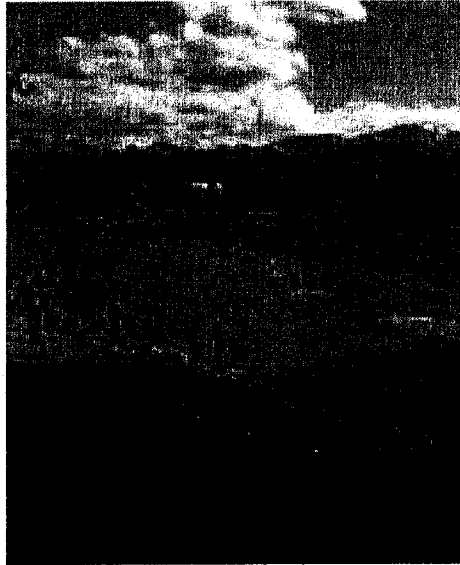


PROPOSED E Street Pedestrian Corridor



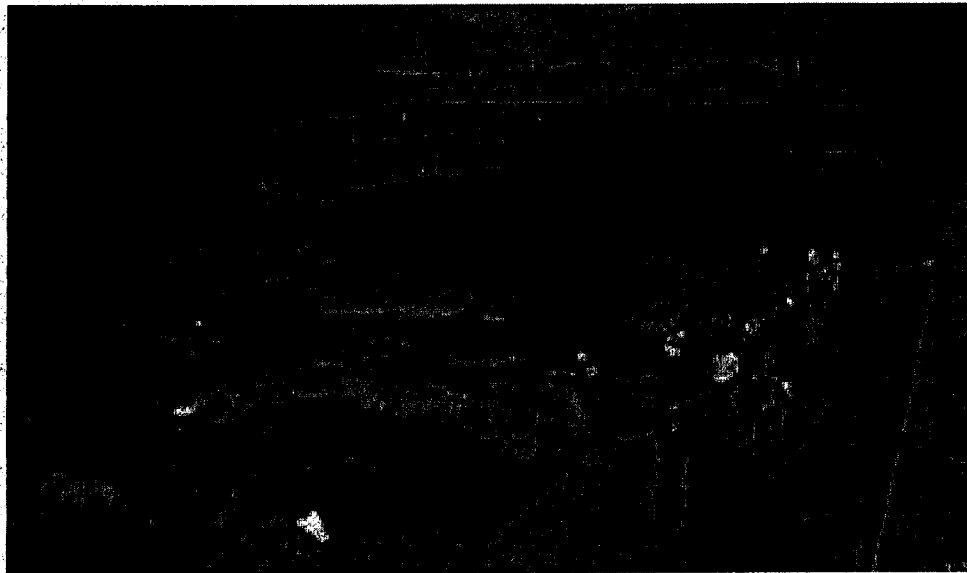
- (3) The extension of the Ship Creek trail is a valuable resource for biking, walking, fishing and interpretation. In recognition of this important public role, the greenbelt should have the following features:

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



Street and Pedestrian Links

- (4) Sidewalks should incorporate patterns and textures that provide visual interest while meeting Americans with Disabilities Act (ADA) accessibility requirements.
- (5) Pedestrian crosswalks should comply with ADA standards and should use decorative elements to identify pedestrian areas
- (6) Use of heated sidewalks is encouraged at key public entrances and along heavily used pedestrian routes.





3.5 Railroad and Transit Guidelines

Intent

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

Rail crossings

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

Transit Amenities

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



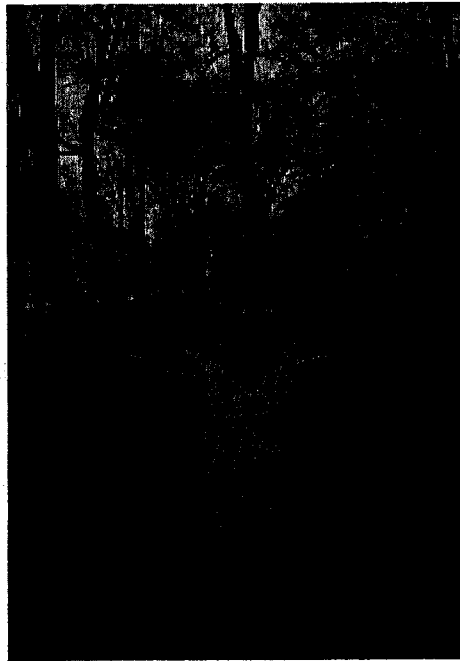
3.6 Landscape, Open Space & Amenities Guidelines

Goals and Intent

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

Gateways

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



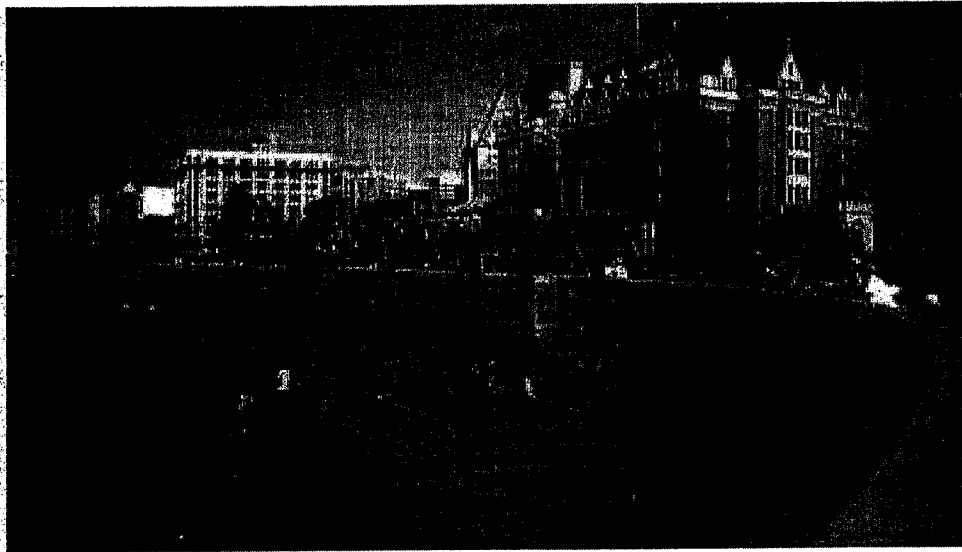
Green Belt & Natural System

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

Street Trees

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

Landscape 3.6



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

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

Site Furnishings and Public Art

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

- (9) Benches should be placed to allow visitors a chance to rest and watch activities along the street.
- (10) Custom design of benches, tree grates, trash receptacles, and other amenities is encouraged. Likewise, use of local artists for development of street furniture is encouraged.

Fencing

- (11) Fencing should provide safety and security, channeling rail passengers and pedestrians to safe rail and street crossings.
- (12) Fencing should be used where appropriate to protect sensitive stream banks, encouraging fishermen to enter the stream at predetermined access points.

Refuse and Storage

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

3.7 Lighting Guidelines

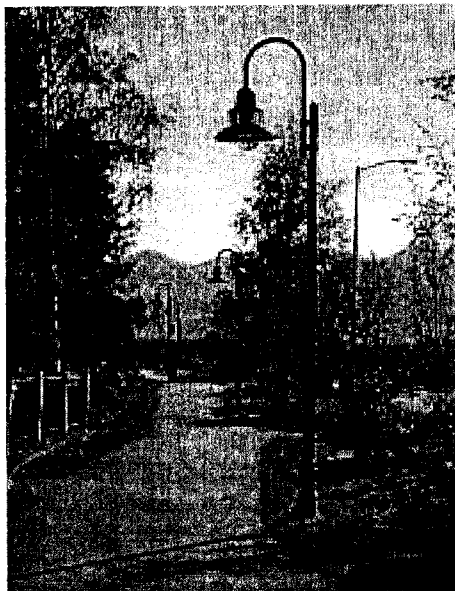
Intent

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

Standards

Street Lighting

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



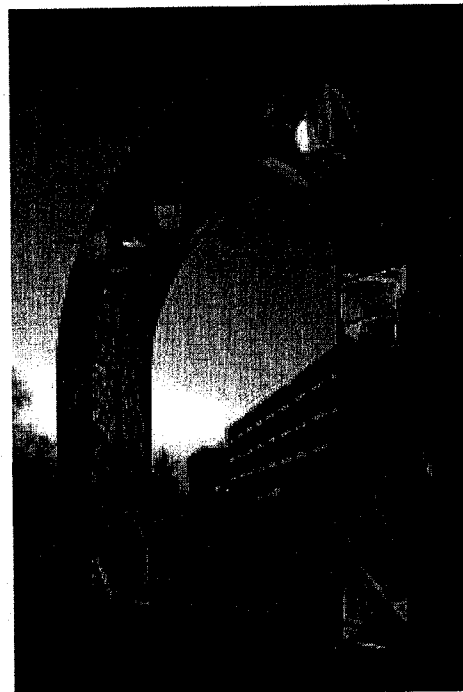
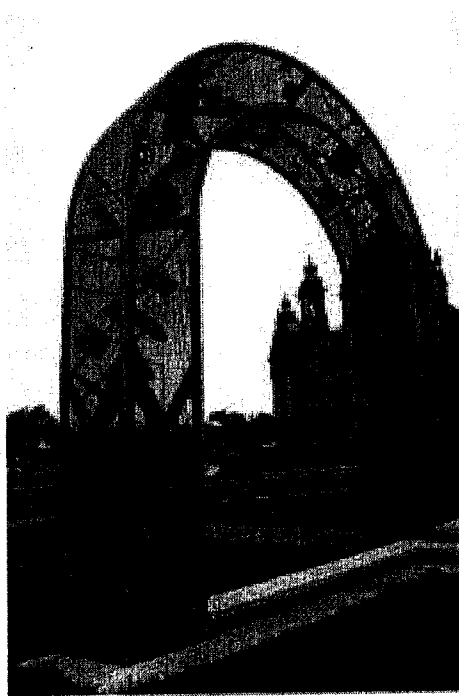
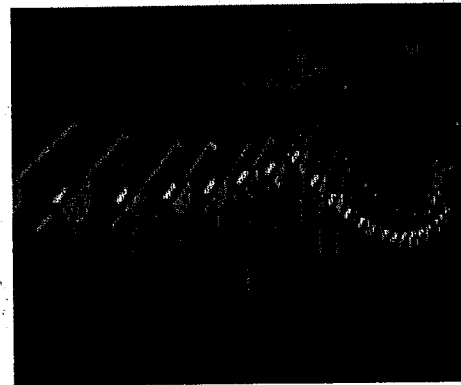
Parking Facility Lighting

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

Accent Lighting

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

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





3.8 Signs

Intent

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

Standards

Location

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

Size

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

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

Materials

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

Message

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

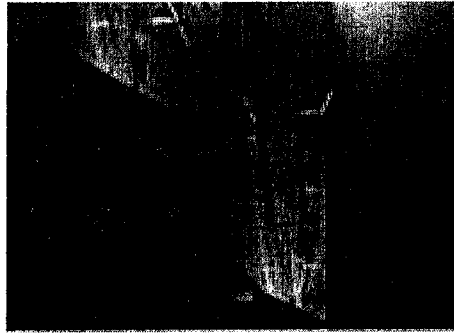
Illumination

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

Wayfinding

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





3.9 Architecture and Urban Design Guidelines

Intent

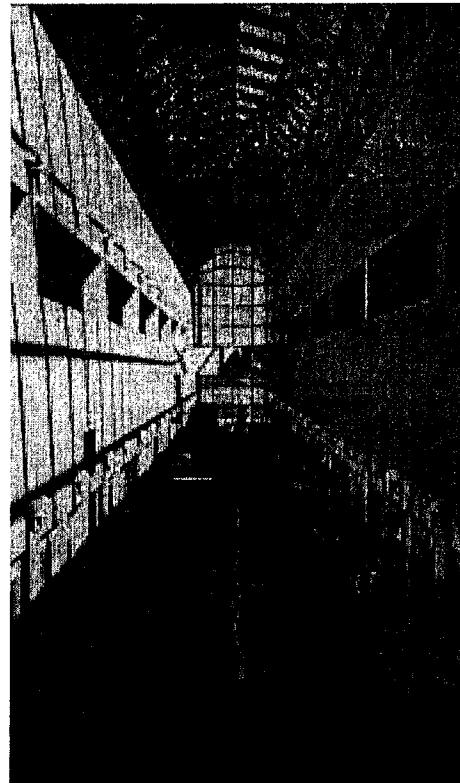
Architecture is one of the most important elements in conveying the sense of place for the Ship Creek District. Distinct and creative architectural form and style should be considered for new buildings or for alterations to existing structures.

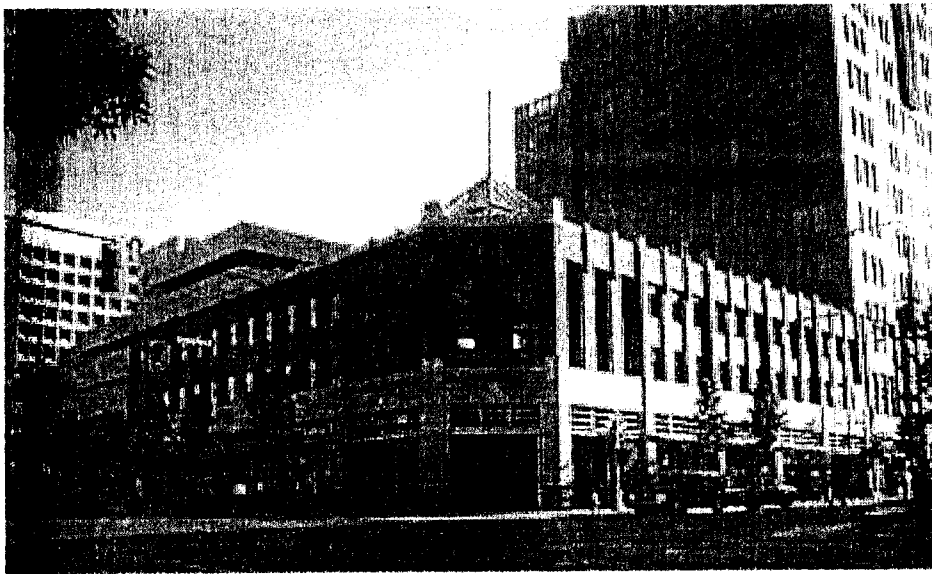
Building Location and Orientation

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

Roof Forms

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



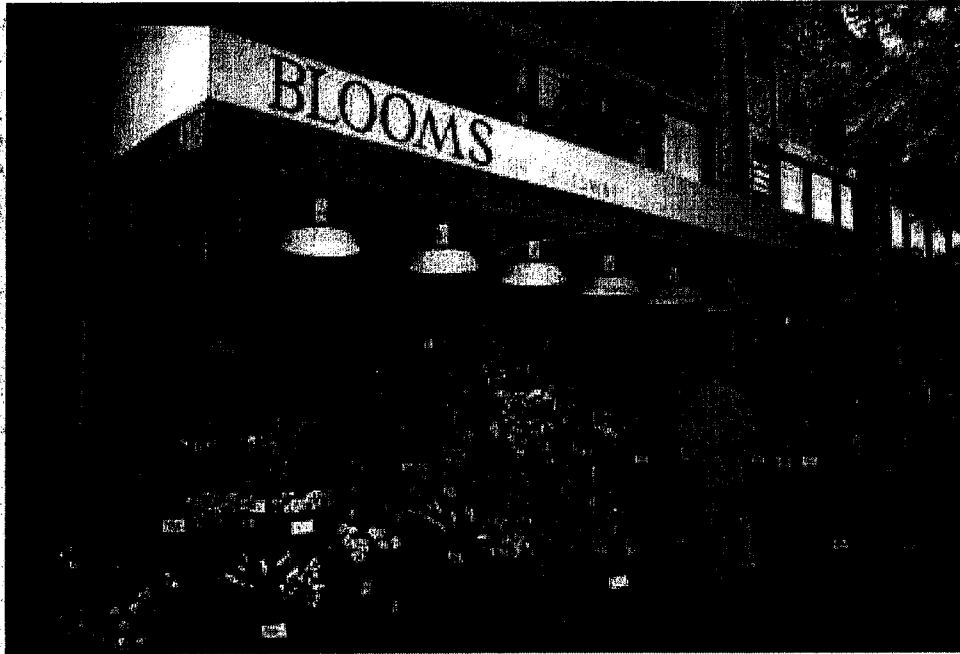


Articulation

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

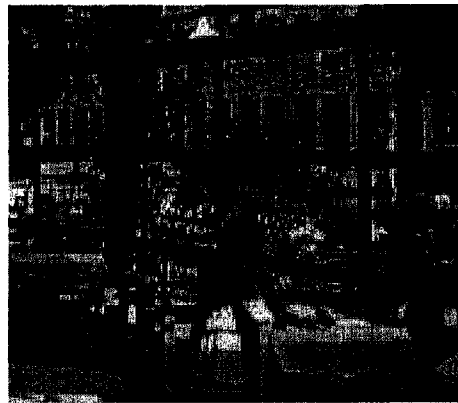
Prominent Entrances

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



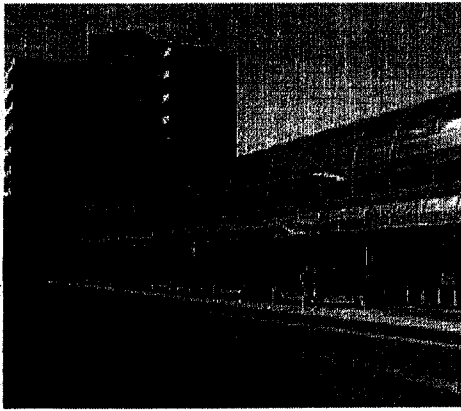
Transparency

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



Weather Protection

- (21) Projects should provide snow, rain, cold and wind protection for pedestrians without separating them completely from the outdoor environment.
- (22) Canopies or roof overhangs should be used along walkways adjacent to buildings in order to provide protection of pedestrians.
- (23) Weather protection elements should allow natural light to penetrate pedestrian walkways during either low or high sun angles.



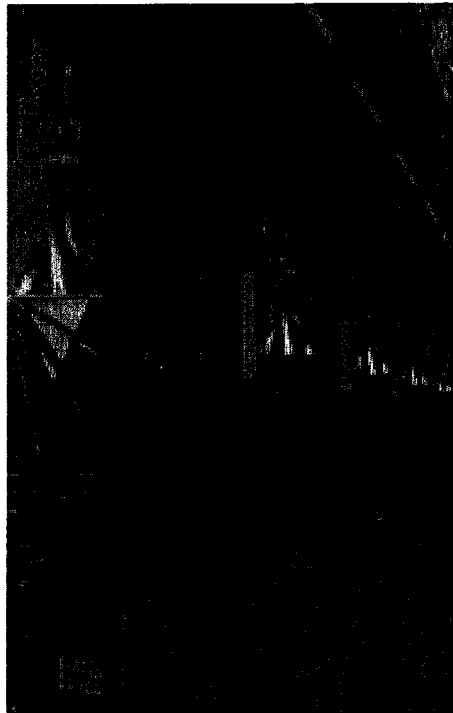
- (24) Snow-free and dry walking areas for pedestrians should be maintained with either heated canopies or heated sidewalks at principal building entrances. Canopies with infrared heating systems should be considered at street level. Heated sidewalks prevent the accumulation of slippery snow and ice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

Building Lighting

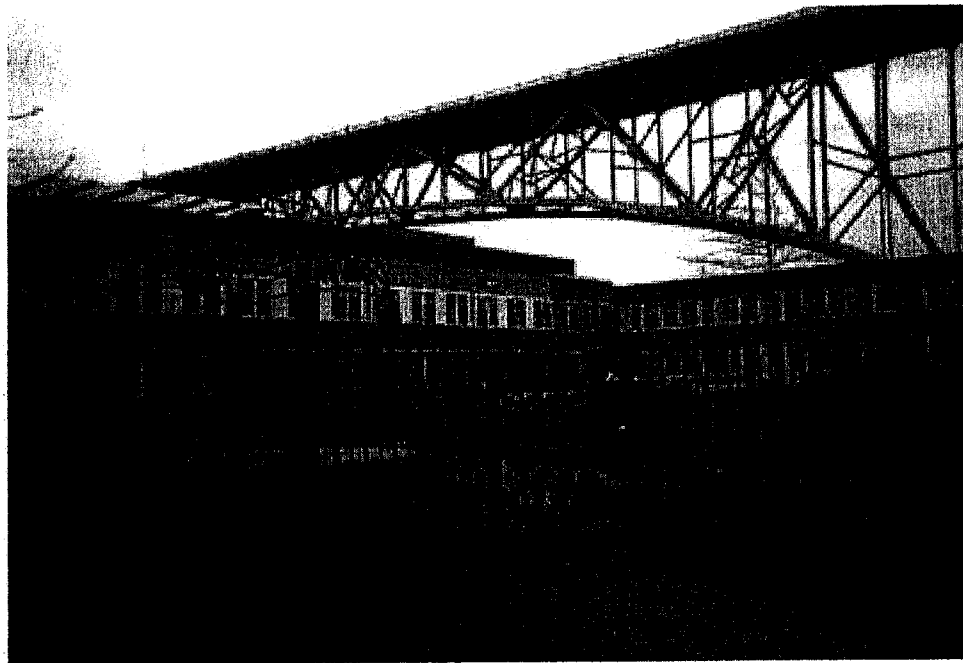
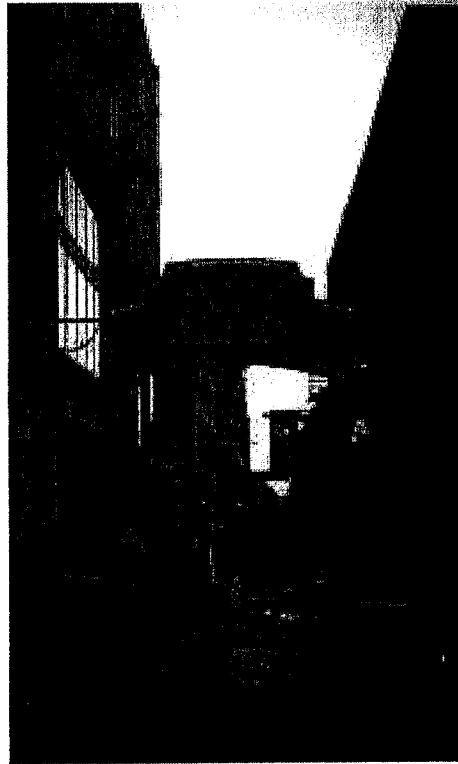
- (25) Building lighting should reduce incidental light and glare while illuminating storefronts for visibility and safety. An illumination plan must be provided for review as part of submittals to the Ship Creek District Review Board.
- (26) Lighting fixtures on building façades should be carefully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

Building Color and Materials

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



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



ALASKA RAILROAD CORPORATION

Corporate: P.O. Box 107500, Anchorage, AK 99510 • 327 Ship Creek Avenue, Anchorage, AK 99501



RECEIVED

APR 29 2005

**MUNICIPALITY OF ANCHORAGE
PLANNING & ZONING DIVISION**

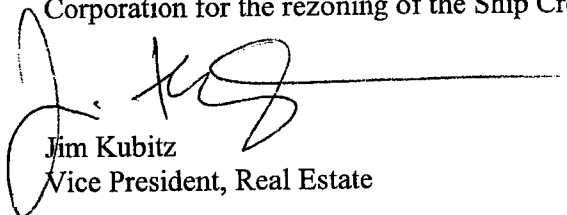
Real Estate Department

Phone: 907-265-2670

Fax: 907-265-2450

Email: kubitzjt@akrr.com

Dwayne Adams of Land Design North is authorized to act on behalf of the Alaska Railroad Corporation for the rezoning of the Ship Creek District.


Jim Kubitz
Vice President, Real Estate



Environmental Solutions for Northern Places

May 26, 2005

Mary Autor
Department of Community Planning and Development
Municipality of Anchorage
PO Box 196650
Anchorage, Alaska 99519-6650

Subject: Ship Creek Rezone

Dear Ms. Autor,

As we discussed, the Alaska Railroad Corporation would like to make zoning on three lots consistent with their current use as follows (see also the attached map):

<u>Parcel Tax ID</u>	<u>Rezone Request</u>
00206125-000	I-2
00205135-000	I-2
00205129-000	I-1

The intent is to remove the split lot zoning that now exists for the I-1 lot (York Steel) and make the I-2 lots (Wrightway and Kapp). This request to rezone these is sensible for a number of reasons.

First, these parcels are removed from the area that is expected to be of interest for tourism development and pedestrian enhancements. Their inclusion in the "redevelopment zone" would not be an appropriate designation.

Secondly, these parcels would serve the area and community better being retained in "industrial" land use. Industrial land use is in diminishing supply in the primary transportation corridors that serve Anchorage and if tourist-based use is not anticipated, industrial use should be encouraged.

Lastly, they would match the zoning of adjacent properties, both in designation and use. Two of the parcels are located north of Whitney Road, adjacent to railroad tracks and the third is physically removed from the remainder of the Ship Creek District by Ship Creek. As a result the use of those parcels will be much more appropriate to match the adjacent land uses than it would be to match land uses in the District.

Thank you for your assistance.

Sincerely,

Wm. Dwayne Adams, Jr., FASLA

4

POSTING

AFFIDAVIT

RECEIVED

JUN 27 2005

Municipality of Anchorage
Zoning Division

AFFIDAVIT OF POSTING

CASE NUMBER: 2005-080

I, Patrick Kelly hereby certify that I have posted a **Notice of Public Hearing** as prescribed by Anchorage Municipal Code 21.15.005 on the property that I have petitioned for Rezone. The notice was posted on 6/17 & 6/27 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 27th day of June, 2005

Patrick Kelly for Alaska Railroad Corp.
Signature

LEGAL DESCRIPTION

Tract or Lot _____

Block _____

Subdivision _____

5

HISTORICAL INFORMATION

1 CLERK'S OFFICE
2 AMENDED AND APPROVED
3 Date: 1-11-94

Submitted by: Assemblymember Wohlforth
Prepared by: Assembly Policy & Budget
For Reading: January 11, 1994

4 Anchorage, Alaska
5 AO No. 93-183(S-1) AS AMENDED
6

7 AN ORDINANCE PROVIDING FOR THE REZONING FROM PC (PLANNED
8 COMMUNITY DISTRICT) TO PC (PLANNED COMMUNITY DISTRICT), FOR
9 PORTIONS OF SECTIONS 7 AND 18, T13N, R3W, S.M. AND SECTION 13
10 T13N, R4W, S.M.; AS DEPICTED IN EXHIBIT A, GENERALLY LOCATED IN
11 THE LOWER SHIP CREEK VALLEY BETWEEN THE RAILROAD YARDS AND
12 DOWNTOWN ANCHORAGE CONTAINING 127 ACRES MORE OR LESS. (Planning
13 and Zoning Commission Case No. 93-035)
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16
17 THE ANCHORAGE ASSEMBLY ORDAINS:

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19 Section 1. That portions of south half of Section 7
20 and north half of Section 18, T13N, R3W, S.M. and portions of
21 northeast quarter of Section 13, T13N, R4W, S.M., are rezoned
22 from PC (Planned Community District) to PC (Planned Community
23 District), as depicted on Exhibit A attached.
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31 Section 2. Development of planned community district
32 shall proceed in substantial conformance to the master
33 development plan for Ship Creek Landings prepared by Bobby F.
34 Burnett for Lo Patin and Company dated December 20, 1993 entitled
35 sheet 1 of 1 as amended by Exhibit B and by changes in a site
36 plan approved by the Planning and Zoning Commission under Section
37 3 of this ordinance. Said master development plan map and Exhibit
38 B are a part of this ordinance.
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49 Section 3. The PC (Planned Community District) is
50 enacted as follows:
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53 A. The Alaska Railroad Planned Community District is a joint
54 development project between the Railroad and private
55 developers. It is expected to draw heavily from summer
56 tourist traffic and to also be a year around attraction for
57 Anchorage residents. The area will provide a place for the
58 development of small tourist oriented projects, but it may
59 also include larger more community-wide uses. Accommodations
60 will be provided for the traveling public as well as meeting

and conference spaces. Cultural, recreational, historical and other tourist oriented use is to be encouraged.

The intent of this district is to produce a district that takes advantage of its unique location and rich historical background. This area was founded prior to the creation of the City of Anchorage. Much of the history of the State of Alaska began in the Ship Creek area. Patterns of the Past, an inventory of Anchorage's historical resources, catalogs the diversity of the Ship Creek Basin that will set the general theme for development.

The district is pedestrian-oriented from the street level to pedestrian sky-bridges to connect the major developments together. It is envisioned that street furnishings such as benches and street lamps will reflect the industrial or railroad era in materials such as cast iron. Provisions have been made for tour bus parking.

The district incorporates the historic Ship Creek dam. greenbelt area along Ship Creek and the trail systems incorporated in that area will enhance the development. The coastal trail and the Ship Creek Trail system area an additional amenity for the district.

B. Prior to the issuance of any building permits in Development Areas B or C, the developer shall submit a site plan for each project as specified below to the Planning and Zoning Commission for approval. The Commission may act on the site plan only after holding a public hearing on the site plan design. In addition to the standards and procedures of AMC 21.15.030 and 21.50.200, the Commission shall consider the following:

1. The site plan for each project and other depictions drawn to scale that delineates building locations, elevations, parking, access, drainage, wetlands, parks pedestrian improvements, and signage.
2. A narrative of a few sentences describing the function of the proposed building or other improvement.
3. An evaluation of the proposal by the Geo-Technical Advisory Commission.
4. A traffic impact analysis with suggested mitigation proposals to correct any defects found in the site plan or deficiencies in the street system serving the proposed project. This is an analysis and not an obligation of the developer to mitigate roads not on its property.

C. The developer shall be responsible for the cost of all infrastructure improvements. The Municipality of Anchorage will reimburse to the developer up to \$5.5 million dollars to provide site access, fill and installation of utilities

if the developer first completes the following:

1. Financial commitments in the form of cash performance bonds or deeds of trust of \$1 million, submitted to the Municipality, to assure the developer's good faith to build the "tourist attraction," to be forfeited if the structure is not completed.

This section shall not be construed to apply to construction of the Tony Knowles Coastal Trail connection to Government Hill or the Ship Creek Bike Trail; or projects initiated and carried out by the Municipality for improvement of property or right-of-way outside development areas A, B, and C as designated in Exhibit A, or Municipal projects within the development areas if such property or right-of-way is already under permit or easement for public use on the effective date of this ordinance. The City shall not spend state grant money allocated for the project except in accordance with the grant provisions and relevant development agreement.

Section 4. Development area A consisting of 88+/- acres shall be restricted to the following uses and development design standards:

B. Permitted principal uses and structures:

Retail:

1. grocery stores, delicatessens and food specialty shops;
2. meat and seafood markets;
3. retail bakeries;
4. department or variety stores;
5. hardware stores;
6. furniture stores;
7. music and record stores;
8. shoe repair and tailor shops;
9. bookstores, stationery stores and newsstands;
10. drugstores;
11. beauty shops;
12. barber shops;
13. restaurants, cafes, and other places serving food and beverages;
14. photography, dance, music, and other art studios;
15. florists;
16. tobacco stores;
17. clothing, apparel and shoe stores;
18. jewelry stores;
19. sporting goods stores;
20. cameras and photographic stores;
21. hobby stores;
22. knit shops, yarn shops, fabric shops, dressmaking and notions stores;
23. gift, novelty, and souvenir stores;
24. picture framing shops;

25. art galleries and sales
26. crafts shops;
27. antique stores;
28. furrier;
29. garden supply stores;
30. travel agencies and ticket brokers;
31. motion picture theaters;
32. banking and financial institutions;
33. on-site film processing;
34. marine equipment sales;
35. hotels and lodging;
36. arenas;
37. exhibition buildings;
38. aquarium/marine fisheries centers and the like;
39. art and craft studios;
40. farmers markets;
41. outdoor concessionaires.

Offices:

1. insurance and real estate services;
2. banking and financial institutions;
3. business and professional offices;
4. medical, health and legal services;
5. post offices;
6. government and quasi-government offices

Light Industrial Uses:

1. beverage manufacturing;
2. cabinet and furniture building;
3. blacksmith and metal working shops;
4. woodworking, pottery, weaving, leather and other craft production;
5. wholesale distribution operations;
6. manufacture, service or repair of light consumer goods such as appliances, furniture, garments and tourist related items;
7. outdoor storage of carriages, trolleys, and small-tour vehicles.

Note: All light industrial uses will be required to provide public tours or public viewing of operations without charge.

Other Uses:

1. multi-family dwellings;
2. dwellings in non-residential structures;
3. parks, playgrounds and playfields;
4. historic and cultural exhibits;
5. day care;
6. public libraries;
7. museums;
8. interior galleries connecting two or more buildings.

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5 C. Permitted accessory uses and structures:

- 6
7 1. uses and structures customarily accessory and clearly
8 incidental to permitted principal uses and structures.
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10 D. Conditional uses. Subject to the requirements of the
11 conditional use standards and procedures of this title, the
12 following uses may be permitted:
13

- 14 1. kiosks, outdoor restaurants, mobile vendors, or similar
15 uses in a public right-of-way;
16 2. commercial recreation establishments, including pool
17 halls, amusement arcades, and the like;
18 3. liquor stores, restaurants, tea rooms, cafes and other
19 places serving food involving the retail sale,
20 dispensing or service of alcoholic beverages in
21 accordance with AMC 21.50.160.
22

23 E. Prohibited Uses:

- 24
25 1. plumbing and heating services and dealers;
26 2. building material sales;
27 3. gasoline service stations;
28 4. automotive parts and equipment sales;
29 5. gasoline service stations;
30 6. automotive display lots;
31 7. mobile home display lots;
32 8. car washes;
33 9. drive-in businesses of any sort
34 10. the outdoor storage and display of any scrap, junk,
35 salvaged or secondhand materials, or any salvage yard
36 or salvage operation.
37 11. Manufacture or packaging of cement products, feed,
38 fertilizer, flour, glue, paint, petroleum products,
39 soap, turpentine, varnish, or charcoal;
40 12. manufacture, service, or repair of railroad equipment,
41 trucks, automobiles or aircraft;
42 13. open storage of cinders, coal, feed, grain, gravel,
43 manure, peat, sand, or topsoil;
44 14. any use which causes or may reasonably be expected to
45 cause excessive noise, vibrations, smoke, dust, or
46 other particular matter, toxic or noxious matter,
47 humidity, heat or glare at or beyond any lot line of
48 the lot on which it is located is not permitted.
49 "Excessive" is defined for these purposes as a degree
50 exceeding that generated by uses permitted in the
51 district in their customary manner of operation, or to
52 a degree injurious to the public health, safety,
53 welfare or convenience.
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55 F. Minimum lot requirements:

- 56
57 area: 3,000 square feet
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59 width: 25 feet.
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5 G. Minimum yard requirements:

6 Front yard: None

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8 Side and rear: None, if side or rear yards are provided,
9 each shall be a minimum of 15 feet in width and shall be
10 designed as public open space.
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13 H. Maximum lot coverage by all buildings:

14 Unrestricted

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17 I. Maximum height of structures:

18 No building shall exceed 40 feet in height. Design and
19 facades shall shield antennas, elevator housings,
20 ventilators, air conditioners, air exchanges, and the alike
21 from the street or other buildings within the district.
22

23
24 J. Signs:

25 Each leaseholder shall be permitted one sign per each street
26 frontage. Maximum size: 40 square feet plus one square foot
27 per lineal foot of building frontage. Signs must be
28 integral to the building. Maximum projection: 3.5 feet.
29 Canopies or arcades can extend the width of a public
30 sidewalk. Signs may incorporate neon or illuminating
31 lettering, or should be spot lighted. Animated or flashing
32 signs are not permitted.
33

34
35 K. Parking:

36 Adequate off-street parking shall be provided in connection
37 with any permitted use, subject to the provisions of the
38 supplementary district regulations.
39

40 No less than fifty percent of the parking shall be provided
41 on the site with the permitted use, the balance of the
42 parking shall be provided on property under the same
43 ownership as the permitted use or is under a long term lease
44 agreement with a recorded parking agreement filed with the
45 District Records Office. The parking provided by the
46 permitted use can be on an abutting lot or on a lot that is
47 within a 1,000 feet of the permitted use. A parking
48 agreement recorded with the District Records Office shall
49 be executed to insure the additional parking shall remain
50 available to the permitted use. Signage will identify the
51 location of the off-site parking lot at the permitted use
52 site and the off-site location.
53

54 Pedestrian facilities must be in place and/or constructed
55 prior to permitting parking on an abutting lot or on a lot
56 that is within 1,000 feet of the permitted use. Parking on a
57 lot separate from the permitted use shall be limited to lots
58 within the zoning district. Handicap accessible parking
59 shall be provided in accordance with ADA standards.
60

L. Loading:

Off-street loading facilities shall be provided in connection with any permitted use, the minimum for each use to be provided in the supplementary district regulations.

M. Landscaping:

All areas not devoted to buildings, walks or other installations shall be planted to the following standards:

- a. evergreen trees a minimum of 5 feet high with a ratio of height to spread no less than 5 to 3, or deciduous trees a minimum of 8 feet in height (1" caliper), planted at average intervals no greater than 20 feet on center; and
- b. shrubs, a minimum of 18" in height, placed so as to cover the ground in three years; or
- c. lawn

N. Refuse and storage:

All refuse and trash storage and disposal areas shall be fully screened from public view.

O. Traffic impact analysis:

Prior to issuance of any building permit, a detailed traffic impact analysis, including a mitigation plan for resolving negative impacts, shall be reviewed as a public hearing order of business and approved by the Planning and Zoning Commission.

Section 5. Development area B consisting of 31+/- acres shall be restricted to the following uses and development design standards:

B. Permitted principal uses and structures:

Retail:

1. grocery stores, delicatessens and food specialty shops;
2. meat and seafood markets;
3. retail bakeries;
4. department or variety stores;
5. hardware stores;
6. furniture stores;
7. music and record stores;
8. shoe repair and tailor shops;
9. bookstores, stationery stores and newsstands;
10. drugstores;

11. beauty shops;
12. barber shops;
13. restaurants, cafes, and other places serving food and beverages;
14. photography, dance, music, and other art studios;
15. florists;
16. tobacco stores;
17. clothing, apparel and shoe stores;
18. jewelry stores;
19. sporting goods stores;
20. cameras and photographic stores;
21. hobby stores;
22. knit shops, yarn shops, fabric shops, dressmaking and notions stores;
23. gift, novelty, and souvenir stores;
24. picture framing shops;
25. art galleries and sales
26. crafts shops;
27. antique stores;
28. furrier;
29. garden supply stores;
30. travel agencies and ticket brokers;
31. motion picture theaters;
32. banking and financial institutions;
33. on-site film processing;
34. marine equipment sales;
35. hotels and lodging;
36. arenas;
37. exhibition buildings;
38. aquarium/marine fisheries centers and the like;
39. art and craft studios;
40. farmers markets;
41. outdoor concessionaires;
42. exhibition/theater centers;
43. pedestrian sky bridges, designed to the standards of AMC 21.50.260

Offices:

1. insurance and real estate services;
2. banking and financial institutions;
3. business and professional offices;
4. medical, health and legal services;
5. post offices;
6. government and quasi-government offices

Light Industrial Uses:

1. beverage manufacturing;
2. cabinet and furniture building;
3. blacksmith and metal working shops;
4. woodworking, pottery, weaving, leather and other craft production;
5. wholesale distribution operations;
6. manufacture, service or repair of light consumer goods such as appliances, furniture, garments and tourist

- related items;
7. outdoor storage of carriages, trolleys, and small-tour vehicles.

Note: All light industrial uses will be required to provide public tours or public viewing of operations without charge.

Other Uses:

1. multi-family dwellings;
2. dwellings in non-residential structures;
3. parks, playgrounds and playfields;
4. historic and cultural exhibits;
5. day care;
6. public libraries;
7. museums;
8. interior galleries connecting two or more buildings.

C. Permitted accessory uses and structures:

1. uses and structures customarily accessory and clearly incidental to permitted principal uses and structures.

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

1. kiosks, outdoor restaurants, mobile vendors, or similar uses in a public right-of-way;
2. commercial recreation establishments, including pool halls, amusement arcades, and the like.
3. liquor stores, restaurants, tea rooms, cafes and other places serving food involving the retail sale, dispensing or service of alcoholic beverages in accordance with AMC 21.50.160.

E. Prohibited Uses:

1. plumbing and heating services and dealers;
2. building material sales;
3. gasoline service stations;
4. automotive parts and equipment sales;
5. gasoline service stations;
6. automotive display lots;
7. mobile home display lots;
8. car washes;
9. drive-in businesses of any sort
10. the outdoor storage and display of any scrap, junk, salvaged or secondhand materials, or any salvage yard or salvage operation.
11. Manufacture or packaging of cement products, feed, fertilizer, flour, glue, paint, petroleum products, soap, turpentine, varnish, or charcoal;
12. manufacture, service, or repair of railroad equipment, trucks, automobiles or aircraft;

13. open storage of cinders, coal, feed, grain, gravel, manure, peat, sand, or topsoil;
14. any use which causes or may reasonably be expected to cause excessive noise, vibrations, smoke, dust, or other particular matter, toxic or noxious matter, humidity, heat or glare at or beyond any lot line of the lot on which it is located is not permitted. "Excessive" is defined for these purposes as a degree exceeding that generated by uses permitted in the district in their customary manner of operation, or to a degree injurious to the public health, safety, welfare or convenience.

F. Minimum lot requirements:

area: 3,000 square feet
width: 25 feet.

G. Minimum yard requirements:

Front yard: None

Side and rear: None, if side or rear yards are provided, each shall be a minimum of 15 feet in width and shall be designed as public open space.

H. Maximum lot coverage by all buildings:

Unrestricted.

I. Maximum height of structures:

Development Sub Area	Maximum Height
B-1	90 feet mean sea level (MSL);
B-2	120 feet mean sea level (MSL); less the south 200 feet from 1st Avenue; the southern portion, 90 feet;
B-3	120 feet mean sea level (MSL); less the south 200 feet from 1st Avenue; the southern portion, 90 feet;
B-4	85 feet mean sea level (MSL);

except that no structure shall exceed the standards of AMC 21.65.050.

J. Signs:

Signage in this development area shall be the same as AMC 21.45.160. B-2A district.

K. Parking:

Adequate off-street parking shall be provided in connection with any permitted use, subject to the provisions of the supplementary district regulations.

No less than fifty percent of the parking shall be provided on the site with the permitted use, the balance of the parking shall be provided on property under the same ownership as the permitted use or is under a long term lease agreement with a recorded parking agreement filed with the District Records Office. The parking provided by the permitted use can be on an abutting lot or on a lot that is within a 1,000 feet of the permitted use. A parking agreement recorded with the District Records Office shall be executed to insure the additional parking shall remain available to the permitted use. Signage will identify the location of the off-site parking lot at the permitted use site and the off-site location.

Pedestrian facilities must be in place and/or constructed prior to permitting parking on an abutting lot or on a lot that is within 1,000 feet of the permitted use. Parking on a lot separate from the permitted use shall be limited to lots within the zoning district. Handicap accessible parking shall be provided in accordance with ADA standards.

L. Loading:

Off-street loading facilities shall be provided in connection with any permitted use, the minimum for each use to be provided in the supplementary district regulations.

M. Landscaping:

All areas not devoted to buildings, walks or other installations shall be planted to the following standards:

- a. evergreen trees a minimum of 5 feet high with a ratio of height to spread no less than 5 to 3, or deciduous trees a minimum of 8 feet in height (1" caliper), planted at average intervals no greater than 20 feet on center; and
- b. shrubs, a minimum of 18" in height, placed so as to cover the ground in three years; or
- c. lawn

N. Refuse and storage:

All refuse and trash storage and disposal areas shall be fully screened from public view.

Section 6. Development area C consisting of 8+/- acres shall be restricted to the following uses and development design

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4
5 standards:

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7 B. Permitted principal uses and structures:

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9 Retail:

- 10 1. grocery stores, delicatessens and food specialty shops;
11 2. meat and seafood markets;
12 3. retail bakeries;
13 4. department or variety stores;
14 5. hardware stores;
15 6. furniture stores;
16 7. music and record stores;
17 8. shoe repair and tailor shops;
18 9. bookstores, stationery stores and newsstands;
19 10. drugstores;
20 11. beauty shops;
21 12. barber shops;
22 13. restaurants, cafes, and other places serving food and
23 beverages;
24 14. photography, dance, music, and other art studios;
25 15. florists;
26 16. tobacco stores;
27 17. clothing, apparel and shoe stores;
28 18. jewelry stores;
29 19. sporting goods stores;
30 20. cameras and photographic stores;
31 21. hobby stores;
32 22. knit shops, yarn shops, fabric shops, dressmaking and
33 notions stores;
34 23. gift, novelty, and souvenir stores;
35 24. picture framing shops;
36 25. art galleries and sales
37 26. crafts shops;
38 27. antique stores;
39 28. furrier;
40 29. garden supply stores;
41 30. travel agencies and ticket brokers;
42 31. motion picture theaters;
43 32. banking and financial institutions;
44 33. on-site film processing;
45 34. marine equipment sales;
46 35. hotels and lodging;
47 36. arenas;
48 37. exhibition buildings;
49 38. aquarium/marine fisheries centers and the like;
50 39. art and craft studios;
51 40. farmers markets;
52 41. outdoor concessionaires;
53 42. exhibition/theater centers;
54 43. pedestrian sky bridges, designed to the standards of
55 AMC 21.50.260
56

57
58 Offices:

- 59 1. insurance and real estate services;
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2. banking and financial institutions;
3. business and professional offices;
4. medical, health and legal services;
5. post offices;
6. government and quasi-government offices.

Light Industrial Uses:

1. beverage manufacturing;
2. cabinet and furniture building;
3. blacksmith and metal working shops;
4. woodworking, pottery, weaving, leather and other craft production;
5. wholesale distribution operations;
6. manufacture, service or repair of light consumer goods such as appliances, furniture, garments and tourist related items;
7. outdoor storage of carriages, trolleys, and small-tour vehicles.

Note: All light industrial uses will be required to provide public tours or public viewing of operations without charge.

Other Uses:

1. multi-family dwellings;
2. dwellings in non-residential structures;
3. parks, playgrounds and playfields;
4. historic and cultural exhibits;
5. day care;
6. public libraries;
7. museums;
8. interior galleries connecting two or more buildings

C. Permitted accessory uses and structures:

1. uses and structures customarily accessory and clearly incidental to permitted principal uses and structures

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

1. kiosks, outdoor restaurants, mobile vendors, or similar uses in a public right-of-way;
2. commercial recreation establishments, including pool halls, amusement arcades, and the like.
3. liquor stores, restaurants, tea rooms, cafes and other places serving food involving the retail sale, dispensing or service of alcoholic beverages in accordance with AMC 21.50.160.

E. Prohibited Uses:

1. plumbing and heating services and dealers;

2. building material sales;
3. gasoline service stations;
4. automotive parts and equipment sales;
5. gasoline service stations;
6. automotive display lots;
7. mobile home display lots;
8. car washes;
9. drive-in businesses of any sort;
10. the outdoor storage and display of any scrap, junk, salvaged or secondhand materials, or any salvage yard or salvage operation;
11. Manufacture or packaging of cement products, feed, fertilizer, flour, glue, paint, petroleum products, soap, turpentine, varnish, or charcoal;
12. manufacture, service, or repair of railroad equipment, trucks, automobiles or aircraft;
13. open storage of cinders, coal, feed, grain, gravel, manure, peat, sand, or topsoil;
14. any use which causes or may reasonably be expected to cause excessive noise, vibrations, smoke, dust, or other particular matter, toxic or noxious matter, humidity, heat or glare at or beyond any lot line of the lot on which it is located is not permitted. "Excessive" is defined for these purposes as a degree exceeding that generated by uses permitted in the district in their customary manner of operation, or to a degree injurious to the public health, safety, welfare or convenience.

F. Minimum lot requirements:

area: 3,000 square feet

width: 25 feet.

G. Minimum yard requirements:

Front yard: None

Side and rear: None, if side or rear yards are provided, each shall be a minimum of 15 feet in width and shall be designed as public open space.

H. Maximum lot coverage by all buildings:

Unrestricted.

I. Maximum height of structures:

East of W Street centerline, 85 feet; west 70 feet mean sea level (MSL), except that no structure shall exceed the standards of AMC 21.65.050.

J. Signs:

Signage in this development area shall be the same as AMC

3
4 21.45.160. B-2A district.

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7 K. Parking:

8 Adequate off-street parking shall be provided in connection
9 with any permitted use, subject to the provisions of the
10 supplementary district regulations.

11
12 No less than fifty percent of the parking shall be provided
13 on the site with the permitted use, the balance of the
14 parking shall be provided on property under the same
15 ownership as the permitted use or is under a long term lease
16 agreement with a recorded parking agreement filed with the
17 District Recorders Office. The parking provided by the
18 permitted use can be on an abutting lot or on a lot that is
19 within a 1,000 feet of the permitted use. A parking
20 agreement recorded with the District Recorders Office shall
21 be executed to insure the additional parking shall remain
22 available to the permitted use. Signage will identify the
23 location of the off-site parking lot at the permitted use
24 site and the off-site location.

25
26 Pedestrian facilities must be in place and/or constructed
27 prior to permitting parking on an abutting lot or on a lot
28 that is within 1,000 feet of the permitted use. Parking on a
29 lot separate from the permitted use shall be limited to lots
30 within the zoning district. Handicap accessible parking
31 shall be provided in accordance with ADA standards.

32
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34 L. Loading:

35 Off-street loading facilities shall be provided in
36 connection with any permitted use, the minimum for each use
37 to be provided in the supplementary district regulations.

38
39
40 M. Landscaping:

41 All areas not devoted to buildings, walks or other
42 installations shall be planted to the following standards:

- 43
44 a. evergreen trees a minimum of 5 feet high with a ratio
45 of height to spread no less than 5 to 3, or deciduous
46 trees a minimum of 8 feet in height (1" caliper),
47 planted at average intervals no greater than 20 feet on
48 center; and
49
50 b. shrubs, a minimum of 18" in height, placed so as to
51 cover the ground in three years; or
52
53 c. lawn
54

55
56 N. Refuse and storage:

57 All refuse and trash storage and disposal areas shall be
58 fully screened from public view.
59
60

5 Section 7. The Director of the Department of
6
7 Community Planning and Development shall change the zoning map
8
9 accordingly.
10

11 Section 8. This ordinance shall be effective upon
12 passage and approval.
13

14 PASSED AND APPROVED by the Anchorage Assembly this
15 11th day of January, 1994.
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17

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19
20 
21 Chairman
22

23 ATTEST:
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25

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28 
29 Municipal Clerk
30

31 (001-021-01,02,06)
32 (002-051-02,11-12)
33 (002-061-15)
34 (002-071-08,11,13-16)
35 (002-081-02,04-05,08-15,18-25,49,50)
36 (002-084-10,58,59,68)
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38 DOCF/A006
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REZONING

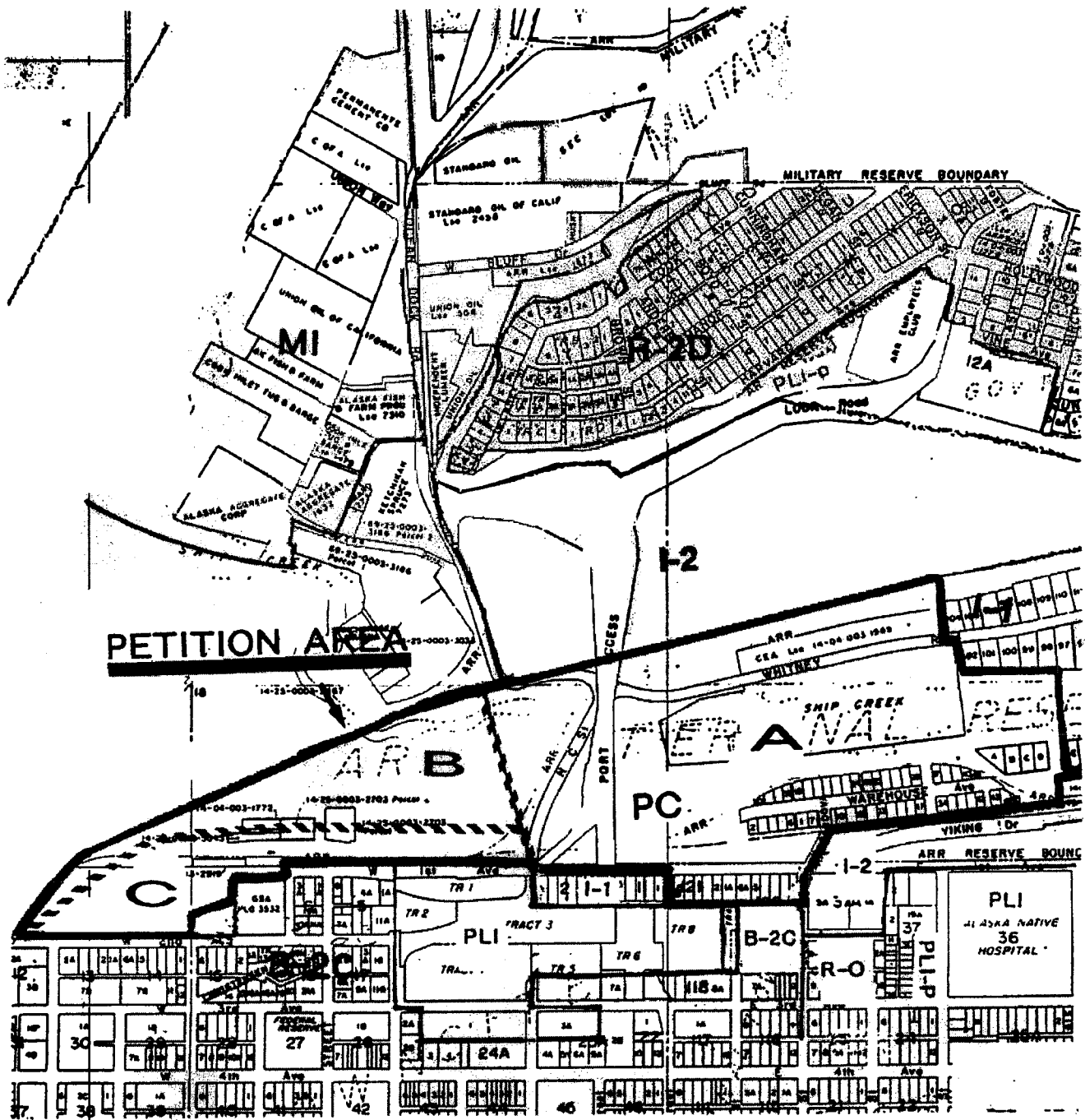
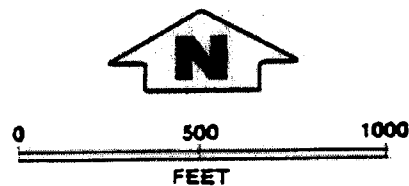


EXHIBIT A

- 100 Year Floodplain
- 500 Year Floodplain



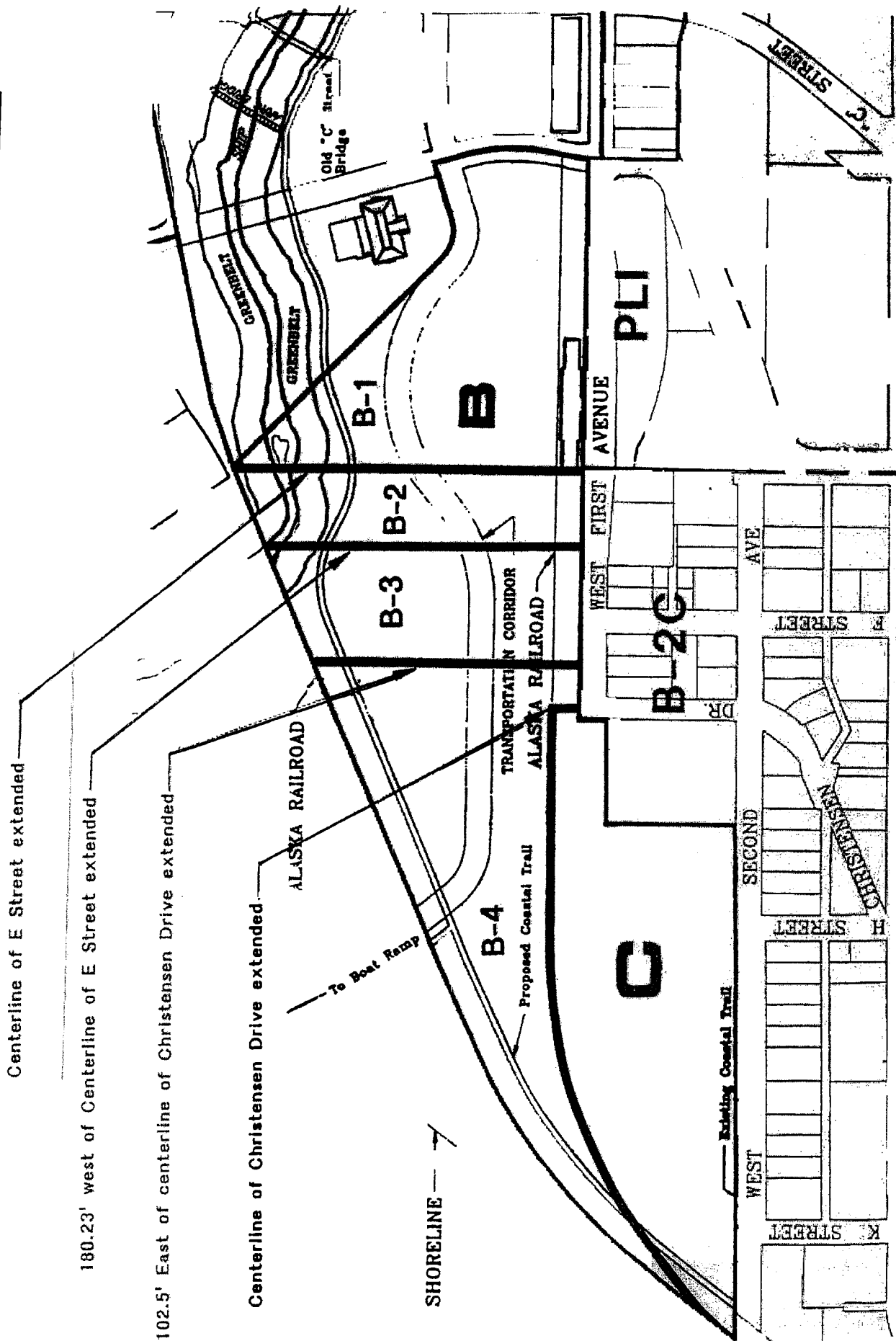


EXHIBIT B

MUNICIPALITY OF ANCHORAGE
PLANNING AND ZONING COMMISSION AND URBAN DESIGN COMMISSION
JOINT RESOLUTION NO. 99-027

A JOINT RESOLUTION ENCOURAGING THE ALASKA RAILROAD CORPORATION TO APPROVE THE SHIP CREEK DEVELOPMENT MASTER PLAN AND IMPLEMENTATION STRATEGY FOR PROPERTY WITHIN THE LOWER SHIP CREEK CORRIDOR, GENERALLY LOCATED BETWEEN DOWNTOWN ANCHORAGE AND GOVERNMENT HILL, WEST OF REEVE BOULEVARD.

(PZC 99-097; UDC 014-99)

WHEREAS, in recent years there has been increased public interest in development of Ship Creek for a wide mix of activities; and

WHEREAS, pressure has emerged to better protect the stream bank from heavy angler use through strategic improvements; and

WHEREAS, there is a strong need to provide improved access to industrial areas and the Port of Anchorage; and

WHEREAS, nearby residential areas are strongly urging more open space and pedestrian connections with Downtown Anchorage; and

WHEREAS, there is also interest in lower Ship Creek for its historical significance and potential as a site for recreation and retail-oriented activities that are attractive to residents and visitors; and

WHEREAS, the Alaska Railroad Corporation hired consultants to prepare a Ship Creek Development Master Plan and Strategic Action Plan for the lower Ship Creek area; generally located between Downtown Anchorage and Government Hill, west of Reeve Boulevard; and,

WHEREAS, the plan identifies a core area for future development opportunities, integrates a variety of uses, outlines three development alternatives, and incorporates a broad list of needs such as transportation, bicycle and pedestrian circulation, industrial uses, railroad uses, commercial uses, recreational uses, wildlife habitat, environmental needs, and tourism; and,

WHEREAS, the Alaska Railroad Corporation (ARRC) is commended for its contribution of money, resources, and effort to improve the use of the cultural and natural resources in the lower Ship Creek area; and,

WHEREAS, the Ship Creek Development Master Plan represents a positive future for Ship Creek, and its potential to turn an eyesore into something positive by enhancing the area for commerce, industry, recreation, tourism, wildlife habitat, and transportation; and,

Planning and Zoning Commission and Urban Design Commission

Resolution No. 99-027

Page 2

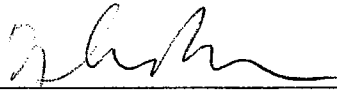
WHEREAS, the plan acknowledges the importance of strong ties to the Central Business District and its related activities, and is encouraged to focus planning efforts on the needs of local residents which will, in turn, attract tourism; and,

WHEREAS, other cities such as Sydney, San Antonio, and Seattle, have been successful with similar challenges and opportunities.

NOW, THEREFORE, BE IT RESOLVED by the Municipal Planning and Zoning Commission and the Urban Design Commission that the Alaska Railroad Corporation Board is encouraged to approve the Ship Creek Development Master Plan and Implementation Strategy, including the 11 recommendations for immediate action.

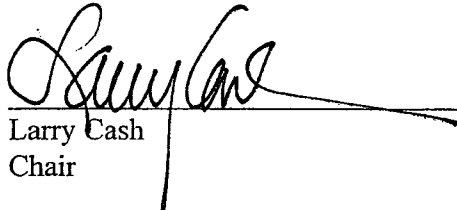
PASSED AND APPROVED by the Municipal Planning and Zoning Commission and the Urban Design Commission this 5th day of April 1999.

PLANNING AND ZONING COMMISSION

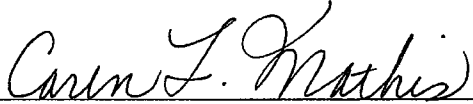


Daphne Brown
Chair

URBAN DESIGN COMMISSION



Larry Cash
Chair



Caren L. Mathis
Secretary

(PZC 99-097)

(UDC 014-99)

CLERK'S OFFICE
AMENDED AND APPROVED
Date: 7-8-13

Submitted by: Chair of the Assembly at
the Request of the Mayor
Prepared by: Planning Department
For Reading: May 13, 2003

Anchorage, Alaska
AO No. 2003-82

1 AN ORDINANCE AMENDING THE ZONING MAP AND PROVIDING FOR THE
2 REZONING OF LOT 3, SHIP CREEK CROSSING SUBDIVISION FROM PC (PLANNED
3 COMMUNITY), AND I-2 (HEAVY INDUSTRIAL) TO I-2 SL (HEAVY INDUSTRIAL
4 WITH SPECIAL LIMITATIONS), GENERALLY LOCATED AT 101 WEST WHITNEY
5 ROAD.

6
7 (Government Hill Community Council) (Planning and Zoning Commission Case 2003-016)

8
9 THE ANCHORAGE MUNICIPAL ASSEMBLY ORDAINS:

10
11 Section 1. The zoning map shall be amended by designating the following described
12 property as I-2SL (Heavy Industrial with Special Limitations) zone:

13
14 Lot 3, Ship Creek Crossing Subdivision.

15
16 The zoning map amendment shall be subject to the special limitations:

17
18 1 Landscaping along the south lot line (where adjacent to Whitney Road, except at
19 driveways) shall be planted with visual enhancement landscaping.

20
21 2 A landscaping bond in the amount of 120% of the estimated installation cost shall be
22 posted and held for a period of two years from the final Assembly approval of this
23 rezoning.

24
25 3. In addition to the standards in the I-2 zone (AMC 21.40.210 E. Prohibited Uses), the
26 following uses are prohibited:

27
28 a. junkyards, salvage yards.

29 b. manufacture or packaging of cement products, feed, fertilizer, flour, glue, paint,
30 petroleum products, soap, turpentine or varnish, charcoal or distilled products.

31 c. open storage of cinders, coal, feed, grain, gravel, manure, muck, peat, sand or topsoil.

32 d. asphalt batching plants and hot mix plants.

33 e. incinerator facilities or thermal desorption units.

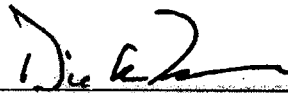
34
35 4. A Notice of Zoning Action and the Resolution shall be filed with the State of Alaska
36 District Recorders Office. Proof of such shall be submitted to the Department of
37 Planning.

38 5. Landscaping shall be completed in accordance with the Ship Creek Redevelopment Plan.

39 Section 2. The Director of the Planning Department shall change the zoning map
40 accordingly.

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

10 PASSED AND APPROVED by the Anchorage Assembly this 8th day of
11 July 2003.

12
13 
14
15

16
17 ATTEST:

18
19
20
21 
22 Municipal Clerk
23
24

(2003-016) (002-061-25)



**MUNICIPALITY OF ANCHORAGE
ASSEMBLY MEMORANDUM**

No. AM 400-2003

Meeting Date: May 13, 2003

From: Mayor

Subject: AO 2003- 82

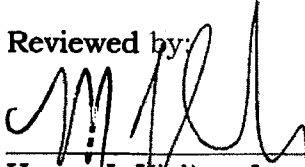
**Planning and Zoning Commission
recommendation on a rezoning from PC
and I-2 to I-2SL for Lot 3, Ship Creek
Crossing Subdivision, Anchorage.**

1 Wrightway Auto Carriers submitted an application for rezoning to change
2 their split-zoned property from PC and I-2 to I-2 with Special Limitations.
3 On February 3, 2003 the Planning and Zoning Commission recommended
4 approval of the rezoning. The area is identified as industrial in the
5 *Anchorage 2020 Anchorage Bowl Comprehensive Plan*. The *Ship Creek*
6 *Waterfront/Land Use Study* identifies the land as general industrial. The
7 proposal is consistent with the *Anchorage 2020 Anchorage Bowl*
8 *Comprehensive Plan*, and compatible with adjacent uses and zoning
9 districts.

10 The lot is 2.5 acres in size and the applicant wishes to rebuild an
11 auto/truck repair shop which completely burned in 2002. The repair shop
12 use had legal non-conforming rights, but it is not an allowed use in the PC
13 district. The existing I-2 portion of the property is not large enough to re-
14 build the repair shop. Staff advised the applicant to rezone all the property
15 to I-2 rather than amend the list of allowed uses in the PC district.

16 The Community Council supports the rezoning. Three letters were received
17 in support of the request, one in opposition. The applicant accepts the
18 special limitations. The Administration recommends approval of the
19 rezoning request.

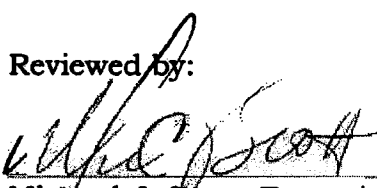
20 Reviewed by:


Harry J. Kieling Jr
Municipal Manager

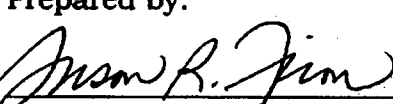
Respectfully submitted


George P. Wuerch
Mayor

Reviewed by:


Michael J. Scott, Executive
Director, Planning,
Development and Public Works

Prepared by:


Susan R. Fison, Director
Department of Planning

**MUNICIPALITY OF ANCHORAGE
PLANNING AND ZONING COMMISSION RESOLUTION NO. 2003-009**

A RESOLUTION APPROVING A REZONING FROM PC (PLANNED COMMUNITY) AND I-2(HEAVY INDUSTRIAL) TO I-2 (HEAVY INDUSTRIAL) FOR LOT 3, SHIP CREEK CROSSING SUBDIVISION, GENERALLY LOCATED AT 101 WEST WHITNEY ROAD.

(Case 2003-016, Tax I.D. No. 002-061-25)

WHEREAS, a request has been received from William Wright, Wrightway Auto Carriers to rezone 2.5 acres of land from PC and I-2 to I-2 for lot 3, Ship Creek Crossing Subdivision generally located at 101 West Whitney Road, and

WHEREAS, notices were published, posted and 149 public hearing notices were mailed and a public hearing was held on February 3, 2003.

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

A. The Commission makes the following findings of fact:

The petition site is a 2.5 acre split zoned lot.

Anchorage 2020 designates the property as Industrial reserve. The area is generally developed as heavy industrial (power plant, railroad yard).

The Ship Creek/Waterfront land use study indicates the land for general industrial use. The proposal is consistent with the comprehensive plan and compatible with existing zoning districts and uses.

The applicant wishes to construct a motor vehicle repair shop on the parcel. The use is not allowed in the PC district, but is allowed in the I-2 district. The existing I-2 portion of the property is not large enough to allow construction of the repair shop.

The applicant has agreed with the proposed Special Limitations.

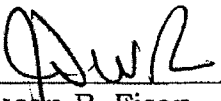
B. The Commission recommends the above rezoning be APPROVED by the Anchorage Assembly subject to the following special limitations:

1. Landscaping along the south lot line (where adjacent to Whitney Road, except at driveways) shall be planted with visual enhancement landscaping.
2. A landscape guarantee (bond, deposit in escrow, letter of credit, deed of trust, etc) in the amount of 120% of the estimated installation cost shall be posted and held for a period two years from the final Assembly approval of this rezoning.
3. In addition to the standards in the I-2 zone, the following uses are prohibited:

- a. junkyards, salvage yards.
- b. manufacture or packaging of cement products, feed, fertilizer, flour, glue, paint, petroleum products, soap, turpentine or varnish, charcoal or distilled products.
- c. open storage of cinders, coal, feed, grain, gravel, manure, muck, peat, sand or topsoil.
- d. asphalt batching plants and hot mix plants.
- e. incinerator facilities or thermal desorption units.

4. A notice of zoning action and the resolution shall be filed with the State of Alaska District Records Office. Proof of such shall be submitted to the Planning Department.

PASSED AND APPROVED by the Municipal Planning and Zoning Commission on the 3rd day of February, 2003.



for Susan R. Fison
Secretary



for Toni Jones
Chair

(Case 2003-016, Tax I.D. No. 002-061-25)

ab

COMMERCIAL PERMIT APPLICATION

Permit Number: 02- -5538

Tax Code Number: 002-061-25

MUNICIPALITY OF ANCHORAGE

BUILDING SAFETY DIVISION

4700 SOUTH BRAGAW STREET

Telephone: (907) 343-8211

Inspection Request Line: (907) 343-8300

Inspection Fax Line: (907) 249-7777

Subdivision: SHIP CREEK CROSSING

Lot/Space: 3

Block:

Tract:

Site Address: NHN

Owner: ARR

Phone No:

Contractor: COLLINS CONSTRUCTION, INC. *R

Phone No: (907)376-8299

Architect: WOLF ARCHITECHTURE

Phone No: (907)746-6670

Proposed Use: WAREHOUSE

Type of Work: NEW

Work Description: 5,000 Sq Ft Vehicle maintenance facility

CCO - exp 2/16/04

Total Construction Valuation of Work: \$175,500.00

Permit Fee:	\$2,317.30
Plan Review Fee:	\$848.00
Zoning Review Fee:	\$.00
Fire Review Fee:	\$212.00
NPDES Fee:	\$.00
Flood Plain Fee:	\$.00
Expedited Review Fee:	\$.00
Outsourcing Fee:	\$.00
Address Fee:	\$.00
Temp Electric /	\$.00
Electric Sign Fee:	

Zoning Inspection Fee:	\$.00
Zoning Sign Inspection Fee:	\$.00

Total Fees:	\$3,377.30
Total Amount Paid:	\$3,377.30
Last Date Paid:	11/10/2003
Payment Type:	CREDIT CARD
Receipt No:	JRD

TO INSURE THAT YOUR PERMIT REMAINS ACTIVE, CALL FOR AN INSPECTION AT LEAST ONCE EVERY 360 DAYS. PER MUNICIPAL CODE, ALL REFUNDS ON CANCELLED PROJECTS MUST BE REQUESTED IN WRITING NO LATER THAN 360 DAYS AFTER DATE OF FEE PAYMENT. LAND USE PERMITS VALID FOR 180 DAYS TO COMMENCE CONSTRUCTION

The owner of this building and the undersigned agree to conform to all applicable laws of this jurisdiction.

PRINTED NAME: _____

SIGNATURE: _____ **DATE:** 6/13/2002

This is an application only. This is not your permit to begin construction. There may be additional fees for site review and landscaping review. Permits are required for plumbing, mechanical, electrical, elevator, and fire systems.

Parcels--Basic Layers

Tue Jun 14, 10:22:27, 2005

Map: Parcels--Basic Layers

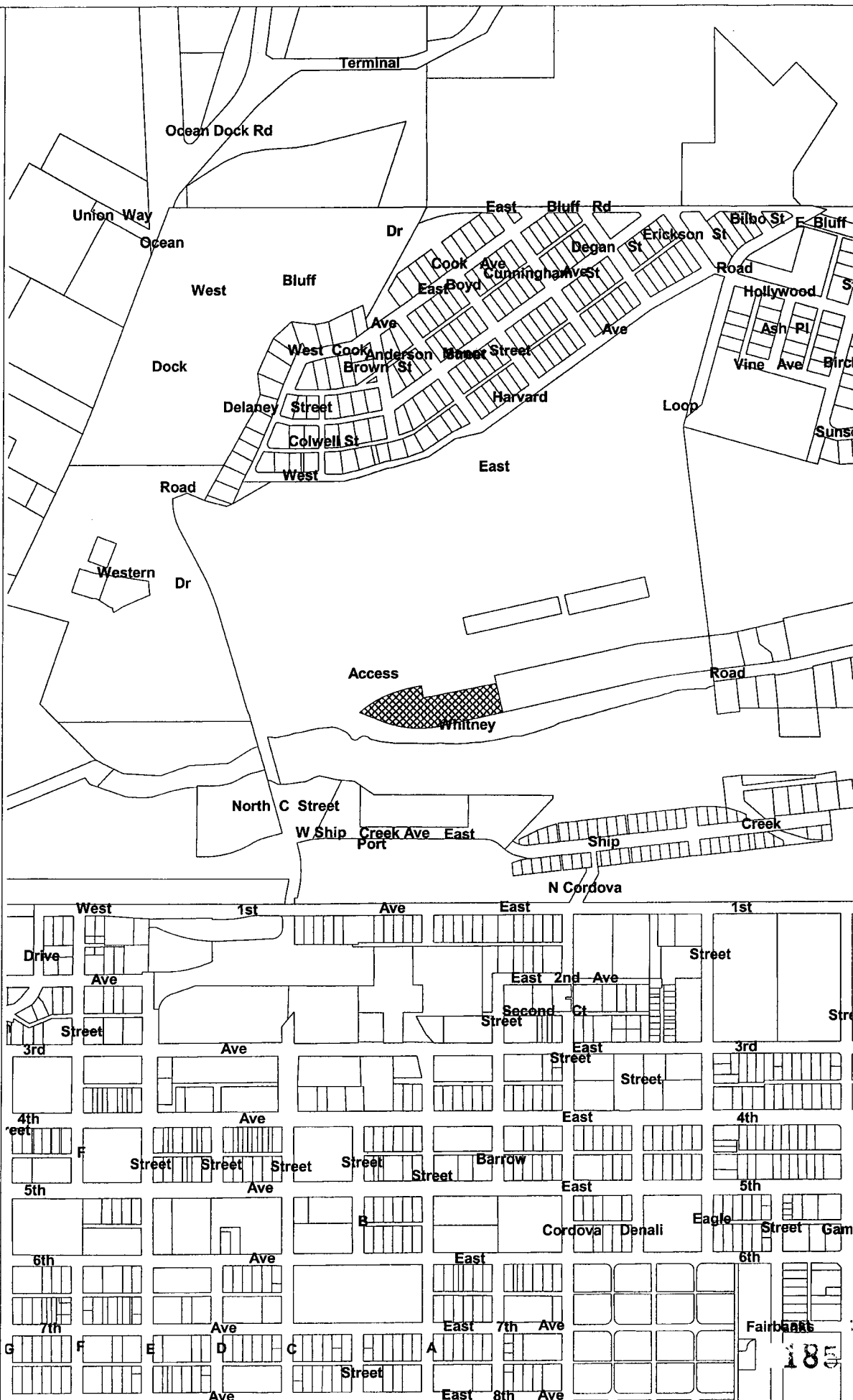


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 PARCELS



PARCEL INFORMATION

APPRAISAL INFORMATION

Legal SHIP CREEK CROSSING
LT 3

Parcel 002-061-25-000
Owner ARR

#

Descr OFFICE BLDG LOW RISE 1-4
Site Addr 101 E WHITNEY RD

POUCH 7-2111
ANCH

AK 99510 0000

RELATED CAMA PARCELS

Related Parcel(s)	XRef Type	Leased Parcels
002061-15000	Q	

Cross Reference (XRef) Type Legend

Econ. Link	Replat	Uncouple
E = Old to New	R = Old to New	U = Old to New
I = New to Old	F = New to Old	Q = New to Old
Renumber	Combine	Lease
N = New to Old	C = Old to New	L = GIS to Lease
X = Old to New	P = New to Old	M = Lease to GIS

Get "Type" explanation
Bring up this form focused
on the related parcel

REZONE

2003-016

Case Number 2003-016 # of Parcels 1 Hearing Date 02/03/2003

Case Type Rezoning to I-2 Heavy industrial district

Legal A request to rezone approximately 2.5 acres from PC (Planned Community) and I-2 (Heavy Industrial) to I-2 (Heavy Industrial). Ship Creek Crossing, Lot 3. Located at 101 W Whitney Road.

PLAT

Case Number
Action Type
Legal

Grid

Proposed Lots 0
Action Date

Existing Lots

PERMITS

025538

Permit Number 02 5538

Project WRIGHTWAY AUTO MAINTENANCE FAC

Work Desc 5,000 Sq Ft Vehicle maintenance facility

Use WAREHOUSE

BZAP

010-18

Action No. 2003-016

Action Date 02/03/2003

Resolution 2003-009

Status APR
Type RZ

Ruling Approved
Re-Zone Ruling

ALCOHOL LICENSE

Business
Address

Applicants Name
Conditions

License Type
Status

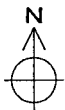
PARCEL INFORMATION

OWNER ARR POUCH 7-2111 ANCH Deed 0000 0000000 CHANGES: Deed Date Jan 01, 1984 Name Date Oct 07, 1998 Address Date Jan 01, 1984	PARCEL Parcel ID 002-061-25-000 Status Renumbr ID 002-061-15-00000 Site Addr 101 E WHITNEY RD Comm Concl GOVERNMENT HILL Comments <div style="text-align: right;"># 01</div>																																			
LEGAL SHIP CREEK CROSSING LT 3 Unit Plat 960151 Zone PC I2 SQFT 108,932 Grid SW1130	TAX INFO 2005 Tax 0.00 Balance 0.00 District 001 HISTORY <table border="1"> <thead> <tr> <th></th> <th>Year</th> <th>Building</th> <th>Land</th> <th>Total</th> </tr> </thead> <tbody> <tr> <td>Assmt Final</td> <td>2003</td> <td>0</td> <td>0</td> <td>0</td> </tr> <tr> <td>Assmt Final</td> <td>2004</td> <td>0</td> <td>0</td> <td>0</td> </tr> <tr> <td>Assmt Final</td> <td>2005</td> <td>0</td> <td>0</td> <td>0</td> </tr> <tr> <td>Exemptions</td> <td>STATE</td> <td></td> <td></td> <td>0</td> </tr> <tr> <td>State Credit</td> <td></td> <td></td> <td></td> <td>0</td> </tr> <tr> <td>Tax Final</td> <td></td> <td></td> <td></td> <td>0</td> </tr> </tbody> </table>		Year	Building	Land	Total	Assmt Final	2003	0	0	0	Assmt Final	2004	0	0	0	Assmt Final	2005	0	0	0	Exemptions	STATE			0	State Credit				0	Tax Final				0
	Year	Building	Land	Total																																
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Exemptions	STATE			0																																
State Credit				0																																
Tax Final				0																																
PROPERTY INFO <table border="1"> <thead> <tr> <th>#</th> <th>Type</th> <th>Land Use</th> </tr> </thead> <tbody> <tr> <td>01</td> <td>COMMERCIAL</td> <td>OFFICE BLDG LOW RISE 1-4</td> </tr> </tbody> </table>	#	Type	Land Use	01	COMMERCIAL	OFFICE BLDG LOW RISE 1-4	SALES DATA <table border="1"> <thead> <tr> <th>Mon</th> <th>Year</th> <th>Price</th> <th>Source</th> <th>Type</th> </tr> </thead> <tbody> <tr> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> </tbody> </table>	Mon	Year	Price	Source	Type																								
#	Type	Land Use																																		
01	COMMERCIAL	OFFICE BLDG LOW RISE 1-4																																		
Mon	Year	Price	Source	Type																																

Parcels--Basic Layers

Tue Jun 14, 10:23:42, 2005

Map: Parcels--Basic Layers



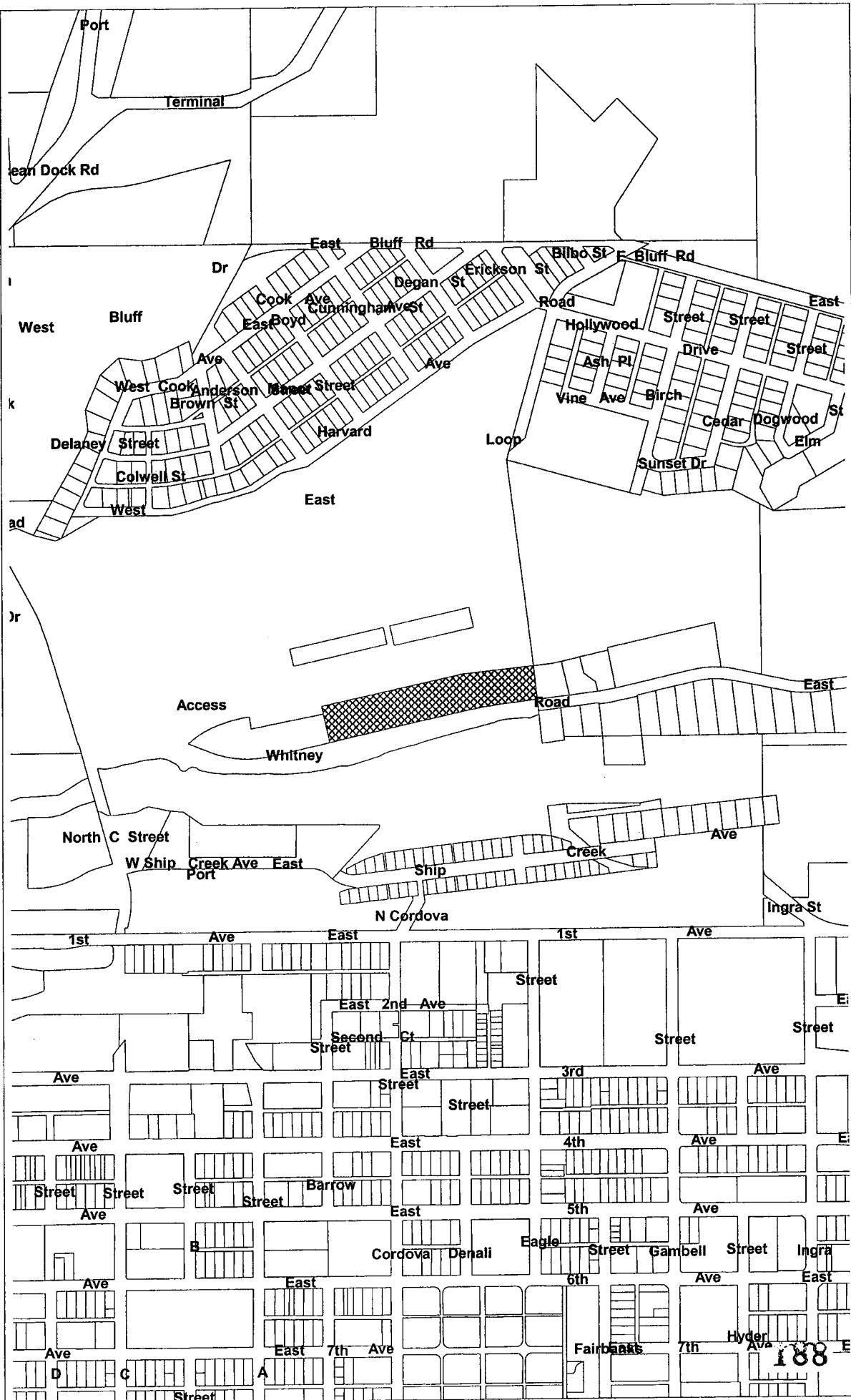
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Legend:

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PARCELS



PARCEL INFORMATION

OWNER
 ARR
 POUCH 7-2111
 ANCH
 Deed 0000 00000000 AK 9951C 0000
 CHANGES: Deed Date Jan 01, 1984
 Name Date Nov 04, 1998
 Address Date Jan 01, 1984

PARCEL
 Parcel ID 002-051-35-000
 Status
 Renumber ID 002-051-11-00000
 Site Addr 229 E WHITNEY RD
 Comm Concl GOVERNMENT HILL
 Comments

01

TAX INFO
 2005 Tax 0.00 Balance 0.00 District 001

LEGAL
 SHIP CREEK CROSSING
 LT 4
 Unit SQFT 209,068
 Plat 960151
 Zone PC I2 Grid SW1131

HISTORY

	Year	Building	Land	Total
Assmt Final	2003	0	0	0
Assmt Final	2004	0	0	0
Assmt Final	2005	0	0	0
Exemptions	STATE			0
State Credit				0
Tax Final				0

PROPERTY INFO		
#	Type	Land Use
01	COMMERCIAL	MANUFACTURING/PROCESSING

SALES DATA				
Mon	Year	Price	Source	Type

PARCEL INFORMATION

APPRAISAL INFORMATION

Legal SHIP CREEK CROSSING
LT 4

Parcel 002-051-35-000
Owner ARR

#

Descr MANUFACTURING/PROCESSING
Site Addr 229 E WHITNEY RD

POUCH 7-2111
ANCH

AK 99510 0000

RELATED CAMA PARCELS

Cross Reference (XRef) Type Legend

Related Parcel(s)	XRef Type	Leased Parcels
00205111000		

Econ. Link	Replat	Uncouple
E = Old to New	R = Old to New	U = Old to New
I = New to Old	F = New to Old	Q = New to Old
Renumber	Combine	Lease
N = New to Old	C = Old to New	L = GIS to Lease
X = Old to New	P = New to Old	M = Lease to GIS

Get "Type" explanation

Bring up this form focused
on the related parcel

REZONE

Case Number 2000-185 # of Parcels 1 Hearing Date 10/12/2000
Case Type ZBEA Appeal of AMC 21.10 Boards, Commissions and Administrative Official
Legal An appeal to the decision of an administrative official. Ship Creek Crossing Lot 4, and REM Parcel B and parcel C. 229 Whitney Road. Generally located on the north side of Whitney Road and east of North "C" Street.

PLAT

Case Number	Grid	Proposed Lots 0	Existing Lots
Action Type		Action Date	
Legal			

PERMITS

Permit Number 00 6018
Project DEMO
Work Desc demo old equipment and un-needed partitions-
Use WAREHOUSE

BZAP

Action No. 99099
Action Date 08/10/1999
Resolution
Status APR Ruling Approved
Type RZ Re-Zone Ruling

ALCOHOL LICENSE

Business Address
Applicants Name
Conditions
License Type
Status

Parcels--Basic Layers

Tue Jun 14, 10:24:23, 2005

Map: Parcels--Basic Layers



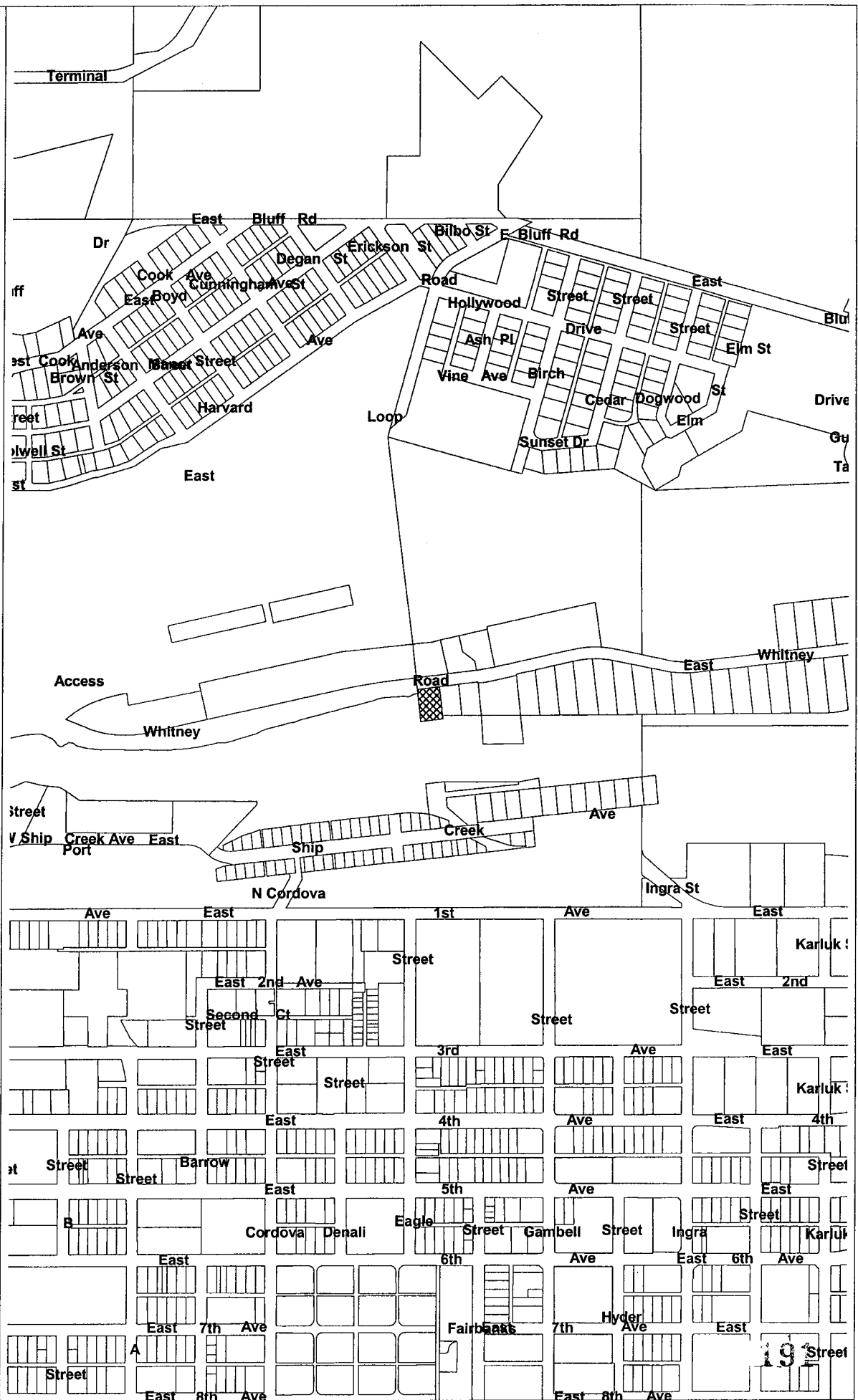
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PARCELS



PARCEL INFORMATION

APPRAISAL INFORMATION

Legal ARR ANCHORAGE TERMINAL RESERVE
LT 103
WHITNEY RD INDUSTRIAL LEASE LT

Parcel 002-051-29-000
Owner ARR

#

Descr VACANT LAND
Site Addr 560 E WHITNEY RD

PO BOX 7-2111
ANCH

AK 99510 7069

RELATED CAMA PARCELS

Cross Reference (XRef) Type Legend

Related Parcel(s)	XRef Type	Leased Parcels	Econ. Link	Replat	Uncouple
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			Renumber	Combine	Lease
			N = New to Old X = Old to New	C = Old to New P = New to Old	L = GIS to Lease M = Lease to GIS

Get "Type" explanation

Bring up this form focused
on the related parcel

REZONE

Case Number
Case Type
Legal

of Parcels

Hearing Date

PLAT

Case Number
Action Type
Legal

Grid

Proposed Lots 0
Action Date

Existing Lots

PERMITS

Permit Number
Project
Work Desc
Use

BZAP

Action No.
Action Date
Resolution

Status
Type

ALCOHOL LICENSE

Business
Address

Applicants Name
Conditions

License Type
Status

PARCEL INFORMATION

OWNER	
ARR	
PO BOX 7-2111	
ANCH	AK 9951C 7069
Deed 0000 0000000	
CHANGES: Deed Date Jan 01, 1984	
Name Date Oct 07, 1998	
Address Date Mar 17, 1986	

PARCEL		# 01
Parcel ID	002-051-29-000	
Status		
Renumber ID	002-051-12-00000	
Site Addr	560 E WHITNEY RD	
Comm Concl	GOVERNMENT HILL	
Comments	UNRECORDED ARR PLAT EASEMENT 2,000SF	

TAX INFO		
2005 Tax	0.00	Balance 0.00
		District 001

LEGAL	
ARR ANCHORAGE TERMINAL RESERVE	
LT 103	
WHITNEY RD INDUSTRIAL LEASE LT	
Unit	SQFT 20,815
Plat	
Zone PC	Grid SW1131

HISTORY	Year	Building	Land	Total
Assmt Final	2003	0	0	0
Assmt Final	2004	0	0	0
Assmt Final	2005	0	0	0
Exemptions	STATE			0
State Credit				0
Tax Final				0

PROPERTY INFO		
#	Type	Land Use
01	COMMERCIAL	VACANT LAND

SALES DATA				
Mon	Year	Price	Source	Type

Parcels in Proposed Rezone 2005-80

PARCEL_NUM	OWNER_NAME	LEGAL_1	LEGAL_2	LEGAL_3	ZONE_ID	ZONE_2	SITE_ADDRE
00204523	ARR	SHIP CREEK CROSSING	TR C		PLI		432 E HARVARD AVE
00205135	ARR	SHIP CREEK CROSSING	LT 4		PC	I2	229 E WHITNEY RD
00205129	ARR	ARR ANCHORAGE TERMINAL RESERVE	LT 103	WHITNEY RD INDUSTRIAL LEASE LT	PC		560 E WHITNEY RD
00206125	ARR	SHIP CREEK CROSSING	LT 3		PC	I2	101 E WHITNEY RD
00207125	ARR	US SURVEY 1170	T13N R3W SEC 18	N2NE4PTN(ARR TERMINAL RESERVE)	PC		
00207122	AK RAILROAD CORP	SHIP CREEK CROSSING	LT 2		PC		327 W SHIP CREEK AVE
00208519	ARR	ARR ANCHORAGE TERMINAL RESERVE	PARCEL C		PC		
00207123	ARR	SHIP CREEK CROSSING	TR B		PC		241 W SHIP CREEK AVE
00208518	ARR	ARR ANCHORAGE TERMINAL RESERVE	PARCEL B		PC		
00207124	ARR	SHIP CREEK CROSSING	TR A		PC		211 W SHIP CREEK AVE
00208517	ARR	ARR ANCHORAGE TERMINAL RESERVE	PARCEL A		PC		
00208516	ARR	ARR ANCHORAGE TERMINAL RESERVE	LT D		PC		619 E SHIP CREEK AVE
00208601	ARR	SHIP CREEK CROSSING	LT 1		PC		
00208515	ARR	ARR ANCHORAGE TERMINAL RESERVE	LT C		PC		619 E SHIP CREEK AVE
00208514	ARR	ARR ANCHORAGE TERMINAL RESERVE	LT B		PC		619 E SHIP CREEK AVE
00208513	ARR	ARR ANCHORAGE TERMINAL RESERVE	LT A		PC		
00208508	ARR	ARR ANCHORAGE TERMINAL RESERVE	LT 38	WAREHOUSE AVE INDSTRL LEASE LT	PC		507 E SHIP CREEK AVE
00208507	ARR	ARR ANCHORAGE TERMINAL RESERVE	LT 37	WAREHOUSE AVE INDSTRL LEASE LT	PC		501 E SHIP CREEK AVE
00208509	ARR	ARR ANCHORAGE TERMINAL RESERVE	LT 39	WAREHOUSE AVE INDSTRL LEASE LT	PC		
00208510	ARR	ARR ANCHORAGE TERMINAL RESERVE	LT 40	WAREHOUSE AVE INDSTRL LEASE LT	PC		
00208618	ARR	ARR ANCHORAGE TERMINAL RESERVE	LT 29		PC		
00208617	ARR	ARR ANCHORAGE TERMINAL RESERVE	LT 28		PC		
00208616	ARR	ARR ANCHORAGE TERMINAL RESERVE	LT 27		PC		
00208511	ARR	ARR ANCHORAGE TERMINAL RESERVE	LT 48	WAREHOUSE AVE INDSTRL LEASE LT	PC		539 E SHIP CREEK AVE
00208615	ARR	ARR ANCHORAGE TERMINAL RESERVE	LT 26		PC		
00208614	ARR	ARR ANCHORAGE TERMINAL RESERVE	LT 25		PC		
00208613	ARR	ARR ANCHORAGE TERMINAL RESERVE	LT 49		PC		
00208612	ARR	ARR ANCHORAGE TERMINAL RESERVE	LT 24	WAREHOUSE AVE LEAS LOTS	PC		
00208611	ARR	ARR ANCHORAGE TERMINAL RESERVE	LT 23	WAREHOUSE AVE LEASE LOTS	PC		
00208610	ARR	ARR ANCHORAGE TERMINAL RESERVE	LT 22	SHIP CREEK AVE LEASE LOTS	PC		
00208609	ARR	ARR ANCHORAGE TERMINAL RESERVE	LT 21	SHIP CREEK AVE LEASE LOTS	PC		
00208608	ARR	ARR ANCHORAGE TERMINAL RESERVE	LT 20	SHIP CREEK AVE LEASE LOTS	PC		
00208607	ARR	ARR ANCHORAGE TERMINAL RESERVE	LT 19	SHIP CREEK AVE LEASE LOTS	PC		
00208606	ARR	ARR ANCHORAGE TERMINAL RESERVE	LT 18	SHIP CREEK AVE LEASE LOTS	PC		
00208605	ARR	ARR ANCHORAGE TERMINAL RESERVE	LT 33	SHIP CREEK AVE LEASE LOTS	PC		
00208527	ARR	ARR ANCHORAGE TERMINAL RESERVE	PARCEL E-1		PC		
00208526	ARR	ARR ANCHORAGE TERMINAL RESERVE	PARCEL D-1		PC		
00208504	ARR	ARR ANCHORAGE TERMINAL RESERVE	LT 32	SHIP CREEK LEASE LOTS	PC		

Parcels in Proposed Rezone 2005-80

PARCEL_NUM	OWNER_NAME	LEGAL_1	LEGAL_2	LEGAL_3	ZONE_ID	ZONE_2	SITE_ADDRE
00208525	ARR	ARR ANCHORAGE TERMINAL RESERVE	PARCEL C-1		PC		
00208603	ARR	ARR ANCHORAGE TERMINAL RESERVE	LT 31	SHIP CREEK LEASE LOTS	PC		
00208524	ARR	ARR ANCHORAGE TERMINAL RESERVE	PARCEL B-1		PC		
00208522	ARR	ARR ANCHORAGE TERMINAL RESERVE	LT 44		PC		560 E SHIP CREEK AVE
00208521	ARR	ARR ANCHORAGE TERMINAL RESERVE	LT 43		PC		
00208520	ARR	ARR ANCHORAGE TERMINAL RESERVE	LT 43A		PC		
00208542	ARR	ARR ANCHORAGE TERMINAL RESERVE	LT 42	SHIP CREEK INDUSTRIAL LEASE LT	PC		
00208602	ARR	ARR ANCHORAGE TERMINAL RESERVE	LT 30	SHIP CREEK LEASE LOTS	PC		
00208541	ARR	ARR ANCHORAGE TERMINAL RESERVE	LT 41	SHIP CREEK INDUSTRIAL LEASE LT	PC		
00208523	ARR	ARR ANCHORAGE TERMINAL RESERVE	LT 45		PC		
00208540	ARR	ARR ANCHORAGE TERMINAL RESERVE	LT 36	SHIP CREEK INDUSTRIAL LEASE LT	PC		
00208539	ARR	ARR ANCHORAGE TERMINAL RESERVE	LT 35	SHIP CREEK INDUSTRIAL LEASE LT	PC		
00207125	ARR	US SURVEY 1170	T13N R3W SEC 18	N2NE4PTN(ARR TERMINAL RESERVE)	PC		
00208538	ARR	ARR ANCHORAGE TERMINAL RESERVE	LT 34	SHIP CREEK INDUSTRIAL LEASE LT	PC		
00208536	ARR	ARR ANCHORAGE TERMINAL RESERVE	LT J	SHIP CREEK AVE LEASE LOTS	11		
00208535	ARR	ARR ANCHORAGE TERMINAL RESERVE	LT I	WAREHOUSE AVE LEASE LOTS	11		
00208534	ARR	ARR ANCHORAGE TERMINAL RESERVE	LT H	WAREHOUSE AVE LEASE LOTS	11		
00208633	ARR	ARR ANCHORAGE TERMINAL RESERVE	LT 14		PC		
00208632	ARR	ARR ANCHORAGE TERMINAL RESERVE	LT 13		PC		
00208631	ARR	ARR ANCHORAGE TERMINAL RESERVE	LT 12A		PC		
00208630	ARR	ARR ANCHORAGE TERMINAL RESERVE	LT 12		PC		350 E SHIP CREEK AVE
00208629	ARR	ARR ANCHORAGE TERMINAL RESERVE	LT 11		PC		344 E SHIP CREEK AVE
00208628	ARR	ARR ANCHORAGE TERMINAL RESERVE	LT 10		PC		
00208627	ARR	ARR ANCHORAGE TERMINAL RESERVE	LT 9		PC		
00208626	ARR	ARR ANCHORAGE TERMINAL RESERVE	LT 8	WAREHOUSE AVE LEASE LOTS	PC		
00208625	ARR	ARR ANCHORAGE TERMINAL RESERVE	LT 7	WAREHOUSE AVE LEASE LOTS	PC		
00208624	ARR	ARR ANCHORAGE TERMINAL RESERVE	LT 47	SHIP CREEK AVE LEASE LOTS	PC		
00208623	ARR	ARR ANCHORAGE TERMINAL RESERVE	LT 6	SHIP CREEK AVE LEASE LOTS	PC		
00208622	ARR	ARR ANCHORAGE TERMINAL RESERVE	LT 5	SHIP CREEK INDUSTRIAL LEASE LT	PC		
00208621	ARR	ARR ANCHORAGE TERMINAL RESERVE	LT 4	SHIP CREEK INDUSTRIAL LEASE LT	PC		
00208620	ARR	ARR ANCHORAGE TERMINAL RESERVE	LT 3	WAREHOUSE AVE LEASE LOTS	PC		
00208619	ARR	ARR ANCHORAGE TERMINAL RESERVE	LT 2	WAREHOUSE AVE LEASE LOTS	PC		
00207121	ARR	USS 1170 ARR TERMINAL RESERVE	T13N R3W SEC 18	N2S2N2NW4 PTN	PC		
00207121	ARR	USS 1170 ARR TERMINAL RESERVE	T13N R3W SEC 18	N2S2N2NW4 PTN	PC		
00102107	ARR	DOWNTOWN ANCH URBAN RENEWAL	ADDITIONAL TERMINAL RESERVE		PC		801 W 1ST AVE
00208474	ARR	ORIGINAL	BLK 120 LT 1		PC		
00208473	ARR	ORIGINAL	BLK 120 LT 2		PC		
00208472	ARR	ORIGINAL	BLK 120 LT 3		PC		

Parcels in Proposed Rezone 2005-80

PARCEL_NUM	OWNER_NAME	LEGAL_1	LEGAL_2	LEGAL_3	ZONE_ID	ZONE_2	SITE_ADDRE
00208471	ARR	ORIGINAL	BLK 120 LT 4		PC		224 E 1ST AVE
00208475	ARR	ORIGINAL TOWNSITE	BLK 120 LT 5		PC		
00208458	ARR	ORIGINAL	BLK 120 LT 6A		PC		
00208476	ARR	ORIGINAL TOWNSITE	BLK 121 LT 1A		PC		
00208477	ARR	ORIGINAL TOWNSITE	BLK 121 LT 2		PC		
00208478	ARR	ORIGINAL TOWNSITE	BLK 121 LT 3		PC		
00208479	ARR	ORIGINAL TOWNSITE	BLK 121 LT 4		PC		
00208480	ARR	ORIGINAL TOWNSITE	BLK 121 LT 5		PC		
00208481	ARR	ORIGINAL TOWNSITE	BLK 121 LT 6		PC		

Leases in Proposed Rezone 2005-80

lease_num	lessee
0007118001	Alaska Court System
0007114001	Railroad Office Building LLC
0007120001	BDK Partnership
0007128001	David Gransbury
0008651001	Inn Investment Associates of Alaska
0007119001	Ship Creek Salmon Bake Company
0007117001	The Odom Corporation
0002102001	Spenard Builders Supply
0007126001	M-I LLC
0002106001	Municipality of Anchorage
0008639001	WMLS Inc
0008640001	David Gransbury
0008641001	UJDI LLC
0008642001	C V Wells Jr
0008643001	Golden Ears Investment Corp
0008644001	Fred Wade
0008645001	Patricia Sullivan Living Trust
0008644001	Alaska Flor-Wall Distributors Inc
00086529001	Barrows Crossing LLC
00086546001	Bayview Properties LLC
00086548001	D F Investments
00086646001	Alma Corp
00086638001	Inlet Petroleum Company Inc
00086637001	David Gransbury
00086648001	David Gransbury
00086659001	Horse Drawn Carriage Company Inc
00086682001	The Odom Corporation
0005112001	New York Steel Company
0005111001	KAPP LLC
0005115001	Wrightway Auto Carriers

MS. FERGUSON pointed out that with the recent construction of Laurel Street there is north/south access from Tudor Road to Providence Drive, so it will become a major access to the U-Med area. The idea of extending 40th Avenue to connect to Laurel Street was to provide another access point for people to come in by Tudor Road or Providence Drive and leave by 40th Avenue. The rest of 40th Avenue may or may not ever be constructed. MR. POTTER explained that in a platting action the city can take 35 feet and a development setback; the city clearly understands that 40th Avenue cannot be built without incorporating some of the adjacent property in order to make the intersection work.

COMMISSIONER G. JONES did not support the amendment. He agreed that pedestrian access would be needed if 40th Avenue is built, but whatever the petitioner built would be incidental to that. If 40th Avenue were built in this zone it would be with curb and gutter and a sidewalk. The MOA has not indicated they will be building 40th Avenue.

COMMISSIONER WIELECHOWSKI explained he proposed the amendment because Mr. Potter's letter indicated that the sidewalk would be incorporated if 40th Avenue were built.

CHAIR POULTON did not support the amendment for the reasons stated by Mr. Jones.

Amendment

AYE: Pease, Weilechowski

NAY: Isham, T. Jones, Poulton, G. Jones, Debenham

FAILED

Main Motion

AYE: Isham, Pease, T. Jones, Poulton, G. Jones, Wielechowski, Debenham

NAY: None

PASSED

3. 2005-080



Alaska Railroad Corporation. A request to rezone approximately 110 +/- acres from PC (Planned Community) to PC (Planned Community) in order to change the attributes of the PC zoning in the Ship Creek District and the I-1 & I-2 District. Generally located in an area north of 2nd Avenue and south of Whitney Road, east of Cook Inlet and west of the Gambell Street alignment.

POSTPONED TO SEPTEMBER 12, 2005

**MUNICIPALITY OF ANCHORAGE
PLANNING DEPARTMENT**

D.5.a.

MEMORANDUM

DATE: July 18, 2005
TO: Planning and Zoning Commission
THRU:  Jerry T. Weaver, Jr., Zoning Division Administrator
FROM: Mary Autor, Senior Planner 
SUBJECT: 2005-080 Postponement Request

This memorandum is to advise the Commission that the Alaska Railroad Corporation has requested a postponement of this case until the September 12, 2005 hearing date.