See AO 2006-104(S)

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

Anchorage, Alaska
AO 2006-104

AN ORDINANCE AMENDING THE ZONING MAP AND PROVIDING FOR THE REZONING OF APPROXIMATELY 53.52 +/- ACRES, FROM I-1 (LIGHT INDUSTRIAL), R-2M (MULTIPLE FAMILY RESIDENTIAL), AND R-3 (MULTIPLE FAMILY RESIDENTIAL) TO B-3 SL (GENERAL BUSINESS WITH SPECIAL LIMITATIONS) AND PLI (PUBLIC LANDS AND INSTITUTIONS), FOR PROPOSED TRACTS A, B, C, D, E, F, G, AND H, CREEKSIDE SUBDIVISION PER PRELIMINARY PLAT S-11451, EXHIBIT A; GENERALLY LOCATED NORTH OF DEBARR ROAD AND WEST OF MULDOON ROAD.

(Northeast Community Council) (Planning and Zoning Commission Case 2006-010)

THE ANCHORAGE ASSEMBLY ORDAINS:

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

Proposed Tracts A, B, C, E, F, G, and H of Creekside Subdivision per the Preliminary Plat S-11451; generally located on the north side of Debarr Road between Patterson Street on the west and Muldoon Road on the east containing approximately 51.895 acres as shown on Exhibit A.

Section 2. The zoning map shall be amended by designating the following described property as PLI (Public Lands and Institutions District):

Proposed Tract D of Creekside Subdivision per the Preliminary Plat S-11451; generally located on the north side of Debarr Road between Patterson Street on the west and Muldoon Road on the east, containing approximately 1.625 acres, as shown on Exhibit A.

Section 3. This zoning map amendment described in Section 1 is subject to the following special limitations:

A. Permitted Uses

1. Only those principal uses permitted through the B-3 (General Business District) AMC 21.40.180.

2. Tract E, Creekside Subdivision, is limited to residential development with a minimum of 14 dwelling units per acre.

B. Accessory Uses:

1. Those accessory uses permitted through the underlying zoning district.

2. Tire and lube facilities that are accessory to a membership warehouse.

C. Conditional uses:

1. Those conditional uses permitted through the underlying zoning district.

D. Prohibited Uses and Structures:

1. Adult entertainment/adult book stores, peepshows, topless/bottomless dancers, massage parlors, and escort services.
2. Mobile home parks or camper parks.
3. Bulk fuel dealers or primary tire change facility.
4. Automobile dealerships or lots, new or used.
5. Pawn shops.
6. Stand-alone liquor stores.
7. Stand-alone gun shops or dealers.
8. Pull tab or other similar gaming operations.
9. Bingo halls.
10. Quasi-institutional houses.
11. Snow disposal sites.
12. Heliports.
13. Community correctional residential centers.
14. Unlicensed nightclubs.
15. Flea markets.
16. Storage yards.
17. Outdoor storage of heavy machinery and equipment.
18. Mobile home display lots.
19. Taxicab stands.
20. Amusement arcades, billiard parlors.
21. Bowling alleys.
22. Metal working and steel fabricators.
23. Marquees, overpasses, and similar substantial projections into public airspace, together with any signs to be mounted thereon.
24. Mini storage.

E. Design Guidelines:

1. Site Plans. The intent is to create a strong relationship between all buildings, uses, open spaces, and streets.

   a. Buildings and their entries shall to the greatest extent possible, be oriented to the street, and shall encourage and accommodate pedestrian movement. Transit access, within close proximity to commercial and residential building entries, shall be accommodated.

   b. The development shall contain elements such as public gathering spaces and outdoor seating. The development shall also be accessible to public transit and well connected to public open spaces and adjoining residential uses.

   c. Local climate shall be taken into account in the layout and design of the entire development, as well as in the site design details. Layout and design shall strive to protect pedestrians from wind, ice, and snow. Buildings and public spaces shall be sited and designed to enhance the advantages of sunlight and to minimize the creation of wind corridors.

   d. Design of the site shall provide a positive relationship between Muldoon and Debarr Roads.

   e. Residential developments shall be within easy walking, or biking distance from the shopping areas, open space, and transit stops.

2. Architecture. The site plan shall address building massing, siting, entrances, exterior finishes, and rooflines. All buildings, especially those over 50,000 square feet, shall have multiple entries, varied roof lines, and architectural detailing, that are harmonious with smaller-scaled buildings and shall result in comfortable, human-scale developments.

3. Landscaping. Site plans shall address the need for design of perimeter landscape buffers and interior site landscaping. Site landscaping shall provide visual breaks within the site as well as on the perimeter of the site without creating unwanted separations within the site. Landscape buffers shall be provided where necessary to separate incompatible uses. A variety of large and small areas of natural and/or planted landscaping shall be integrated throughout the site in order to provide an attractive and pleasant neighborhood environment.

4. Vegetative buffers. Individual tracts will contain the following vegetative landscape buffers:

   a. Tracts B and C, Creekside Subdivision: along the north boundary of Tract C, there shall be buffer landscaping with an average width of 85 feet. The buffer shall be no less than 70 feet in width. Along the west boundary of

both Tracts B and C, there shall be buffer landscaping with an average width of 25 feet. The buffer shall be no less than 20 feet in width. Unused areas of the Patterson Street right-of-way may be used for temporary buffer landscape purposes. Tracts B and C shall also contain 10 feet of arterial landscaping along the east boundary.

b. Tract E, Creekside Subdivision: along the north boundary of Tract E, there shall be buffer landscaping 15 feet in width south of the existing 5-foot sewer easement boundary.

c. Tract G, Creekside Subdivision: shall contain a 10-foot arterial landscaping easement along the north and west boundaries.

d. Tract H, Creekside Subdivision: shall contain a 10-foot arterial landscaping easement along the west boundary.

e. Tract F, Creekside Subdivision: along the north boundary, there shall be buffer landscaping 15 feet in width south of the existing 5-foot sewer easement; and there shall be 10 feet of arterial landscape easement along the east boundary.

5. Streetscape. Streets shall be designed to include boulevard landscaping, separated sidewalks, transit accommodations (where appropriate), seating, lighting, and other public amenities characteristic of town centers. Maximum building setbacks shall be established. To the extent consistent with the design guidelines contained herein, the setbacks shall not exceed 100 feet from the perimeter right-of-way.

6. Signage. Signage shall be limited to monument or building signs. Monument signs shall be no greater in height than eight feet above final grade. Pole-mounted signs shall be prohibited.

7. Other site elements. Accommodation for pedestrians (including bicyclists) and transit access shall be provided to all developments. Walkways or trails shall be integrated throughout development, providing pleasant, safe, and efficient connections.

8. Assembly review. The location of fast food and/or drive-through style restaurants along Muldoon or Debarr Roads must be approved by the Assembly.

F. Site Plan Review.

1. There shall be a public hearing site plan review for each phase of development.

Section 4. All other provisions of AMC 21.40.180 shall remain in effect for the Tracts identified in Section 1 above, except as amended herein.

Section 5. Effective Clause: The proposed subdivision for Tracts A, B, C, D, E, F, G, and H of the Creekside Subdivision shall be finalized and recorded (Preliminary Case File Number S-11451).

Section 6. Except as provided in Section 5 above, this ordinance shall become effective within 10 days after the Director of the Planning Department has received the written consent of the owners of the property within the area described in Section 1 above to the special limitations contained herein. The rezone approval contained herein shall automatically expire and be null and void if the written consent is not received within 120 days after the date on which this ordinance is passed and approved. The Director of the Planning Department shall change the zoning map accordingly.

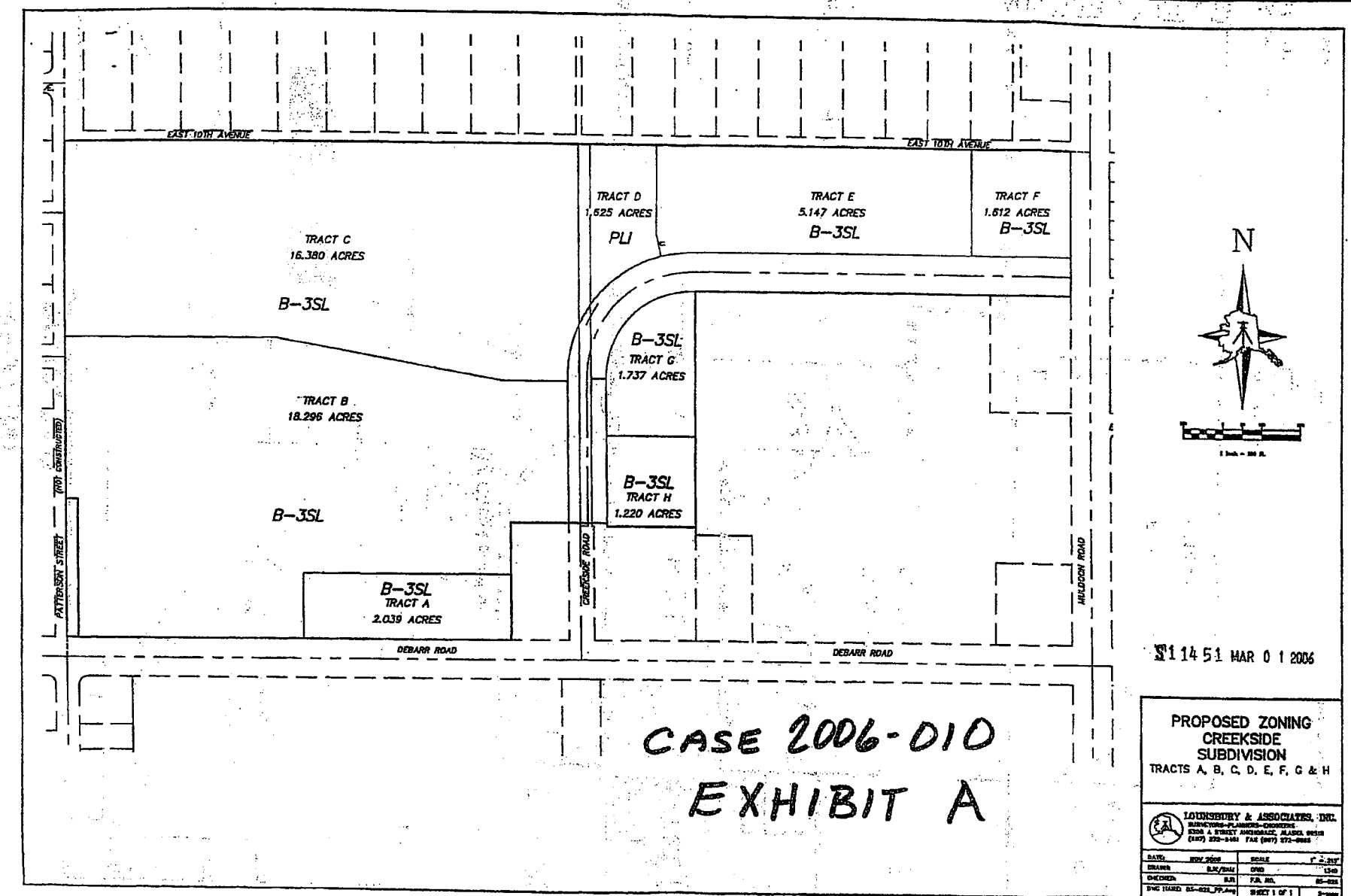
PASSED AND APPROVED by the Anchorage Assembly this _____ day of _____ 2006.

_____
Chair

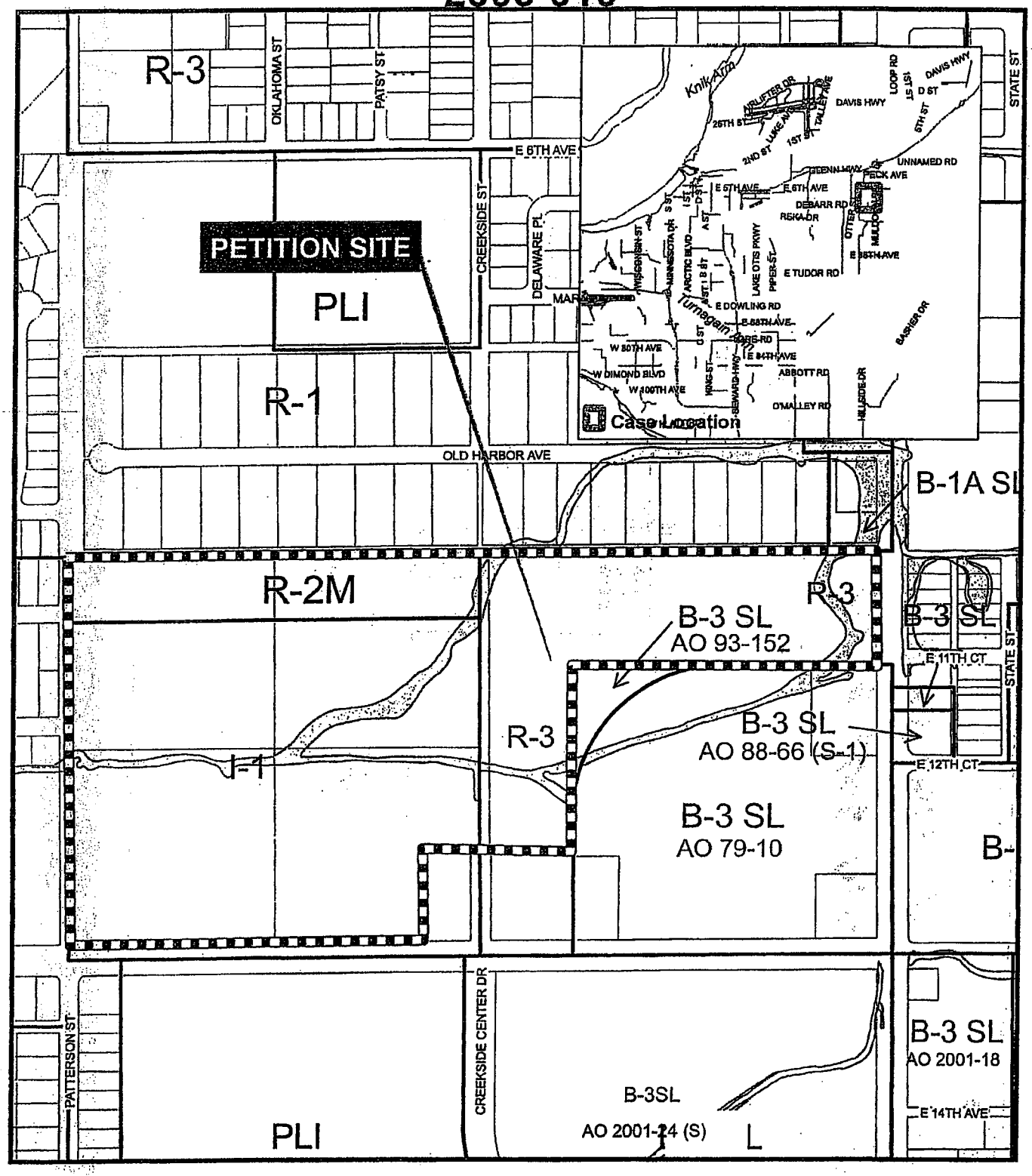
ATTEST:

_____
Municipal Clerk

(Planning Case Number 2006-010)
(Tax Identification No. 006-411-12; -13; -14 -15; -16)


EAST 10TH AVENUE
EAST 10TH AVENUE
TRACT C
16.380 ACRES
B-3SL
TRACT D
1.625 ACRES
PLI
TRACT E
5.147 ACRES
B-3SL
TRACT F
1.612 ACRES
B-3SL
B-3SL
TRACT G
1.737 ACRES
TRACT B
18.296 ACRES
B-3SL
B-3SL
TRACT H
1.220 ACRES
B-3SL
TRACT A
2.039 ACRES
PATTERSON STREET (NOT CONSTRUCTED)
CREEKSIDE ROAD
MULDOON ROAD
DEBARR ROAD
DEBARR ROAD
N
CASE 2006-010
EXHIBIT A
S11451 MAR 0 1 2006
PROPOSED ZONING
CREEKSIDE
SUBDIVISION
TRACTS A, B, C, D, E, F, G & H
LOUNSBURY & ASSOCIATES, INC.
SURVEYORS-PLANNERS-ENGINEERS
DATE:
DRAWN
CHECKED
DWG NAME
SCALE
GRID
F.B. NO.
SHEET 1 OF 1

REZONE
2006-010



Municipality of Anchorage
Planning Department

Date: May 3, 2006

Flood Limits
- 100 Year
- 500 Year
- Floodway

N

0 187.5 375 750 Fee

MUNICIPALITY OF ANCHORAGE
Summary of Economic Effects -- General Government

AO Number: 2006- 104

Title: An Ordinance amending the zoning map and providing for the rezoning of approximately 53.52 acres from I-1, R-2M and R-3 to B-3 SL and PLI for proposed Tracts A, B, C, D, E, F, G and H, Creekside Subdivision per preliminary plat S-11451, generally located north of DeBarr Road and west of Muldoon Road

Sponsor:
Preparing Agency: Planning Department
Others Impacted:

CHANGES IN EXPENDITURES AND REVENUES:	(In Thousands of Dollars)			
	FY06	FY07	FY08	FY09
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. A rezone from I-1, R-2M and R-3 to B-3 SL and PLI will allow development of a commercial buildings for retail, multi-family and PLI uses.

PRIVATE SECTOR ECONOMIC EFFECTS:

Approval of the rezoning should have no significant economic impact on the private sector other than to modify the existing industrial zoning to a less intense business zoning with some residential and PLI uses.
Property Appraisal notes: Approval of the rezoning should

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

Validated by OMB: _____ Date: _____

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

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

Approved by: _____ Date: _____
(Municipal Manager)

MUNICIPALITY OF ANCHORAGE
PLANNING AND ZONING COMMISSION RESOLUTION NO. 2006-014

A RESOLUTION DENYING A REZONING OF 53.52 ACRES +/- , FROM I-1 (LIGHT INDUSTRIAL), R-2M (MULTIPLE FAMILY RESIDENTIAL) AND R-3 (MULTIPLE FAMILY RESIDENTIAL) TO B-3 SL (GENERAL BUSINESS WITH SPECIAL LIMITATIONS) AND PLI (PUBLIC LANDS AND INSTITUTIONS), FOR PROPOSED TRACTS A, B, C, D, E, F, G, & H, CREEKSIDE SUBDIVISION PER PRELIMINARY PLAT S-11451, EXHIBIT A; GENERALLY LOCATED NORTH OF DEBARR ROAD AND WEST OF MULDOON ROAD.

(Case 2006-010, Tax I.D. No. 006-411-12; -13; -14 -15; -16)

WHEREAS, a request has been received from Wal-Mart Stores, Inc. to rezone 53.52 acres +/- from I-1 (Light Industrial), R-2M (Multiple Family Residential) and R-3 (Multiple Family Residential) to B-3 SL (General Business with Special Limitations) and PLI (Public Lands and Institutions) for Proposed Tracts A, B, C, D, E, F, G, & H, Creekside Subdivision per Preliminary Plat S-11451, Exhibit A; Generally located north of Debarr Road and west of Muldoon Road, and

WHEREAS, notices were published, posted and 174 public hearing notices were mailed and a public hearing was held on March 6, 2006.

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

A. The Commission makes the following findings of fact:

1. This is a request by Wal-Mart Stores, Inc. to rezone 53.52 +/- acres from I-1, R-2M, and R-3 to PLI and B-3 SL. Wal-Mart is the owner of record of all the property. The proposed special limitations mirror those found in AO 2001-24(S) for property located at the southwest corner of Muldoon and Debarr Roads, commonly referred to as the Creekside Business PUD for the former Alaskan Village Trailer Park. The special limitations address uses and site design guidelines. They propose to construct a 199,252 square foot Wal-Mart Supercenter and a 132,124 square foot Sam's Club discount warehouse located west of Creekside extended north of Debarr Road. Wal-Mart has 37.24 acres of land; of which 6.5 acres are zoned R-2M and 30.75 acres are zoned I-1. I-1 district zoning regulations allows large commercial retail stores as permitted uses. Wal-Mart needs to rezone the adjacent 6.5 acres of the R-2M to provide an 80-foot wide buffer, berming and landscaping, parking and traffic circulation.

2. A replat of the property, Case S-11451, was scheduled for a public hearing by the Platting Board on March 1, 2006. It proposes to subdivide five (5) existing parcels of land consisting of 53.52 acres and create eight (8) tracts totaling 48.041 acres. It dedicates a 100-foot right-of-way of Creekside Road (the north half of the "wish-bone" north of Debarr) to Muldoon Road and Patterson Road right-of-way (0.23 +/- acres) totaling 5.48 acres, and vacates a portion of a north-south right-of-way. The public hearing was opened and public testimony taken, but the meeting was postponed until the Assembly had acted on the rezoning. In addition to development of the two new large retail stores, this rezoning will accommodate a proposed new mixed-use development with a mix of commercial, future residential and park uses. Approximately 33 acres of the subject property are currently zoned I-1, which would allow development of the Wal-Mart and Sam's Club Warehouse stores as a by-right permitted use. However, two of the parcels are

split zoned I-1/R-2M. The strip of R-2M (approximately 6 acres) and two parcels of R-3 (approximately 14 acres) also exist within the proposed development area. All of the property is owned by Wal-Mart Stores, Inc.

3. The Northeast Community Council held several meetings concerning the subject development and rezoning. Resolutions were received dated 8/18/05, 10/20/05, 11/17/05, and 1/19/06. They do not support a conditional package liquor license for either store. They supported Wal-Mart's efforts to address community concerns when crafting site plans for the proposed development and encourage Wal-Mart to continue to work with them to finalize a site plan. They oppose the development of a Wal-Mart and Sam's Club store, and oppose this rezoning.

4. The Municipal, Housing and Neighborhood Development Commission met on March 2, 2006 and voted to advise the Commission to not approve the rezoning. They note that while the conceptual site plan submitted with the rezoning is consistent with current code, the HAND Commission found it does not follow the concepts and guidelines of Town Centers. They are especially concerned over the loss of residential land and housing units, and especially affordable housing.

5. The petition site is located within an area designed in the *Anchorage 2020 – Anchorage Bowl Comprehensive Plan* as a Town Center and borders two Transit Supportive Development Corridor's, Muldoon and Debarr Roads

6. Although there has been lengthy public discussion over a number of years of a Muldoon Town Center plan for this area, there is no formally adopted plan by the Assembly. Several activities have proceeded independently, which are consistent with Town Center policies, such as development of the middle school, commitments to proceed with development of the south half of the Creekside – South wish-bone from Debarr to Muldoon.

7. Currently 30 acres of the site is zoned I-1 which allows large retail uses as proposed by Wal-Mart. In exchange for the proposed rezoning Wal-Mart offered the same level of site design, buffering, architectural standards and additional public input and control through site plan review, plus certain off site improvements. In exchange for constructing Creekside - North as a Class I Collector, Wal-Mart will trade Tracts D, E and F to the Municipality, and the Municipality will move the traffic signal from 11th Court to 12th Court and other certain road improvements. Tract D (1.625 acres) would be zoned PLI and dedicated as a park, Tract E (5.147 acres) and Tract F (1.612 acres) would be zoned B-3 SL. Tract E would be restricted to multi-family residential at a minimum of 14 dwelling units per acre.

8. Public testimony was given by 26 people objecting to the rezoning. Their concerns focused on the need for high or medium density housing in proximity to services in the effort of diminishing traffic and providing affordable housing; loss of 21 acres of residentially zoned land replaced with only 5 acres of dedicated residential; Wal-Mart has no interest to provide mixed housing and commercial development on this property; need for affordable housing in this area; if Wal-Mart were to move out in the future the tax-payers would be struck with the costs; more "big-box" stores with crammed apartments between parking lots will contribute to what makes so much of Anchorage ugly; *Anchorage 2020* identifies this property as being part of a town center, "big-box" stores are not consistent with the concepts of the town center; this development would draw traffic from a large regional area; by using nearly half of the available land in the area for retail,

it denies the opportunity to put houses on the land and force residential development onto the surrounding properties; a petition containing 173 signatures opposed to this rezoning was gathered from the Fairview area; development of land in this area needs to include affordable housing; negative impact to immediate surrounding residential property owners with regard to property values and rental income, noise, air and light pollution; local small businesses won't survive with more "big-box" stores coming to the area; concern that children will not be able to safely walk to the new school due to increased traffic; the integrity and livability of the surrounding residential neighborhoods will be gone; support that all development in this area be consistent with the Town Center concepts; middle school students will "hang out" in the "big box" stores and parking lots; traffic congestion; there is already a large "big box" store right next to this site, Fred Meyer; the neighborhood to the north already has walk-through pedestrian traffic from the Fred Meyer which has caused problems; crime will increase; concern that these stores will be open 24-hours a day and generate significant truck and car traffic; there is appropriately located vacant land available at the corner of Debarr and Boniface better suited for this type of development than this site; belief that it would be unlikely that any developer would actually build a mixed-use development (residential with commercial) since there is more economic potential for commercial development; parking lot would be too large and buffers too small; there are only three major arteries from the Glenn to downtown and the proposed development will unbelievably congest the area; utilities will be strained.

9. The Commission found that the rezoning is a land use decision without regard to the petitioner or developer, noting that there are many times when the entity requesting the rezone is often not the developer and the site can sit undeveloped for some time or be sold. The current underlying zoning includes an intense use under the industrial zone with no restrictions with respect to what can be developed. Large retail stores may be built subject to some review but not the level of review that a site plan would receive.

10. The Commission finds the request is not in conformance with *Anchorage 2020 Comprehensive Plan* polices #5, 6, 7, 14, 21, 24, 34 and 40.

11. Jim Sawhill, representing Wal-Mart, explained that Wal-Mart offered land as a pocket park, residential components, out lots on Debarr, enhanced architectural standards, strong pedestrian connections, trade land to the Municipality in lieu of moving the traffic signal and other upgrades to Muldoon, and construction of 100-foot wide Creekside-North to Class I Collector standards.

12. The Commission believed that this proposal did not contribute to improving the overall land use efficiency and compatibility, traffic flow, transit use, pedestrian access, and appearance as called for by Policy #21. The neighborhood to the north would lose residentially zoned land that buffers it from Fred Meyer's store and any future "big box" stores.

13. Several Commission members were concerned that the loss of residential density would not be made up on the remaining B-3 SL tracts. A minimum of 12 DUA is required for residential development under B-3 SL. Staff noted that depending on how much land is taken out for roads and right-of-way and the configuration of lots, the loss of residential could be as low as 137 or, as believed by Commissioner Pease, as high as 172 units. Though Tracts E, F, G, H and

possibly Tract A, could potentially be developed as mixed use commercial-residential, only Tract E has a special limitation to restrict use to residential or require residential development. Policy #14 stipulates a no net loss of residential when rezoning residential to commercial.

14. Policy #7 calls for avoiding incompatible uses adjoining one another. If Tracts E and F were residentially developed, those units would face the backs of both the Wal-Mart and existing Fred Meyer. This makes these two tracts very undesirable to developers.

15. As proposed, development would segregate the commercial uses from the residential uses, contrary to Policy #24 which promotes mixed-use development.

16. Policy #34 calls for a transit-supportive development corridor having at least 8 DUA. One Commissioner did not feel that was met currently and if all the residential density is put on Tracts E and F, that land will be undesirable and create a negative perception of high density and mixed use.

17. This rezone would take industrial land that is somewhat buffered from residential and make it a large business site which would not be compatible in scale with the adjacent uses as called for in Policy #5

18. While there are pedestrian trails that pass through this site the size of the property and the proposed development is not pedestrian scale and is contrary to the intent of Town Centers. Anchorage 2020 states that anchor stores and smaller shops should reflect the character of the area. Multi-modal development with a primary emphasis on bus, pedestrian, and bicycle transportation is a strong emphasis of Town Centers. In testimony, it has been indicated the crossing would not be pedestrian friendly and the emphasis on bus use has not been articulated.

19. The proposed development would be a regional facility, and consideration should therefore be given to the regional supply of land, such as the vacant land at Boniface and Debarr.

20. Policies #6 and 7 do not support the request. Policy #6 states that areas designated for specific uses on the zoning map shall be protected from encroachment by incompatible land uses. Of particular concern is with the R-2M land which serves as a natural buffer to the adjacent R-1 residential property from the existing I-1 zoned land. It is not unusual to stagger uses from a higher intensity to a lesser intensity through rezoning.

21. Policy #40 speaks to assessing and mitigating adverse air quality impacts of major public land use and transportation decisions. While a TIA has been done, that does not necessarily equate to reality. There will be times of the day when the area will be congested. The community is investing public dollars for the construction of the school in this area and there should be concern with respect to air quality.

22. Two Commissioners pointed out that some consideration should be given to the question of the current zoning status of the industrial land as opposed to its current status as a vacant treed lot. As currently zoned there are a variety of undesirable uses that are legally allowed and would leave stranded tracts of

residential land between it, Fred Meyer and the R-1 neighborhood to the north. Some consideration should be given to the proposal which does provide some mitigation that might not otherwise be available.

23. The Commission voted unanimously to recommend denial of the subject request to the Assembly: aye, none; nay, seven.

B. The Commission recommends the DENIAL of the subject rezoning by the Anchorage Assembly for PROPOSED TRACTS A, B, C, D, E, F, G, & H, CREEKSIDE SUBDIVISION PER PRELIMINARY PLAT S-11451, EXHIBIT A.

PASSED AND APPROVED by the Municipal Planning and Zoning Commission on the 6th day of March, 2006.

ADOPTED by the Anchorage Municipal Planning and Zoning Commission this 1st day of May 2006. If the Planning and Zoning Commission recommends that the Assembly disapprove a zoning map amendment that action is final unless within 15 days of the Commission's written resolution recommending disapproval, the applicant files a written statement with the municipal clerk requesting that an ordinance amending the zoning map in accordance with the application be submitted to the Assembly.

Tom Nelson
Secretary

Don Poulton
Chair

(Case 2006-010)
(Tax ID No. 006-411-12; -13; -14 -15; -16)

ma

Amendment
AYE: Pease, Wielechowski
NAY: Isham, Jones, Poulton, Debenham, Cotten, Wang

FAILED

Main Motion
AYE: Isham, Pease, Jones, Poulton, Wielechowski, Debenham, Cotten, Wang
NAY: None

PASSED

2. 2006-010 Wal-Mart Stores Inc. A request to rezone approximately 53.52 acres from I-1 (Light Industrial), R-2M (Multiple Family Residential) and R-3 (Multiple Family Residential) to B-3SL (General Business with Special Limitations) and PLI (Public Lands and Institutions). Located north of Debarr Road and west of Muldoon Road.

Staff member MARY AUTOR stated that 174 public hearing notices were mailed, 3 were returned as undeliverable, 35 were returned in opposition, and there were 2 "other" comments, as well as several correspondences from Northeast Community Council. Comments were also received from Municipal Parks & Recreation, Traffic Engineering, and the HAND Commission. This is a request to rezone from I-1, R-2M and R-3 to B-3SL and PLI. This property is 53.52 acres in size and is located on the north side of Debarr and Creekside (extended). It forms an L-shaped piece of land above Fred Meyer over to Muldoon. A preliminary plat is contained on page 4 of the packet that identifies proposed tracts. Tracts E and F are currently zoned R-3 and the Department recommends that they remain R-3 with special limitations. All of the rest of the property is being recommended for rezoning to B-3SL. Tracts A, B and C are located on the west side of Creekside (extended). Most of that property, with the exception of a rectangular portion, is zoned I-1; the rectangular portion at the north end is zoned R-2M and contains approximately 6 acres. The petitioner is proposing a number of special limitations, which are delineated on pages 8 through 13 of the packet. These special limitations mirror the special limitations found in AO 2001-24(S). That ordinance applies to the property on the south side of Debarr and that property will be addressed under case 2006-150 later this evening. The petitioner is proposing to construct a Wal-Mart supercenter store and a Sam's Club discount warehouse on the west side of the property. Also as part of that development, Creekside North would be constructed as shown on page 4 of the packet, extending from Debarr, traveling behind Fred

Meyer, and accessing Muldoon Road. The site is 53.52 acres, 33 of which is zoned I-1 and the remaining 20 acres are zoned R-2M and R-3. This does not include dedication of any rights-of-way, which would remove 5.49 acres of developable land.

The Department finds that the proposal is consistent with the Comprehensive Plan. Although the property is located within an area identified in Anchorage 2020 as a town center, the AO 2001-24(S) has as its sole use a special limitation for a commercial PUD, not a town center. A town center plan affects the parcel to the south only and not the property that is the subject of this rezoning. A framework plan addressing both sides of Debarr was postponed indefinitely before the Assembly because the property owners to the north would not commit to that plan, nor was there an ability to purchase that property. As a result, the ordinance only addressed the property to the south side. The petitioner's proposal is compatible with the concept of a town center. There will be a variety of uses that are discussed in Anchorage 2020, including a mix of large and small retail, some office and professional services, and future residential. The property is also located in an area identified as a transit-supportive development corridor, affecting both Muldoon and Debarr. That designation encourages a density of 8 DUA within one-quarter mile of the major street; this would affect all of the property under discussion. Anchorage 2020 also contains a policy of no net loss of residential. As calculated, the no net loss would amount to between 72 and 168 units, or a density of 14 DUA. The Department recommends that the density, 14 DUA, be a special limitation on Tract E, which will remain R-3.

The Department finds that the proposal meets the requirements of the zoning maps in terms of compatibility. MS. AUTOR emphasized that this is a rezoning, not an examination of a conceptual site plan, although a conceptual site plan was submitted for use as talking points. There have been ongoing discussions concerning the road system and particularly the wishbone configuration of Creekside. Over time, the issues of concern are being resolved with the parties involved, as well as the property to the south, as they relate to intersections and road alignments. These are appropriate issues to be resolved with the preliminary plat review and with a future site plan review. A site plan review is a special limitation offered by the petitioner.

With regard to the supply of land in the area, it has been suggested that there is land available at Debarr/Boniface two miles away. When the supply of land is considered, the area within a one-mile radius is considered. There are only two sites with vacant land within that area, one of which is a 10-acre parcel at the southeast corner of Muldoon/Debarr owned by Don Smith. That land is being considered primarily as either parkland for purchase by the MOA or is being discussed for a 10-acre portion to house a quasi-institutional use.

There are also 38 acres included in the Cook Inlet Housing Authority (CIHA) portion to the south.

The Department believes that there are trade-offs and amenities that can be gained by the community as a whole with this rezoning, including the dedication of a park on Tract D, as well as financial trade of Tract E and F to the MOA as a contribution toward the off-site transportation improvements. She believed that the petitioner plans to construct Creekside North to urban standards with a dedication of 100 feet of right-of-way. The Department recommends approval of rezoning Tracts A, B, C, D, G and H to B-3SL and rezoning of Tract D to PLI. The Department supports the special limitations offered by the petitioner, adding two special limitations on the B-3SL and three special limitations on the PLI.

COMMISSIONER ISHAM asked for explanation of the policy involving no net loss of residential. MS. AUTOR explained that the no net loss policy would apply to the land zoned R-2M and R-3, Tracts D, G, and H. COMMISSIONER ISHAM asked if there would or would not be a loss of residential as a result of the rezoning. MS. AUTOR replied that there would not be a loss of density. COMMISSIONER ISHAM asked if the density is being increased on Tracts E and F to absorb the loss. MS. AUTOR responded in the affirmative. She also noted that the B-3SL would also not prohibit mixed residential and commercial development on Tracts A, H and G. COMMISSIONER ISHAM understood that Tracts D, G and H are currently zoned R-3. MS. AUTOR confirmed this understanding. COMMISSIONER ISHAM understood Tracts E and F are also zoned R-3. MS. AUTOR confirmed this understanding. COMMISSIONER ISHAM understood that the only tracts retained in residential zoning are Tracts E and F. MS. AUTOR replied that Tract F will remain R-3. She asked that Ms. Ward address the potential use of Tracts E and F. ROBIN WARD stated that the hope is to encourage mixed use with some residential on other tracts, but Tract E can handle the burden of no net loss, if necessary. COMMISIONER ISHAM confirmed through Staff that Tract D would be reserved as a park.

COMMISSIONER PEASE understood there are currently 21 acres of residentially zoned land and the transit-supportive guidelines of 8 DUA minimum would equate to a total of 172 dwelling units. After the proposed rezone the only guarantee of residential would be on the 5.1 acres of Tract E at 14 DUA, which guarantees 60 dwelling units. She asked how this is construed as meeting the no net loss requirement. MS. AUTOR explained that Commissioner Pease's calculation was based on gross acreage and the Department has removed the developed right-of-way from the calculation. Out of 21.5 acres, removing 5.48 leaves 14.52 acres at 8 DUA equals 116-117 units. This is part of the explanation.

COMMISSIONER DEBENHAM asked if the R-2M land adjacent to the I-1 land is being rezoned to PLI. MS. AUTOR referred to the preliminary plat on page 4 and stated Tract D, which is 1.625 acres, would be dedicated as a park; it is currently zoned R-3. COMMISSIONER DEBENHAM asked if the R-2M land would be rezoned to I-1. MS. AUTOR replied that it would be rezoned to B-3SL. COMMISSIONER DEBENHAM asked if this rezone does not go through, would Wal-Mart build on just the I-1 land. MS. AUTOR was not aware of their intention, but they could construct either large retail use on the I-1 by right. COMMISSIONER DEBENHAM asked for discussion of the community advisory committee, noting there were no comments in the packet from that group. MS. AUTOR deferred this question to the petitioner. COMMISSIONER DEBENHAM had concern with respect to Policies #24, #34 and #7. Town centers are generally one-half to one mile in diameter, so it would seem this development would be within that radius and Policy #24 would adhere to this rezone. Policy #34 would adhere to this rezone because the property is adjacent to a transit-supportive corridor that requires 8 DUA at a minimum. Policy #7 states "avoid incompatible uses adjoining one another." Pages 19 and 20 of the packet address some of those issues. He felt that the issue of needing at least 8 DUA, or 172 units, is not addressed. MS. AUTOR stated this is a rezoning and it does not include a master plan for a town center. The rezoning can be guided by the town center policies, but they are not mandatory at this point. Secondly, the transit supportive requirement of 8 DUA is applied to the existing 21 acres that is zoned R-2M or R-3. When approximately 20% is removed for dedicated rights-of-way, the net acreage remains. The petitioner's proposal is to be similar to what is being proposed on the south side of Debarr, which is the Assembly approved town center conceptual diagram for development of a master plan; there is no adopted master plan at this time. While the ordinance addressing that side of the street has a minimum requirement of 100 dwelling units, in general discussions with the developer for that south side she understood their intent is approximately four tracts would be used residentially and, of that 19.2 acres, the average density would be 10.975 DUA. That density is lower than what is being proposed on this petition site. The Department feels that the no net loss requirement can be accommodated on the remaining R-3 land; additional dwelling units are not precluded on B-3SL lots. COMMISSIONER DEBENHAM had concern that this request is a rezone from residential to commercial and commercial is more valuable in terms of land value. He noted there is not much residential land remaining for development. He explained he wished to justify the rationale of how the no net loss policy is being applied to less than 5 acres from the currently existing 21 acres. MS. AUTOR stated it is possible to go higher, but there is the question of practicality in terms of density; required parking must also be accommodated. Without this property

actually being proposed as a town center, the development suggested does include residential, retail, and office uses. The proposal is moving as close to the concepts of town centers as is practical. The Department understands there is a higher end to the residential density range, but what is practical or possible is being addressed. COMMISSIONER DEBENHAM noted that mixed use is intended to integrate, not segregate, various uses and it seems that segregating residential to one area of the site does not accomplish the goal of a town center. He understood this is not a town center area, but it is a transit-supportive corridor area. If residential is located on Tract E, that tract is on the back side of Fred Meyer and the back side of Sam's Club, so it is not very desirable as a residential area. MS. AUTOR stated the current property is zoned R-3, which can be considered a transition between the R-1 to the north and the Fred Meyer to the south.

COMMISSIONER WANG asked if the density calculation for Tract E includes an exclusion of acreage as there was in the calculation of density for the 21-acre residential area. MS. AUTOR replied in the affirmative.

COMMISSIONER PEASE stated she recalculated the density figures and still believed a density of 172 dwelling units is required.

The public hearing was opened.

JIM SAWHILL, representing the petitioner, stated the Creekside North Development would establish a high level of design and bring this large area into the same zoning and special limitations as the Creekside Town Center to the south. The issue is whether to rezone 6.5 acres of R-2M property to allow the development of a Sam's Club and a super Wal-Mart. Currently, 30 acres of that site has a zoning that allows large retail. In exchange for this entitlement, the petitioner is offering to establish a high level of site design, buffering, architectural standards, and additional public input and control on the entire 53 acres. The draft Creekside Town Center Master Plan and rezone (AO 2001-24(S)) was reviewed before planning began on the site to the north. The elements of that draft Plan were adapted to the petition site, retaining many of the features in that master plan and the original zoning. The Master Plan was kept intact for the 15 acres surrounding Fred Meyer. The same alignments and standards are included for Creekside. There is a pocket park, the multi-family residential to the north, and the commercial along Muldoon, exactly as it was proposed in the draft Creekside Town Center Master Plan. The western 36 acres where the Sam's Club and Wal-Mart are proposed were planned as residential development in the draft Creekside Town Center Master Plan. This did not go forward primarily because the land value of that industrial zone was too high to allow residential development to go forward. The petitioner wanted to advance the site design to a sufficient level so that the needed zoning special limitations were in place to ensure this moves forward to public hearing site plan review.

The petitioner met with the Community Council four or five times, and with the community's design committee several times, all leading to significant design changes. Those changes included switching the locations of Sam's and Wal-Mart, increasing the north buffer to an average 85 feet, shifting Patterson Street to the west, moving the buffer along the neighborhood, eliminating liquor sales at the Wal-Mart supercenter, eliminating a lube and tire center at the Wal-Mart supercenter, and eliminating the trail connection to the north through the park. A traffic impact analysis (TIA) has been completed and conditional approval has been received from MOA Traffic and ADOT. The TIA found that, with improvements, all the intersections would work at level of service (LOS) C. The improvements include a signal at Patterson/Debarr, a signal at Creekside/ Muldoon, and a signal at Creekside/Debarr. The petitioner agrees with the Staff analysis that the requested rezone meets the standards of Title 21 and the Comprehensive Plan.

COMMISSIONER DEBENHAM asked what benefits are offered in exchange for the rezone. MR. SAWHILL replied that most of the special limitations in the Creekside Town Center Master Plan and rezone to the south were included. These also include a dedication of 100 feet of Creekside Drive right-of-way when 70 feet is required, agreeing to provide high density residential components, moving the buildings on the out lots that front on Debarr Road to Debarr Road to be consistent with the Creekside Town Center design, and bringing forward architectural standards with the site plan review for all 53 acres. The design will include strong pedestrian connections along Patterson Street right-of-way and a trail from the elementary school to the north to Debarr Road. Additional pedestrian connections to the north were highly controversial in meetings with the neighborhood so they were deleted, but the MOA wants them included. There will also be pedestrian connections internal to the site, boulevard-style landscaping, and detached trails along Creekside Drive. COMMISSIONER DEBENHAM understood that many of these amenities would be seen in the site plan. MR. SAWHILL stated one special limitations subjects every tract in this development to a public hearing site plan review, which will strengthen the community's oversight and the MOA's interaction with the development.

COMMISSIONER JONES asked for explanation of revised conditions that were distributed to the Commission. MR. SAWHILL explained the Commission is being asked to change the accessory use in the B-3SL to add a "2. Tire and lube facilities that are accessory to a membership warehouse." He also asked that Tract F be zoned B-3SL rather than R-3 and to delete special limitation 3 on Tract E, which states, "Tract F Creekside Subdivision: Along the north boundary, there shall be buffer landscaping 15-foot in width south of the existing 5-foot sewer easement and there shall be 10-foot of arterial landscape easement along the east boundary and the platted Creekside-North boundary."

CHAIR POULTON asked whether Staff has any concerns. MS. AUTOR had no objection to the addition of tire and lube facilities, but noted that deleting special limitation 3 would also require that the reference to Tract F be deleted from the "Department recommends ..."

COMMISSIONER COTTEN asked what were some of the comments of the community committee that worked with the petitioner. MR. SAWHILL stated the Council formed a design committee to work with the petitioner on the site plan and rezone. The petitioner met with that committee, there were 40 issue of concern to work through, those were divided into categories, and then there were meetings on those issues. It was a positive process that resulted in changes to the site plan. A resolution from the Council was approved on the progress of the site design. COMMISSIONER COTTEN asked if there is an intent to move forward with the project if the rezone is not approved. MR. SAWHILL replied there are two options, either to develop a Sam's Club on the I-1 property or abandon the project and sell the land. In the event a Sam's Club is developed on the property as zoned, many of the amenities to bring the property into conformance with the town center concepts will go away. The opportunity for control over the remainder of the property with special limitations or requirements to come into conformance with a town center would be lost.

COMMISSIONER DEBENHAM asked whether the tire and lube facility is in relation to one or both facilities. MR. SAWHILL replied that there would be no tire and lube center in the Wal-Mart. One of the prohibited uses is a standalone tire center. The petitioner does not want a standalone tire center.

CHAIR POULTON asked for comment on the density of residential. MR. SAWHILL stated that a review was conducted of theoretical densities before and after the proposed rezoning. Page 19 of the packet contains a comparison of the two. He noted that R-2M property is typically developed at a range of 4-8 DUA and R-3 is typically developed at a range of 4-10 DUA. Page 20 contains an analysis using ranges of density for the proposed zoning. The requirement of Title 21 and the zoning is to replace the density range. By promoting the density up to 12 DUA or 14 DUA as the Staff has requested, is reasonable and compares with the densities on the town center to the south.

COMMISSIONER PEASE stated that, in estimating the range of densities, she assumed the 8 DUA minimum of a transit-supportive corridor was not applied. MR. SAWHILL replied that this was not strictly applied, but the high range on the R-2M was 8 DUA and the high range on R-3 was 10 DUA. The B-3SL has a minimum density 12 DUA and can go as high as 30 DUA.

COMMISSIONER DEBENHAM asked if the petitioner intends to develop the out parcels or sell them to developers. MR. SAWHILL replied that the intent is to sell the out parcels, but to establish design guidelines beforehand. The petitioner is in negotiations to give three tracts to the MOA in exchange for

road improvements. The PLI land will be dedicated to the MOA. The details of Tracts E and F are under negotiation for transfer to the MOA.

COMMISSIONER ISHAM noted that the density analysis on page 20 assumes that the B-3 property is not developed as a business. MR. SAWHILL indicated this is correct. COMMISSIONER ISHAM asked if the property is not more valuable as business, so it would be questionable to assume that the property would be developed residentially. MR. SAWHILL explained this analysis shows the theoretical density if the property were developed residentially. Tract E is limited to residential development. Tracts G and H will hopefully be developed with mixed use; Wal-Mart will surplus that property to another developer.

THOMAS HIGGINS stated he lives in Spenard, but this rezone is happening in his "back yard." He believed that Anchorage 2020 was trying to make all of Anchorage accountable for all of Anchorage. The petitioner discussed what might happen on this property, but nothing solid was offered. There is no guarantee that the neighborhood would be heard. He thought that the petitioner distributing materials at the beginning of the hearing was inconsiderate and was indicative of what the petitioner thinks of this procedure. He noted that the HAND Commission has made comments that contradict what Staff presented.

PATRICK FERAGHTY recalled that the Alaska Village had more than 172 units, so there is a greater residential loss to consider. He stated his main concern with Wal-Mart is China. He asked that this area be made a "free Chinese trade zone."

ROD McCOY, a member of the HAND Commission, stated a resolution of the HAND Commission is included in the packet. As part of its charter, the HAND Commission is required to advise the Planning and Zoning Commission on housing issues. Consequently, it took up this rezoning issue. The HAND Commission is particularly concerned about how the Planning Department will develop the town centers referred to in Anchorage 2020. The HAND Commission believes in the importance of developing those with sensitivity to pedestrian traffic and providing high or medium density housing in proximity to services in the effort of diminishing traffic and providing affordable housing. The HAND Commission is tasked with the issue of affordable housing in a city that is increasingly landlocked for residential use. Anchorage 2020 calls for the northeast area to grow by 5,000 to 7,000 housing units within the next 13-14 years and for the city to grow by upwards of 30,000 new units. To look at taking 21 acres of residentially zoned land away and replacing them with 5 acres is a major concern, particularly if this is within one-half mile of the town center area where there are policies that apply that all acreage within one-half mile are developed at a minimum of 12 DUA and that transit-supportive corridor have a minimum density of 8 DUA. The HAND Commission understands there is no interest on the part of the petitioner to provide mixed housing and commercial development on this

property. The HAND Commission is very concerned how this area will be developed. Affordable housing is necessary for businesses to proceed. People need to have access to their homes and businesses for Anchorage to be vibrant. Affordable housing is necessary to nourish business. The HAND Commission urged the Planning and Zoning Commission to vote against this rezone.

ALEXANDER NEWHALL stated he resides on the Hillside, but the problem regarding Wal-Mart in Muldoon is the commitment the community makes to provide sewers, roads, and school safety provisions when building a large Wal-Mart or amend the zoning area to facilitate even a larger Wal-Mart facility. He noted that taxpayers fund these commitments, including residents on the Hillside. If Wal-Mart moves, the community would be stuck with the costs. He stated that, unfortunately, Wal-Mart has a history of moving. He believed it is wrong to harness the taxpayer to these costs when what is left is a shell of a building. He stated the taxpayer could not afford this.

ROMAN DIAL, resident 2.5 blocks from the proposed Wal-Mart, stated he has lived in Alaska 30 years and in Anchorage half of that time. He wondered what makes so much of Anchorage ugly and he now believes it is proposed zoning changes like these that would build a big box store and cram apartments between parking lots. He stated that in listening to Staff's remarks, apparently the proposed zoning may meet the items in Anchorage 2020 and Title 21, but he did not believe it meets the spirit of either. He hoped the Planning and Zoning Commission would not sell out to Wal-Mart.

DEAN SIDDA, representing the Northeast Community Council, distributed comments regarding this case. Beginning in May 2005 the Council began a series of meetings to develop and discuss this proposal. This was a comprehensive program. A number of meetings were held, including no less than 15 Council meetings, executive board meetings, and worksessions. These meetings were advertised, open to the public at large, and were well attended by both supporters and dissenters of Wal-Mart. In general, after several months of discussion, the Council made a motion addressing this issue stating that the Council opposes the efforts of Wal-Mart to build both a super store and Sam's Club in this area for various reasons. First, the property is identified in Anchorage 2020 as being part of a town center. Regardless of whether or not a plan exists for a town center, Anchorage 2020 does include this area as a town center. Wal-Mart and big box stores are generally not consistent with the concepts of the town center. Town centers are meant to include a mix of residential housing, small shops, and commercial development. Locating a Wal-Mart store on this property would draw traffic from a large regional area, contrary to a town center, which is intended to serve a local area of 30,000 to 40,000 people. Wal-Mart's traffic figures are 15,000 trips per day, drawing vehicles from outside the general area. In a follow-on meeting of the Council to address the zoning issue, the Council opposed the rezoning. The Council believes that this development is

contrary to the intent of Anchorage 2020. The land use planning maps for this area show residential and mixed-use development. The town center concepts have never included a single vendor with a large-scale retail development. Furthermore, by using nearly half of the available land in the area for a retail development, the petitioner would deny the opportunity to put houses on the land. The land use maps for this area suggest that the entire acreage could be developed as residential/mixed-use. Placing Wal-Mart on this property would force residential development onto surrounding properties. He questioned if it is fair to tell surrounding property owners that their properties cannot be developed with retail because residential density is needed. He explained he had distributed a list of Anchorage 2020 policies that are specifically applicable to this rezone request.

COMMISSIONER PEASE asked what was the final vote on the resolution and attendance at the Council meeting. MR. SIDDA replied there were approximately 15 meetings of various types, including general membership meetings, executive board meetings, and worksessions. At general membership meetings attendance ranges from 40 to 140 and typically 50 to 60. Worksessions were typically attended by approximately one dozen people. Executive board meetings were attended by 9 to 20 persons. Mr. Sawhill alluded to the Council passing a resolution approving the site plan development, which is correct. The Council was thankful that the petitioner was willing to work with the Council regarding elements in the site plan. Regarding the rezoning and the Wal-Mart development in general, there was a motion in November disapproving the idea of Wal-Mart voted on by approximately 40 people with 27 in favor, 6 opposed and 3 abstaining. At the January meeting the vote on the Wal-Mart development was 24 opposed, 0 for, and 4 abstentions.

COMMISSIONER COTTEN noted that the petitioner mentioned some of the options that remain, should the rezone fail. He asked for comment. MR. SIDDA replied that the Council as a whole has not taken a position on the options. However, the general consensus is that a Sam's Club with 6 or so associated pad developments would be preferable to the Wal-Mart/Sam's Club combination.

REGINA MANTUEFEL, Executive Director of the Back to Work Network and also representing Fairview Community Council, indicated she had collected 173 signatures on a petition not supporting Wal-Mart in the Creekside Town Center. She explained that signatures were collected citywide and she estimated at least 50% were low income individuals. She agreed with Commissioner Pease that there should be 172 dwelling units. She stated that things such as fumes of cars going into the schoolyard where children are playing should be examined. From her record of 10 years with the Back to Work Network and 19 years of housing people in transition, she knew there is a strong need for housing. She felt anyone who does development in this area should have a plan for affordable housing. She stated that Wal-Mart's work policies are not good, such as keeping people on

permanent part-time and not providing benefits. She believed that Wal-Mart does not look out for their workers. There is a shortage of land in Anchorage and she felt that those who need housing should be addressed. She did not support the rezoning of this property. She felt that the 53.52 acres should house at least 172 dwelling units.

MARTIN BOWDEN distributed a photograph of a duplex he built. He stated he has resided in Anchorage since 1959 and his great uncle was mayor of Anchorage in the 1930s. He stated he is probably the person most impacted by this rezoning, explaining that his property sits next to the property currently zoned R-2M. His contract with the city is that the land next to his is zoned R-2M. He built his duplex two years ago himself. He feared he would have semi trucks 40 feet from his front living room window, if this rezoning were approved. He asked that consideration be given to the financial impact to him; he would not be able to sell his building for its current value of $430,000.

WALLY STEWART opposed to the rezoning. He stated if this rezoning were approved, many issues would remain unresolved. If two stores are allowed on the petition site, other small businesses will not survive. There is not one item in those two stores or a service provided that is not being currently provided in the area.

KAY WALLISON, Muldoon resident, stated she bought a triplex not far from the site of the proposed development. She opposed the rezoning because she believes her property will be devalued. She noted that Anchorage 2020 Policy #21 says that a rezoning must contribute to the overall traffic flow, pedestrian access, etc. The Staff and the petitioner say the park is an amenity and the land trade would be good and that is true, if children can get there safely. She lives on the Muldoon Street side and the discussion of traffic is more about the area near the rezone. She noted that the overpass at Muldoon Road onto the Glenn Highway is very slippery in the winter. She has observed that most people shop either at Wal-Mart or Sam's after they leave work, so the slowdown of the traffic in this area would likely increase; or people would shop on the weekend when children are not in school. Currently, children, families and dogs walk in the Muldoon area. She could not imagine trying to get across the highway if this rezone is approved. She noted that a rezone is only to be approved if it serves the best interest of the public; the question is who decides who is the public and who decides for the public. The Northeast Community Council does not support this rezone, despite the efforts of Wal-Mart to appease. She asked if the public is the people who show up and make informed comments, or is it the elected officials and Staff members.

KEN KARIBELNIKOFF, resident on Old Harbor since 1954, stated opposition to the proposed rezoning. He was concerned for the integrity and livability of an area he has resided in for 40 years. His father, who is 93, still resides in this area. He expressed concern with the amount of traffic that this

project would generate. He noted that he has seen safety deteriorate over the years. This community has worked hard to make northeast Anchorage livable, as it is at the present time. He felt great concern with the proposed development. He felt that nothing had been answered by the petitioner's presentations; they are open-ended. He is concerned with traffic, pedestrian access, and for the environment.

CHARLIE FAIL, resident on East 10th, spoke against the rezone. He stated the rezone is not in the public interest. He stated he was delighted to see the town center described in the newspaper four or five years ago; the concept behind it relative to where he lives was encouraging. He felt the direction of town centers in the city was excellent. He supported the concept of a town center in the Northeast Community Council meetings and was excited with the prospect. Things changed and the town center developer was unable to complete the purchase of land on the north side. Then Wal-Mart stepped in and his good feelings were dashed because he felt that the idea of Wal-Mart was the antithesis of the town center concept. He thought the idea of walking or biking through a residential area to the town center would be replaced by walking through an unfriendly parking lot. He asked that the Commission not approve the rezone as he felt it was not in the public interest. He understood that without the rezoning there might be a development of a Sam's Club, but it is also possible that Wal-Mart might sell the land.

PEGGY DIAL agreed with the remarks made against the rezoning. She also had concern with the increased traffic resulting from the middle school across the street. Students will need a place to hang out. Many students will not use the traffic lights and a dangerous situation will be created. Congestion would be a major problem. She was concerned for tourism in Alaska and maintaining the beauty of the setting, noting that visitors have said to her that this is like California. She wanted to maintain the beautiful state that exists, noting that there are enough Wal-Marts in the community already. She noted that in the summer, residents heavily use the Muldoon area.

MARGOT SHERWOOD stated that Wal-Mart has done their homework very well but has disregarded the fact that there is a Fred Meyer that already has most of the commodities they will be offering, at better quality, and there is a Carrs store just down the street. She stated another Wal-Mart is not needed.

SALLY KARIBELNIKOFF stated she lives on Old Harbor and has been in Muldoon for 41 years. She totally disagreed with this rezoning. She stated that her R-1 neighborhood backs up to this horrible problem. The city has tried to put 16,000 vehicles a day through Creekside Park Street and it was shut down to a walk-through. The walk-through caused problems when Fred Meyer opened up, which is why the community is trying to eliminate it. She stated she has been shot at and vandalized and she could not imagine what the proposed rezone would bring. She hoped that smaller R-1 homes could be built on the land to keep the integrity of the neighborhood.

RUTH VALE, resident one block from the petition site, was opposed to the rezoning. She stated she likes to garden and has lived in the area long enough that she plans to retire and spend time in her garden. Breathing exhaust from all the cars that will probably cut through her street as they did when Turpin was being redone, would be a negative impact from this rezoning. Furthermore, the wide expanse of parking lots will contribute to air and light pollution, decreasing the quality of life in the area. She stated she heard the traffic figures being discussed, but she did not hear discussion of the impact on the people in the community. She saw this impact as detrimental to the community. She stated she has read that the crime will likely increase also; as she gets older she will fear to go anywhere on foot because of the type of people who spend time in parking lots and large stores that are open 24 hours a day. She was distressed that she may have to look for anther place to retire.

BOB RIVKE, resident of Muldoon since 1972, opposed the rezone because the proposed development would be across from a middle school. The proposal would affect the students and it would affect air quality. There are approximately 36,000 cars going through Debarr/Muldoon, which would increase and worsen air quality. This Wal-Mart would be open 24 hours a day and it would generate significant truck and car traffic. This concept does not comply with the town center concept; this is a large box store.

PEGGY ROBINSON noted that the Staff member from the Planning Department said that lots beyond a mile radius were not examined. There is a large lot at the corner of Debarr and Boniface that was formerly the Mayflower Trailer Court. She did not think much about this until reading the February 2nd comments from Jed Walker, the owner of that property, who said he was interested in selling to Wal-Mart but was told by the Mayor's Office that he could not get a rezone to do that. She recalled a meeting at the Mayor's Office where there were questions about why there was not interest in that site and she was told that the owner would not sell to Wal-Mart. She found it curious that owner said in writing he was interested in selling. She did not believe there would be the same reaction if that property was being sought for this development because it is a much more appropriate location. She wrote a letter to the editor indicating she is appalled that Commissioner Wielechowski had to recuse himself, which has not been the case for prior issues for which he has attended the Council meeting but not participated or voted. She felt there had been inappropriate influence affecting this.

ANDRE CAMARA, representing the Alaska Center for the Environment, explained that the organization is the state's largest citizens' group working for the sensible stewardship of Alaska's natural environment. ACE is a voice for public lands conservation, clean air, clean water and livable places. ACE was founded in 1971 and the majority of members live in Anchorage. While this is not a typical conservation issue, it is an important community issue and there is concern for the broader economic health of Anchorage and quality of life. ACE believes there is significant opportunity to set the

standards by which Wal-Mart expands in this community. Wal-Mart expansion in other communities has been shown to depress wages, negatively impact the business climate, drain local and state governments, and generally have a negative effect on the local economy. Wal-Mart is already here, but ACE questions the need for this supercenter and two other proposed supercenters in Anchorage. Anchorage should realize it has the ability to not allow this expansion and/or achieve improved standards for store size, location, design, even wages and community giving. ACE urged the Commission to deny this request to rezone. Together, a better, smaller scale Wal-Mart presence can be established and there can be an understanding in Anchorage that the community controls this type of growth rather than being powerless to the whims of big business.

WALTER LISTNER, resident one and one-half blocks from the petition property, stated that his children are three blocks from school and can walk there safely. A middle school will be built across Debarr, which is a difficult journey from his home. This rezoning would allow the addition of a big box store between that school and his home, affecting the safety of his children. He stated he wants his children to grow up in a residential neighborhood. This rezone would change his neighborhood by creating a high-density residential area next to his home. There is criminal activity in his neighborhood and it is on the rise. There are currently Wal-Marts 10 to 15 minutes from his home. There are shootings in Muldoon, but there is not the activity that exists at Dimond Center. That type of activity could be brought only one and one-half blocks from his home. He did not feel safe being one and one-half blocks from that type of activity. He stated Anchorage is his home and he wants Anchorage to be home to him and his children. Approving this rezone would displace him and his neighbors. He thought the town center concept is a great idea that would add to the community, but that is not the case with a box store. He wished that the Commission would think of the future and the impact of this change, which would make it more difficult for his children to have a home in Anchorage.

SANDY HARDY voiced opposition to the rezoning for the reasons given in previous testimony. She noted that the park being offered is a hollow offer because it is between a Wal-Mart and a Fred Meyer. She thought the possibility of there being residential development on the mixed-use property is unlikely. The representative for the petitioner already mentioned the problem that was presented in finding someone to develop something residential; there was more economic potential for commercial development. She believed that all of the residential development would be pushed onto Tract E. She stated she lives in Nunaka Valley in a 724 SF house and homes in her neighborhood of that size are selling for $165,000, which is testimony to how desperate people are for affordable housing in this city. She felt there should not be more pressure on people who cannot afford housing.

ALBERT OAKS, resident on Old Harbor, stated his property would be across the utility easement from Sam's Club. He believed he would hear the snow

being cleared in evenings during winter months through the scant buffer. He indicated he already hears this occurring on the Fred Meyer site. He added that the majority of the Old Harbor Neighborhood Association, which represents 40 lots, does not favor this rezoning.

DONALD SHERWOOD, 36 year resident of this area near the former Alaska Village site, stated the Alaska Village has been moved out and now he is looking forward to possibly R-2/R-3 residential in that area. With two cars per family, roughly 500 homes would mean the addition of approximately 1,000 cars. Wal-Mart would possibly add 6,000 cars a day where Debarr intersects with Muldoon. He asked if there have been discussions with ADOT about how this influx of traffic would be handled at what is one of the top ten accident sites in the city. He stated his major concern was traffic.

AINSLIE PHILLIPS stated she has been a realtor for 30 years in Anchorage and this is an emotional issue for many of her fellow citizens in the Northeast Community Council area. She stated she also is an activist in many areas. She is concerned with the future of this town as it grows. As people come to Anchorage to buy new homes, what bothers them is the design of the city. It is possible now to rectify problems and not make more mistakes. She has been serving on the committee working with the petitioner to develop something that is palatable, if it is approved. Mr. Sawhill has been very cooperative, but unfortunately the parking lots are not reduced as much as was hoped and the buffers are not as wide as was hoped. When Wal-Mart and Sam's Club were suggested in the Alaska Village six years ago, they were sent away and now they are back. This time they went to the Mayor and the Mayor came to the community. There are many valid concerns whether this is the best use of this land. A major concern is traffic congestion in an already congested area of town on one of the two major arteries to Eagle River, and traffic from the new middle school. There are other socio-economic issues that should be considered in terms of whether this is the best use of this land. One of the Anchorage 2020 concepts was that northeast area would have the densest population growth. The only way to do that is high-rise, multi-unit, apartment-style buildings. She asked if affordable housing would be limited to apartment buildings. She noted that for every family that moves out of Anchorage, four move into Anchorage and she hoped they would find a quality of life of which the community can be proud.

JUDITH CARR, area resident, stated she looked long for a property that did not have an adjacent development. She stated concerns with respect to fire protection with the growth in this area. She noted that Turpin Road was resurfaced over a period of two years and it is now a super highway from Glenn Highway to Debarr. There are only three major arteries from the Glenn to downtown and the proposed development would congest the area unbelievably. She also noted that the utilities would be strained. With the middle school, there will be increased traffic and to add a Wal-Mart is deadly.

VANESSA SALINAS, three-year resident of Muldoon, stated she went to all of the Council meetings and there are many things to be worked out if Wal-Mart and Sam's are developed in this area. She spoke to friends in Eagle River who had some of the same concerns that have been expressed with this proposed Wal-Mart development. She learned that they did not want alcohol sales at the Eagle River Wal-Mart and they did not get alcohol sales. She understood that now the Wal-Mart in Eagle River is selling alcohol. She wondered what promises Wal-Mart would keep and which they would break if they move forward. She opposed the rezoning.

In rebuttal, MR. SAWHILL wanted to refocus on the root issue to rezone 6.5 acres of R-2M property to allow development of a Wal-Mart and Sam's Club. He stated that town centers have historically been difficult to develop; many of those Outside required public subsidies because the amenities and architectural detail raise the cost. The petitioner feels the town center concepts have been brought into the proposed development through the special limitations, which provide a substantial benefit to the community and improve development on the remaining properties encumbered in this site. A minimum 8 DUA density adjacent to a transit-supportive corridor is not a requirement on the raw land as it exists today, but is a goal or guideline within Anchorage 2020. The R-2M and R-3 property must be developed in accordance with the current zoning. The density on Tract E replaces the residential densities offset with the rezone. MR. SAWHILL noted with regard to traffic impacts that this is vacant property and when it develops there will be traffic impacts. The question is whether the impacts are adequately mitigated and the answer is that through required off-site improvements, good traffic flow will be maintained throughout the area. Through the TIA the intersections are shown to continue to function at LOS C. Adequate transition and buffering have been provided to protect the neighborhood. He noted that an average of 85 feet is being dedicated to buffering. There is also substantial buffering on the west side to protect the neighborhood. The petitioner committed to the neighborhood to build a berm and fence and provide heavy landscaping. Through the special limitations the petitioner has brought additional protections into the community and raise the quality of development on this entire 53-acre site. There is a higher standard of architectural design, a higher standard of site design and landscaping, and there will be public hearing site plan reviews. MR. SAWHILL encouraged the Commission to approve the rezone subject to the modified conditions provided by the petitioner. He reiterated that the petitioner believes Tract F, which fronts on Muldoon Road, is most appropriately zoned B-3.

COMMISSIONER DEBENHAM asked if the architectural design and site plan review are in the conditions of approval. MR. SAWHILL replied that these are included in the special limitations starting on page 9 of the packet. Item E on page 11 of the packet is the design guidelines, including site plan, architectural, landscaping, vegetative buffers, streetscape, and signage. Public hearing site plan review is contained on page 13 of the packet. COMMISSIONER DEBENHAM asked if there is a prohibition on the sale of

alcohol. MR. SAWHILL replied that in order to serve alcohol, a liquor license and conditional use for the sale of alcohol is needed. There is a commitment to the community to not sell alcohol in the super center. Alcohol sales would be in the Sam's Club, which has limited hours and is a membership club. He did not object to that being a condition.

COMMISSIONER PEASE noted in item 2.2.2 of the TIA there is discussion of future transit facilities, including a permanent transit satellite hub and new stops. She did not see this incorporated. MR. SAWHILL responded that the petitioner would meet with the Transit Department to make any needed connections with any of the bus stops along Debarr Road. He understood the transit transfer facility is tentatively planned for the greenhouse site. Traffic Engineer BOB KNIEFEL stated the transit site was tentatively planned on the greenhouse site; that has changed and there is no funding to develop it at this time.

The public hearing was closed.

COMMISSIONER JONES moved for approval of a rezoning from I-1, R-2M and R-3 to PLI and B-3SL, to rezone Tracts A, B, C, D, G, and H to B-3SL subject to 2 special limitations recommended by Staff: "1. Tracts C, D include 10-foot arterial landscaping easements along the platted Creekside - North right-of-way boundary; 2. Vegetated buffers for Tract B & C are amended to state that unused areas of the Patterson Street right-of-way may be used for temporary buffer landscape purposes" and retaining R-3 zoning for Tracts E and F subject to special limitations: "1. Tract E of Creekside Subdivision is limited to only residential development at a minimum of 14 dwelling units per acre; 2. Tract E Creekside Subdivision: Along the north boundary, there shall be a buffer landscaping 15-foot in width south of the existing 5-foot sewer easement, including 10-foot arterial landscaping easements along the platted Creekside - North right-of-way boundary; and 3. Tract F Creekside Subdivision: Along the north boundary, there shall be buffer landscaping 15-foot in width south of the existing 5-foot sewer easement and there shall be 10-foot of arterial landscape easement along the east boundary and the platted Creekside-North boundary." and adding a requirement for a public hearing site plan review before the Planning and Zoning Commission, and a requirement that in the event a commercial establishment is constructed for a Wal-Mart supercenter, no alcohol sales will be allowed. COMMISSIONER ISHAM seconded.

MS. AUTOR asked if the motion includes the special limitations on pages 8 through 13 that would apply to Tracts A, B, C, D, G and H.
COMMISSIONER JONES replied in the affirmative and noted that she had stated the site plan review would be a public hearing site plan review before the Planning and Zoning Commission.

CHAIR POULTON asked if Commissioner Jones would consider a joint Planning and Zoning Commission and Urban Design Commission (UDC) site

plan review. COMMISSIONER JONES stated she would consider this, but did not want the UDC to be the sole reviewer of the site plan; the Commission could consider a joint review with the UDC when the site plan comes before it. CHAIR POULTON asked whether Commissioner Jones intended to allow a tire and lube facilities that are accessory to a membership warehouse. COMMISSIONER JONES so amended her motion. COMMISSIONER ISHAM *had no objection to this friendly amendment.*

COMMISSIONER JONES stated that viewing this strictly as a land use decision, she must consider it without regard to the petitioner, noting that there are many times when the entity requesting the rezone is often not the developer and the site can sit undeveloped for some time or be sold. As a result, she looks at all the potential uses that could occur under the zoning. The current underlying zoning includes an intense use under the industrial zone. There are no limitations with respect to what can be developed on that property. The petitioner has testified that if the rezoning request is not approved, they may build the warehouse facility, which would be subject to some review but not the level of review that a site plan would receive. She was disturbed about the residential property that would be diminished along Old Harbor and the homes that are near Old Harbor. She stated she is disinclined to approve the rezone, not because she feels Wal-Mart would be a bad neighbor. She stated she lives in South Anchorage not far from the Wal-Mart in that area, which is not very attractive; however, that does not mean that another Wal-Mart built in the community might not be attractive. In looking at policies in Anchorage 2020, she was concerned primarily with Policy #21. That policy permits a rezoning only when it is designated in an adopted plan. She was struggling with the diminishment of the residential property. MS. AUTOR noted that in the 1982 Comprehensive Plan this area was designated as commercial with the awareness that there was I-1 and residentially zoned land in the area. The proposed changes to the land use plan maps also call for this to be commercial with high density residential. On page 019 of the packet there is the following footnote: "The January 13, 2006 working draft of Land Use Intensity Map (reference Map B) indicates residential is encouraged in Commercial/Mixed-Use Center at medium intensity >15-35 or up to 40 housing units per gross area." She thought the difference between the 1982 land use plan map and the 2006 working draft map is that it wraps residential into the commercial. The 1982 Plan identifies the land as commercial knowing there are 33 acres of industrial land.

COMMISSIONER PEASE asked why the 1982 Plan would be reviewed when there is a current zoning. The apparent future zoning would encourage a density of 15-40 housing units per gross area in commercial. MS. AUTOR stated that the proposed draft is simply a draft, it is not adopted. Under Title 21, only adopted plans must be used. In Title 21 there is a reference to interpreting and applying plans and policies in transition. Anchorage 2020 is adopted and calls for the general area to be developed as a town center, but there is not an adopted town center plan that encompasses the subject property area north of Debarr Road. Title 21 gives guidance to go back to the

last adopted reference and in this case she believed that is the 1982 Plan because there are no more current adopted land use plan maps. COMMISSIONER PEASE stated there is either 21.5 acres of residential zoning, or 17.2 acres if 20% is taken out for roads, which would yield either 137 or 172 dwelling units. The motion on the floor would retain residential zoning on two tracts that would produce 72 units versus the 137 to 172 units that could be required under the current zoning. MS. AUTOR responded that the density issue must be taken in the full context that the rezoning requested is B-3SL. A minimum of 12 DUA would be required for residential development under B-3SL. As proposed for Tract E and/or Tract F, 114 dwelling units could potentially be developed. If Tracts G and H are added, that number increases to 14 DUA. She asked if the Commission wants to attach a residential requirement on Tracts G and H and on Tract A. She stated that no net loss could be achieved on Tracts E, F, G, H and possibly Tract A.

COMMISSIONER DEBENHAM found this to be a difficult case and, as he reviews the request he tries to not consider who is the petitioner. The question before the Commission is whether or not the property should be rezoned. The Anchorage Municipal Code says a zoning map amendment may be approved only if it furthers the goals and policies of the comprehensive plan and conforms to the comprehensive plan in the manner required by Chapter 21.05. He recommended that, if this rezone goes forward, the question should be asked if it truly furthers the policies and of the Comprehensive Plan. The rezone entails changing R-2M land that buffers the R-1 land to the north; if that buffering is removed, in order to further the policy of the comprehensive plan, there must be great benefit somewhere else. Rezoning Tracts G and H takes potential residential land supply away. The petitioners have said the benefits they are providing are a pocket park, a 100-foot easement, residential components, out lots on Debarr Road, enhanced architectural standards, strong pedestrian connections, and a public hearing site plan review. The question is whether these benefits truly further the Comprehensive Plan policies. In his estimation they do not at this time. Anchorage 2020 Policy #7 states "Avoid incompatible uses adjoining one another." Staff has proposed that Tracts E and F be residentially developed. Those residential units would face the backs of both the Wal-Mart and the existing Fred Meyer. This makes these two tracts very undesirable to developers. Policy #24 states that town centers are generally one-half mile to one mile in diameter and that new development should be encouraged to adhere to town center policies. This proposal does not do that; it has segregated uses. Policy #34 states that a transit-supportive development corridor shall have at least 8 DUA. He did not feel that was being met currently and if all the residential density is put on Tracts E and F, that land will be undesirable.

COMMISSIONER PEASE concurred with Commissioner Debenham's assessment regarding Anchorage 2020 policies not being met. She further found that Policy #14 regarding no net loss of residential is not met. She

believed that only 72 units could be required through the rezone and there would be no way to compel residential development on Tracts G and H. This is the kind of configuration that creates a negative perception of high density and mixed use. Placing high density residential development behind large commercial development is not a model that would promote high density housing. Policy #5 that rezones and variances shall be compatible in scale with adjacent uses is also not met. This rezoning takes industrial land that is somewhat buffered from residential and makes a large business site. She added that although there is not an adopted town center plan, she felt the intent of town centers should not be abandoned as it is expressed in Anchorage 2020, which states "the core area should seek a balance between pedestrian and auto comfort, visibility, and accessibility." While there are pedestrian trails that pass through this land, the size of the property and the proposed development is not pedestrian scale. Anchorage 2020 also states that anchor stores and smaller shops should reflect the character of the area. She was not sure that most of the neighbors would feel that is the case. The intent in a town center is for an overall density target of 12-40 DUA. In terms of the intent of transit-supportive development corridors, page 55 of Anchorage 2020 states that small scale retail uses that are oriented to the street should be encouraged, there should be multi-modal development with a primary emphasis on bus, pedestrian, and bicycle transportation. In testimony, it has been indicated the crossing would not be pedestrian friendly and the emphasis on bus use has not been articulated. She referenced 21.20.090, which requires that the Commission consider the effects of development under the development and the cumulative effect of similar development on the surrounding neighborhood. The packets indicate, and it was mentioned in testimony, that there are other parcels, such as the one at Boniface and Debarr, where large-scale commercial development might be possible or desirable. There was not discussion of the supply of land in the economically relevant area. This being a regional facility, perhaps consideration should be given to the regional supply of land. The Commission does have to consider the type and timing of development when considering a rezone, so must at least consider that a large regional commercial facility is proposed for this area.

COMMISSIONER JONES did not support the rezone. She found that Anchorage 2020 Policies #6 and #7 do not support the request. Policy #6 states that areas designated for specific uses on the zoning map shall be protected from encroachment by incompatible land uses. She was particularly concerned with the R-2M zoned property, which serves as a natural buffer to the adjacent residential properties. That land currently buffers those properties from the industrial property. Policy #7 is to avoid incompatible uses adjacent to one another; the Commission is mandated to try to keep incompatible uses apart. It is not unusual to stagger uses from a higher intensity to a lesser intensity through rezonings. She also did not feel that Policy #21 was met. Policy #40 speaks to assessing and mitigating adverse air quality impacts of major public land use and transportation decisions. While a TIA has been done, that does not necessarily equate to reality. She believed

there would be times of the day when the area will be congested. The community is investing public dollars for the construction of the school in this area and there should be particular concern with respect to air quality. She stated with respect to the 1982 Plan that work is underway to amend the land use maps and hearings on that will begin soon. Regardless of this fact, the 1982 Plan is obsolete and out of date.

COMMISSIONER ISHAM did not support the motion for the reasons stated by his fellow commissioners. He stated his biggest concern was that, if the rezoning is approved as proposed, a great deal of residential land will be taken out of the inventory while there is currently not enough land to build residential homes. He also did not feel that the 1982 Plan should serve to guide this decision.

COMMISSIONER WANG thought some consideration might be given to the question of the current zoning status of the industrial land to the west as opposed to its use as a vacant treed lot. As currently situated, there is a large I-1 parcel that could be subject to any number of uses that could be unsavory to nearby residents and would leave stranded tracts of residential land between it and the Fred Meyer. He felt some consideration should be given to the proposal before the Commission, which does provide some mitigation that might not otherwise be available.

COMISSIONER COTTEN opposed the petition to rezone, concurring with most of the comments made by colleagues. He felt that Anchorage 2020 Policies #6 and #7 and Policy #24 were of concern.

CHAIR POULTON did not support the motion, agreeing with the remarks with respect to Anchorage 2020, but agreeing with Commissioner Wang that what might occur on this land may not be better and could be worse than what the petitioner has proposed.

AYE: None
NAY: Isham, Pease, Jones, Poulton, Debenham, Cotten, Wang

FAILED

1. **S-11447** Cook Inlet Housing Authority. To subdivide two (2) tracts of land into seventeen (17) tracts. The Alaska Village Subdivision, Tract 1 (per plat 2003-19) and Tract 2A (per plat 2002-179), located within the NW 1/4 of Section 24, T13N, R3W, S.M., Alaska.

Staff member MARGARET O'BRIEN stated this plat has gone through a number of iterations since initial submission. The number of tracts was originally 17, the number was changed to 12, and the current proposal is for 14 tracts. The primary issues with regard to this plat

G.2.

MUNICIPALITY OF ANCHORAGE
PLANNING DEPARTMENT
MEMORANDUM

DATE:	February 28, 2006
TO:	Planning and Zoning Commission
THROUGH:	Jerry Weaver, Zoning Division Administrator
FROM:	Mary Autor, Senior Planner
APPLICANT:	**Wal Mart - Muldoon**
REPRESENTATIVE:	Lounsbury & Assoc.
SUBJECT:	**2006-010 Rezoning to B-3 SL**
LOCATION:	T13N R3W SEC 13 NE4SW4SW4
TAX PARCEL NO.	006-411-15

Background:

This case was scheduled for the February 6, 2006 meeting, but was postponed due to a short board and rescheduled for March 6.

G.2.

PLANNING DEPARTMENT
PLANNING STAFF ANALYSIS
REZONING

DATE: February 6, 2006

CASE NO.: 2006-010

APPLICANT: Wal-Mart Stores, Inc.

REPRESENTATIVE: Lounsbury & Associates, Inc.

REQUEST: Rezoning from I-1 (Light Industrial), R-2M (Multiple Family Residential) and R-3 (Multiple Family Residential) to B-3 SL (General Business with Special Limitations) and PLI (Public Lands and Institutions).

LOCATION: Proposed Tracts A, B, C, D, E, F, G, & H, Creekside Subdivision per Preliminary Plat S-11451, Exhibit A; Generally located north of Debarr Road and west of Muldoon Road.

SITE ADDRESS: none

COMMUNITY COUNCIL: Northeast

TAX NUMBER: 006-411-12, 006-411-13; 006-411-14; 006-411-15; 006-411-16 / Grid SW1340

ATTACHMENTS:

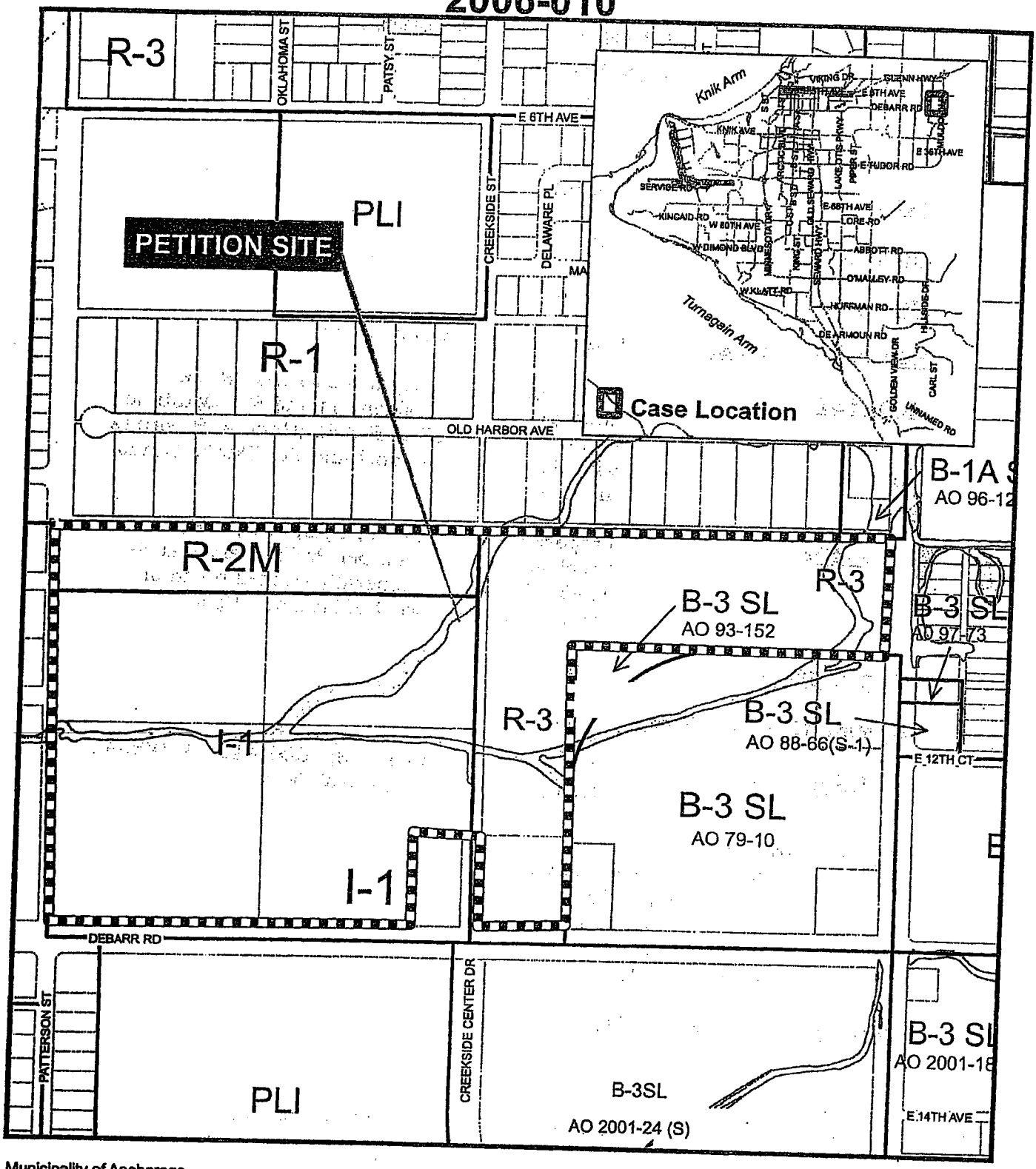
1. Zoning & Location Maps
2. Departmental Comments
3. Public Comments
4. Application
5. Posting Affidavit

RECOMMENDATION SUMMARY: Approval

SITE:

Acres: 53.52 Acres (Approximately)
Vegetation: Largely covered with native trees and brush
Zoning: I-1, R-2M, R-3

REZONE
2006-010



Municipality of Anchorage
Planning Department

Date: January 19, 2006

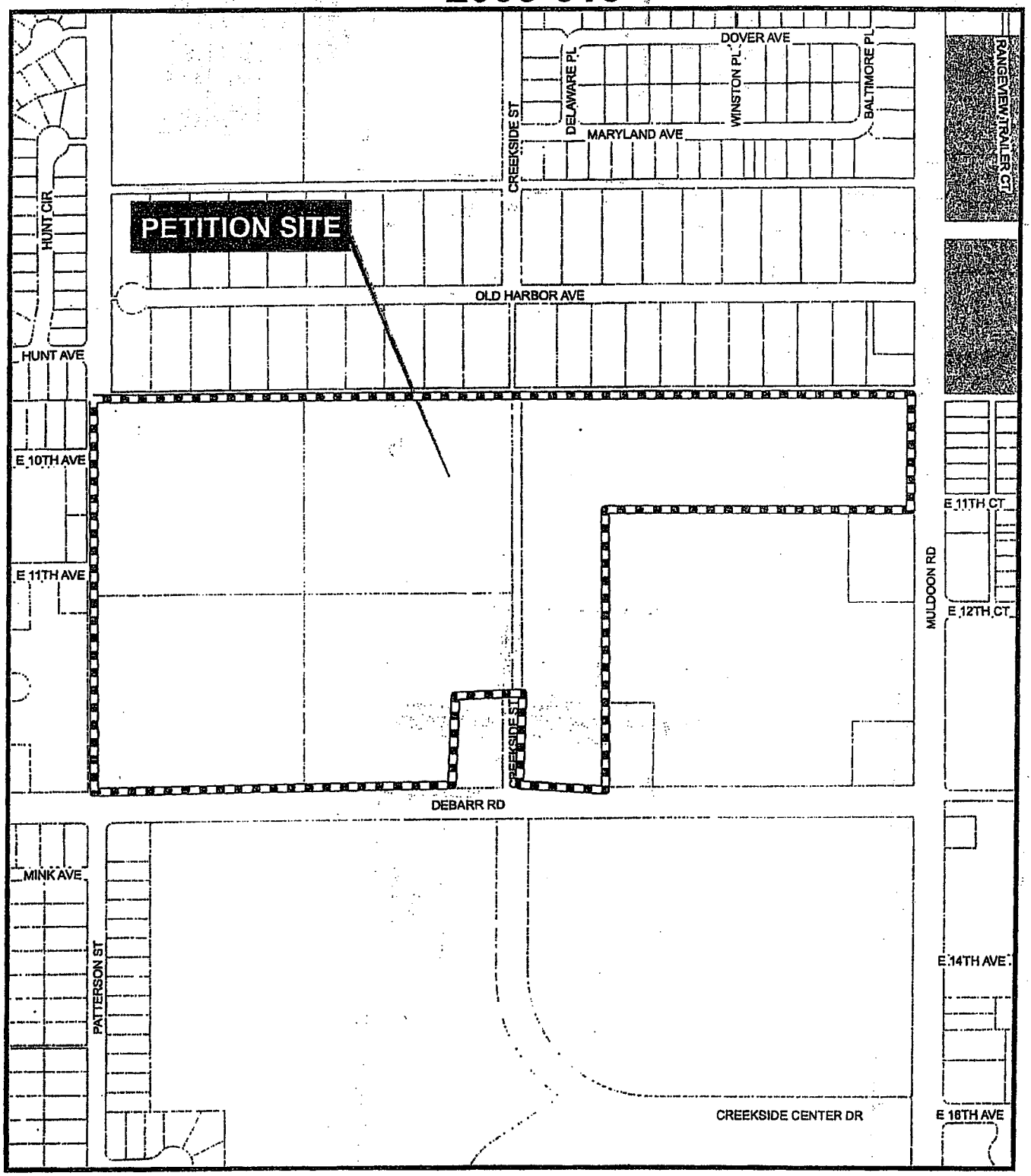
Flood Limits
- 100 Year
- 500 Year
- Floodway

N

0 240 480

040

REZONE
2006-010



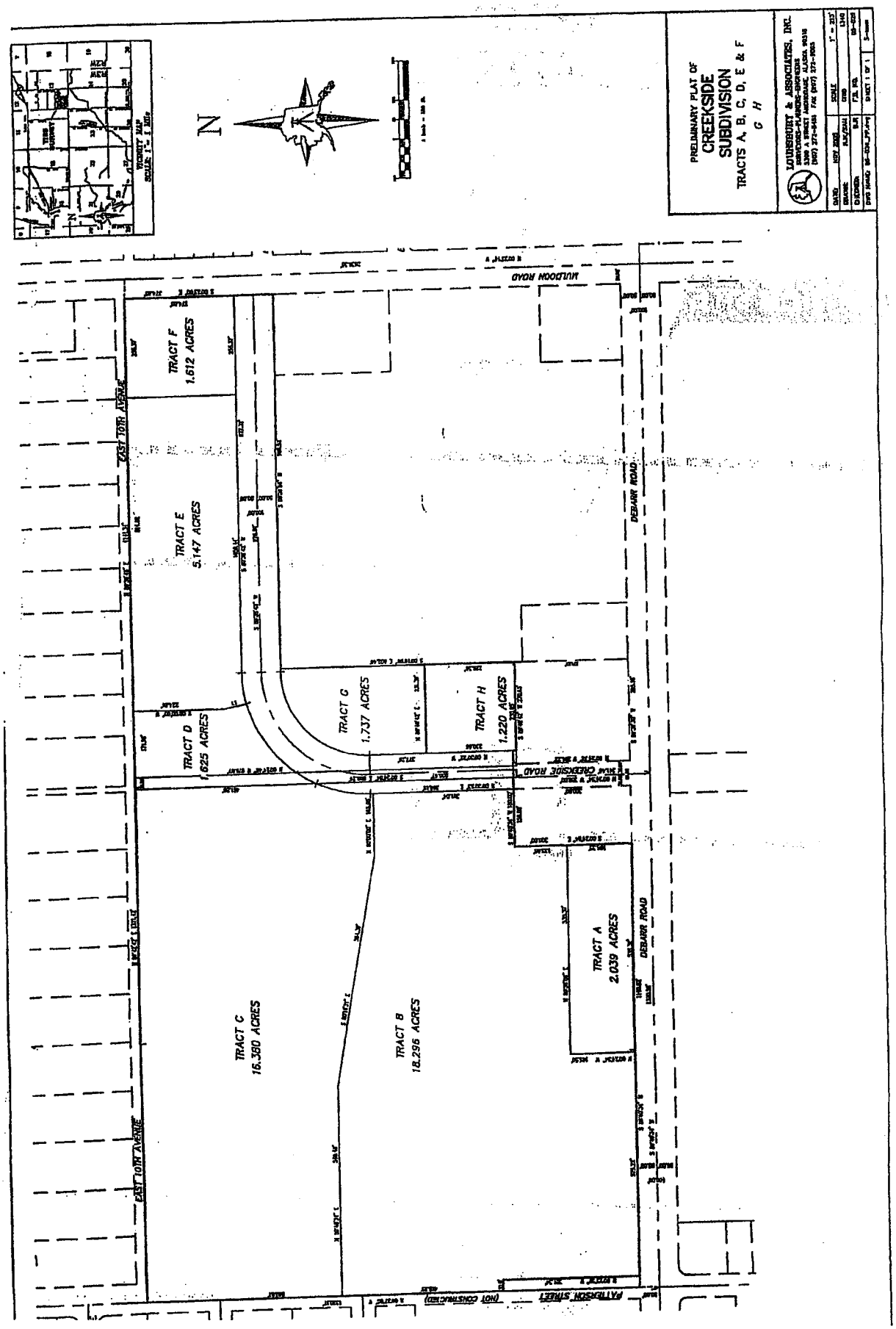
Municipality of Anchorage
Planning Department

Date: December 20, 2005

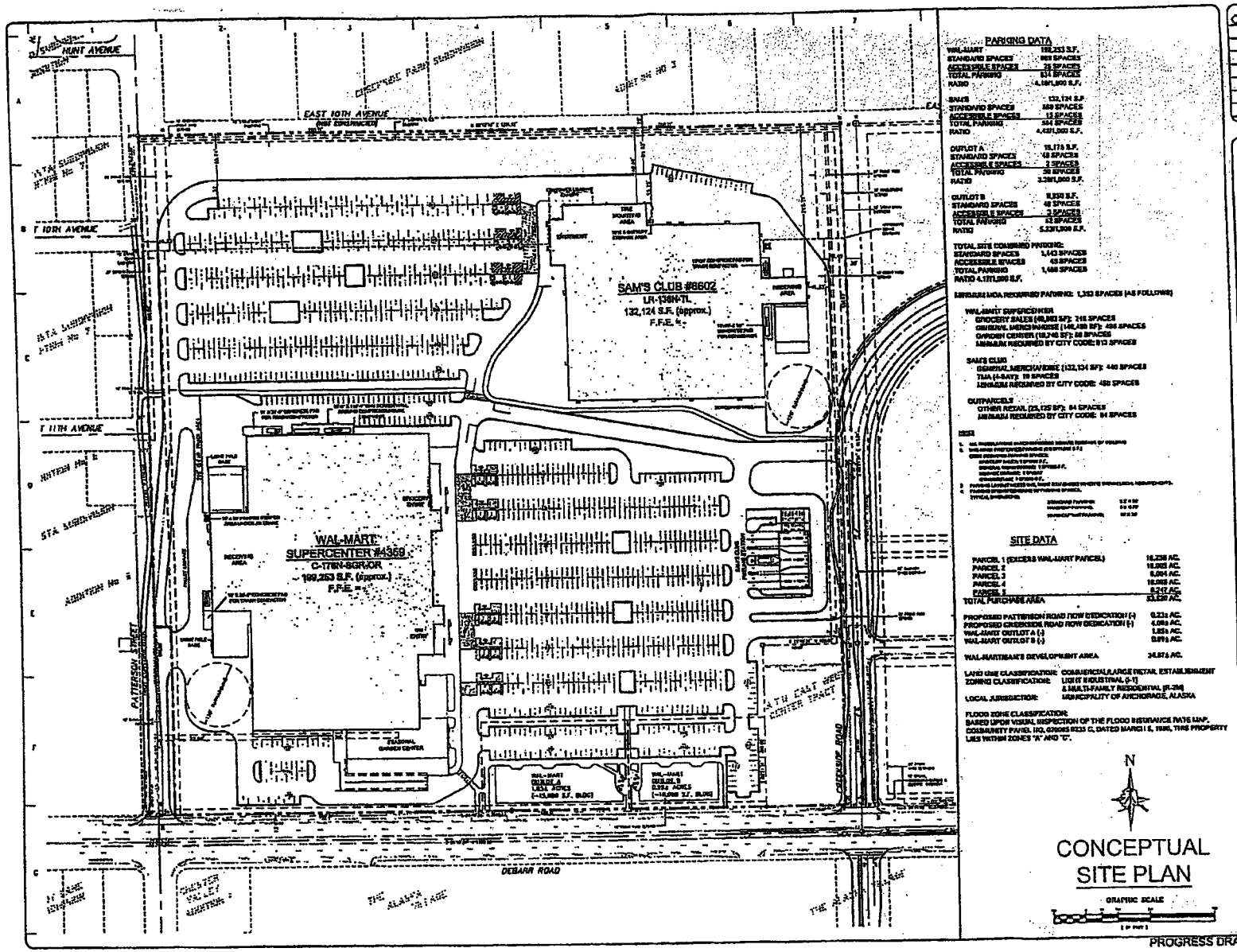
Single Family
Multi-Family
Mobile Home Park

N

0 175 350 700 Feet

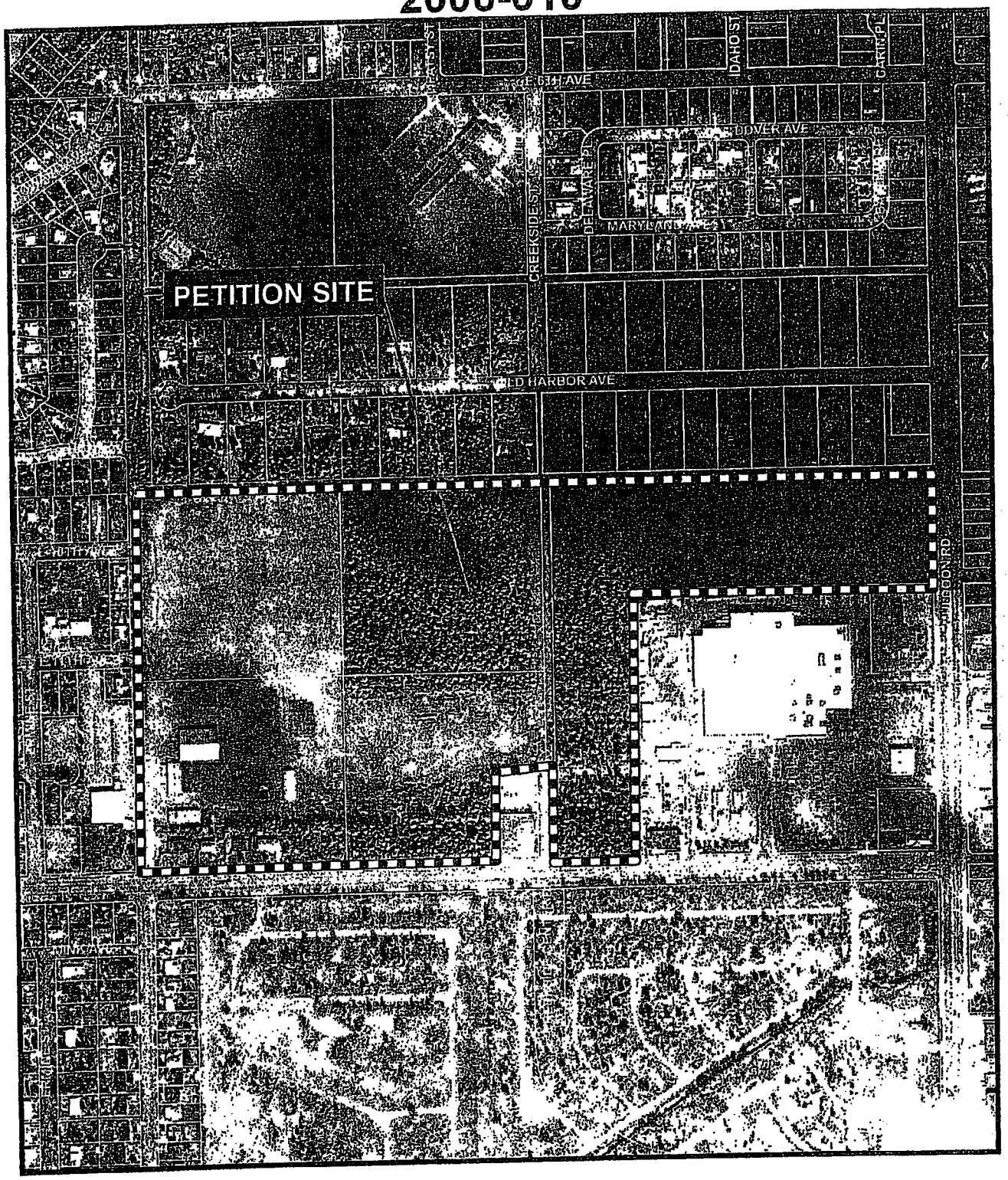

PRELIMINARY PLAT OF
CREEKSIDE
SUBDIVISION
TRACTS A, B, C, D, E & F
G H
LOUNSBURY & ASSOCIATES, INC.
SURVEYORS-PLANNERS-ENGINEERS
3300 A STREET ANCHORAGE, ALASKA 99518
(907) 272-5451 FAX (907) 272-5065
VICINITY MAP
SCALE: 1" = 1 MILE
N
MULDOON ROAD
EAST 10TH AVENUE
DEBARR ROAD
CREEKSIDE ROAD
PATTERSON STREET
(NOT CONSTRUCTED)
TRACT F
1.612 ACRES
TRACT E
5.147 ACRES
TRACT D
1.625 ACRES
TRACT G
1.737 ACRES
TRACT H
1.220 ACRES
TRACT A
2.039 ACRES
TRACT C
16.380 ACRES
TRACT B
18.296 ACRES

042



PROGRESS DRAWING: 11/05/05

2006-010



Municipality of Anchorage
Planning Department

Date: December 20, 2005

N

0 240 480 960
Feet

044

Topography: Generally level
Existing Use: MB Contracting equipment storage; 4 single family dwellings; largely vacant
Soils: Public Water & Sewer Available

COMPREHENSIVE PLAN:

1982 Plan Classification:	Commercial
Density	Not applicable
Anchorage 2020	Town Center, Transit Supportive Development Corridors

HISTORY:

04-13-70	I-1, R2, R-3 Zoning	Subject property zoned to present zoning districts as part of Area 'B' Areawide zoning, GAAB Ordinance #25-70.
03-26-85	R-2M Zoning	R-2 to R-2M as part of T. 21 Task Force rewrite of the Neighborhood Improvement Program. AO 85-18
05-21-93	Plat 93-40	K T Square Subdivision, Lot 4 and Tract B-1 (a resubdivision of a 32.99 acre subdivision of Tract A-1A, K T Square, per plat 93-39 and Tract B, K T Square per Plat 79-226.
03-01-06	Preliminary Plat S-11451	Proposed Tracts D, E, F, G and H, Creekside Subdivision per Preliminary Plat S-11451 will be created from Plat 93-40, Tract B-1, K T Square Subdivision.

APPLICABLE LAND USE REGULATIONS:

Existing Zoning:

I-1: **AMC 21.40.200.** Permits light industrial and commercial uses, limits residential uses to an accessory unit to a commercial or industrial use. Maximum lot coverage unrestricted, and side and rear yards abated unless adjacent to residential, with a 10 foot front yard setback. Maximum height is unrestricted.

R-2M **AMC 21.40.045.** Permits medium-density urban and suburban multiple-family residential: allows up to eight DUA on 20,000 square foot lots. Structures and uses required to serve governmental, educational, religious, noncommercial, recreational and other needs are permissible as conditional uses. Maximum lot coverage is 40%, maximum height is 30-feet. The yard requirement is 20 foot front yard, 5 foot side yard, 10 foot rear yard.

R-3 **AMC 21.40.050.** Permits medium-density urban and suburban multiple-family residential: allows up to eight DUA on 20,000 square foot lots. Structures and uses required to serve governmental, educational, religious, noncommercial, recreational and other needs are permissible as conditional uses. Maximum lot coverage is 40%; maximum height is 30-feet. The yard requirement is 20 foot front yard, 5 foot side yard, 10 foot rear yard.

Proposed Zoning:

PLI: **AMC 21.40.020.** Primary uses allowed are public open space, public and quasi-public institutional uses and land reserves. Residential, general commercial and industrial uses not permitted. Maximum lot coverage is from 30% to 45%, depending on lot size. The yard requirements are generally 25 feet or that of the abutting use district, whichever is greater, except a minimum of 30 feet is required for the rear yard. Maximum height is generally unrestricted unless adjacent to residential, where the yard setbacks increase if the height increases over 35 feet. The Planning and Zoning Commission is tasked with site plan review for all PLI developments, and can restrict these standards further.

B-3: **AMC 21.40.180.** Permits general commercial uses, allows residential uses with a minimum of 12 dwelling units per acre. Maximum lot coverage unrestricted unless predominately a residential development, and side and rear yards abated unless adjacent to residential, with a 10 foot front yard setback. Maximum height is unrestricted.

Proposed Special Limitations: (note, staff recommended modifications which are shown in bold type and are underlined)

Section 1.

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

A parcel of land approximately 51.9 acres in size, generally located northwest of the intersection of Debarr Road and Muldoon Road. More specifically described as Tracts A, B, C, E, F, G, and H of Creekside Subdivision and as shown in petitioners Attachment A (per preliminary plat S-11451).

B. The zoning map shall be amended by designating the following described property as PLI (Public Lands and Institutions District).

A parcel of land approximately 1.62 acres in size generally located northwest of the intersection of Debarr Road and Muldoon Road and more specifically described as Tract D of Creekside Subdivision and as shown in petitioners Attachment A(per preliminary plat S-11451).

Section 2.

The zoning map amendment described in Section 1, subsection A above shall be subject to the following B-3 special limitations (General Business District):

A. *Permitted Uses.*

1. Only those principal uses permitted through the B-3 (General Business District) AMC 21.40.180.

2. Tract E of Creekside Subdivision is limited to only residential development **at a minimum of 14 dwelling units per acre.**

B. *Accessory Uses:*

1. Only those accessory uses permitted through the underlying zoning district.

C. *Conditional Uses:*

1. Only those conditional uses permitted through the underlying zoning district.

D. *Prohibited Uses and structures:*

1. Adult entertainment / adult book stores, peepshows, topless/bottomless dancers, massage parlors, and escort services.
2. Mobile Home Parks or Camper Parks.
3. Bulk fuel dealers or primary tire change facility.
4. Automobile dealerships or lots, new or used.
5. Pawn Shops.
6. Stand Alone Liquor Stores.
7. Stand alone gun shops or dealers.
8. Pull tab or other similar gaming operations.
9. Bingo Halls.
10. Quasi-institutional houses.
11. Snow Disposal sites.
12. Heliports.
13. Community Correctional Residential Centers
14. Unlicensed nightclubs.
15. Flea Markets.
16. Storage yards.
17. Outdoor storage of heavy machinery and equipment.
18. Mobile Home display lots.
19. Taxicab stands.
20. Amusement arcades, billiard parlors.
21. Bowling alleys.

22. Metal working and steel fabricators.

23. Marquees, overpasses, and similar substantial projections into public airspace, together with any signs to be mounted thereon.

24. Mini storage.

E. *Design Guidelines:*

1. Site Plan. The intent is to create a strong relationship between all buildings, uses, open spaces, and streets.

a. Buildings, and their entries, shall to the greatest extent possible be oriented to the street, shall encourage and accommodate pedestrian movement. Transit access, within close proximity to commercial and residential building entries, shall be accommodated.

b. The development shall contain elements such as public gathering spaces and outdoor seating. The development shall also be accessible to public transit, and well connected to public open spaces and adjoining residential uses.

c. Local climate shall be taken into account in the layout and design of the entire development, as well as in the site design details. Layout and design shall strive to protect pedestrians from wind, ice, and snow. Buildings and public spaces shall be sited and designed to enhance the advantages of sunlight, and to minimize the creation of wind corridors.

d. Design of the site shall provide a positive relationship between Muldoon and DeBarr Roads.

e. Residential developments shall be within easy walking or biking distance from the shopping areas, open space, and transit stops.

2. Architecture. The site plan shall address building massing, sitting, entrances, exterior finishes, and rooflines. All buildings, especially those over 50,000 Sq. Ft. shall have

multiple entries, varied roof lines, and architectural detailing, which are harmonious with smaller scaled buildings, and shall result in comfortable, human-scale developments.

3. Landscaping. Site Plans shall address the need for design of perimeter landscape buffers and interior site landscaping. Site landscaping shall provide visual breaks within the site as well as on the perimeter of the site without creating unwanted separations within the site. Landscape buffers shall be provided where necessary to separate incompatible uses. A variety of large and small areas of natural and/or planted landscaping shall be integrated throughout the site in order to provide an attractive and pleasant neighborhood environment.

4. Vegetative Buffers Individual tracts will contain the following vegetative landscape buffers:

   a) Tract B & C Creekside Subdivision: Along the north boundary of Tract C, there shall be buffer landscaping with an average width of 85-feet. The buffer shall be no less that 70-feet in width. Along the west boundary of both Tracts B and C, there shall be buffer landscaping with an average width of 25-feet. The buffer shall be no less that 20-feet in width. Unused areas of the Patterson Street right-of-way may be used for **temporary** buffer landscape purposes. Tract B **and C** shall also contain 10-feet of arterial landscaping along the east **Creekside – North platted** boundary.

   b) Tract E Creekside Subdivision: Along the north boundary, there shall be buffer landscaping 15-foot in width south of the existing 5-foot sewer easement, **and a 10-foot arterial landscaping easement along the platted Creekside-North** boundary.

   c) Tract G Creekside Subdivision: Shall contain a 10-foot arterial landscaping easement along the north and west boundaries.

   d) Tract H Creekside Subdivision: Shall contain a 10-foot arterial landscaping easement along the and west boundary.

e) Tract F Creekside Subdivision: Along the north boundary, there shall be buffer landscaping 15-foot in width south of the existing 5-foot sewer easement and there shall be 10-foot of arterial landscape **easement** along the east boundary and the **platted Creekside-North boundary**.

5. Streetscape. Streets shall be designed to include boulevard landscaping, separated sidewalks, transit accommodations (where appropriate), seating, lighting, and other public amenities characteristic of town centers. Maximum building setbacks shall be established. To the extent consistent with the design guidelines contained herein, the setbacks shall not exceed 100 feet from the perimeter right-of-way.

6. Signage. Signage limited to monument or building signs. Monument signs shall be no greater in height than 8 feet above final grade. Pole mounted signs shall be prohibited.

7. Other site elements. Accommodates for pedestrians (including bicyclists) and transit access shall be provided to all developments. Walkways or trails shall be integrated throughout development, providing pleasant, safe, and efficient connections.

8. The location of fast food and/or drive through style restaurants along Muldoon or DeBarr Roads must be approved by the assembly.

F. *Site Plan Review:*

1. There shall be a public hearing site plan review for each phase of the development.

SURROUNDING AREA:

	NORTH	EAST	SOUTH	WEST
Zoning:	R-1	B-3 SL AO 93-152 AO 79-10	PLI/B-3 SL AO 2001-24 (S)	R-2M
Land Use:	Residential	Fred Meyer	Muldoon Middle School; Creek site Town Ctr.	Residential

BACKGROUND

This property is located within an area identified in the *Anchorage 2020 Comprehensive Plan* as a town center at Debarr and Muldoon.

A framework master plan[1] was forwarded to the Assembly for a public hearing in 2005 but was postponed indefinitely because the developer withdrew the plan. Geographically, the framework master plan included the Alaskan Village Trailer Park, school site, Fred Meyer and its out-parcels, and the subject property. There were several efforts[2] to incorporate the I-1 and R-2M subject property, formerly known as the "Miller" property, the Fred Meyer retail store and several out lots into the geographic boundaries of the Creekside Town Center Master Plan Framework, volume 3, dated January 2003. These efforts ultimately were not successful due to the affected parties' inability to acquire ownership or agreement with John Miller to include property (the subject property) in the town center plan. Neither Mr. Miller nor Fred Meyer would agree to "sign on" or commit to the town center framework master plan.

A Planning and Zoning Commission public hearing was scheduled in 2003 to consider a master plan[3] but the case was withdrawn by the petitioner.

The only formal adopted action by the Assembly (2002)[4] involving the Muldoon town center area is a resolution approving a conceptual bubble diagram of a geographic area generally located south of DeBarr, east of Creekside (north-south) and west of Muldoon (former Alaskan Village Trailer Park) for development of a master plan to create a basic project framework for plan elements such as access points, circulation, perimeter buffers, creek alignment, setbacks and land use designations.

Case 2006-015 is scheduled for public hearing before the Planning and Zoning Commission for February 6, 2006. The developer has submitted a revised bubble diagram of the area for the previously approved Business Planned Unit Development (PUD) Assembly approved bubble diagram from 2002.[5]

This analysis is based on the fact that, although there has been lengthy public discussion over a number of years of a proposed Muldoon Town Center plan for this area, there is no formally adopted plan by the Assembly. Several activities have proceeded independently, which are consistent with Town Center policies, such as development of the middle school, commitments to proceed with development of the south half of the Creekside –South wish-bone from DeBarr to

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1 Case 2003-046
2 Planning and Zoning Cases 2003-046 and 2003-049
3 Case 2003-049
4 Case 2002-036
5 Case 2002-036

Muldoon. Because of its geographic relationship to the Muldoon Town Center this rezone request will be guided by the town center polices.

05-08-01	2000-051	Approximately 37 acres of a 69 acre parcel, rezoned from R-3 to B-3 SL by AO 2001-24(s). Specifically, the eastern half of the Alaskan Village Subdivision platted as Tract A, the Alaskan Village #1 Subdivision and Lots 32 thru 45, Block 1, Lots 20 thru 47, Block 2 and a portion of the NE ¼, NW ¼, the Alaskan Village Subdivision, all located within Section 24, T13N, R3W, S.M., AK.
01-08-02		Assembly approved AR 2001-366(s) as a school site for the Muldoon Middle School. Case 2001-203
06-25-02	AR 2002-153 Case 2002-036	AR 2002-153 is a resolution of the Anchorage Assembly approving a master plan (bubble diagram) to create a basic project framework for plan elements such as access points, circulation patterns, perimeter buffers, creek alignment, setbacks and land use designations, but does not establish approval for underlying zoning, specific uses, densities, traffic generation, site plans for specific parcels, etc. The purpose of the master plan is to comply with AO 2001-24(s), condition E.2. Bubble Diagram Option A' is the PZC recommended option. Ref: Exhibit #1. PZC Resolution 2002-018/Case 2002-036.
6-02-03	Case 2003-049	PZC did not open the public hearing; action is to postpone Case 2003-049 to 9-8-03, but it never appears on any other agenda in 2003 or 04, so is postponed indefinitely. Never went to Assembly. Master Plan Framework approval for the Muldoon Creekside Town Center, but does not establish approval for any underlying zoning districts. Geographically, this included the Alaskan Village Trailer Park, school site, Fred Meyer and out parcels, and several parcels referred to as the Miller property. These properties are not under unified ownership/ Control at this time.

08-23-05	AR 2005-160 Case 2003-046	Assembly postponed AR 2005-160 indefinitely. AR was pulled at request of petitioner because it included reference to the Creekside Town Center Master Plan Framework as being the only comprehensive plan due to inability to consolidate ownership or agreement with John Miller or the Fred Meyer property to "sign on" to the town center framework master plan. Under Case 2003-046, PZC approved a final conditional use for a Business PUD to be developed per AO 2001-24(S) for only Tracts 1 and 2A, Alaskan Village Subdivision on 2/27/03; Resolution 2003-011.
02-06-06	Case 2006-015	PZC to hold public hearing a Business PUD for Tract 1 and Tract 2A, Alaska Village Subdivision. The PUD will have a three tiered phased review. The first review will be a land use plan that identifies types of land uses, location of land uses, buffers and primary circulation patterns. Review two will adopt design guidelines, and review three will be individual site plan reviews to assure consistency with the master plan and design guidelines. Included with this PUD application is a geographic "bubble" diagram entitled as "Master Plan Option A'-Ammended Tracts 1 & 2A" (Ref: Exhibit #2) and is different from the "bubble" diagram entitled "Master Plan Option A' Muldoon Town center Development" (Ref: Exhibit #1) approved by the 6-2-02, Assembly AR 2002-153; Case 2002-036.

PROPOSAL

This is a request by Wal-Mart Stores, Inc. to rezone 53 +/- acres from I-1, R-2M, and R-3 to PLI and B-3 SL. Wal-Mart is the owner of record of all the property. The proposed special limitations are listed on page 3-8.

Wal-Mart Stores, Inc. proposes to construct a 199,252 square foot Wal-Mart Supercenter and a 132,124 square foot Sam's Club discount warehouse located west of Creekside extended north of Debarr Road.

A replat of the property, Case S-11451, is scheduled for a public hearing by the Platting Board on March 1, 2006. It proposes to subdivide five (5) existing parcels of land consisting of 53.52 acres and create eight (8) tracts totaling 48.041 acres. It dedicates a 100-foot right-of-way of Creekside Road (the north half of the "wish-bone" north of DeBarr) to Muldoon Road and Patterson Road right-of-way (0.23 +/- acres) totaling 5.48 acres, and vacates a portion of a north-south right-of-way.

Representatives from Wal-Mart, Lounsbury & Associates met many times over the past year with the municipal planning staff, the Mayor's office, and the community. A community advisory committee was formed to act as a liaison with Wal-Mart to ensure that the concerns of the community were met. From these meetings, it was the recommendation to rezone most of the project to B-3 SL which allows development consistent with a town center, residential at a higher density than currently zoned, and PLI for a park.

In addition to development of the two new large retail stores, this rezoning will accommodate a proposed new mixed-use development with a mix of commercial, future residential and park uses. Approximately 33 acres of the subject property are currently zoned I-1, which would allow development of the Wal-Mart and Sam's Club Warehouse stores as a by-right permitted use. However, two of the parcels are split zoned I-1/R-2M. The strip of R-2M (approximately 6 acres) and two parcels of R-3 (approximately 14 acres) also exist within the proposed development area. All of the property is owned by Wal-Mart Stores, Inc.

PROPOSED TRACTS PER S-11451			
TRACT	ACREAGE	USE	ZONING
A	2.039	Commercial	B-3 SL
B	17.121	Large Retail	B-3 SL
C	17.540	Large Retail	B-3 SL
D	1.625	Park	PLI
E	5.147	Residential	B-3 SL
F	1.612	Commercial	B-3 SL
G	1.737	Commercial	B-3 SL
H	1.220	Commercial	B-3 SL

COMMUNITY COMMENTS:

At the time this report was written, there were no returned public hearing notices (PHN) received out of one hundred seventy four (174) public hearing notices mailed 01/12/06. The Northeast Community Council has held several meetings concerning the subject development and rezoning. Resolutions were

received dated 8/18/05, 10/20/05, 11/17/05, and 1/19/06. They do not support a conditional package liquor license for either store. They supported Wal-Mart's efforts to address community concerns when crafting site plans for the proposed development and encourage Wal-Mart to continue to work with them to finalize a site plan. They oppose the development of a Wal-Mart and Sam's Club store, and oppose this rezoning.

FINDINGS:

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

A. Conformance to the Comprehensive Plan.

Anchorage 2020 has the intent and guidance for all new commercial development to be located and designed to contribute to improving Anchorage's overall land use efficiency and compatibility, traffic flow, transit use, pedestrian access, and appearance. This rezoning will assist in eliminating the problems associated with strip commercial development by allowing for consolidation of lots and adherence to large retail establishment principles for said improvements. The proposed rezoning and mixed use development assists in implementing this vision of revitalization of the area with an appropriate zoning district to support the proposed mix of large and small retail, office and professional services, and future residential development. The current zoning is industrial, and residential.

The petition site is located within an area designated in the *Anchorage 2020 – Anchorage Bowl Comprehensive Plan* as a Town Center and borders two Transit-Supportive Development Corridors, DeBarr Road and Muldoon Road.

Town centers function as the focus of community activity for small sub-areas of Anchorage. Town Center development is intended to include a mix of retail shopping and services, public facilities, including and/or surrounded by and medium- to higher- density residential uses that serve the surrounding neighborhoods. Most of the daily needs of residents should be obtainable from shops located in the Town Center core. The configuration of the shops in the core area should seek a balance between pedestrian and auto comfort, visibility, and accessibility. A pedestrian-oriented environment is created, including: expanded sidewalks, crosswalks, street furniture, bus shelters, and landscaping. Buildings should be brought forward with parking placed in the back.

Transit supportive development corridors represent optimal locations for more intensive commercial and residential land use patterns which will support and encourage higher levels of transit service.

Town centers are guided by Land Use Policy #24, and are typically linked by transit-support development corridors (Land Use Policy #34).

The Transit-Supportive Development Corridors are guided by Land Use Policy #34, and supported by Transportation Policies #30 and #37; General Land Use Policy #3; and Residential Policy #9

Residential Densities: As requested by this proposal, the B-3 zoning district requires a minimum of 12 dwelling units per acre, and will minimally satisfy both density standards of Policy #9, #14, #24 and #34.

(1) Policy #24: The Town Center concept supports a medium- to high-density residential development in and surrounding the core. In most cases the residential portion of a town center will provide a combination of duplexes, townhouses, and apartment buildings with overall density targets of 12-40 dwelling units per acre. [6]

(2) Policy #14: when rezoning residential to commercial there shall be no net loss of residential density.

(3) Policy #9: New residential development locat4ed within ¼ mile of the major street at the center of a Transit-Supportive Development Corridor shall achieve an overall average of equal to or greater than 8 dwelling units per acre.

(4) Policy #34 Average residential density equal to or greater than 8 dwelling units per acre within ¼ mile characterize a Transit Supportive Development Corridor.

Existing Zoning

Zone/Description	Area (acres)	Density (#units)	Density Range (DUA)
R-2M	6.5	4-8	26-52
R-3	15.0	4-10	60-150
		Total	**86-202**

DUA =Dwelling Units Per Acre

[6] Note: The January 13, 2006 working draft of Land Use Intensity Map (reference Map B) indicates residential is encouraged in Commercial/Mixed-Use Center at medium intensity >15-35 or up to 40 housing units per gross area.

Note: The above calculations include the area proposed to be dedicated as part of Creekside Drive. The area of proposed dedication is 3.4 acres, which is 13.6-34 DUA. The total density range after dedication is then **72 - 168**. Proposed Tracts F, H, and G may be developed for residential, commercial, or mixed land uses. Tract E is restricted to residential development only.

Proposed Zoning

Zone/Description	Area (acres)	Density (units)	Density Range DUA)
B-3SL/**Tract E**	5.1	12-30	**61.2-153**
B-3SL/Tract F	1.6	12-30	19.2-48
B-3SL/Tract G	1.7	12-30	20.4-51
B-3SL/Tract H	1.2	12-30	14.4-36
		Total	**115.2-288**

In the event Tracts F, H, and G were developed with no residential uses, then Tract E will have to absorb the no-net loss of residential discussed in the first table. Tract E will then require a minimum 14 dwelling units per acre to maintain the existing residential density. This calculation does not include the area to be dedicated as Creekside Drive and assumes that the total density range of the existing zoning is 72 – 168.

There are additional polices that are applicable to this proposal.

General Land Use Policy #3: The Municipality shall employ development strategies for the Anchorage Bowl in order to accommodate approximately 31,600 additional dwelling units by the year 2020 with the allocation of the dwelling nits by planning sector. Between 5,000 and 7,000 additional dwelling units are projected for the Northeast planning sector. The strategies for this policy call for minimum residential density, mixed use and design standards, infill, and redevelopment. See density discussion above.

General Land Use Policy #5: Rezones and variances shall be compatible in scale with adjacent uses and consistent with the goals and policies of Anchorage 2020. The petitioner has assembled 53+ acres of land under common ownership, a crucial factor that prevented the Creekside Town Center Master Plan from going to the Assembly for adoption in 2005. The two large retail developments will be compatible in size and scale (land and building) with the existing Fred Meyer Store. Mixed-use development, including medium density multi-family development is consistent with the goals and policies of Anchorage 2020, as discussed above. The proposal has three tracts that will allow medium to high-density residential land use

(Tracts E, G and H). Application of this policy is a balancing test between existing uses and also adjacent vacant land and its zoning. This rezone will take land from the industrial category, making the potential uses more compatible with the surrounding commercial and residential. In effect, this is a down zoning that follows the concepts and guidelines of town centers.

General Land Use Policy #7: Avoid incompatible uses adjoining one another. Land use in the immediate vicinity of the project site is a mix of commercial/industrial, residential, and retail. The Alaskan Village Trailer Park property on the south side of DeBarr Road is vacant with construction of a middle school underway on the western half of the property. A retail development (Fred Meyer), bank, gas station, and one sit-down restaurant are all located on the northwest corner of the DeBarr-Muldoon intersection. Existing land use on the proposed site includes residential housing (five single family houses) and a construction office/yard. Alaska Communications Services (ACS) maintains a wire center near the intersection of Creekside Road and DeBarr Road. Land use along Patterson Road is primarily residential with a church located in the northwest corner of the DeBarr—Patterson intersection and a fire station located in the southeast corner. Proposed special limitation prohibit twenty-four (24) land uses that would be incompatible with surrounding uses ((Ref. Section 2.D) and there are also buffer requirements special limitations adjacent to the residential.

Residential Policy #11: Mixed-density residential development shall be permitted in identified zoning districts provided the development maintains or improves the functional and aesthetic characteristics of the surrounding development and maintains or improves adjacent transportation access and traffic flow. Special limitations are proposed with the intent to create a strong relationship between all building, uses that include design guidelines of the site plan, architecture, landscaping, vegetative buffers, streetscape, and signage and require a public hearing site plan review for each phase of development. Site design guidelines for all development will accompany the first development phase, which will be the two large retail stores.

Residential Policy #12: New higher density residential development, including that within Transit-Supportive Development Corridors, shall be accompanied by the following: a) Building and site design standards; b) Access to multi-modal transportation, to include transit, and safe pedestrian facilities; and, c) Adequate public or private open space, parks or other public recreational facilities located on site or in close proximity to the residential developments.

The site plan design guideline special limitations includes strong intent statements to address these issues, and will be further refined at such time as the site plan are presented for review following Assembly approval of this rezoning. Ref. paragraph E. Design Guidelines.

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

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

Environment

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

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

Seismic: The parcel is primarily located in a moderately low ground failure susceptible zone.

Soils: There is evidence of soils contamination on a portion of two parcels of the east side of the subject site. The petitioner has contracted with Shannon and Wilson, an environmental consultant for the project. In August 2005 Shannon and Wilson performed a limited Phase II Environmental Site Assessment. This assessment concluded the existence of soil and groundwater contamination. A work plan for proposed remediation is being developed and will be submitted to ADED. It is anticipated this work effort will be conducted during the summer of 2006.

Floodplain: Portions of this property are located in a floodplain.

Wetlands: None.

Land Use Patterns

See discussion of General Land Use Policy #7 beginning on page 15. Land to the north is zoned R-1 and developed as single family, R-2M to the west, PLI and B-3 SL to the south, B-3 SL to the east.

Transportation/Drainage

Special care must be taken to ensure good street and pedestrian connections are made to this site from the adjacent neighborhood and will be addressed as part of the preliminary plat S-11451 and future site plan review for each development phase.

Creekside North (the north half of the wish-bone) is identified in the Long Range Transportation Plan – 2025 as a Class I Collector. The petitioner has agreed to develop this connection to municipal standards.

Connections along the existing Patterson Street right-of-way should be reconsidered. Patterson Street has been considered to have a good potential as a collector street. Prior to 1996, Patterson was designated as a Class IB collector on the Official Streets and Highways Plan, but was removed. However, now that Anchorage 2020 has designated this area as a Town Center the Patterson Street connection should be reconsidered by the Municipality.

The existing path along the Patterson alignment (which currently stops at E. 10th Avenue) should be extended to DeBarr Road. An additional multiuse path should be required along the northern border of the parcel within the existing 25-foot dedicated right-of-way, in order to provide access to the site without having to cross parking lots, and to maintain the existing 15-foot pedestrian easement from Old Harbor Road to the site in order to provide access to Creekside Elementary school (located on E. 6th Avenue) from the proposed residential development. Actual alignments and locations of the path are being resolved with the preliminary plat.

Traffic Engineering comments are:

- All roadway upgrades, alignments, and improvements shall be constructed to conform to a Traffic Impact Analysis that has been approved by the State DOT (ref. letter dated 12/19/05) and the Municipal Traffic Department.

- Neighborhood trail connections shall be provided by the Municipal Trails Coordinator.

Traffic impacts were evaluated by ADOT&PF and are documented in letter dated 12/19/05. The letter accepts the TIA and explains it is important that zoning and landscaping should not preclude future development of Patterson Street. ADOT believes the Municipality should maintain rights-of-way to 11th Avenue and Patterson Drive to 6th Avenue to the north. Language in the draft ordinance should be changed to not mandate vegetation within Patterson Street when the street "the inevitable pressures of a growing city require alternatives."

Preserving these rights-of-way can serve many purposes in the future: provide neighborhood access more ways to get to a signal; help reduce access crashes on DeBarr Road to the west; allow flexible emergency routing; can serve traffic detours during construction and utility work; maintain walking routes that are direct and not circuitous; reduces "on and off" short trips and friction on arterials; distribute traffic and minimizes conflicts.

ADOT also notes that construction of Creekside Drive on both sides of DeBarr as both sides develop helps to provide solutions at the affected intersections as identified above.

A synopsis of the TIA findings are as follows (the full comments are contained the TIA):

- Muldoon Road & Creekside Road/11th Court. A new traffic signal is to be constructed at the Muldoon-Creekside/11th Court intersection and the traffic signal at Muldoon-12th Court intersection is removed. Including necessary lane upgrades and lane configurations, these improvements are assumed to be in place by 2008.

- DeBarr Road & Patterson Road. Currently this intersection operates similar to a 'T' intersection. The Wal-Mart development will upgrade the northern approaches of Patterson to accommodate anticipated traffic volumes. A future traffic signal is warranted at this location.

- DeBarr Road & Creekside Road. At the time the Wal-Mart site is developed, a new traffic signal is expected to be in place by 2008 at the DeBarr-Creekside intersection, including lane reconfigurations

Although the issue of drainage and traffic impacts can be serious issues, they are project development and platting issues, specific to said plat and development configurations. In conversations with PM&E and Traffic, it appears that although the issues are not completely resolved, they can be readily resolved with the plat and site plan processes. Said reviews will be conditioned appropriately.

Public Services and Facilities

Roads: See above. Parking will be provided at with each development phase. Public Transportation is located within walking distance of the site.

Utilities: public sewer, water, gas, and electrical utilities are available to the surrounding property.

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

Special Limitations

Special limitations are proposed by the petitioner (see pages 3-8) that are similar to the special limitations found in AR 2001-24(S). Gas stations are excluded from the list of prohibited uses. SL's that referenced the Chester Creek, a master plan and shared parking, or that a business planned unit development shall include no less than 100 dwelling units of residential development were eliminated. (Since no proposal accompanied the amended bubble diagram master plan (Case 2006-015), the minimum number of required dwelling units is 100.)

A new special limitation is proposed dealing with exterior vegetative buffers adjacent to DeBarr Road, Patterson Street (extended) East 10th Avenue, Creekside and Muldoon Roads. See page 7, Item 4. 10-foot arterial landscaping easements along Creekside North were required for Tracts E and G, but are missing from Tracts C, D, E and F. *Staff recommends Tracts C, D, E and F be modified to include 10-foot arterial landscaping edsements along the platted Creekside.- North right-of-way boundary.*

The no net loss of residential applies to Tract's E and F regardless of whether the property is zoned B-3 SL or remain R-3, and all residential net loss is intended to be absorbed in Tract E. These tracts are adjacent to, and south of, R-1 residential district. Staff

recommends Tract E & F remain R-3 with a special limitation for Tract E to require a minimum 14 dwelling units per acre be developed to ensure a no net loss of residential units from rezoning the R-2M and R-3.

The large retail establishment ordinance, adopted May 8, 2001, establishes requirements for a public hearing site plan review to address vehicular access, require traffic impact analyses, drainage, visual and noise barriers, outdoor storage or display areas, trash collection and recycling, snow storage or removal, parking, pedestrian access, community spaces, delivery or loading spaces, exterior signs, outdoor lighting, northern design elements, aesthetic characteristics (facades and exterior walls, detail features, roofs, materials and colors, entryways, and screening of mechanical equipment). Ref. AMC 21.50.320.

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

There is no other vacant B-3 property in the immediate vicinity large enough or available for the purpose of mixed-use development with the exception of the former Alaskan Village Trailer Park that has an approved conditional use for a business planned unit development "bubble" diagram master plan. There are scattered B-3 lots in the area that are undeveloped or underdeveloped. These lots are small and they are narrow and shallow lots under mostly individual ownership. Even if they could be assembled into a larger parcel under common ownership, they would not be deep enough for larger commercial developments. Although the town center master plan considered in Case 2003-046 is for all intents and purposes limited to that area south of DeBarr, this land can and should be developed consistent with the strategies and policies of a town center as called for in *Anchorage 2020*. The petition site is appropriate for a rezoning to B-3, as it is in an area where mixed-use development would be more appropriate due to access, location and size. It provides for a better use of land that has long been vacant due to inappropriate zoning.

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

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

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

This proposed rezoning and uses assists in implementing the town center vision and will help revitalize the area by designating the area with an appropriate zoning district to support the proposed mixed development, including a no net loss of residential development with the ability to gain additional residential units in Tracts F, G, and H. The current zoning is industrial and residential, and is in conflict with supporting infill and redevelopment that would have positive improvements for the area.

DISCUSSION:

The proposed zoning is consistent with the *Anchorage 2020 Anchorage Bowl Comprehensive Plan.* The rezoning proposal meets the requirements of AMC 21.20.090 and 21.05.080. The requirement for a minimum residential density of 14 dwelling units per acre on Tract E will ensure that it will be mixed use development as called for in *Anchorage 2020.* The proposed special limitations were adapted from the B-3 SL ordinance AO 2001-24(S) that apply to the former Alaskan Village Trailer Park located at the southwest corner of DeBarr/Muldoon, and are quite similar. Without an Assembly adopted town center plan in place, there is no way to compel town center development. This proposal, guided by the vision of a town center as provided in *Anchorage 2020,* is able to achieve many of the elements of a town center. While, this development provides two additional retail anchors to northeast Anchorage, the public gains a park area and completion of the road infrastructure and signalization improvements which will mirror the south half of the Creekside – South wish-bone. Through the plat and subsequent site plan reviews, trails and pedestrian walkways and circulation, and substantial vegetated buffers and interior landscaping will be required. Architectural design guidelines will be developed with each phase of development site plan review. However, there is no compelling reason to alter the R-3 zoning of Tracts E & F. R-3 allows development that is

compatible with the existing zoning to the north, residential next to residential. The Department recommends Tract E & F not be zoned B-3 SL, but a special limitation be added for Tract E as R-3, *to require a minimum 14 dwelling units per acre.* This will ensure a no net loss of residential units from rezoning the R-2M and R-3.

RECOMMENDATION:

The Department finds that the requested rezoning from I-1, R-2M and R-3 to PLI and B-3SL meets the standards of the Comprehensive Plan and AMC 21.20.090 rezoning standards and recommends APPROVAL of the rezoning to B-3 SL for Tracts A, B, C, D, G and H, subject to the special limitations listed below:

1. Tracts C, D include **10-foot arterial landscaping easements along the platted Creekside - North right-of-way boundary.**
2. Vegetated buffers for Tract B & C are amended to state that unused areas of the Patterson Street right-of-way may be used for **temporary** buffer landscape purposes.

The Department recommends that the R-3 zoning not be changed for Tract's E & F, and recommend the special limitations listed below:

1. Tract E of Creekside Subdivision is limited to only residential development at a minimum of 14 dwelling units per acre.
2. Tract E Creekside Subdivision: along the north boundary, there shall be a buffer landscaping 15-foot in width south of the existing 5-foot sewer easement, include 10-foot arterial landscaping easements along the platted Creekside - North right-of-way boundary
3. Tract F Creekside Subdivision: Along the north boundary, there shall be buffer landscaping 15-foot in width south of the existing 5-foot sewer easement and there shall be 10-foot of arterial landscape easement along the east boundary and the platted Creekside-North boundary.

Reviewed by:

Tom Nelson
Director

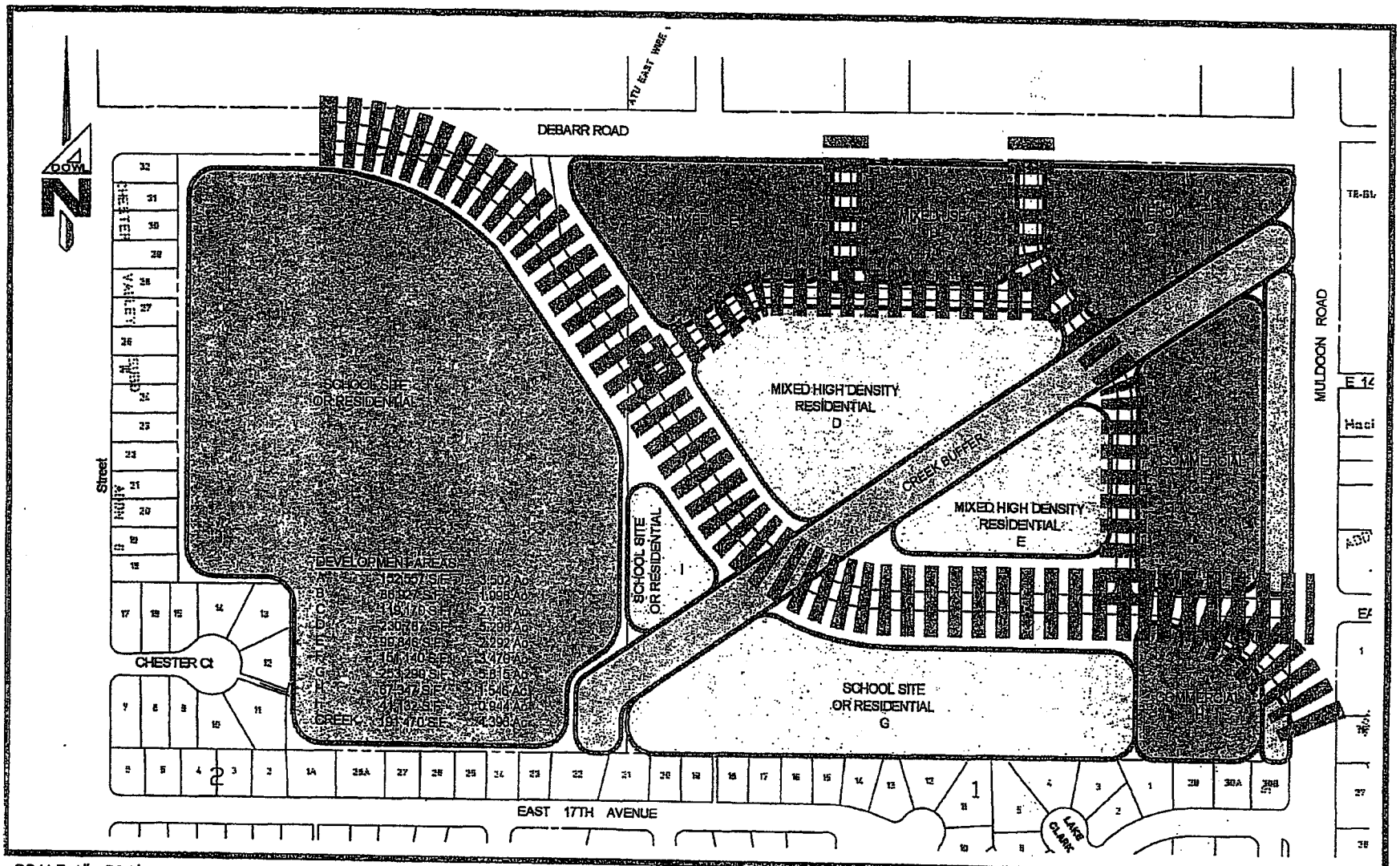
Prepared by:

Mary Autor
Senior Planner

(Case 2006-010)

(Tax ID No.006-411-12, 006-411-13; 006-411-14; 006-411-15; 006-411-16)

CASE 2002-036 ASSEMBLY AR 2002-153



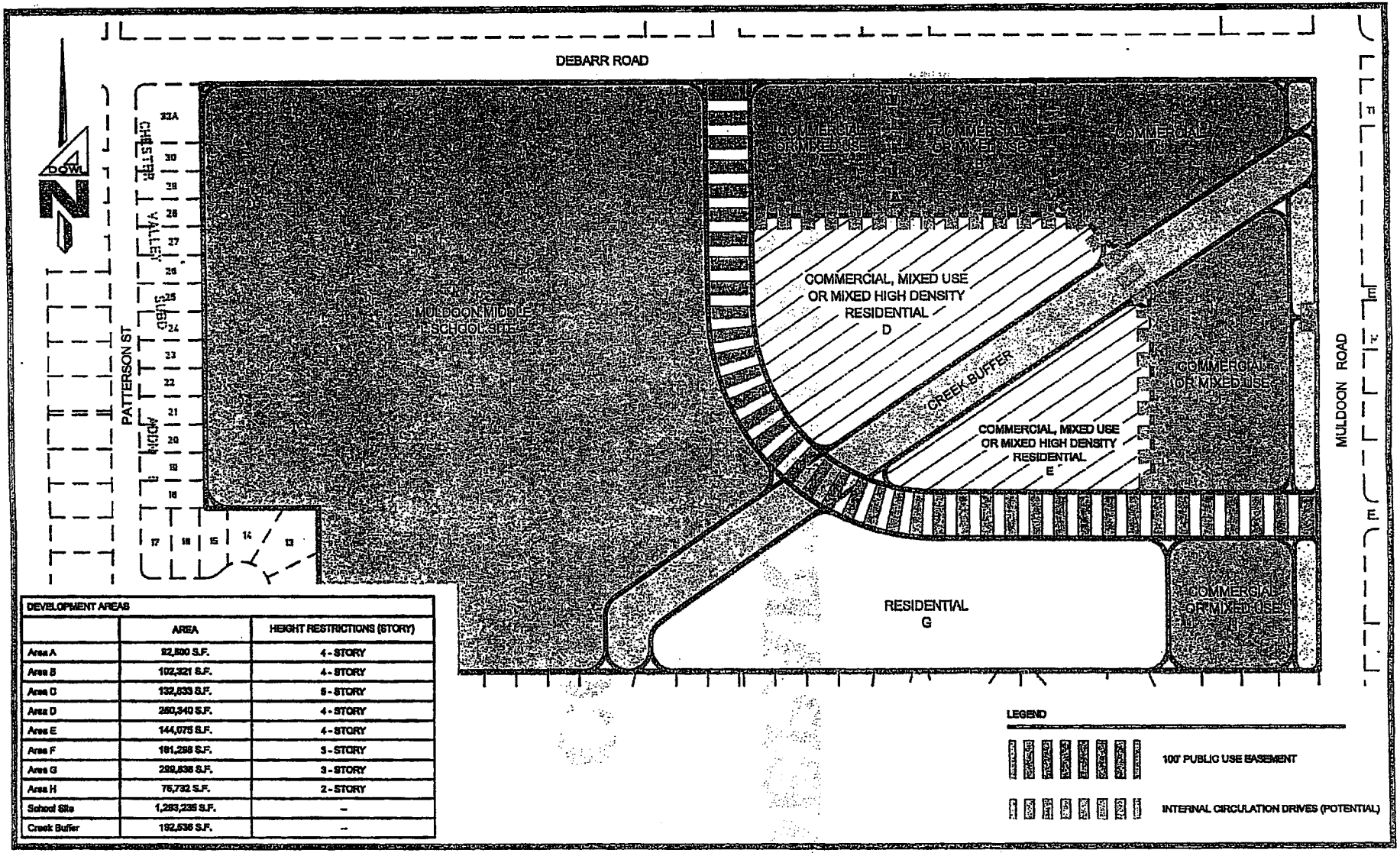
SCALE: 1"=300'

D57616

DOWL ENGINEERS

MASTER PLAN OPTION A
MULDOON TOWNCENTER DEVELOPMENT

EXHIBIT #1



DEVELOPMENT AREAS		
	AREA	HEIGHT RESTRICTIONS (STORY)
Area A	82,800 S.F.	4 - STORY
Area B	102,321 S.F.	4 - STORY
Area C	132,633 S.F.	5 - STORY
Area D	260,340 S.F.	4 - STORY
Area E	144,075 S.F.	4 - STORY
Area F	191,298 S.F.	3 - STORY
Area G	292,836 S.F.	3 - STORY
Area H	76,732 S.F.	2 - STORY
School Site	1,293,235 S.F.	--
Creek Buffer	192,536 S.F.	--

SCALE: NTS

D59300

DOWL ENGINEERS

MASTER PLAN OPTION A' - AMMENDED
TRACTS 1 & 2A

EXHIBIT # 2

Proposed 2006-015

2

DEPARTMENTAL COMMENTS

Reviewing Agency Comment Summary
Case No.: 2006-010

Agency	Comments Included in Packet	No Comments and/or Objections	No Response
Air Pollution Control			
Alaska DEC			
Alaska Division of Parks			
Alaska DOT/PF	X		
Anchorage Police Department			
AWWU		X	
Code Enforcement			
Development Services			
DHHS Environmental			
DHHS Social Services			
Community Council	X		
Fire Prevention			
Flood Hazard	X		
ML&P			
On-Site Water & Wastewater		X	
Parks and Recreation			
Physical Planning	X		
Project Mgt. & Engineering	X		
Right of Way		X	
School District			
Transit		X	
Treasury			
Traffic & Transportation Planning	X		

FRANK H. MURKOWSKI, GOVERNOR

STATE OF ALASKA

DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

CENTRAL REGION - PLANNING

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

January 12, 2006

RE: Zoning Case Review

RECEIVED
JAN 13 2006
Municipality of Anchorage
Zoning Division

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, has reviewed the following zoning cases:

2006-009, Rezoning B-SL General Business District with Special Limitations
No comment on the rezoning of this parcel. We do encourage joint access with adjacent properties.

2006-010, Rezoning to B-3SL General Business District with Special Limitations
Traffic impacts have been evaluated by ADOT&PF and are documented in the enclosed letter dated December 19, 2005. The letter explains it is important that zoning and landscaping should not preclude future development of Patterson Street. Language in the draft ordinance should be changed to not mandate vegetation within Patterson Street when the street is needed for neighborhood access.

2006-011, Site plan review for sand storage facility upgrades
and
2006-013, Conditional use permit, university housing dormitory
ADOT&PF has no comment.

Sincerely,

Mark Parmelee
Area Planner

Enclosure: ADOT&PF letter dated 12/19/2005

FRANK H. MURKOWSKI, GOVERNOR

STATE OF ALASKA

DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

STATEWIDE DESIGN & ENGINEERING SERVICES DIVISION
CENTRAL REGION - TRAFFIC, SAFETY AND UTILITIES

4111 AVIATION AVENUE
P.O. BOX 196900
ANCHORAGE, ALASKA 99519-6900
(907) 269-0647 (FAX) 907-269-0654
(TTY 269-0473)

December 19, 2005

Mr. Josh Cross, P.E.
Lounsbury & Associates
5300 A Street
Anchorage, AK 99518

RE: NE Anchorage Walmart Traffic Impact Analysis Review

Dear Mr. Cross,

Our Department accepts the Traffic Impact Analysis for the NE Anchorage Walmart and Sam's Club conceptual site plan. The lane geometry and level of access proposed to meet LOS goals onto state roads is accepted in concept. However, we also believe several requirements should be made to maximize the use and performance of internal access. These requirements will benefit the operation of the main roadways and the public. We support any efforts of the Municipality to evaluate internal site circulation towards these goals.

We have the following conditions and recommendations:

- No traffic signals will operate with split phase lane geometry on Muldoon Road or Debarr Road. Signal interconnect is not addressed in this study, but will need to be agreed to in the final configuration of constructing signals on these roadways.
- We believe the Municipality should maintain rights of way to 11th Avenue and Patterson Drive to 6th Avenue to the north. Pathway easements internal to neighborhoods have value as well. Trees and landscaping should not preclude future development of these routes when the inevitable pressures of a growing city require alternatives. These routes can serve many purposes in the future:
    - Providing neighborhood access more ways to get to a signal,
    - Can help to reduce access crashes on Debarr Road to the west,
    - Allows flexible emergency routing,
    - Can serve traffic detours during construction and utility work,
    - Maintains walking routes that are direct, not circuitous,
    - Reduces "on and off" short trips and friction on arterials
    - Distributes traffic and minimizes conflicts.

- Internal site planning should not preclude these access routes to the neighborhoods. Parking lot aisles should be designed with a proper setback so they are not eliminated or do not create future site circulation problems when future neighborhood streets are built in their platted location.
- Internal left turn conflicts may require more than a two way stop design. The Municipality may want to require more traffic control, median channelization internal on Creekside, as needed to prevent queuing from backing to and affecting Debarr Road.
- Note that Muldoon and Debarr is no longer on the list as an HSIP Highway Safety project. Instead, the magnitude of planning of the Muldoon Town Center requires that we plan for solutions at this intersection in a much larger context than an HSIP project can provide. The Town Center helps solve this problem by constructing Creekside Drive on both ends as the area develops. The sooner both connections are made, the sooner Debarr and Muldoon congestion and crashes are mitigated.
- Figure 2 serves only as a conceptual corridor only at this time. The actual right-of-way impacts of providing the intersections recommended in this study remains to be provided in the design phase as this area is planned and developed.
- Note that transit transfer service on Muldoon Road is an interim facility only. What is not noted is that our Department agreed to this location under the understanding a more permanent facility is being planned for by the City of Anchorage.
- The schedule for relocating the 12th Court signal is not tied to any particular property. Instead, it is to be determined on a case by case basis demonstrated in each Traffic Impact Analysis, or as determined by the City in planning for the Town Center.
- Further study is not required before determining whether to relocate the 12th court signal. We have already accepted the Muldoon Town Center Traffic Study conclusion that relocation to 11th Court is the most efficient concept for access and signal progression. Instead, further study is needed only to refine the design details of the relocation.. Our goal will be to balance the needs of motorized and nonmotorized traffic to the best extent practicable. Median and transit changes will be needed to minimize conflicts and encourage the best balance of all users.
- To ensure unsignalized driveway usage meets TIA goals, raised median design plans will be needed for Debarr Road before an agreement is completed.

The next step for our Department is to draft and reach agreement with the Developer on funding and a mitigation schedule to meet these LOS goals in the Traffic Impact Analysis, as well as maintaining transit and nonmotorized access to the area. This agreement will be required before we can permit access construction and access use onto the state roadway.

Sincerely,

Scott E. Thomas

Scott E. Thomas, P.E.
Central Region Traffic Engineer

Attachment

Cc:

Rob Campbell, P.E., Regional Preconstruction Engineer, DOT/PF
Lance Wilber, Director, Planning & Transportation, Municipality of Anchorage
Bob Kniefel, P.E., Municipal Traffic Engineer, Municipality of Anchorage
Dave Heler, Permits Supervisor, DOT/PF Right of Way Section
David Post, AMATS Coordinator, Anchorage Area Planner, DOT/PF Planning Section
Hank Wilson, P.E., Chief, Highway Design Section, DOT/PF

NECC

Northeast Community Council — Resolution

TO: Tom Nelson, Director MOA Planning Department
Jerry Weaver, Zoning Division Supervisor
William Bobrick, Consultant, Lobbyist for Wal-Mart
James Sawhill, P.E., Lounsbury & Associates, Consultant for Wal-Mart
Municipality of Anchorage Assembly
Mayor Mark Begich

FROM: Bob Roses, President Northeast Community Council, 333-6461

THRU: Dean Syta, Secretary Northeast Community Council, 337-7331

SUBJECT: Liquor Sales License on Miller Property within Northeast Anchorage

Beginning in May of 2005, the proposed Wal-Mart development of the "Miller Property" to the west of the Muldoon Fred Meyer has been the subject of a number of NECC membership and special committee meetings. As the NECC understands the Wal-Mart proposal, the development would include both a Sam's Club warehouse store, and a Wal-Mart "Super Center" to be located on the Miller Property. Various elements of this proposal, including the site plans for the development, liquor sales, operations, and community and neighborhood impacts have been discussed at length by the NECC membership.

At the August 18, 2005 general membership meeting of the NECC, package liquor sales at the proposed Wal-Mart development and on the Miller Property in general were discussed as part of the NECC business agenda. The following motion was made in the positive, seconded, discussed, and voted upon:

NECC August 18, 2005 Motion (2):

[The North East Community Council] supports a conditional liquor license on the [Miller] property.

The motion was voted upon, and failed: 1 in favor, 24 opposed, abstentions not recorded. *Note that this motion was made in the positive for purposes of clarity only.* As the vote shows, the NECC membership is opposed to issuance of a conditional liquor license on the subject property.

A motion to reconsider this issue passed and at the November 17, 2005 general membership meeting of the NECC, the motion was reconsidered. After discussion, the motion was voted upon for a second time, and failed: 5 in favor, 27 opposed, 4 abstaining. This vote reaffirms the NECC's position opposing the issuance of a conditional liquor license on the subject property.

We ask that you act upon this motion as warranted in the interests of the NECC and the community of Anchorage as a whole. Thank you for your attention to this matter.

Signed: This day:

Bob Roses, President NECC — 12/3/05

NECC

Northeast Community Council

Resolution

TO: Tom Nelson, Director MOA Planning Department
James Sawhill, P.E., Lounsbury & Associates
Assemblyman Ken Stout
Assemblyman Paul Bauer
Mayor Mark Begich

FROM: Bob Roses, President Northeast Community Council, 333-6461

THRU: Dean Syta, Secretary Northeast Community Council, 337-7331

SUBJECT: Wal-Mart Site Plan

At the October 20, 2005 general membership meeting of the NECC, the site plan for the Wal-Mart development currently proposed for the "Miller Property" west of Fred Meyers was discussed. This site plan has been significantly revised at the request of the NECC since the originally plan was proposed in May and June of 2005. The following motion was made:

NECC October 20, 2005 Motion (2):

The NECC recognizes Wal-Mart's and Lounsbury & Associates' efforts to address community concerns while crafting current site plans for the proposed Wal-Mart development. The NECC is generally pleased with the progress that has been made with the site plans, and furthermore the NECC is generally pleased with the overall concept of the site as presented to the NECC on October 20, 2005. The NECC supports further development and refinement of this site plan, provided Wal-Mart and Lounsbury Associates continue to work with the NECC to address the communities remaining concerns and desires as the plans are finalized.

This motion passed: 55 in favor, 16 opposed, 7 abstaining.

It should be noted that this motion addresses only the NECC satisfaction with elements of the proposed site plan for the Wal-Mart development. It future expresses the requirement for continued work and refinement of the site plan. However, the NECC has not yet taken a position on the rest of Wal-Mart's plans, such as liquor sales, hours of operation or other community impacts. These items will be acted upon separately in the near future.

Signed: Bob Roses

This day: Nov 6, 2005

Bob Roses, President NECC

NECC

Northeast Community Council — Resolution

TO: Tom Nelson, Director MOA Planning Department
William Bobrick, Consultant, Lobbyist for Wal-Mart
James Sawhill, P.E., Lounsbury & Associates, Consultant for Wal-Mart
Municipality of Anchorage Assembly
Mayor Mark Begich

FROM: Bob Roses, President Northeast Community Council, 333-6461

THRU: Dean Syta, Secretary Northeast Community Council, 337-7331

SUBJECT: Proposed Wal-Mart Development within Northeast Anchorage

Beginning in May of 2005, the proposed Wal-Mart development of the "Miller Property" to the west of the Muldoon Fred Meyer has been the subject of a number of NECC membership and special committee meetings. As the NECC understands the Wal-Mart proposal, the development would include both a Sam's Club warehouse store, and a Wal-Mart "Super Center" to be located on the Miller Property. Various elements of this proposal, including the site plans for the development, liquor sales, operations, and community and neighborhood impacts have been discussed at length by the NECC membership.

At the November 17, 2005 general membership meeting of the NECC in particular, the community and neighborhood impacts of the Wal-Mart were discussed as part of the NECC business agenda. The following motion was made, seconded and voted upon:

NECC November 17, 2005 Motion (2):

The North East Community Council opposes the efforts of Wal-Mart to build a Superstore and Sam's Club on the north side of Debarr Road Between Creekside and Patterson streets [a.k.a. the Miller Property] for the following reasons:

1. *This property is part of the Creekside Town Center Plan as listed in the most current version of MOA Title 21 and as listed in the proposed 2020 Comprehensive Plan. Construction of these two "box stores" violates the policies, spirit and intent of the 2020 Plan for a Town Center. Town centers are meant to include a mixture of residential housing, small shops, restaurants, schools, etc., and are not meant to be regional shopping centers. Locating these Wal-Mart stores here creates a regional shopping center drawing customers from a large geographic area.*

2. *The Traffic Impact Analysis recently conducted estimates up to 15,000 new vehicle trips daily to the Wal-Mart and Sam's Club during peak times. Even with [proposed] stoplights at Patterson and Creekside along Debarr, this traffic volume will overwhelm Debarr Road and the surrounding areas.*

3. *This area has a tendency to hold fog and air pollutants. The increased vehicle traffic will decrease the air quality for whose who live, go to school, and work in the area.*

4. *The proposed development will negatively impact the existing schools adjacent to the development.*

After considerable discussion of the merits of these points, the motion was voted upon, and passed: 27 in favor, 6 opposed, 3 abstaining.

While this motion may appear to conflict with the earlier NECC position taken on the proposed site plans for this development (NECC October 20, 2005, Motion 2, distributed previously), this is not the case. The earlier NECC motion on the site plan only addressed NECC satisfaction with progress that had been made on interior elements of the proposed site plans. No position was taken at that time on the community and neighborhood impact of the development, or on Wal-Mart's plans as a whole. That position is as stated above.

We ask that you act upon this motion as warranted in the interests of the NECC and the community of Anchorage as a whole. Thank you for your attention to this matter.

Signed: This day: 12/3/05

Bob Roses, President NECC

Autor, Mary P.

From: Weaver Jr., Jerry T.
Sent: Friday, January 27, 2006 9:09 AM
To: Autor, Mary P.
Subject: FW: Northeast Community Council Comments Regarding Wal-Mart Rezoning of Miller Property Zoning Case 2006-010

To include in the packet

-----Original Message-----
From: Dean Syta [mailto:dsyta@acsalaska.net]
Sent: Thursday, January 26, 2006 7:16 PM
To: Jim Sawhill (E-mail); Nelson, Tom P. (Planning Department); Weaver Jr., Jerry T.; wbobrick@alaska.net; Mayor Mark Begich; Tesche, Allan; Fairclough, Anna I; Birch, Chris J; Dan Coffey (E-mail); Sullivan, Dan; Debbie Ossiander (E-mail); Traini, Dick D; Shamberg, Janice; Stout, Ken O.; World Wide Web Municipal Clerk; Jennings, Pamela K; Bauer, Paul A; World Wide Web Community Planning & Development ID
Cc: Bill Wielechowski (E-mail); Bob Roses (E-mail); Dean Syta (E-mail); Glenn Clary (E-mail); John Floyd (E-mail); Josh Green (E-mail); Mary Fortain (E-mail); Peggy Robinson (E-mail)
Subject: Northeast Community Council Comments Regarding Wal-Mart Rezoning of Miller Property Zoning Case 2006-010

The three attached resolutions constitute the Northeast Community Councils comments on proposed rezoning case 2006-010, generally known as the rezoning of the Miller Property for a Wal-Mart Development. This case is scheduled to be heard Monday, February 6.

Please consider these resolutions in the interests of the NECC and the community of Anchorage as a whole during any future considerations of the Wal-Mart development within Northeast Anchorage.

Thank you,

Dean Syta,
NECC Secretary

NECC

Northeast Community Council — Resolution

TO: Tom Nelson, Director MOA Planning Department
William Bobrick, Consultant, Lobbyist for Wal-Mart
James Sawhill, P.E., Lounsbury & Associates, Consultant for Wal-Mart
Municipality of Anchorage Assembly
Mayor Mark Begich

FROM: Bob Roses, President Northeast Community Council, 333-6461

THRU: Dean Syta, Secretary Northeast Community Council, 337-7331

SUBJECT: Proposed Wal-Mart Development within Northeast Anchorage

Beginning in May of 2005, the proposed Wal-Mart development of the "Miller Property" to the west of the Muldoon Fred Meyer has been the subject of a number of NECC membership and special committee meetings. As the NECC understands the Wal-Mart proposal, the development would include both a Sam's Club warehouse store, and a Wal-Mart "Super Center" to be located on the Miller Property. Various elements of this proposal, including the site plans for the development, liquor sales, operations, and community and neighborhood impacts have been discussed at length by the NECC membership.

At the November 17, 2005 general membership meeting of the NECC in particular, the community and neighborhood impacts of the Wal-Mart were discussed as part of the NECC business agenda. The following motion was made, seconded and voted upon:

NECC November 17, 2005 Motion (2):

The North East Community Council opposes the efforts of Wal-Mart to build a Superstore and Sam's Club on the north side of Debarr Road Between Creekside and Patterson streets [a.k.a. the Miller Property] for the following reasons:

1. *This property is part of the Creekside Town Center Plan as listed in the most current version of MOA Title 21 and as listed in the proposed 2020 Comprehensive Plan. Construction of these two "box stores" violates the policies, spirit and intent of the 2020 Plan for a Town Center. Town centers are meant to include a mixture of residential housing, small shops, restaurants, schools, etc., and are not meant to be regional shopping centers. Locating these Wal-Mart stores here creates a regional shopping center drawing customers from a large geographic area.*

2. *The Traffic Impact Analysis recently conducted estimates up to 15,000 new vehicle trips daily to the Wal-Mart and Sam's Club during peak times. Even with [proposed] stoplights at Patterson and Creekside along Debarr, this traffic volume will overwhelm Debarr Road and the surrounding areas.*

3. *This area has a tendency to hold fog and air pollutants. The increased vehicle traffic will decrease the air quality for whose who live, go to school, and work in the area.*

4. *The proposed development will negatively impact the existing schools adjacent to the development.*

After considerable discussion of the merits of these points, the motion was voted upon, and passed: 27 in favor, 6 opposed, 3 abstaining.

While this motion may appear to conflict with the earlier NECC position taken on the proposed site plans for this development (NECC October 20, 2005, Motion 2, distributed previously), this is not the case. The earlier NECC motion on the site plan only addressed NECC satisfaction with progress that had been made on interior elements of the proposed site plans. No position was taken at that time on the community and neighborhood impact of the development, or on Wal-Mart's plans as a whole. That position is as stated above.

We ask that you act upon this motion as warranted in the interests of the NECC and the community of Anchorage as a whole. Thank you for your attention to this matter.

Signed: _____ This day: 12/3/05

Bob Roses, President NECC

NECC

North East Community Council January 19, 2006 Resolution 3

TO: Jerry Weaver, Zoning Division Supervisor
Assemblyman Ken Stout
Assemblyman Paul Bauer

FROM: Bob Roses, President Northeast Community Council, 333-6461

THRU: Peggy Robinson, Parliamentarian and Acting Secretary Northeast Community Council, 333-1831

SUBJECT: Rezoning Request for Wal-Mart Superstore and Sam's Club in the Muldoon area (form Jack Miller's property) from I-1, R-2M and R-3 to B-3SL (37 acres) and PLI (1.62 acres)

After a presentation and discussion of the Draft Ordinance presented by Jim Sawhill of Lounsburry and Associates at the North East Community Council Meeting on January 19, 2006, the following resolution was approved by a vote of 28 for, 0 against, and 4 abstentions:

"The North East Community Council opposes this (Wal-Mart's) rezoning proposal."

We ask that you act upon this motion as warranted in the interests of the NECC and the community of Anchorage as a whole. Thank you for your attention to this matter.

Signed: Bob Roses This day: 01/25/06

Bob Roses, President NECC

NECC

North East Community Council January 19, 2006 Resolution 4

TO: Jerry Weaver, Zoning Division Supervisor
Assemblyman Ken Stout
Assemblyman Paul Bauer

FROM: Bob Roses, President Northeast Community Council, 333-6461

THRU: Peggy Robinson, Parliamentarian and Acting Secretary Northeast Community Council, 333-1831

SUBJECT: Wal-Mart Superstore and Sam's Club construction in the Muldoon Area

At the North East Community Council Meeting on January 19, 2006, the following resolution was approved by a vote of 25 for, 0 against, and 3 abstentions:

"The North East Community Council opposes the efforts of Wal-Mart to build a Superstore and Sam's Club on the north side of Debarr Road between Creekside and Patterson Streets for the following reasons:

1. Numerous Wal-Mart corporate policies that take financial advantage of employees have been successfully challenged in the courts:

   a. As of the printing of their 2005 Annual Report, Wal-Mart faced 44 wage and hour lawsuits. Class-action lawsuits have either been won or are working their way through the legal process in California, Indiana, Minnesota, New Jersey, Oregon, and Washington. [Wal-Mart Annual Report 2005]

   b. A California jury in December awarded 115,919 Wal-Mart current and former employees $172 million for illegally denied lunch breaks, while Wal-Mart settled a similar Colorado case in 2004 for $50 million that covered 69,000 employees.

   c. Wal-Mart was recently ordered by courts to pay up to 120 workers in Gallup, New Mexico and 400 workers in 27 stores in Oregon for violating wage and hour laws.

   d. Last May, Wal-Mart agreed to pay an $11 million civil fine to end a federal probe into the use of illegal immigrants at stores in 21 states, including New Jersey.

   e. The US Labor Department reached the settlement in January 2005 after finding 85 child labor violations at Wal-Mart stores in Connecticut, New Hampshire and Arkansas, involving workers under 18 who operated dangerous machinery, including cardboard balers and chain saws. Wal-

Mart settled the investigation by agreeing to pay $135,540, but it continued to deny any wrongdoing.

f. An internal memo sent to Wal-Mart's board of directors (as reported on October 26, 2005 in the New York Times) proposes numerous ways to hold down spending on health care and other benefits while seeking to minimize damage to the retailer's reputation. Among the recommendations were hiring more part-time workers and discouraging unhealthy people from working at Wal-Mart.

g. On January 12, 2006, the Maryland House and Senate overrode the Governor's veto and voted to require all private employers in Maryland with 10,000 or more workers to spend at least 8% of their payroll on healthcare or contribute to the state's Medicaid program. Four Maryland companies employ that many workers; only Wal-Mart is believed to fall short of the 8% threshold.

2. Multiple discrimination class action suits, including one in California and one in Arkansas, accuse the retailer of discrimination against women, minorities, and those with disabilities.
   a. In the largest class-action lawsuit in history, 1.6 million current and former female employees are suing Wal-Mart for gender discrimination. Women compromise 92% of Wal-Mart's cashiers, but only 14% of the store managers. The female store managers earn about $14,500 less (in 2001) than the male store managers.
   b. Wal-Mart was fined in June 2005, $188,000 by the California Fair Employment and Housing Commission for refusing to reinstate a woman after she completed her maternity leave.
   c. Wal-Mart's health insurance does not cover birth control. Pregnant women are allowed only one ultrasound.
   d. In Arkansas, a potential class action suit for race discrimination has been filed. Fifteen percent of on-the-road truck drivers in the United States are African-American, but Wal-Mart has from 2-3% among their 7,800 truck drivers.
   e. In 2001, Wal-Mart agreed to pay $6.8 million to settle 13 lawsuits in 11 states that were filed by the Equal Employment Opportunity Commission, alleging widespread discrimination against people with disabilities. In 2005, EEOC announced they were opening a new investigation to see if Wal-Mart had violated the terms of the 2001 settlement, due to complaints they continued to receive about the stores.

3. Wal-Mart's mission, (from the Wal-Mart web site): "In everything we do, we are driven by a common mission: to improve the quality of life for everyday people and the world," cannot be met in our community at the $10.77 per hour Wal-Mart average wage for a cashier or sales associate in Anchorage, who typically works less than 30 hours per week. Nationally, the average pay for a Wal-Mart sales associate is $14,000 a year.

4. Poor working conditions in the supplier factories have been reported but ignored or covered up, including firing whistleblowers.
   a. Wal-Mart's global services manager until 2002 was fired after reporting on Honduran factories violating local wage and hour laws, lack of bathrooms and drinking water, and padlocked fire exits. He also reported on falsified reports of factory conditions.
   b. A *Dateline* segment, which aired June 2005, highlighted a hidden-camera report on the conditions endured by workers in Bangladesh. Workers were forced to work 18-hour days, cheated out of overtime pay, and physically and verbally abused.

Until Wal-Mart resolves the aforementioned issues (including a longstanding opposition to union organizing of Wal-Mart employees) to the satisfaction of this community council, NECC will not support the construction of either a Wal-Mart Superstore or a Sam's Club in its council boundaries."

We ask that you act upon this motion as warranted in the interests of the NECC and the community of Anchorage as a whole. Thank you for your attention to this matter.

Signed: Bob Rosen This day: 01/25/06

Bob Roses, President NECC

FLOOD HAZARD REVIEW SHEET for PLATS

RECEIVED
DEC 27 2005
Municipality of Anchorage
Zoning Division

Date: 12-23-05

Case: 2006-010

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

MUNICIPALITY OF ANCHORAGE

MEMORANDUM

DATE: January 10, 2006

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 on Creekside/Muldoon Town Center before the Planning and Zoning Commission on February 6, 2006

2006-010 Rezone I-1 (Light Industrial), R-2M (Multi-Family Residential) & R-3 (Multi-Family Residential) to B-3SL (General Business District with Special Limitations), Creekside Town Center Rezone.

The petition site is located within an area designated in the *Anchorage 2020 – Anchorage Bowl Comprehensive Plan* as a Town Center. The site borders DeBarr Road and Muldoon Road; both roadways are designated as Transit-Supportive Development Corridors. See *Anchorage 2020* policies relevant to this site (Policies 5, 7, 11, 12, 24, and 34)

The Transit-Supportive Development Corridor concept is supported by Transportation Policies 30, 34, and 37; General Land Use Policy 3; and Residential Policy 9. Higher density is encouraged along Transit Corridors for a quarter-mile on each side of the designated street.

RECEIVED
JAN 10 2006
Municipality of Anchorage
Zoning Division

Case No. 2006-010 Creekside Towncenter Rezone

Advisory comment:

Development of the subject parcel(s) shall require the submittal of a comprehensive site grading and drainage plan /drainage impact analysis to Project Management and Engineering to resolve the need for drainage easements and drainage improvements and to demonstrate that the post development drainage patterns will not adversely impact adjacent properties or the rights of way.

Drainage and access will be resolved under future platting and permitting actions.

Department Recommendations:

Project management and Engineering recommends approval of this case subject to the above conditions.

Case No. 2006-011 Site Review for MoA Sand Storage Facility

Project management and engineering has no adverse comment regarding this case.

Case No. 2006-013 Conditional Use for APU Dormitory

Project management and engineering has no adverse comment regarding this case.

Case No. 2006-015 Alaska Village Planned Use Development

Advisory Comments:

Stormwater Management plan references a 2-year storm. The minimum design storm for any development will be 10-year. This requirement more than doubles the rainfall quantity noted in this section.

The Stormwater Management plan is inherently connected to the interior street layout. No site plan has been submitted detailing the street layout.

Resolve horizontal street section dimensions with Traffic and PM&E.

Project management and engineering recommends approval of this case subject to the above condition.

PM&E

Traffic Engineering

06-010 Creekside; Rezone from I-1, R-2M, & R-3 to B-3SL; Grid 1340

- All roadway upgrades, alignments, and improvements shall be constructed to conform to a Traffic Impact Analysis that has been approved by the State DOT and the Municipal Traffic Department.
- Neighborhood trail connections shall be provided as required by the Municipal Trails Coordinator.

06-011 International East; Site Plan Review for a sand storage facility upgrade; Grid 1928

Traffic has no comment.

06-013 Alaska Pacific University; Site Plan Review for a dormitory Grid 1636

- Show the walking trail connecting this site to the existing trail system. Specifically identify how the pedestrian road crossing will be addressed.
- Sheet C1.0 shows an existing driveway to the proposed building site as well as a proposed driveway and parking area. Identify what the existing driveway will be used for, or show how it will be eliminated from the proposed site plan. If the existing driveway is to remain it must meet Municipal Driveway Standards for separation, corner clearance, etc.

RECEIVED
JAN 0 9 2006
Municipality of Anchorage
Zoning Division

Municipality Of Anchorage
ANCHORAGE WATER & WASTEWATER UTILITY

MEMORANDUM

DATE: January 4, 2006

TO: Zoning and Platting Division, OPDPW

FROM: Brian D. Baus, Civil Engineer II, AWWU BDB

SUBJECT: Planning & Zoning Public Hearing, February 6, 2006
AGENCY COMMENTS DUE January 9, 2006

AWWU has reviewed the following cases and has the following comments.

06-009 **Chester H Lloyd, Lot 12A (rezone) grid 2326**

1. AWWU water and sanitary sewer mains are located within the Dimond Boulevard right-of-way.
2. There will be a sewer assessment levied when connecting to main.
3. AWWU has no comments on the proposed rezone.

06-010 **Creekside Towncenter (rezone) Grid 1340**

1. AWWU has no objection to the proposed rezone.

06-011 **International East, Tract 3B (site plan review) Grid 1928**

1. AWWU has no comments on the proposed site plan review.
2. If AWWU water or sanitary sewer services are desired for the new sand storage building please coordinate with AWWU Planning.
3. There will be a sewer and water assessment levied when connecting to mains.

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

090

G:\Engineering\Planning\Planning\HMS\zoning\06-009,010,011.doc

Municipality of Anchorage
Development Services Department
Building Safety Division

MEMORANDUM

RECEIVED
DEC 21 2005
Municipality of Anchorage
Zoning Division

DATE: December 21, 2005

TO: Jerry Weaver, Jr., Platting Officer, CPD

FROM: DR Daniel Roth, Program Manager, On-Site Water and Wastewater Program

SUBJECT: Comments on Cases due January 9, 2006

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

2006 – 009 Zoning to B-3SL General business distict with special limitations to B-3SL

No objection

2006 – 010 Rezoning to B-3SL General business district with special limitations

No objection

2006 – 011 Site plan review for sand storage facility upgrades

No objection

Pierce, Elleen A

From: Schwan, Martin K.
Sent: Tuesday, December 20, 2005 10:25 AM
To: Stewart, Gloria I.; Pierce, Eileen A
Cc: Weaver Jr., Jerry T.; Cartier, Richard D.
Subject: fire site plan review

RECEIVED
DEC 19 2005
Municipality of Anchorage
Zoning Division

Merry Christmas let me know if this dioesn't print on one full page

Permit #	Comments	Request
2006-013	No Objection	Zoning conditional use for a University Housing Dormitory
2006-009	No Objection	Rezoning to B-3SL General Business
2006-010	No Objection	Rezoning to B-3SL General Business (Walmart)
2006-011	No Objection	Site plan review for sand storage facility upgrades
S11202-2	No Objection	1st 18 month extension
S11288-2	No Objection	1st 18 month extension
S11442-1	No Objection	Subdivide 4 lots into 1 lot.
S11443-1	No Objection	Subdivide 2 lots into 1 lot
S11444-1	No Objection	Subdivide 1 lot into 3 lots
S11445-1	No Objection	Subdivide 1 tract of land into 1 tract and 3 lots
S11446-1	No Objection	Subdivide 3 parcels of land into 11 lots
S11447-1	No Objection	Subdivide 2 tracts of land into 17 lots
S11448-1	No Comment	Subdivide 3 lots into 3 different lots with variances from AMC 21.80.200 and AMC 21.80.:

MUNICIPALITY OF ANCHORAGE

Development Services Department
Right of Way Division

Development Services Department

MEMORANDUM

RECEIVED
JAN 0 4 2006
Municipality of Anchorage
Zoning Division

DATE: January 3, 2006

TO: Planning Department, Zoning and Platting Division

THRU: Jack L. Frost, Jr., Right of Way Supervisor

FROM: Lynn McGee, Senior Plan Reviewer

SUBJ: Request for Comments on Planning and Zoning Commission case(s) for the Meeting of February 6, 2006.

Right of Way has reviewed the following case(s) due January 9, 2006.

06-009 **Chester H. Lloyd, Lot 12A, grid 2326**
(Rezoning Request, B3SL to B-3SL)
Right of Way Division has no comments at this time.
Review time 15 minutes.

06-010 **Section 13, T13N R3W and K.T. Square, Tract B1, grid 1340**
(Rezoning Request, I-1, R-2M, & R3 to B-3SL)
Right of Way Division has no comments at this time.
Review time 15 minutes.

06-011 **International East, Tract 3B, grid 1928**
(Site Plan Review, Sand Storage Facility Upgrades)
Right of Way Division has no comments at this time.
Review time 15 minutes.

06-013 **Section 27, T13N R3W, grid 1636**
(Conditional Use, University Housing Dormitory)
Right of Way Division has no comments at this time.
Review time 15 minutes.

Zoning and Platting Cases On-line

View Case Comments

Submit a Comment

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

RECEIVED
DEC 28 2005
Municipality of Anchorage
Zoning Division

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

1. Select a Case: 2006-002 View Comments

2. View Comments:

Case Num: 2006-002
Rezoning to I-1 Light Industrial district

Site Address: EAST OF BRAYTON DR, SOUTH OF DIMOND BLVD
Location: A request to rezone approximately 6.025 acres from I-1SL (Light Industrial with Special Limitations) to I-1 (Light Industrial). T12N R3W, Section 8, Parcel 32A REM, S.M., AK. Located east of Brayton Drive, west of Erin Street and south of Dimond Blvd.

Details | Staff Report | submit a comment

Public Comments

12/28/05
David Faulk
8401 Brayton Drive, Suite 200
Anchorage AK 99507
Unable to comment without knowing intended use and landscape buffer requirements as a condition of replat.

Zoning & Platting Cases On-line website

Zoning and Platting Cases On-line

View Case Comments

Submit a Comment

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

RECEIVED
JAN 0 3 2006
Municipality of Anchorage
Zoning Division

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

1. Select a Case: 2006-010 View Comments

2. View Comments:

Case Num: 2006-010
Rezoning to B-3SL and PLI

Site Address: NORTH OF DEBARR RD & WEST OF MULDOON RD
Location: A request to rezone approximately 53.52 acres from I-1 (Light Industrial), R-2M (Multiple Family Residential) and R-3 (Multiple Family Residential) to B-3SL (General Business with Special Limitations) and PLI (Public Lands and Institutions). Located north of Debarr Road and west of Muldoon Road. Legal Description: Proposed tracts A, B, C, D, E, F, G, & H, Creekside Subdivision per Preliminary Plat S-11451, Exhibit A.

Details | Staff Report | submit a comment

Public Comments

1/3/06
Lloyd Rowe
Howard Ave
What is the expressed intent of the proposed rezoning of the Creekside Park area? With Old Harbor Ave between there and the larger "proposed project," how do the woods around Creekside Park fit into the mix?

Zoning & Platting Cases On-line website

RECEIVED
JAN 17 2006
Municipality of Anchorage
Zoning Division

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

Jan. 14, 2006

RE: Planning Dept. Case Number S11447 and Case Number 2006-010

Sirs,

I realize there is a lag time between records and facts, but please be advised that Tax Parcels 006-411-11; 006-411-13 and 006-411-15 in the name of John I. Miller (Jr.) and 006-411-12 and 006-411-14 in the name of M-B Contracting Co., Inc. were all sold contiguously to Wal-Mart Stores, Inc., closed and recorded on December 13, 2005. Therefore, neither John I. Miller or M-B Contracting Co., Inc. has any land ownership on the ~~est~~ east side of Anchorage and should no longer be noticed with respect to any land use issues, nor do they have a right to comment on said proposed actions.

Case Number 2006-010, by Wal-Mart Stores Inc., in fact encompasses ALL five of the above referenced Tax Parcel Numbers.

Thanks for your attention,

John I. Miller, Personally
John I. Miller, President of M-B Contracting

encl: Notice S11447
Notice 2006-010

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

FIRST CLASS MAIL

006-411-11-000
MILLER JOHN I
2135 SORBUS WAY
ANCHORAGE, AK 99508

NOTICE OF PUBLIC HEARING - Monday, February 06, 2006

Planning Dept Case Number: S11447

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

CASE:	S11447
PETITIONER:	Cook Inlet Housing Authority
REQUEST:	Plat for a planned unit development
TOTAL AREA:	38.19 acres
SITE ADDRESS:	DEBARR & MULDOON
CURRENT ZONE:	B-3SL General business district with special limitations
COM COUNCIL(S):	1---Northeast

LEGAL/DETAILS: To subdivide two (2) tracts of land into seventeen (17) tracts. The Alaska Village Subdivision, Tract 1 (per plat 2003-19) and Tract 2A (per plat 2002-179), located within the NW 1/4 of Section 24, T13N, R3W, S.M., Alaska.

The Planning and Zoning Commission will hold a public hearing on the above matter at 6:30 p.m., Monday, February 06, 2006 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: _____

Address: _____

Legal Description: _____

Comments: _____

_____

_____

_____

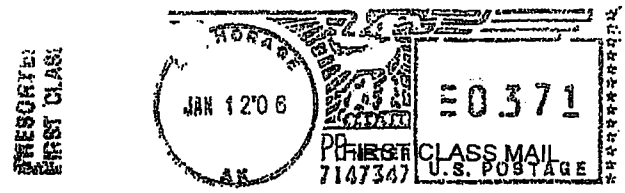
_____

_____

REZONING/RESIDENTS--PLANNING COMMISSION
S11447

097

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



006-411-11-000
MILLER JOHN I
2135 SORBUS WAY
ANCHORAGE, AK 99508

NOTICE OF PUBLIC HEARING -- Monday, February 06, 2006

Planning Dept Case Number: 2006-010

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

CASE:	2006-010
PETITIONER:	Wal-Mart Stores Inc
REQUEST:	Rezoning to B-3SL and PLI
TOTAL AREA:	53.50 acres
SITE ADDRESS:	NORTH OF DEBARR RD & WEST OF MULDOON RD
CURRENT ZONE:	I-1, R-2M, & R-3
COM COUNCIL(S):	1---Northeast

LEGAL/DETAILS: A request to rezone approximately 53.52 acres from I-1 (Light Industrial), R-2M (Multiple Family Residential) and R-3 (Multiple Family Residential) to B-3SL (General Business with Special Limitations) and PLI (Public Lands and Institutions): Located north of Debarr Road and west of Muldoon Road.

Legal Description: Proposed tracts A, B, C, D, E, F, G, & H, Creekside Subdivision per Preliminary Plat S-11451, Exhibit A.

The Planning and Zoning Commission will hold a public hearing on the above matter at 6:30 p.m., Monday, February 06, 2006 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: _____

Address: _____

Legal Description: _____

Comments: _____

_____

_____

_____

_____ 098

REZONING/RESIDENTS--PLANNING COMMISSION
2006-010

M-B CONTRACTING CO., INC.
207 E. Northern Lights Blvd., Suite 122, Anchorage, AK 99503 • (907) 333-5527 • Fax 333-5871
Founded 1942 • Incorporated 1951

RECEIVED
JAN 19 2006
Municipality of Anchorage
Zoning Division

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

January 17, 2006

RE: Planning Dept. Case Nos.: 2006-010; S11447; 2006-015

Please be advised that M-B Contracting Co., Inc. no longer owns Tax Parcel 006-411-12-000 (or Parcel 006-411-14-000) and therefore is no longer entitled to be notified NOR entitled to comment on the proposed action items.

Both Tax Parcels 006-411-12-000 and 006-411-14-000 were sold to Wal-Mart Stores, Inc., with the sale closing and being recorded on December 13, 2005 here in Anchorage, AK.

Sincerely,

John I. Miller
President

atch: 1 page

(907) 343-7943

PB METER 7 FIRST CLASS MAIL

006-411-12-000
M B CONTRACTING CO INC
7101 DEBARR RD
ANCHORAGE, AK 99504

995 NO 1 C05 C 01 01/15/06
NOTIFY SENDER OF NEW ADDRESS
:M-B CONTRACTING CO INC
PO [redacted]
ANCHORAGE AK 99524-2394

BC: 99524239494 *1969-15147-15-26

NOTICE OF PUBLIC HEARING - - Mo

Planning Dept Case Number: 2006-010
99524%2394

The Municipality of Anchorage Planning and Zoning Commissio

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

PRESORTED FIRST CLASS

ANCHORAGE JAN 12'06 AK

$0.371
FIRST CLASS MAIL
PB METER 7147347 U.S. POSTAGE

006-411-12-000
M B CONTRACTING CO INC
7101 DEBARR RD
ANCHORAGE, AK 99504

995 NO 1 C05 C 01 01/15/06
NOTIFY SENDER OF NEW ADDRESS
:M-B CONTRACTING CO INC
PO BOX [redacted]
ANCHORAGE AK 99524-2394

BC: 99524239494 *0172-06408-12-39

S11447

NOTICE OF PUBLIC HEARING - - Mo

Planning Dept Case Number: S11447
99524%2394

The Municipality of Anchorage Planning and Zoning Commission

CASE: S11447

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

PRESORTED FIRST CLASS

ANCHORAGE JAN 12'06 AK

$0.371
PB METER 7147347 U.S. POSTAGE
FIRST CLASS MAIL

006-411-12-000
M B CONTRACTING CO INC
7101 DEBARR RD
ANCHORAGE, AK 99504

995 NO 1 C05 I 01 01/13/06
NOTIFY SENDER OF NEW ADDRESS
:M-B CONTRACTING CO INC
PO BOX [redacted]
ANCHORAGE AK 99524-2394 100

BC: 99524239494 *0172-05665-12-39

2006-015

NOTICE OF PUBLIC HEARING - - Mor

Planning Dept Case Number: 2006-015

We Have Moved

M-B Contracting Co., Inc., has moved. PLEASE NOTE OUR NEW MAILING ADDRESS:

207 E. Northern Lights Blvd., Suite #122
Anchorage, AK 99503

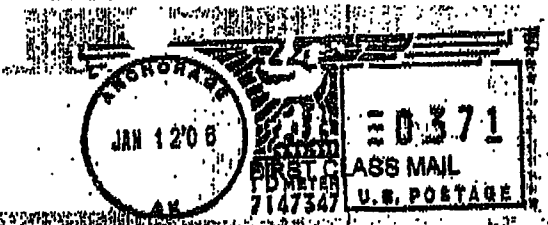
Our telephone and fax numbers will remain the same. Phone (907) 333-5527 and Fax (907) 333-5871.

Please change our address information accordingly.

Thank you.

M-B Contracting Co., Inc.

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



008-091-34-000
PAULEY RICHARD A
790 HUNT CIRCLE
ANCHORAGE, AK 99504

RECEIVED
JAN 23 2006
MUNICIPALITY OF ANCHORAGE
PLATTING DIVISION

NOTICE OF PUBLIC HEARING -- Monday, February 06, 2006

Planning Dept Case Number: 2006-010

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

CASE:	2006-010
PETITIONER:	Wal-Mart Stores Inc
REQUEST:	Rezoning to B-3SL and PLI
TOTAL AREA:	53.60 acres
SITE ADDRESS:	NORTH OF DEBARR RD & WEST OF MULDOON RD
CURRENT ZONE:	I-1, R-2M, & R-3
COM COUNCIL(S):	1—Northeast
LEGAL DETAILS:	A request to rezone approximately 53.52 acres from I-1 (Light Industrial), R-2M (Multiple Family Residential) and R-3 (Multiple Family Residential) to B-3SL (General Business with Special Limitations) and PLI (Public Lands and Institutions). Located north of Debarr Road and west of Muldoon Road. Legal Description: Proposed tracts A, B, C, D, E, F, G, & H, Creekside Subdivision per Preliminary Plat S-T1451, Exhibit A.

The Planning and Zoning Commission will hold a public hearing on the above matter at 6:30 p.m., Monday, February 06, 2006 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: Richard A. Pauley
Address: 790 Hunt Circle Anch. Ak. 99504
Legal Description: Homestead #1 Blk 3 Lot 16
Comments: 1- Wal-Mart Would Be Great For The Area
2- Wal-Mart Would Be Better By The Northwood Mall / Home Depot Area Because, Vehicle Traffic From Would Be Lower, Wal-Mart Type Of Area Would Location, Above With The Main Highway Being Busy Would Be A Total Mess With Additional Traffic.

REZONING/RESIDENTS--PLANNING COMMISSION
2006-010

3

APPLICATION

lounsbury & associates, inc.
ESTABLISHED 1984

December 11, 2005

Mr. Tom Nelson
Director or Planning
Department of Community Planning and Development
4700 S.Bragaw Street
Anchorage AK, 99517

Regarding: **Creekside Towncenter Rezone**

Dear Mr. Nelson,

The following is an application to rezone 53 acres within the Muldoon Towncenter area. The rezone is part of a proposed development that would allow the construction of a Wal-Mart Supercenter and a Sam's Club Warehouse store. Currently, a large portion of the area is zoned I-1, which would allow this type of land use. However, a strip of R-2M and two smaller portions of R-3 also exist within the proposed development area. The attached site plan drawing identifies the parcels to be rezoned.

As part of the pre-application process, representatives from Wal-Mart and our firm have met repeatedly with the municipal planning staff, the Mayor's office, and the community. As part of that interaction a Community Advisory Committee was formed to act as a liaison with the developer and to ensure that all the concerns of the community were met. Also determined in these pre-application meetings was the recommendation to rezone most of the project to B-3SL with only the proposed park area as PLI. This PLI designation would allow the park area to later be dedicated to the Municipality.

Comprehensive Plan

The Anchorage 2020 Comprehensive Plan defines the project area as a Towncenter. The enclosed site plan demonstrates how the developer has used the Towncenterter concept in the design of the project. In this design, the large retail developments will act as anchor stores drawing smaller businesses and services into the core area. Outparcel lots will be platted as part of this development to create areas for the smaller businesses. Special limitations within the zoning ordinance will ensure that the surrounding development will contain a mix of retail and service businesses as well as areas for professional and medical offices.

The Towncenter concept also calls for medium to high-density residential land use. The enclosed site plan has three tracts that will allow that use. Again the special limitations of the zoning ordinance will ensure that these areas are developed as high-density residential projects. By requiring these areas to contain high-density residential housing there is intended to be no loss of residential land units in this rezone action. Creating these areas for residential use helps provide affordable housing to many of the employees of the surrounding businesses. People are able to walk to work, school and shopping helping to reduce traffic and meet the goals of the Towncenter concept.

Also important to the Towncenter concept is the use of landscaping, open space and pedestrian walkways. The developer understands the importance of these areas and has incorporated these in the proposed design. A 1.3-acre park will provide a safe place for children to play and is directly adjacent to the proposed residential areas. Dedicated and developed trails will provide safe pedestrian access thru out the entire development. Landscaping meeting Municipal code will be installed along roadways and buildings to break-up the overall look of the development and a large strip of natural vegetation will be retained to provide a buffer to the residential districts to the north. These features along with the mixed-land use mentioned previously all combine to form the Towncennter concept.

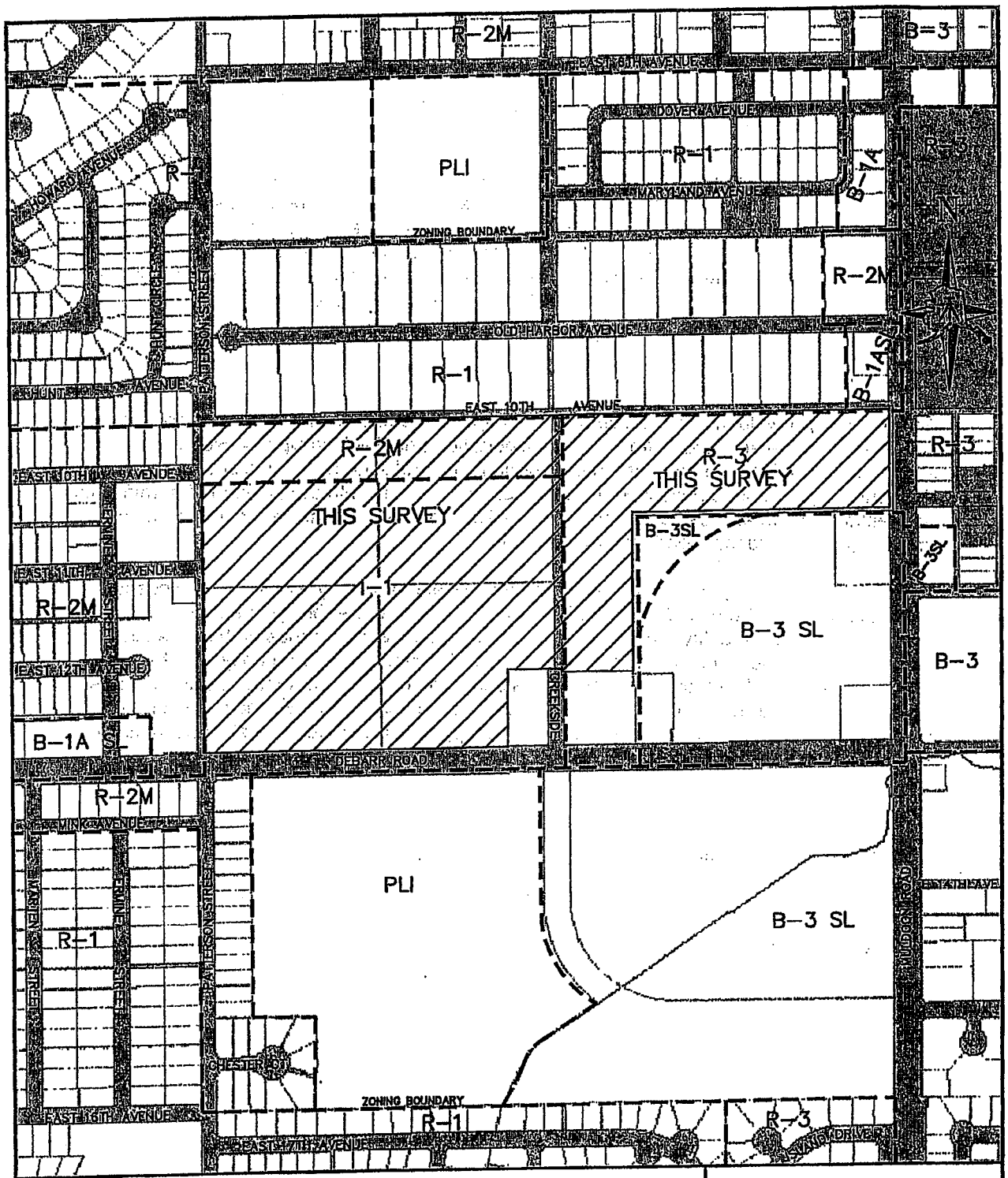
Transportation

As part of any development this size a Traffic Impact Analysis has been performed and submitted to the Alaska Department of Transportation and the Municipality. Road improvements will be based on the recommendations and approval of this document. Currently the site will be accessed as shown on the site plan with the addition of a traffic signal at Creekside Road and Debarr Road. Final analysis may require the relocation of the existing traffic signal at Muldoon Road and 10th Avenue.

The Muldoon area is growing rapidly along with the rest of our city. While the Towncenter concept has been discussed for years in this area this developer brings the opportunity to make this concept a reality. The developer understands the importance of this extensive planning process and has made tremendous effort to involve the community and the Municipality in the development process. It is apparent form the work that has already been completed that the developer is sincere and believes in this project. We now ask for the support of the Municipality to receive the rezone approval and take the first steps in moving this project forward.

Sincerely,
Lounsbury and Associates

Bradford J. Rinckey P.L.S.



ZONNING MAP

CREEKSIDE SUBDIVISION

NOVEMBER 2005

LOUNSBURY & ASSOCIATES, INC.
5300 A STREET ANCHORAGE, ALASKA 99501

ZONING MAP AMENDMENTS –ATTACHMENT

A.

1. The proposed zoning map amendment conforms to the overall Comprehensive Plan by creating multiple elements of the Towncenter concept. As part of the development the overall parcel will be rezoned and subdivided into individual parcels to facilitate mixed land use.

    a) Large retail stores will act as anchor stores drawing smaller retail and service businesses into the Towncenter core.
    b) The Special limitations within the ordinance will encourage a mixed-use development style of the out parcel lots. Medical and Professional offices as well as other service related business are intended for portions of the outparcel lots.
    c) The rezone and development plan proposes mixed land use, high-density residential, openspace and connective pedestrian walkways, all goals and policies of the comprehensive plan.

2. This standard is met by the fact that there will be no net loss of residential density due to the rezone. This will be accomplished by using the B-3 residential density requirement of 12 DUA. In addition, special limitations within the ordinance will ensure that the intended residential parcels are developed as residential developments. With no net loss or gain of residential units, the rezone action conforms to the generalized intensity of the comprehensive plan.

    c)In regards to residential development, the proposed development and rezone conforms with the comprehensive plan in that it provides affordable high-density residential housing adjacent to businesses and offices that can provide employment. Safe pedestrian walkways provide access to work, school and shopping from the residential area.

B.

1. The proposed development will have a large and beneficial effect of the surrounding area. The two large retail stores will act as anchor stores within the town center and promote other related business to locate in the area. The development will provide a diverse centrally located core area that will serve the surrounding area in all directions. The site plan provides easy safe pedestrian access within the development unlike the strip mall like configuration currently present in the surrounding area.

Environment

The development cleans-up a large area that is currently contaminated from years of heavy equipment use and storage. The developer is currently working with the Alaska Department of Environmental Conservation to identify and remediate

these contaminated areas. The developer is also working closely with the surrounding neighborhoods to provide large vegetative buffers and landscaping to soften the look of the development from adjacent properties. A large proposed park and multiple green space areas within the development will provide safe areas for children to play and travel safely from home to school.

Transportation

A complete Traffic Impact Analysis has been performed and is currently under review by the Municipality and the Alaska Department of Transportation. The study recommends several improvements to roads in the area.

a. The development will require the construction of Creekside Road to full MOA standards with sidewalks on both sides.
b. A new traffic signal will be installed at the intersection of Patterson and Debarr.
c. The traffic signal currently located at 10th Court will be located to 11th providing more separation from the intersection at Muldoon and Debarr.

These major traffic improvements along with the extensive use of pedestrian walkways and conductivity with adjacent trails will not only greatly improve the traffic circulation in the area but also promote users to park their vehicles and walk to stores and businesses.

1. No vacant land with a B-3 zone is available within a 1-mile radius suitable for this development. Because the development is designed along the Towncenter concept a large amount of land is needed to accommodate all the components.

7

2. Proposed construction is scheduled for summer 2008. Remediation of contaminated areas will be likely begin before then. Water, sewer, and all utilities are available nearby. The development will use the nearby utilities and develop all services to Municipal standards.

3. Most of the site is currently zoned I-1 which would allow for this land use. As mentioned earlier through the use of special limitations there will no net loss to residential density.

Draft Ordinance

Section 1.

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

A parcel of land approximately 47 acres in size, generally located northwest of the intersection of Debarr Road and Muldoon Road and more specifically described as Tracts A, B, C, E, F, G, and H of Creekside Subdivision and as shown in petitioners Attachment A.

B. The zoning map shall be amended by designating the following described property as PLI (Public Lands and Institutions District).

A parcel of land approximately 1.62 acres in size generally located northwest of the intersection of Debarr Road and Muldoon Road and more specifically described as Tract D of Creekside Subdivision and as shown in petitioners Attachment A.

Section 2.

The zoning map amendment described in Section 1, subsection A above shall be subject to the following special limitations:

A. *Permitted Uses.*

1. Only those principal uses permitted through the B-3 (General Business District) AMC 21.40.180.

2. Tract E of Creekside Subdivision is limited only to residential development allowed within the B-3 (General Business District) district.

B. *Accessory Uses:*

1. Only those accessory uses permitted through the underlying zoning district.

C. *Conditional Uses:*

1. Only those conditional uses permitted through the underlying zoning district.

D. *Prohibited Uses and structures:*

1. Adult entertainment / adult book stores, peepshows, topless/bottomless dancers, massage parlors, and escort services.
2. Mobile Home Parks or Camper Parks.
3. Bulk fuel dealers or primary tire change facility.
4. Automobile dealerships or lots, new or used.
5. Pawn Shops.
6. Stand Alone Liquor Stores.
7. Stand alone gun shops or dealers.
8. Pull tab or other similar gaming operations.
9. Bingo Halls.
10. Quasi-institutional houses.
11. Snow Disposal sites.
12. Heliports.
13. Community Correctional Residential Centers
14. Unlicensed nightclubs.
15. Flea Markets.
16. Storage yards.
17. Outdoor storage of heavy machinery and equipment.
18. Mobile Home display lots.

19. Taxicab stands.

20. Amusement arcades, billiard parlors.

21. Bowling alleys.

22. Metal working and steel fabricators.

23. Marquees, overpasses, and similar substantial projections into public airspace, together with any signs to be mounted thereon.

24. Mini storage.

E. *Design Guidelines:*

1. Site Plan. The intent is to create a strong relationship between all buildings, uses, open spaces, and streets.

a. Buildings, and their entries, shall to the greatest extent possible be oriented to the street, shall encourage and accommodate pedestrian movement. Transit access, within close proximity to commercial and residential building entries, shall be accommodated.

b. The development shall contain elements such as public gathering spaces and outdoor seating. The development shall also be accessible to public transit, and well connected to public open spaces and adjoining residential uses.

c. Local climate shall be taken into account in the layout and design of the entire development, as well as in the site design details. Layout and design shall strive to protect pedestrians from wind, ice, and snow. Buildings and public spaces shall be sited and designed to enhance the advantages of sunlight, and to minimize the creation of wind corridors.

d. Design of the site shall provide a positive relationship between Muldoon and DeBarr Roads.

e. Residential developments shall be within easy walking or biking distance from the shopping areas, open space, and transit stops.

2. Architecture. The site plan shall address building massing, sitting, entrances, exterior finishes, and rooflines. All buildings, especially those over 50,000 Sq. Ft.. shall have multiple entries, varied roof lines, and architectural detailing, which is harmonious with smaller scaled buildings, and shall result in comfortable, human-scale developments.

3. Landscaping. Site Plans shall address the need for, and design of perimeter landscape buffers and interior site landscaping. Site landscaping shall provide visual breaks within the site as well as on the perimeter of the site without creating unwanted separations within the site. Landscape buffers shall be provided where necessary to separate incompatible uses. A variety of large and small areas of natural and/or planted landscaping shall be integrated throughout the site in order to provide an attractive and pleasant neighborhood environment.

4. Vegetative Buffers Individual tracts will contain the following vegetative landscape buffers:

Tract B &C Creekside Subdivision: Along the north boundary of Tract C, there shall be buffer landscaping with an average width of 85-feet. The buffer shall be no less that 70-feet in width. Along the west boundary of both Tracts B and C, there shall be buffer landscaping with an average width of 25-feet. The buffer shall be no less that 20-feet in width. Unused areas of the Patterson Street right-of-way may be used for buffer landscape purposes. Tract B shall also contain 10-feet of arterial landscaping along the east boundary.

Tract E Creekside Subdivision: Along the north boundary there shall be buffer landscaping 15-foot in width south of the existing 5-foot sewer easement.

Tract G Creekside Subdivision: Shall contain a 10-foot arterial landscaping easement along the north and west boundaries.

Tract H Creekside Subdivision: Shall contain a 10-foot arterial landscaping easement along the and west boundary.

Tract F Creekside Subdivision: Along the north boundary there shall be buffer landscaping 15-foot in width south of the existing 5-foot sewer easement and there shall be 10-foot of arterial landscaping along the east boundary.

5. Streetscape. Streets shall be designed to include boulevard landscaping, separated sidewalks, transit accommodations (where appropriate), seating, lighting, and other public amenities characteristic of town centers. Maximum building setbacks shall be established. To the extent consistent with the design guidelines contained herein, the setbacks shall not exceed 100 feet from the perimeter right-of-way.

6. Signage. Signage limited to monument or building signs. Monument signs shall be no greater in height than 8 feet above final grade. Pole mounted signs shall be prohibited.

7. Other site elements. Accommodates for pedestrians (including bicyclists) and transit access shall be provided to all developments. Walkways or trails shall be integrated throughout development, providing pleasant, safe, and efficient connections.

8. The location of fast food and/or drive through style restaurants along Muldoon or DeBarr Roads must be approved by the assembly.

F. *Site Plan Review:*

1. There shall be a public hearing site plan review for each phase of the development.

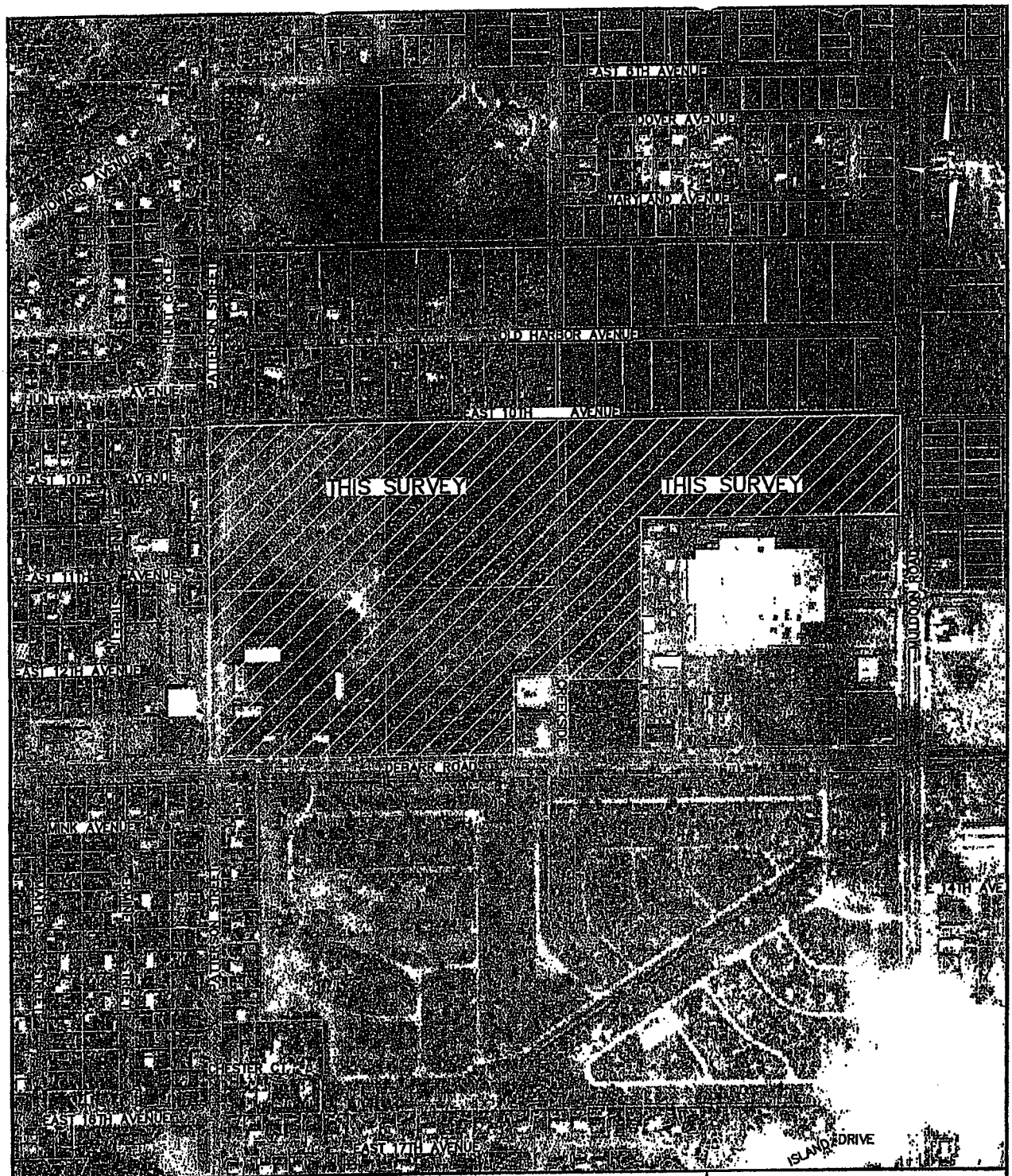
Section 3 The director of the Department of Community Planning and Development shall change the zoning map accordingly.

PASSED AND APPROVED by the Anchorage Assembly this _____ day of _____, 2005.

_____
Chair

ATTEST:

_____
Municipal Clerk

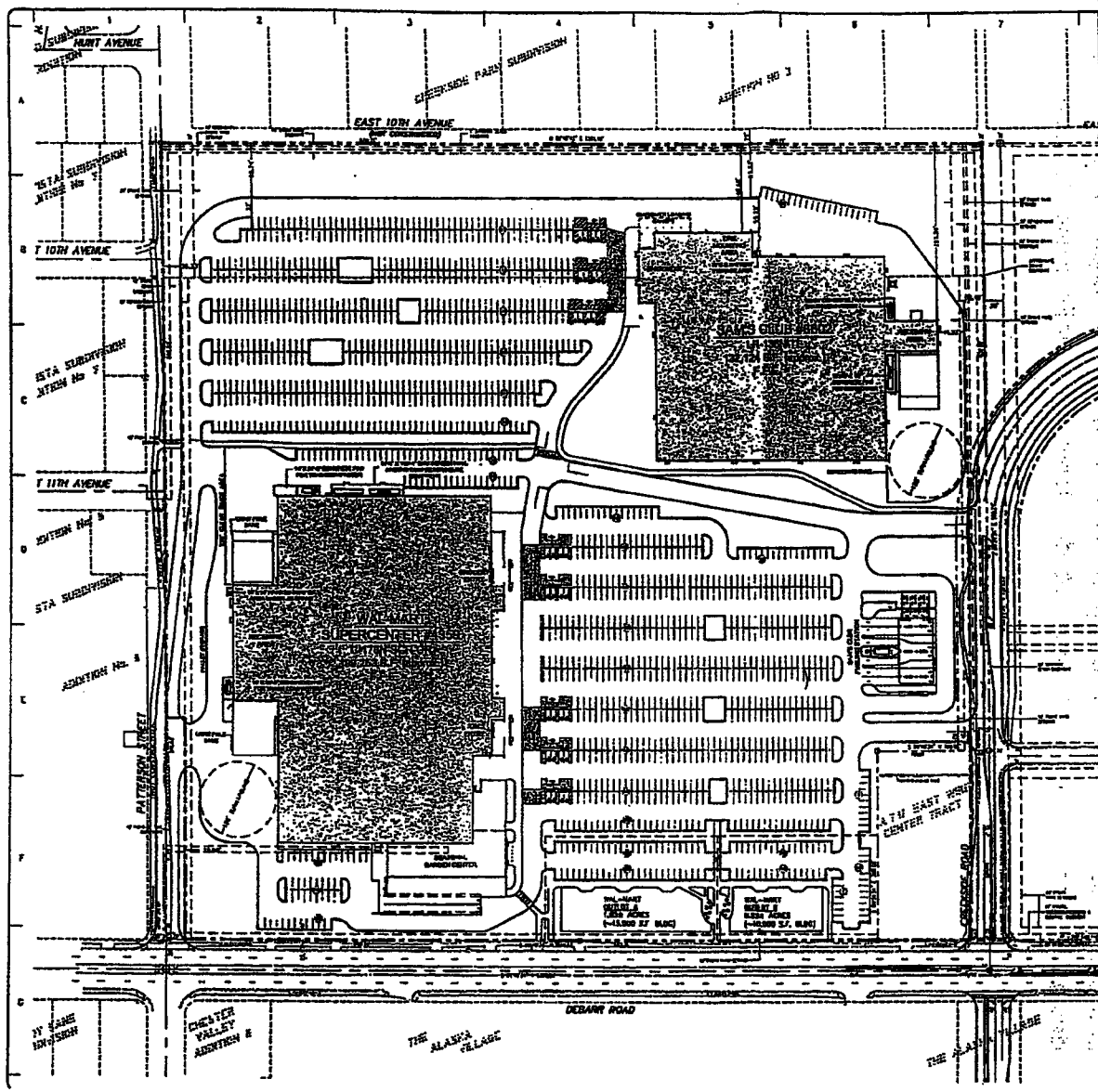


AERIAL PHOTOGRAPH

CREEKSIDE SUBDIVISION

NOVEMBER 2005

LOUNSBURY & ASSOCIATES, INC.
5300 A STREET ANCHORAGE, ALASKA 99501



PARKING DATA

WAL-MART	180,263 S.F.
STANDARD SPACES	808 SPACES
ACCESSIBLE SPACES	35 SPACES
TOTAL PARKING	634 SPACES
RATIO	4,191/1,000 S.F.
SAM'S	132,124 S.F.
STANDARD SPACES	399 SPACES
ACCESSIBLE SPACES	15 SPACES
TOTAL PARKING	344 SPACES
RATIO	4,421/1,000 S.F.
OUTLOT A	18,175 S.F.
STANDARD SPACES	48 SPACES
ACCESSIBLE SPACES	2 SPACES
TOTAL PARKING	50 SPACES
RATIO	3,281/1,000 S.F.
OUTLOT B	5,000 S.F.
STANDARD SPACES	49 SPACES
ACCESSIBLE SPACES	3 SPACES
TOTAL PARKING	52 SPACES
RATIO	5,321/1,000 S.F.
TOTAL SITE COMBINED PARKING:	
STANDARD SPACES	1,443 SPACES
ACCESSIBLE SPACES	45 SPACES
TOTAL PARKING	1,488 SPACES
RATIO 4,171/1,000 S.F.	

MINIMUM MOA REQUIRED PARKING: 1,253 SPACES (AS FOLLOWS)

WAL-MART SUPERCENTER
GROCERY SALES (48,000 SF): 240 SPACES
GENERAL MERCHANDISE (148,430 SF): 496 SPACES
GARDEN CENTER (10,740 SF): 80 SPACES
MINIMUM REQUIRED BY CITY CODE: 813 SPACES

SAM'S CLUB
GENERAL MERCHANDISE (132,124 SF): 440 SPACES
TMA (4-DAY): 16 SPACES
MINIMUM REQUIRED BY CITY CODE: 436 SPACES

OUTPARCELS
OTHER RETAIL (25,125 SF): 84 SPACES
MINIMUM REQUIRED BY CITY CODE: 84 SPACES

NOTES:

SITE DATA

PARCEL 1 (EXCESS WAL-MART PARCEL)	18.258 AC.
PARCEL 2	10.005 AC.
PARCEL 3	8.004 AC.
PARCEL 4	10.008 AC.
PARCEL 5	9.247 AC.
TOTAL PURCHASE AREA	53.520 AC.
PROPOSED PATTERSON ROAD ROW DEDICATION (-)	0.23± AC.
PROPOSED CHEEKSIDE ROAD ROW DEDICATION (-)	4.08± AC.
WAL-MART OUTLOT A (-)	1.05± AC.
WAL-MART OUTLOT B (-)	0.98± AC.
WAL-MART/SAM'S DEVELOPMENT AREA	34.87± AC.

LAND USE CLASSIFICATION: COMMERCIAL/LARGE RETAIL ESTABLISHMENT
ZONING CLASSIFICATION: LIGHT INDUSTRIAL (I-1) & MULTI-FAMILY RESIDENTIAL (R-3M)
LOCAL JURISDICTION: MUNICIPALITY OF ANCHORAGE, ALASKA

FLOOD ZONE CLASSIFICATION:
BASED UPON VISUAL INSPECTION OF THE FLOOD INSURANCE RATE MAP, COMMUNITY PANEL NO. 020005 0235 C, DATED MARCH 5, 1986, THIS PROPERTY LIES WITHIN ZONES "A" AND "C".

N

CONCEPTUAL SITE PLAN

GRAPHIC SCALE

REVISIONS

WAL★MART
WAL-MART STORES, INC.
BENTONVILLE, AR

CONCEPTUAL SITE PLAN
SAM'S CLUB #6602-06
WAL-MART #4359-00
ANCHORAGE, ALASKA

C-1
V2

PROGRESS DRAWING: 11/05/05

Autor, Mary P.

Subject:	Pre-Application Mtg Wal-Mart Creekside Site Plan
Location:	CF 170
Start:	Wed 1/25/2006 3:30 PM
End:	Wed 1/25/2006 4:30 PM
Recurrence:	(none)
Meeting Status:	Meeting organizer
Required Attendees:	Autor, Mary P.; Ward, Robin E.; Jerry Weaver (Weaver, Jerry T.); Contreras, JoAnn B; Chambers, Angela C.; Barrett, Al W. (Zoning); Schanche, Lori E.; Coop, Leland R.; Taylor, Anastasia J.; Hill, Cleo C.; Conf. PW, PD Reception 170

Lounsbury has requested a pre-application meeting to hear agency comments concerning site design for the Wal-Mart - Sam's Club development at DeBarr and Muldoon.

Autor, Mary P.

Subject:	Creekside Wal-Mart rezone, preliminary plat, site plan
Location:	CR 170
Start:	Fri 1/13/2006 1:00 PM
End:	Fri 1/13/2006 2:30 PM
Recurrence:	(none)
Meeting Status:	Meeting organizer
Required Attendees:	Autor, Mary P.; Ward, Robin E.; Weaver Jr., Jerry T.; Contreras, JoAnn B; Chambers, Angela C.; Barrett, Al W. (Zoning); Schanche, Lori E.; Coop, Leland R.; Taylor, Anastasia J.; Conf. PW, PD Reception 170

I have asked Jim Sawhill to brief us on the Creekside Wal-Mart re: Case 2006-010 and Preliminary Plat S-11451. If you can't attend please someone to represent your agency. Thanks.

lounsbury & associates, inc.

ESTABLISHED 1982

December 29, 2005

MOA Community Planning
4700 Bragaw
Anchorage AK, 99517

Attention: Mary Autor

Regarding: **Muldoon & Debarr Rezone**

Dear Mary,

Attached, please find the legal descriptions you requested. I have requested the letter of authorization from the new owner and I will forward that to you immediately on receipt.

Note that the project area contains five parcels. I have included the legal descriptions for each and a copy of the as built survey to help identify them. Also included are metes and bounds legal descriptions of proposed Tracts D, E, and F. The metes and bounds description may change slightly with the final plat.

We intend to submit the Preliminary Plat Application for the project tomorrow December 30, 2005.If you require additional information please contact Jim Sawhill or myself.

Sincerely,

Brad Rinckey P.L.S.
Platting Manager

LEGAL DESCRIPTIONS

PARCEL 1:

Tract B2, K T SQUARE, according to the official plat thereof, filed under Plat No. 2005-153 in the records of the Anchorage Recording District, Third Judicial District, State of Alaska.

PARCEL 2:

Northeast one-quarter of the Southwest one-quarter of the Southwest one-quarter (NE 1/4 of SW 1/4 of SW 1/4) of Section 13, Township 13 North, Range 3 West, Seward Meridian, according to the official Bureau of Land Management survey thereof, being located in the Anchorage Recording District, Third Judicial District, State of Alaska.

PARCEL 3:

Southeast one-quarter of the Southwest one-quarter of the Southwest one-quarter (SE 1/4 of SW 1/4 of SW 1/4) of Section 13, Township 13 North, Range 3 West, Seward Meridian, according to the official Bureau of Land Management survey thereof, being located in the Anchorage Recording District, Third Judicial District, State of Alaska, EXCEPTING THEREFROM the East 180 feet of the South 350 feet of said SE 1/4 of the SW 1/4 of the SW 1/4 as conveyed to the City of Anchorage by deed recorded May 3, 1966 in Deed Book 324 at Page 124; and FURTHER EXCEPTING THEREFROM the South 50 feet acquired by the State of Alaska, Department of Highways for DeBarr Road pursuant to Judgment recorded January 21, 1982 in Book 691 at Page 576.

PARCEL 4:

Northwest one-quarter of the Southwest one-quarter of the Southwest one-quarter (NW 1/4 of SW 1/4 of SW 1/4) of Section 13, Township 13 North, Range 3 West, Seward Meridian, according to the official Bureau of Land Management survey thereof, being located in the Anchorage Recording District, Third Judicial District, State of Alaska.

PARCEL 5:

Southwest one-quarter of the Southwest one-quarter of the Southwest one-quarter (SW 1/4 of SW 1/4 of SW 1/4) of Section 13, Township 13 North, Range 3 West, Seward Meridian, according to the official Bureau of Land Management survey thereof, being located in the Anchorage Recording District, Third Judicial District, State of Alaska, EXCEPTING THEREFROM the South 50 feet acquired by the State of Alaska, Department of Highways for DeBarr Road pursuant to Judgment recorded January 21, 1982 in Book 691 at Page 576.

WAL★MART
Real Estate

WAL-MART STORES INC. * 2001 S.E. 10TH STREET * BENTONVILLE, AR 72716-0550 * (479) 204-0319

January 3, 2006

Municipality of Anchorage
Planning Department
4700 S. Bragaw
Anchorage, AK 99507

Attn: Jerry Weaver

Dear Mr. Weaver,

Lounsbury and Associates is authorized to act as our representative during the rezoning, platting and site plan review processes of the following parcels:

PARCEL 1:

Tract B2, K T SQUARE, according to the official plat thereof, filed under Plat No. 2005-153 in the records of the Anchorage Recording District, Third Judicial District, State of Alaska.

PARCEL 2:

Northeast one-quarter of the Southwest one-quarter of the Southwest one-quarter (NE 1/4 of SW 1/4 of SW 1/4) of Section 13, Township 13 North, Range 3 West, Seward Meridian, according to the official Bureau of Land Management survey thereof, being located in the Anchorage Recording District, Third Judicial District, State of Alaska.

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PARCEL 5:

Southwest one-quarter of the Southwest one-quarter of the Southwest one-quarter (SW 1/4 of SW 1/4 of SW 1/4) of Section 13, Township 13 North, Range 3 West, Seward Meridian, according to the official Bureau of Land Management survey thereof, being located in the Anchorage Recording District, Third Judicial District, State of Alaska, EXCEPTING THEREFROM the South 50 feet acquired by the State of Alaska, Department of Highways for DeBarr Road pursuant to Judgment recorded January 21, 1982 in Book 691 at Page 576.

Sincerely,

Eric M. Strauss
Real Estate Manager

Traffic Impact Analysis
Wal★Mart Supercenter, #4359
Sam's Club, #6602
Anchorage, Alaska

Prepared for

Wal★Mart Developments, Inc.
2001 S.E. 10th Street
Bentonville, AR 72716-0550

By

3161 E. Palmer-Wasilla Hwy, #2
Wasilla, AK 99654
(907) 357-9129

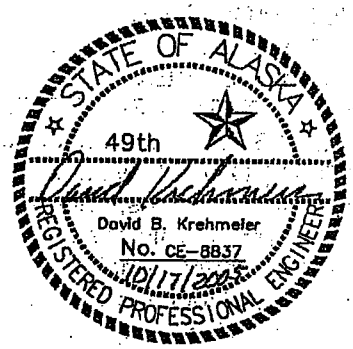
5300 A Street
Anchorage, AK 99518
(907) 272-5451

Project No. 05-026

OCTOBER 2005

NOTICE TO USERS

This report is intended to document the methodologies, findings, and conclusions of a Traffic Impact Analysis completed for Wal★Mart Stores, Inc. Changes frequently occur during the evolution of the design process. Persons who may rely on the information contained in this document should consult with Lounsbury & Associates for the most current design decisions. Please contact Tom Adams, P.E., at (907) 357-9132 for this information.



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EXECUTIVE SUMMARY

Wal★Mart Stores, Inc. proposes to construct a Wal★Mart Supercenter and a Sam's Club discount warehouse near the northwest corner of the Muldoon Road and Debarr Road intersection. Based on the results of the traffic impact analysis, the proposed Wal★Mart and Sam's Club can be developed while maintaining acceptable levels of service and safety on the surrounding transportation system.

The proposed project is located in an area described as the Creekside Town Center. At the time of this study, completion dates of developments related to the town center development are not known. As such, this traffic impact analysis considers the following two scenarios for background traffic conditions:

- Partial Build – Town center developments consist only of the middle school that is currently under construction. All improvements pertaining to the school development are complete.
- Full Build – Town center development plans are fully implemented. All improvements related to the full build-out of the town center are complete.

Both scenarios only consider traffic volumes related to planned town center developments on the south side of Debarr Road.

The primary findings and conclusions of this study, as described in this report, are summarized below.

FINDINGS

Existing Conditions

- The peak hour of the surrounding road network occurs on a weekday between 1700 and 1800.
- The signalized intersection of Muldoon Road and Debarr Road currently operates at an acceptable level of service, LOS C.
- The signalized intersection of Muldoon Road and 12th Court currently operates at an acceptable level of service, LOS C.
- All approaches of the unsignalized intersection of Debarr Road and Patterson Road operate at acceptable levels of service.
- A review of crash data suggests that crashes at the Debarr-Patterson and Muldoon-12th Ct. intersections occur at a rate below the statewide average for similar intersections. The Muldoon-Debarr intersection has been nominated for a Highway Safety Improvement Project and was not analyzed for crashes in this study.

Background Traffic Conditions

- Background traffic volumes were developed by reviewing AMATS models, historical traffic data, and traffic projections performed for developments in the project area. Background traffic conditions were established by applying a compound annual growth rate to existing peak hour traffic counts.

- Partial Build background traffic volumes consider traffic related to the middle school development. Since the peak hour of the middle school does not coincide with the peak hour of the adjacent roadways, middle school traffic was not included as background traffic.
- Full Build background traffic considers the addition of traffic volumes associated with the town center development south of Debarr Rd. to the projected traffic volumes.
- The signalized Muldoon-Debarr intersection is anticipated to operate at acceptable levels of service (LOS C) in 2008 and 2018 under both Partial and Full Build traffic conditions.
- The signalized Muldoon Road-12th Ct. intersection is anticipated to operate at acceptable levels of service (LOS C) in 2008 and 2018 under both Partial and Full Build conditions.
- All approaches of the unsignalized Debarr-Patterson intersection are anticipated to operate at acceptable levels of service in 2008 under both Partial and Full Build conditions. However, the northbound Patterson approach falls from LOS C under Partial Build conditions to LOS D under Full Build conditions.
- The eastbound and westbound left approaches of the unsignalized Debarr-Patterson intersection are anticipated to operate at acceptable levels of service in 2018 under both Partial and Full Build conditions.
- The northbound approach of the Debarr-Patterson intersection is anticipated to operate at LOS D in 2018 under Partial Build conditions and LOS E under Full Build conditions.

Proposed Development Activities

- Wal★Mart development activities include a 206,000 square-foot Supercenter and a 134,000 square foot Sam's Club discount warehouse. Outparcels will also be developed. Developments are anticipated to open in 2008.
- Access to the site is proposed via one right-in/right-out driveway on Debarr Road, extending Patterson Road north to provide full access driveways, and extending Creekside Road north to provide full access driveways.
- Town center development plans include residential, retail, institutional, and recreational facilities. Completion dates are not known at this time.
- Improvements to Creekside Road associated with the town center development include extending Creekside road both north and south and then turning east to intersect Muldoon Road at 11th Ct. (north) and 16th Ave. (south). The Debarr-Creekside intersection will be signalized. The south Creekside extension and the Debarr-Creekside signalization will be in place prior to the Wal★Mart development.
- As Creekside Road is extended north, the Muldoon-12th Ct. signal will be removed and a new traffic signal constructed at the Muldoon-11th Ct. intersection.

Total Traffic Conditions

- The Wal★Mart development is anticipated to generate 1,577 new trips.
- The signalized Muldoon-Debarr intersection is anticipated to operate at LOS C in 2008 and 2018 under both Partial and Full Build traffic conditions.

- The signalized Muldoon Road-11th Ct. intersection is anticipated to operate at LOS D in 2008 and 2018 under both Partial and Full Build conditions.
- The eastbound and westbound left approaches of the unsignalized Debarr-Patterson intersection are anticipated to operate at acceptable levels of service in 2008 and 2018 under both Partial and Full Build conditions.
- The northbound and southbound approaches of the Debarr-Patterson intersection are anticipated to operate at LOS F in 2008 and 2018 under both Partial and Full Build conditions.

CONCLUSIONS

- Improvements to the road network are necessary under both Partial and Full Build conditions. However, improvements related to Partial Build conditions are not necessarily adequate under Full Build conditions. Improvements were identified for the worst case scenario which occurs under 2018 total traffic conditions.

Partial Build Improvements

- Debarr Road & Patterson Road – The northbound and southbound approaches of Patterson Road should meet collector standards. This intersection should also be signalized. Lane configurations on Debarr include converting the two-way-continuous-left-turn-lane on Debarr to exclusive eastbound and westbound left-turn lanes and constructing an exclusive westbound right-turn lane. Lane configurations on Patterson include exclusive left-turn lanes and shared through-right lanes. Signal phasing should consider the Debarr-Creekside signal timings.
- Muldoon Road & Creekside Road/11th Court – This intersection is anticipated to be signalized with lane configurations matching those of the Muldoon-12th Ct. intersection as Creekside is extended to the north. Further improvements include reconfiguring the lanes to include two exclusive eastbound left-turn lanes and modifying the geometry of the westbound approach to prevent split phasing of the traffic signal timings. Traffic signal timings should also be adjusted.

Full Build Improvements

- Debarr Road & Patterson Road – In addition to the improvements identified under the Partial Build scenario, signal timings should be adjusted further to accommodate traffic conditions.
- Debarr Road & Creekside Road – Modification of lane configurations on Creekside include constructing additional exclusive northbound and southbound right-turn lanes on Creekside Rd. Traffic signal timings should also be adjusted.
- Muldoon Road & Creekside Road/11th Court – In addition to the improvements identified under the Partial Build scenario, further traffic signal timing adjustments should be made.

1.0 INTRODUCTION

1.1 PURPOSE OF REPORT

This report documents the methodologies, findings, and conclusions of the Traffic Impact Analysis (TIA) completed for the proposed Wal★Mart Supercenter, Sam's Club and outparcel developments. These developments will be constructed in Anchorage, Alaska on approximately 53 acres of land near the intersection of Muldoon Road and Debarr Road. The location of the site and its relation to the surrounding area are shown on Figure 1.

Alaska Administrative Code (17 AAC 10.060(c)) requires this Traffic Impact Analysis be completed to identify adverse impacts upon the state highway system and the risks presented to the traveling public by the proposed development. The scope of this study was developed based upon discussions with Alaska Department of Transportation & Public Facilities (ADOT&PF) staff, Municipality of Anchorage (MOA) staff, the requirements of 17 AAC 10.070, and a review of the conceptual site plan (Figure 2).

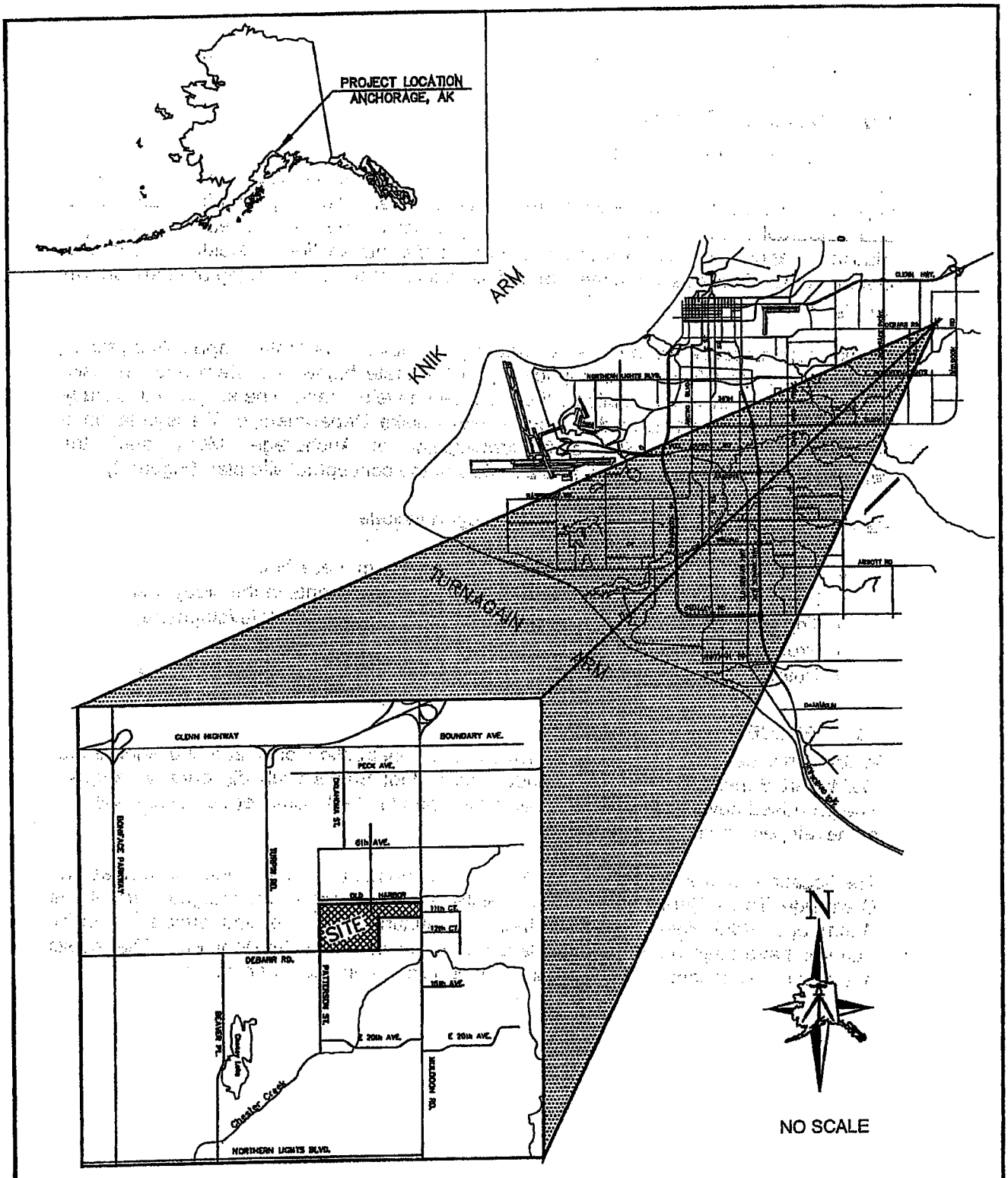
Key traffic-related issues discussed in this report include:

- Existing traffic conditions during the weekday p.m. peak hour,
- Planned developments and transportation improvements in the study area,
- Trip generation and distribution estimates for the proposed development,
- Project related traffic impacts at the study intersections, and
- Potential improvements needed to maintain acceptable traffic operations.

1.2 PROJECT DESCRIPTION

Wal★Mart's development plans anticipate the construction of a 206,000 square-foot Wal★Mart Supercenter and a 134,000 square foot Sam's Club discount warehouse. The proposed developments are expected to open in 2008. Smaller outparcels will also be developed on this site.

The location of the proposed Wal★Mart development is in an area known as the Creekside Town Center. The town center development is an integral part of the *Anchorage 2020 Plan*. Several studies evaluating land use and effects on traffic patterns have been performed in relation to the town center development. The results and recommendations of these studies are considered in this traffic study.



NORTHEAST ANCHORAGE WAL★MART

LOCATION AND VICINITY MAP

DATE:	OCT 2005
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FIGURE:	1

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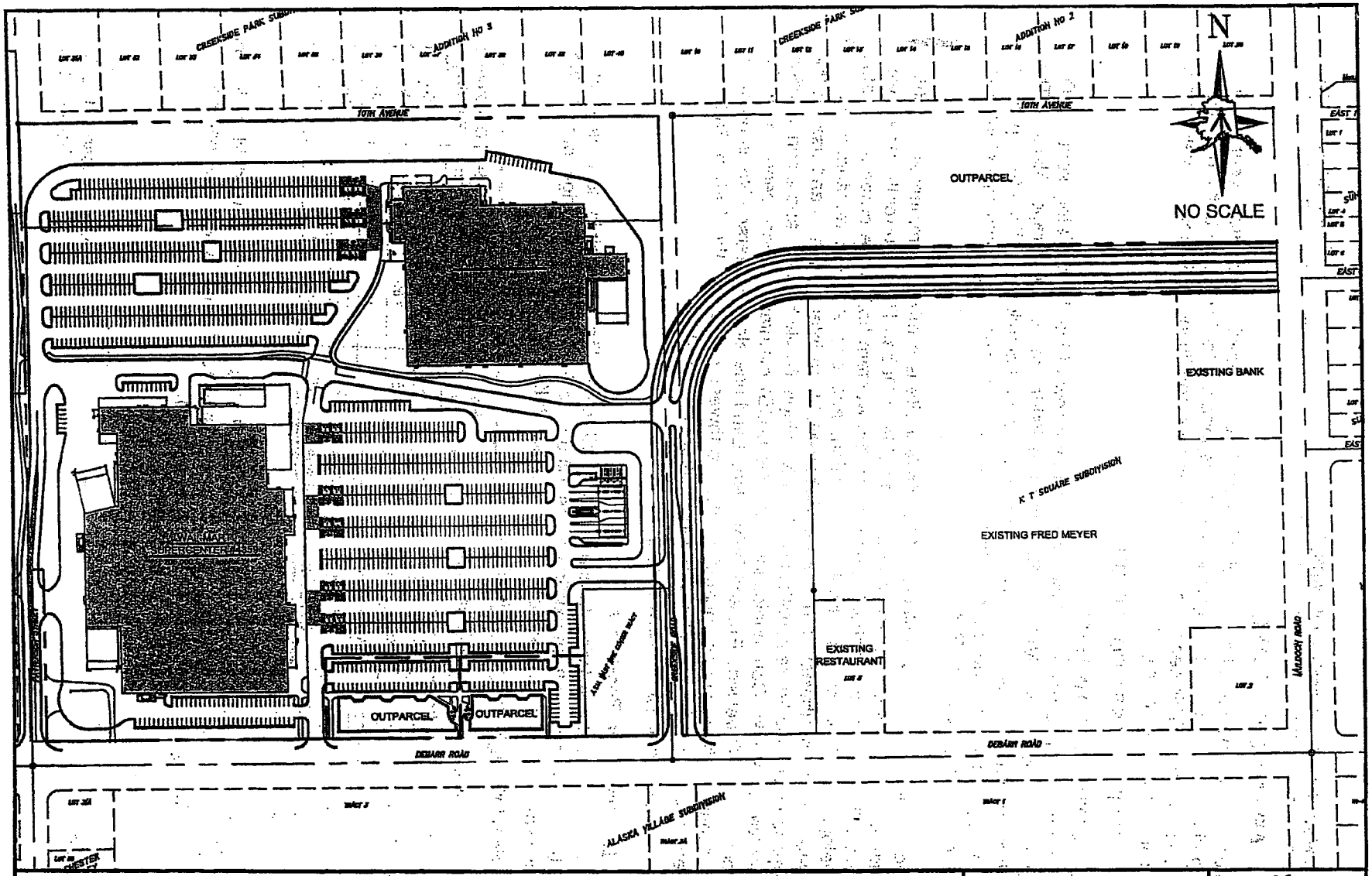

NORTHEAST ANCHORAGE WAL★MART

CONCEPTUAL SITE PLAN

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2.0 AREA CONDITIONS

Evaluating existing conditions provides a basis of comparison to future years. This comparison is based on existing land use, transportation facilities, and traffic operations in the site vicinity. This section outlines the existing conditions and known development plans in relation to the project.

2.1 EXISTING AREA CONDITIONS

2.1.1 LAND USE AND INTENSITY

The project site is a parcel of land bordered by a row of lots immediately south of Old Harbor Rd., Debarr Rd., Muldoon Rd., and Creekside Rd., in Anchorage, Alaska. The subject property, mostly vacant, is comprised of several smaller lots. The Municipality of Anchorage (MOA) zoning classification for this area is currently "Light Industrial" (I-1) and residential (R-2M and R-3).

Land use in the immediate vicinity of the project site is a mix of commercial/industrial, residential, and retail. Property on the south side of Debarr Rd. is currently vacant with construction of a middle school underway on the western half of the property. A retail development (Fred Meyer), bank, gas station, and one sit-down restaurant are all located on the northwest corner of the Debarr-Muldoon intersection. Land use on the proposed site includes residential housing (five single family houses) and a construction office/yard. Alaska Communication Services (ACS) maintains a wire center near the intersection of Creekside Rd. and Debarr Rd. Land use along Patterson Rd. is primarily residential with a church located in the northwest corner of the Debarr-Patterson intersection and a fire station located in the southeast corner.

2.1.2 TRANSPORTATION FACILITIES

- ***Existing Area Roadways***

A summary of the existing transportation facilities in the site vicinity is presented in Table 1. Site access from existing roads will be provided via a right-in/right-out (RI/RO) driveway on Debarr Rd. between Creekside and Patterson.

Table 1. Existing Transportation Facilities

Name	Classification	Cross Section	Speed (mph)	Sidewalks	Bicycle Lanes	On-Street Parking
Muldoon Road	Major Arterial	5-Lane	40	Yes	No	No
Debarr Road	Major Arterial	5-Lane	45	Yes	No	No
Patterson Road	Minor Arterial	2-Lane	25	No	No	No
12th Court*	Collector	2-Lane	25	Yes	No	No
Creekside Road*	Collector	2-Lane	25	No	No	No

* Currently serves as an access for Fred Meyer

Based upon discussions with ADOT&PF and MOA staff, the road network identified for analysis was separated into two parts – the existing road network, and the road network anticipated at the time of the store opening (2008).

Existing facilities identified for analysis include the following:

- Muldoon Road and 12th Court – signalized intersection
- Muldoon Road and Debarr Road – signalized 'T' intersection
- Debarr Road and Patterson Road – stop controlled intersection with driveways.

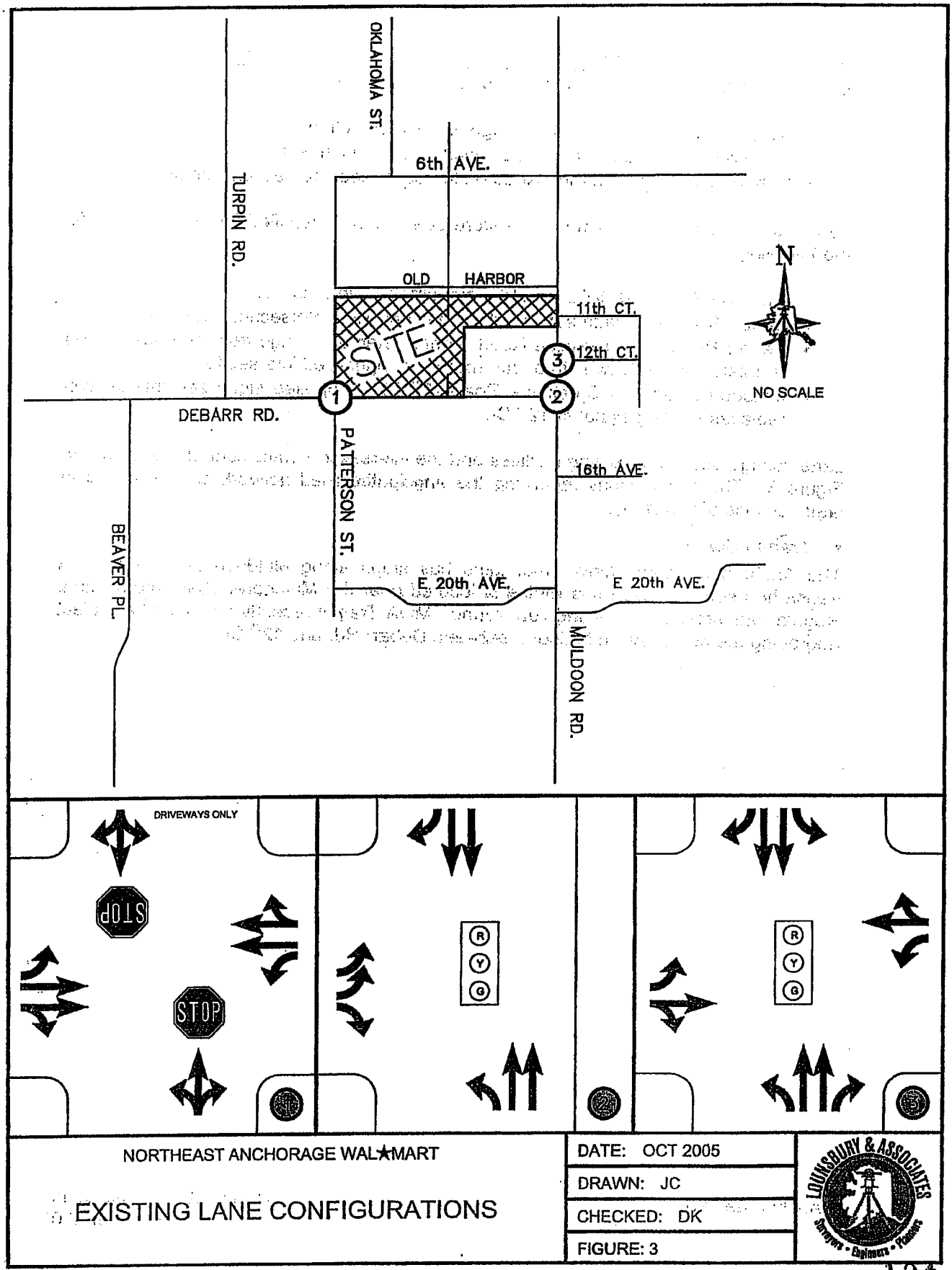
Facilities anticipated at the time of the store opening and identified for analysis include the following:

- Muldoon Road and Debarr Road – signalized 'T' intersection
- Debarr Road and Patterson Road – stop controlled intersection with driveways
- Debarr Road and Creekside Road – anticipated to change from an unsignalized 'T' intersection/driveway to a four approach, signalized intersection
- Muldoon Road and Creekside Road/11th Ct.– proposed signalized intersection replaces existing signal at 12th Ct.

Lane configurations for existing facilities and the intersection traffic control are shown on Figure 3. The assumptions regarding the anticipated road network are discussed in later sections of this study.

- ***Transit Service***

The Anchorage People Mover maintains bus stops along Muldoon and Debarr. A transit hub serving seven bus routes is located near the Muldoon-Debarr intersection. Regular bus service is provided year round. MOA Transit recently completed a project upgrading the bus stops on Muldoon between Debarr Rd. and 12th Ct.



NORTHEAST ANCHORAGE WAL★MART

EXISTING LANE CONFIGURATIONS

DATE:	OCT 2005
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FIGURE:	3

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- ***Pedestrian and Bicycle Facilities***

Sidewalks exist on Muldoon Rd. and Debarr Rd. The ADOT&PF is currently working on a project to upgrade pedestrian amenities along the Muldoon Rd. corridor. Improvements include new sidewalks, ADA compliant curb ramps at intersections, and landscaping. There are no dedicated bicycle facilities in the project area.

- ***Existing Traffic Volumes and Peak Hour Conditions***

Effects on traffic conditions and the resulting design requirements are determined by analyzing peak traffic conditions generated by a development. The relationship between the peaking characteristics of the adjacent road network and those of the development are critical to this analysis. The time period that should be analyzed is that in which the combination of site-generated traffic and adjacent street traffic is at its maximum. This period is defined as the critical period.

Turning movement counts were conducted during August of 2005, at the three existing intersections identified for analysis. These counts were taken during the weekday evening peak period (1600-1800). Based on these counts, the greatest traffic demands on the surrounding road network occur during the p.m. peak hour. The peak hour for each intersection is shown in Table 2. Traffic counts used in this analysis are provided in Appendix A.

Table 2. Intersection Peak Hour

Intersection	Date/Time Counted	Peak Hour
Muldoon & Debarr	8/3/2005 1600 – 1800	1700 – 1800
Muldoon & 12th Court	8/4/2005 1600 – 1800	1700 – 1800
Debarr & Patterson	8/3/2005 1600 – 1800	1700 – 1800

Counts taken over continuous twenty-four hour periods over the course of several days were also obtained from ADOT&PF. Analysis of the weekend counts showed that peak hour conditions combined with anticipated development traffic do not exceed weekday p.m. peak hour traffic volumes. Therefore, the critical period occurs during the weekday p.m. peak hour.

Level Of Service Analysis

Current traffic operations at the study intersections were evaluated to determine existing roadway capacity. A Level-of-Service (LOS) analysis was used to assess traffic operations. The LOS analyses, as described in this report, were performed in accordance with the procedures stated in the *Highway Capacity Manual (2000 Update).*

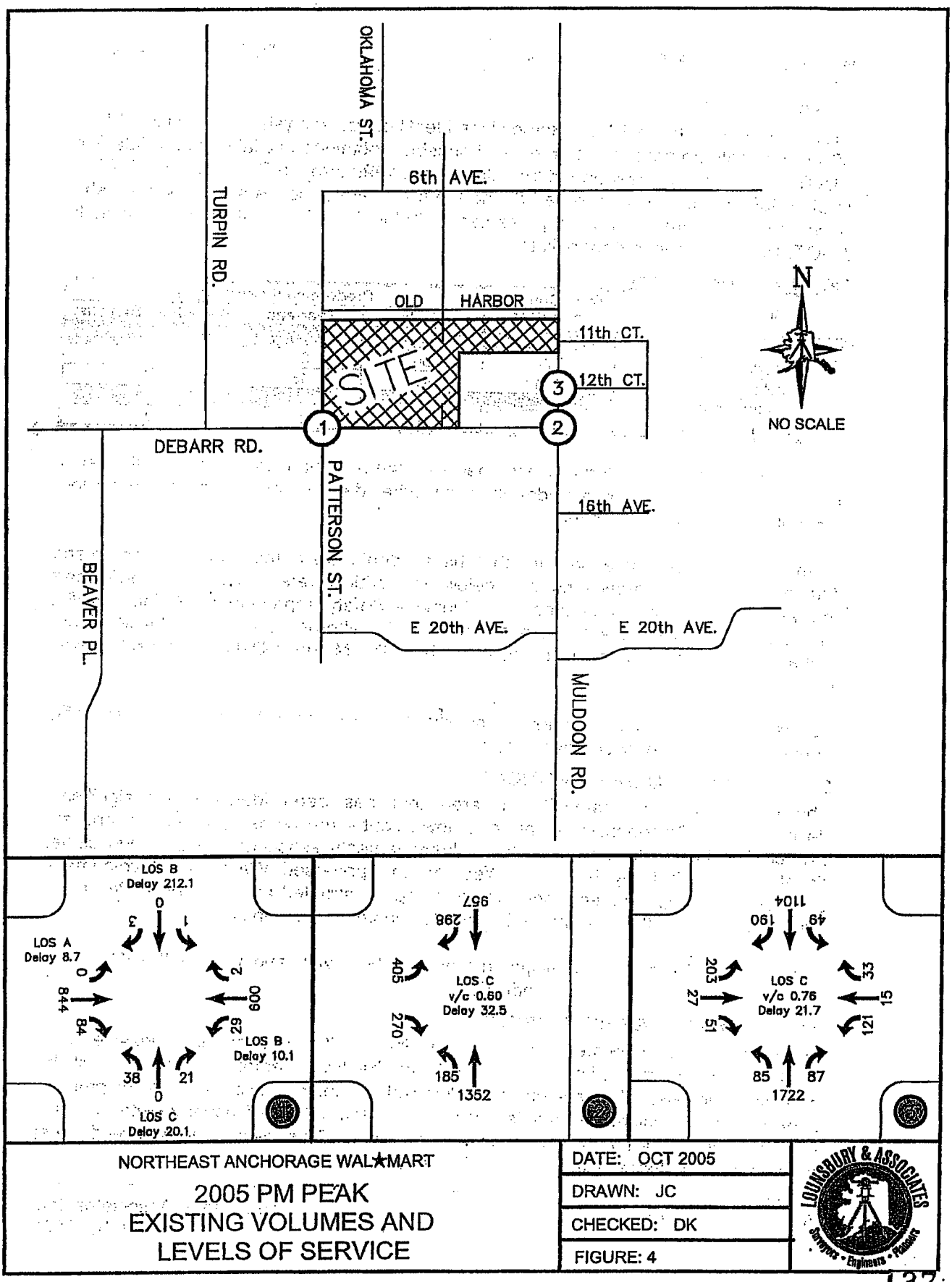
Although the grades of LOS are universally applicable to qualify traffic operations at both signalized and unsignalized intersections, the level of service criteria for unsignalized intersections are somewhat different than the criteria used for signalized intersections. A description of level of service and the criteria by which they are determined is presented in Appendix B.

The peak 15-minute flow rate during the weekday p.m. peak hour was used in the evaluation of all intersection levels of service. This ensures that the analysis is based on a reasonable, worst-case scenario. The analyses reflect conditions that are likely only to occur for 15 minutes out of each average weekday. Traffic conditions during all other weekday periods and throughout the weekend will likely operate under better conditions than those described in this report.

Peak hour traffic volumes and levels of service for the existing intersections during the weekday p.m. peak hour are shown in Figure 4. The volume/capacity ratio (v/c), average delay, and corresponding LOS are shown for the signalized intersections. The critical approach, average delay of the critical approach, and corresponding level of service are shown for the unsignalized intersections. As shown, all intersections currently operate at an acceptable level of service. Appendix C contains existing conditions level of service worksheets.

Analysis of the signalized intersections, Muldoon-Debarr and Muldoon-12th Ct., determined that, at present, both intersections operate at acceptable levels of service (LOS C) during the peak hour.

Analysis of the unsignalized intersection, Debarr-Patterson, determined that, at present, the eastbound/westbound movements operate at acceptable levels of service. The northbound approach also operates at an acceptable level of service during the peak hour.



NORTHEAST ANCHORAGE WAL★MART

2005 PM PEAK EXISTING VOLUMES AND LEVELS OF SERVICE

DATE: OCT 2005

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FIGURE: 4

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- ***Traffic Safety***

Crash histories of the existing intersections identified for analysis were reviewed in an effort to identify potential safety issues. Lounsbury obtained available crash data from ADOT&PF for the five-year period from January 1, 1999 through December 31, 2003. A total of 339 crashes were recorded during the five year period. A summary of crashes occurring in the project area is presented in Table 3. The crash data provided by ADOT&PF is included in Appendix D.

Table 3. Summary of Crashes

Intersection	Total Crashes 1999-2003	Predominant Crash Type		
		Angle	Rear-end	Pedestrian/Bicyclist
Signalized				
Muldoon-Debarr	179	56	83	11
Muldoon-12th Ct.	104	42	48	3
Unsignalized				
Debarr-Patterson	27	16	5	0

More crashes occurred during December and January than any other month. Also, more crashes occurred on a Friday than any other day. Of all the crashes recorded, alcohol was a factor in 29 of them.

A review of the crash data indicated that the accident rates at the Debarr-Patterson and Muldoon-12th Ct. intersections are below the critical rate. The Muldoon-Debarr intersection has been nominated as a highway Safety improvement Project (HSIP). This HSIP project will identify and address crash patterns occurring at the Muldoon-Debarr intersection. As such, crash analysis at the Muldoon-Debarr intersection was not performed.

Accident rates are not expected to significantly increase with the additional traffic generated by the proposed development.

2.2 PLANNED AREA CONDITIONS

The project site is located in an area that has been identified for significant development. Development plans for a town center are currently underway and are expected to be in place in the future. Improvements associated to the town center development will likely have an effect on the proposed Wal★Mart development. Several of the improvements are already being constructed and are anticipated to be fully operational by the time the Wal★Mart development is completed.

A schematic showing the anticipated land use both with and without the Wal★Mart development is included in Appendix E.

2.2.1 PLANNED AREA DEVELOPMENT

The proposed site is located in an area described by the MOA as the Creekside Town Center. One of the primary focal points of the town center development will be pedestrian access. The development will include pedestrian accessible developments, service related businesses, residential areas, restaurants, and governmental facilities such as a school, a library, and a community center. This town center will be the first town center development to be built in Anchorage.

- ***Planned Land Use***

Currently, plans for the town center show mixed development focusing on pedestrian access. Planned land use includes residential, commercial, recreational and institutional facilities. A schedule outlining construction dates for the town center development has yet to be determined.

Construction of a bank, not related to the Wal★Mart development, is proposed at the Debarr-Creekside intersection. At the time of this study, the bank's opening date is unknown. Creekside Middle School, included in the Creekside Town Center plan, is also under construction with a planned opening in 2007.

2.2.2 PLANNED TRANSPORTATION FACILITIES

- ***Planned Area Roadways***

Previous studies have evaluated future land use and the effects on traffic patterns. In addition, these studies have recommended improvements to the road network. Road improvements recommended in previous studies and considered in this study include the following:

- Extend Creekside Road. Within the Creekside Town Center development, the town center plan is to extend Creekside Rd. both to the north and south of Debarr Rd. The new Creekside Rd. alignment will curve east to intersect Muldoon Rd. near 16th Ave. (south of Debarr Rd.) and 11th Ct. (north of Debarr Rd.). The southern portion will be constructed in conjunction with the middle school construction. The northern portion will be developed as the property north of Debarr is developed.
- Construct a new traffic signal at the Muldoon-Creekside/16th Ave. intersection.
- Construct a new traffic signal at the Debarr-Creekside intersection.
- Remove the Muldoon-12th Court traffic signal and construct a new signal at the Muldoon-11th Ct. intersection. Discussions with ADOT&PF staff indicate that the removal of the Muldoon-12th Ct. signal and construction of the Muldoon-Creekside/11th Ct. signal will occur as the northern portion of Creekside is developed. In addition to the new signal, signal operations and intersection geometry will be similar to the existing Muldoon-12th Ct. intersection conditions.
- Construct an additional left-turn lane on Debarr at the Muldoon-Debarr intersection and adjust the signal timing.

- ***Future Transit Improvements***

New transit hub facilities are planned in the project area. These improvements include a permanent satellite hub and new stops. Locations of these transit facilities are not fully identified and are dependent on the town center development. Transit hub and bus stop related amenities will include shelters, benches, and lighting.

- ***Future Pedestrian and Bicycle Facilities***

As stated previously, one of the primary goals of the town center development is pedestrian access. Plans include both sidewalks and bike trails within the town center and connecting to existing facilities.

3.0 TRAFFIC IMPACT ANALYSIS

This traffic impact analysis focuses on how the study intersections will operate once the proposed Wal★Mart development is constructed. Effects of traffic generated by the project are analyzed as follows:

- Identifying and reviewing planned developments and transportation improvements in the site vicinity.
- Preparing a basis of comparison using peak hour estimates for 2008 and 2018 conditions without site development (referred to as "background" traffic).
- Estimating weekday p.m. peak period trips generated by the site.
- Developing a trip distribution pattern through a review of average annual daily traffic volumes (AADT), turning-movement counts, distribution patterns of similar developments, anticipated trade area, and distribution patterns used by the AMATS model, and previous study recommendations.
- Developing projected traffic volumes, consisting of site-generated traffic volumes plus background traffic (nonsite) volumes, for each intersection during the weekday p.m. peak hour.
- Evaluating traffic operations in terms of levels of service for both background and total traffic conditions.

The following sections present the results of the methodology summarized above.

3.1 BACKGROUND TRAFFIC CONDITIONS

The background traffic analysis identifies how the study area's transportation system will operate in future years. This analysis includes traffic growth resulting from development within the study area and from general growth in the region, but does not include traffic generated by the proposed Wal★Mart development.

Alaska Administrative Code requires this analysis adequately plan for future traffic volumes expected to occur in the design year. Per 17 AAC 10.990, the design year is defined as ten years after the opening date of a development. The Wal★Mart development is anticipated to open in 2008. Therefore, 2018 is designated as the design year for this project site.

Background traffic conditions were developed for two scenarios – Partial Town Center Build (Partial Build) and Full Town Center Build (Full Build). The Partial Build scenario assumes that developments, improvements, and traffic volumes in the area are associated only with the middle school development. The Full Build scenario assumes that developments, improvements, and traffic volumes in the area are associated with the town center fully developed south of Debarr. The Full Build scenario relies on the traffic forecasts, distribution, and analysis performed in the *Creekside Town Center Concept Level Traffic Study (CTC Study)*.

3.1.1 PLANNED DEVELOPMENTS AND TRANSPORTATION IMPROVEMENTS

Current development plans anticipate initial construction of a 206,000 square foot Wal★Mart supercenter, a 134,000 square foot Sam's Club discount warehouse, and several outparcels. Improvements to the road network associated with the Wal★Mart development include extending Patterson Rd. to the north, constructing a right-in/right-

out (RIRO) driveway between Creekside and Patterson, and extending Creekside Rd. to the north.

Other planned developments and transportation improvements associated with the town center are described in Section 2.2.

3.1.2 PARTIAL BUILD – FUTURE TRAFFIC VOLUMES

Background traffic volumes were developed for the anticipated opening year of the Wal★Mart development (2008) and a future design year (2018). ADOT&PF and MOA staff recommended reviewing two AMATS models – one with the Glenn Highway to Seward Highway connection and one without the Glenn Highway to Seward Highway connection. In addition, historical growth and growth determined by previous studies were considered in determining background traffic volumes.

A comparison of current and AMATS projected traffic volumes was performed to determine the effects each AMATS model had on the surrounding road network. As shown in Table 4, the AMATS model projects little to no growth on Muldoon with current volumes generally exceeding projected volumes. Debarr traffic volumes are projected to grow at an average annual rate of approximately 1.0%.

Table 4. Historical vs. AMATS Projected Traffic Volumes

Road Segment	2003 Historical	AMATS Model: No Connection		AMATS Model: With Connection	
		2013	2025	2013	2025
Muldoon-North of Debarr	33850	29280	34997	24960	28743
Muldoon-South of Debarr	36180	29662	33923	25820	29099
Debarr-Muldoon to Creekside	15872	16200	17611	16291	17367
Debarr-Creekside to Patterson	15872	17544	19353	16291	17367
Debarr-Patterson to Turpin	17790	20488	21705	19170	19588

Traffic projections were also determined from a review of historical data. Based on available historic traffic volumes, future traffic volumes are anticipated to grow at an average annual rate of 1.5% on Muldoon and 2.0% on Debarr.

Previous studies have projected traffic volumes that have been reviewed and accepted by both the MOA and ADOT&PF. The *CTC Study* indicates that traffic volumes will grow at an average annual rate of 0.5% on Muldoon and 1.5% on Debarr. Since the peak hour of the new middle school does not coincide with the peak hour of the proposed Wal★Mart development, traffic projections performed in conjunction with the school were reviewed but not included in this analysis

Background traffic volumes were calculated using the growth rates from the *CTC Study*. These growth rates provide a balance between the historical and AMATS model traffic volumes. Traffic volumes for both 2008 and 2018 were calculated with an applied growth rate of 0.5% for Muldoon and 1.5% for Debarr. These are the traffic volumes forecasted to occur without the proposed development.

Background traffic volumes are generally calculated for the existing road network. However, the southern portion of Creekside Rd. is expected to be fully constructed by 2008 in conjunction with the middle school development. In addition to constructing

Creekside Rd., traffic signals will also be constructed at the Muldoon-Creekside/16th Ave. and Debarr-Creekside intersections. These changes will affect traffic patterns at the Muldoon-Debarr intersection. This study assumes the following will occur in relation to the road network changes:

- Northbound Muldoon traffic currently turning left at Debarr – 60% will turn left at Creekside, 40% will turn left at Debarr.
- Eastbound Debarr traffic normally turning right at Muldoon – 50% will turn at Creekside, 50% will turn at Debarr.
- At the Debarr-Creekside intersection – Creekside lane configurations will consist of a northbound shared through-right and an exclusive northbound left, southbound shared through-right, and an exclusive southbound left; Debarr lane configurations will consist of an eastbound through, shared through-right, and an exclusive left-turn lane; a westbound through, shared through-right, and an exclusive left-turn lane.
- The traffic signal at Debarr-Creekside will attract some traffic that would normally enter/exit the Fred Meyer site from a different entrance/exit.

Signal timings at the Debarr-Creekside intersection have yet to be determined. Therefore, for purposes of this study, this signal was analyzed with a cycle length equal to that of the Muldoon-Debarr signal (160 seconds).

The northern leg of the Debarr-Patterson intersection consists of two driveways. Growth is not expected to occur on this leg. Therefore, traffic on the north leg of Patterson was considered negligible for the background traffic analysis.

3.1.3 Partial Build – Level Of Service Analysis

An operational analysis was conducted at each intersection using the weekday p.m. peak hour turning movement volumes shown in Figures 5 and 6 to determine the 2008 and 2018 background traffic levels of service respectively. An acceptable level of service is defined as LOS D or higher. A summary of the level of service analysis results for each intersection is shown in Table 5.

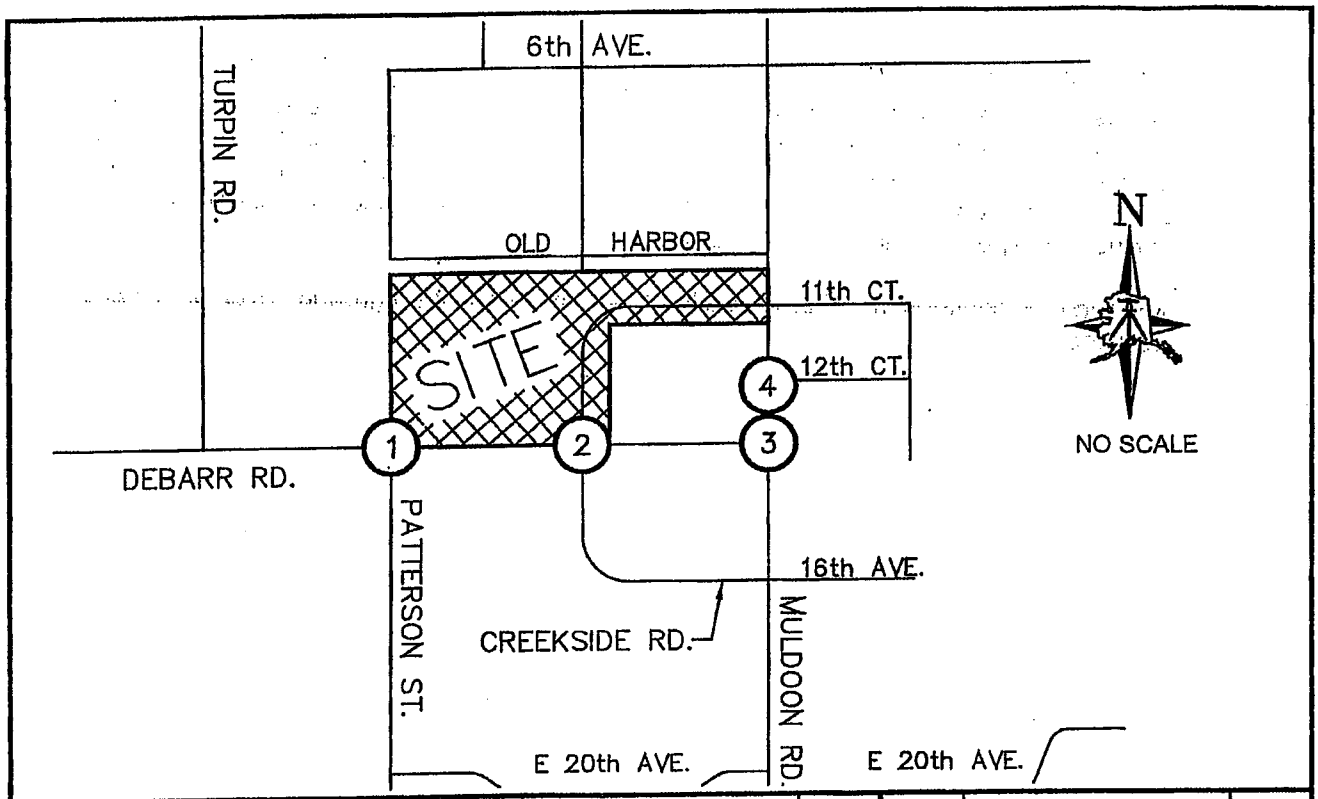
Table 5. Partial Build – 2008 and 2018 Background Traffic Peak Hour Level of Service

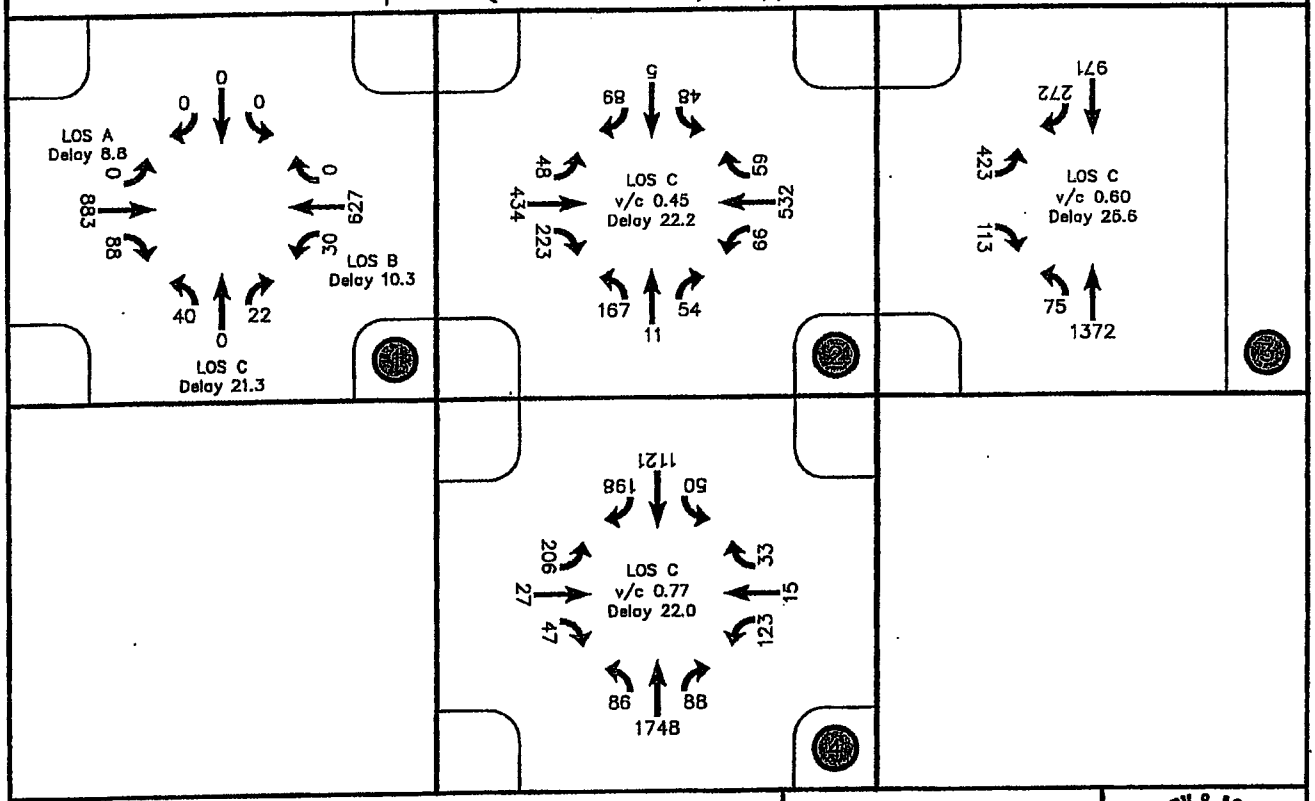
Intersection	2008 Background Conditions		2018 Background Conditions	
	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
Signalized				
Muldoon-Debarr	25.6	C	28.1	C
Muldoon-12th	22.0	C	22.2	C
Debarr-Creekside	22.2	C	24.3	C
Unsignalized				
Debarr-Patterson NB	21.3	C	27.4	D
Debarr-Patterson EBL	8.8	A	9.1	A
Debarr-Patterson WBL	10.3	B	11.2	B

As shown in Table 5, the operational analyses determined that all the signalized intersections are expected to operate within acceptable levels of service during the peak hour in both 2008 and 2018.

Analyses of the unsignalized intersection, Debarr and Patterson, determined that the northbound approaches will operate at LOS C in 2008 and LOS D in 2018; the eastbound approach will operate at LOS A in both 2008 and 2018; and the westbound approach will operate at LOS B in both 2008 and 2018. At this intersection the northbound approach is the critical approach.

Appendix F contains the Partial Build 2008 and 2018 background level of service worksheets.





NORTHEAST ANCHORAGE WAL★MART

2008 PARTIAL BUILD BACKGROUND TRAFFIC CONDITIONS PM PEAK HOUR

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FIGURE:	5

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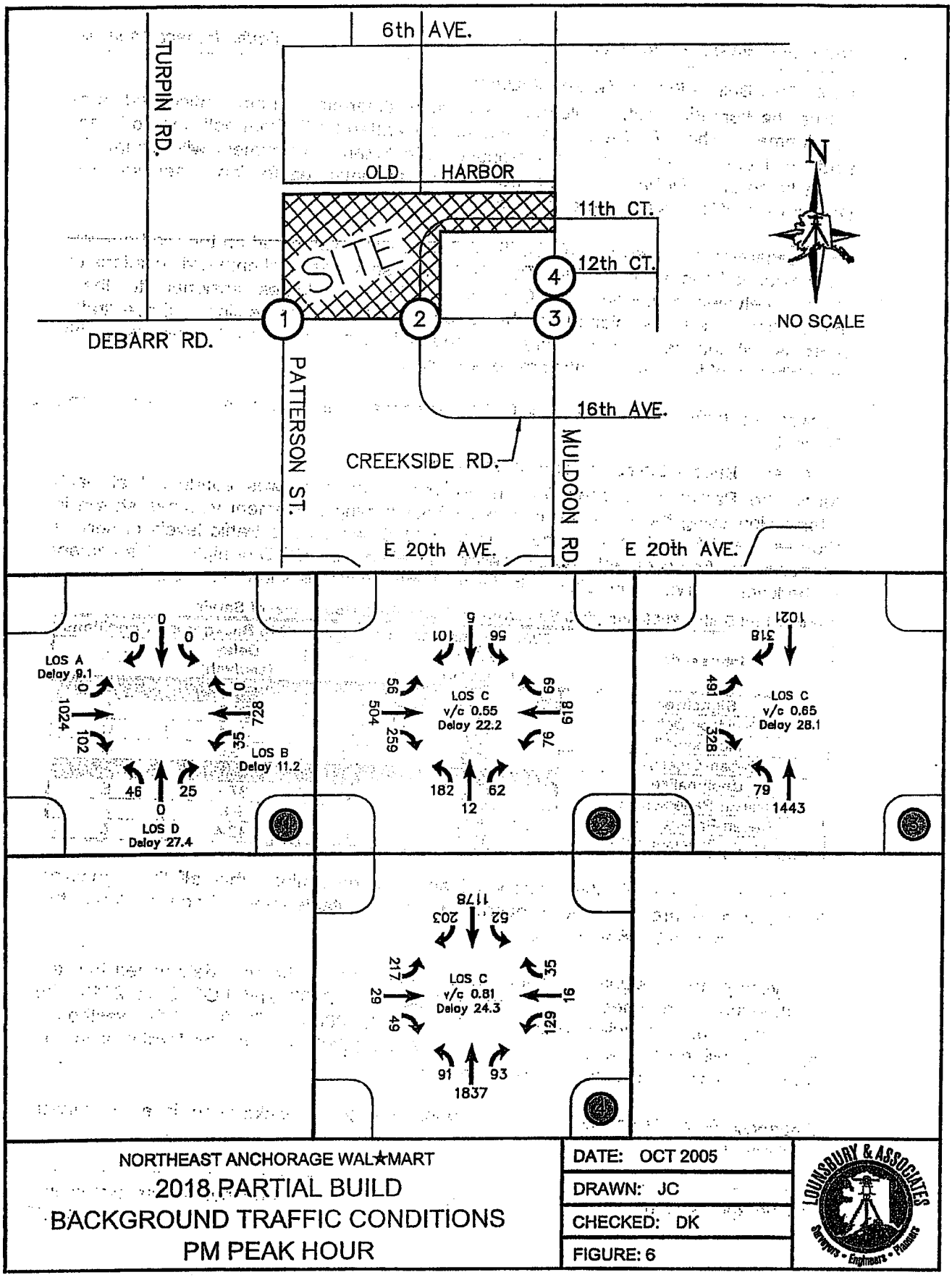

NORTHEAST ANCHORAGE WAL★MART

2018 PARTIAL BUILD BACKGROUND TRAFFIC CONDITIONS PM PEAK HOUR

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FIGURE:	6

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3.1.4 Full Build – Future Traffic Volumes

Future background traffic volumes were also determined from anticipated area development. The *CTC Study* estimated site generated traffic from both the north and south of Debarr Road. Since the proposed Wal★Mart development will occupy the property north of Debarr, only the traffic volumes estimated for land uses south of Debarr were utilized as background traffic.

Trips generated by developments south of Debarr were distributed on the road network anticipated to be in place in 2008. The *CTC Study* shows several entry/exit locations on Debarr between Muldoon and Creekside. Traffic volumes assigned to these intersections were reassigned to the Debarr-Creekside intersection. Since traffic patterns will change as more entry/exit opportunities are provided, the results of this redistribution of forecasted traffic are conservative.

Background traffic volumes for the Full Build scenario are presented in Figure 7 and Figure 8.

3.1.5 Full Build – Level Of Service Analysis

As in the Partial Build scenario, an operational analysis was conducted at each intersection using the weekday p.m. peak hour turning movement volumes shown in Figures 7 and 8 to determine the 2008 and 2018 background traffic levels of service respectively. An acceptable level of service is defined as LOS D or higher. A summary of the level of service analysis results for each intersection is shown in Table 6.

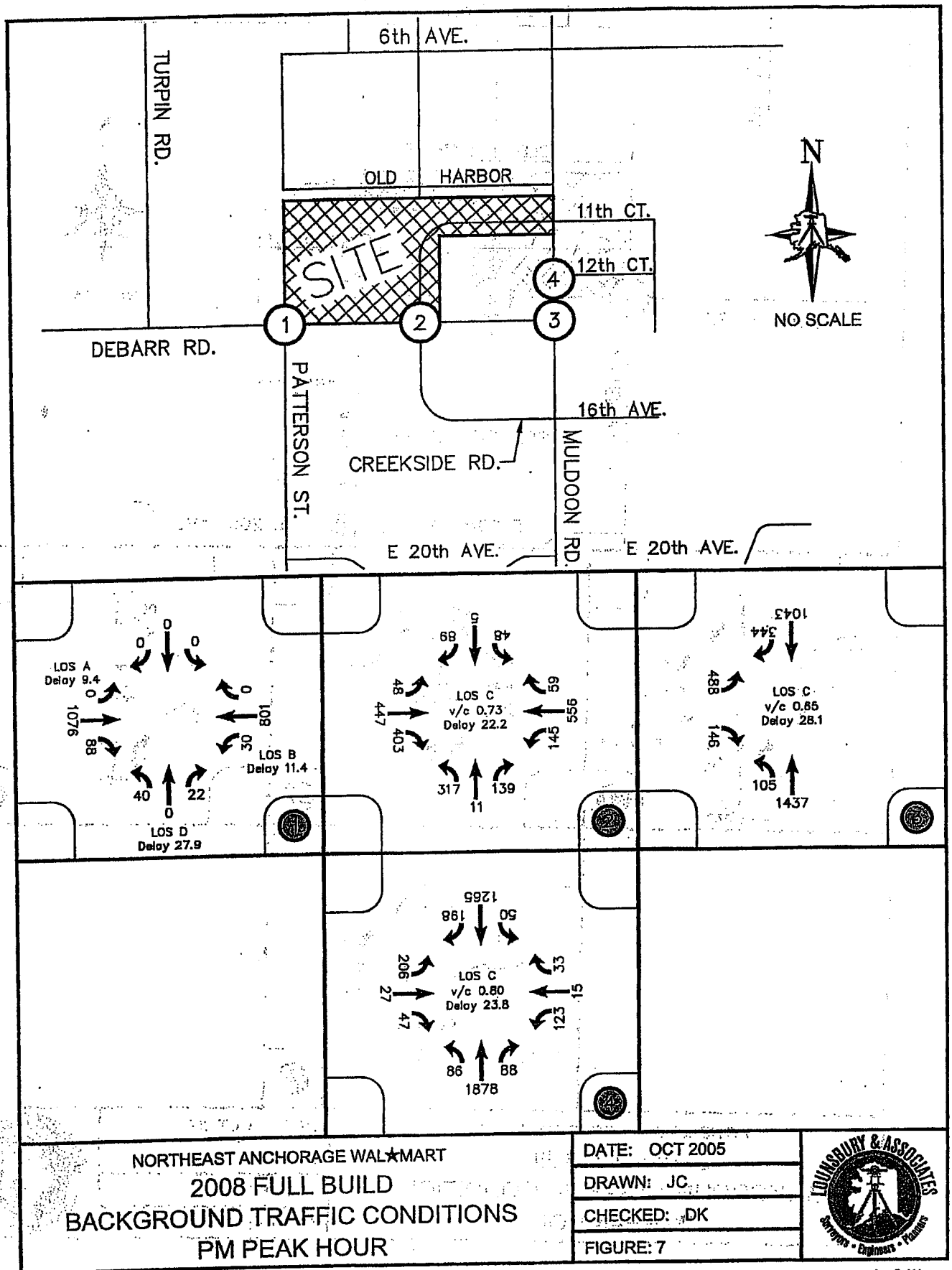
Table 6. Full Build - 2008 and 2018 Background Traffic Peak Hour Level of Service

Intersection	2008 Background Conditions		2018 Background Conditions	
	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
Signalized				
Muldoon-Debarr	28.1	C	29.7	C
Muldoon-12th	23.8	C	26.4	C
Debarr-Creekside	22.2	C	23.6	C
Unsignalized				
Debarr-Patterson NB	27.9	D	37.7	E
Debarr-Patterson EBL	9.4	A	9.8	A
Debarr-Patterson WBL	11.4	B	12.4	B

As shown in Table 6, the operational analyses determined that all the signalized intersections of are expected to operate within acceptable levels of service during the peak hour in both 2008 and 2018.

Analyses of the unsignalized intersection, Debarr and Patterson, determined that the northbound approaches will operate at LOS D in 2008 and LOS E in 2018; the eastbound approach will operate at LOS A in both 2008 and 2018; and the westbound approach will operate at LOS B in both 2008 and 2018. As with the Partial Build, the northbound approach is the critical approach.

Appendix G contains the Full Build 2008 and 2018 background level of service worksheets.



NORTHEAST ANCHORAGE WAL★MART

2008 FULL BUILD

BACKGROUND TRAFFIC CONDITIONS

PM PEAK HOUR

DATE: OCT 2005

DRAWN: JC

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FIGURE: 7

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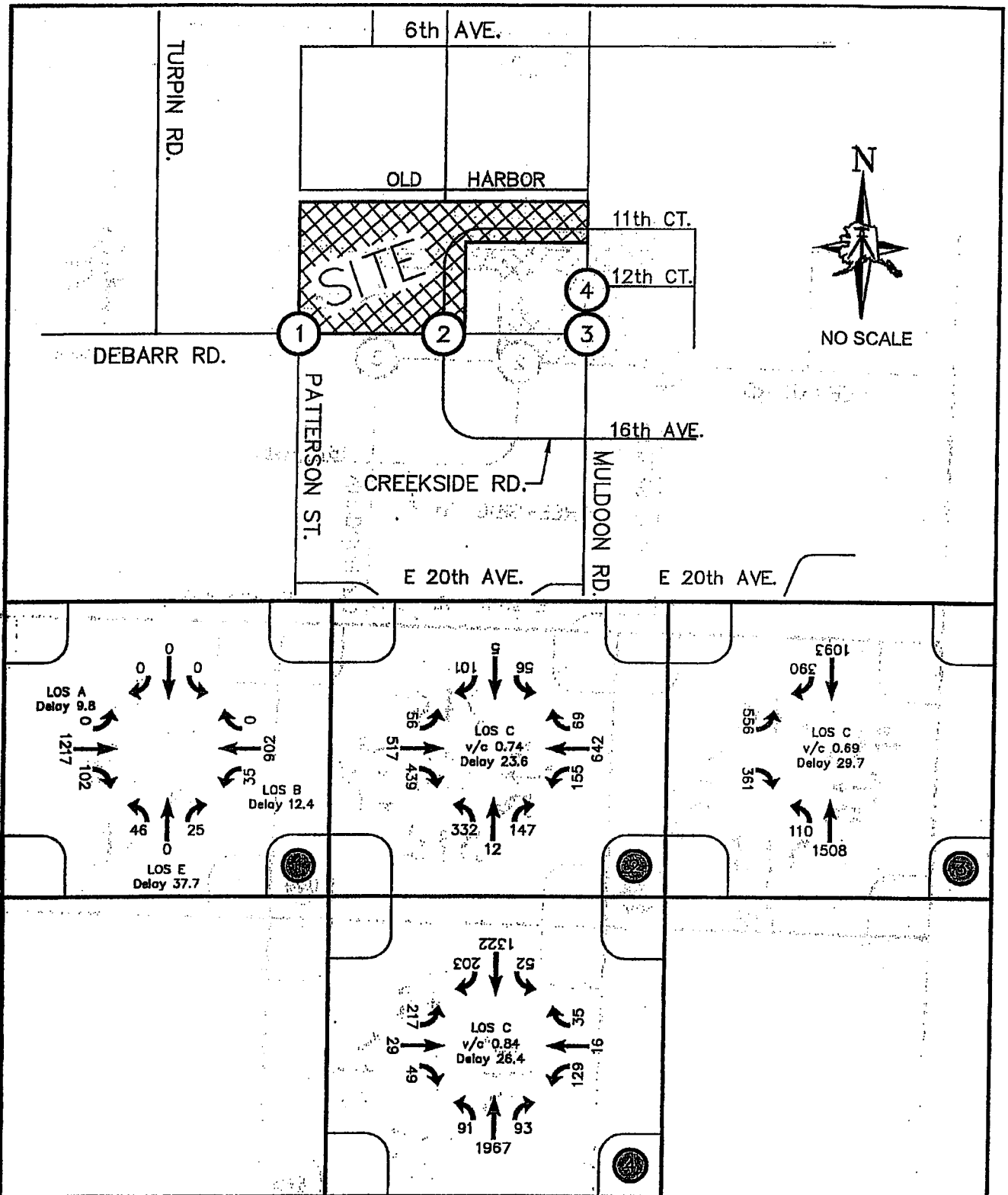

NORTHEAST ANCHORAGE WAL★MART

2018 FULL BUILD

BACKGROUND TRAFFIC CONDITIONS

PM PEAK HOUR

DATE:	OCT 2005
DRAWN:	JC
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FIGURE:	8

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3.2 TRIP GENERATION

An estimate of weekday p.m. peak hour vehicle trips for the proposed land use was developed from empirical observations made at existing Anchorage Wal★Mart stores. Observations based on similar facilities are summarized in the standard reference *Trip Generation Manual,* 6th Edition, published by the Institute of Transportation Engineers (ITE) (1997). By comparison, the existing Anchorage Wal★Mart stores generate more traffic on average than similar facilities included in the ITE studies. As such, a greater number of trips (6.0 trips per 1,000 square feet of building space) was applied to the proposed Wal★Mart store than is proposed by ITE (5.21 trips per 1,000 square feet of building space). Trip generation rates for Sam's Club and outparcel developments were obtained from ITE's published trip generation rates.

Site-generated traffic is divided into four basic trip types:

1. *Pass-by Trips* - These trips currently exist on the roadways that provide primary access to the facility and are being made for some purpose other than visiting the facility (for example, a trip from home to work). Pass-by trips do not result in any increase in background traffic volumes within the study area. Typically, the only effect of pass-by trips occurs at the site driveways, where they become turning movements. ITE published values, when available, were used as a basis of assigning pass-by trip reductions.

2. *Internal Trips* - These trips are generated by other facilities at the proposed development. Consequently, trips are combined into one joint trip to the development. These trips do not represent additional trips on the surrounding transportation system. An internal trip reduction of 10% was assumed for all land uses except for the proposed gas station, where a 40% reduction was assumed.

3. *Diverted Trips* - These trips are currently being drawn to other commercial activities that compete with the proposed facility, but are redirected to the new facility when it opens. This redirection usually occurs because of an improvement in convenience and proximity for the affected drivers. Diverted trips will result in an increase in traffic volumes within the immediate site vicinity, but will also result in a decrease in traffic volumes at other locations within the area (i.e., in areas where drivers previously shopped or ate). For this reason, this component of the total generated demand causes no change in the total number of vehicle trips in the area, even though it may add to the number of trips in the immediate vicinity. Another benefit is that, by diverting, these trips often cause a net reduction in total vehicle miles traveled on the area-wide transportation system. This study does not assume a reduction due to diverted trips.

4. *New Trips* - These trips would not have been made without the existence of the proposed facility. Therefore, this is the only trip type that results in a net increase in the total number of trips made in the area. The number of new trips is based on estimated site generated traffic. These are also the only trips that represent additional vehicle miles of travel on the transportation system.

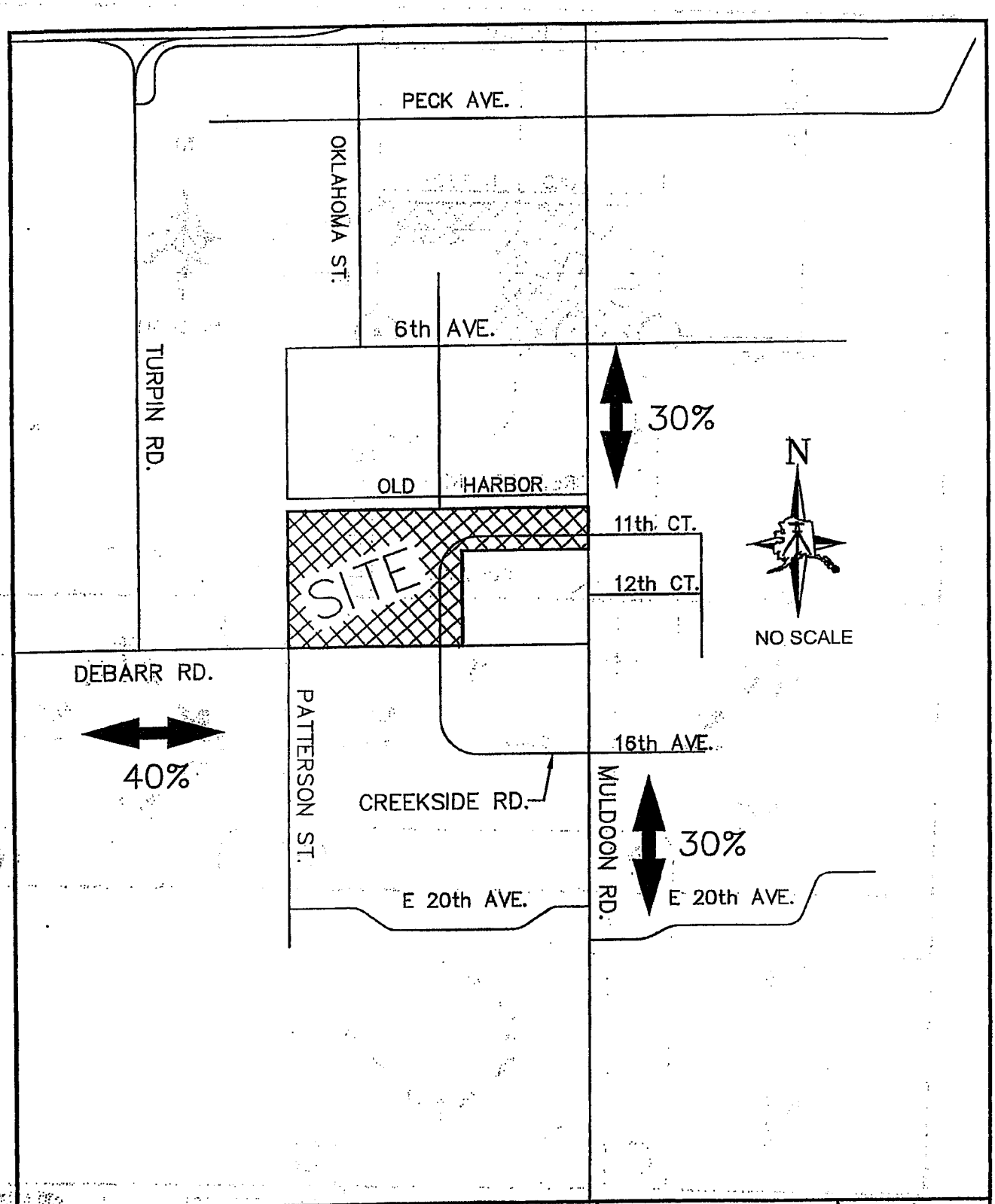
A summary of the forecasted weekday p.m. peak hour trip generation characteristics of the proposed development is shown in Table 7. As shown, approximately 2,340 trips will be generated during the weekday p.m. peak hour. Approximately 234 of the generated trips are classified as internal trips and 529 as pass-by trips. The remaining peak hour trips (1,577) are considered to be new trips imposed on the surrounding transportation system.

Table 7. Estimated Trip Generation

LAND USE		Size	Trips	PM Peak Hour		
Code	Description			Total	In	Out
813	WAL★MART SUPERCENTER *- Internal Trips (10%)* *- Pass-by trips (30%)*	206,000 Square Feet	1,236 (124) (334)	778	381	397
861	SAM'S CLUB *- Internal Trips (10%)* *- Pass-by trips (10%)*	134,000 Square Feet	670 (67) (60)	543	272	271
868	BOOK STORE *- Internal Trips (10%)* *- Pass-by trips (10%)*	6,500 Square Feet	46 (5) (4)	37	19	18
879	ARTS AND CRAFTS STORE *- Internal Trips (10%)* *- Pass-by trips (30%)*	9,000 Square Feet	54 (5) (5)	44	21	23
896	VIDEO RENTAL STORE *- Internal Trips (10%)* *- Pass-by trips (10%)*	5,000 Square Feet	70 (7) (13)	50	23	27
932	HIGH TURNOVER (SIT-DOWN) RESTAURANT *- Internal Trips (10%)* *- Pass-by trips (40%)*	3,000 Square Feet	33 (3) (12)	18	11	7
933	FAST FOOD RESTAURANT W/OUT DRIVE-THROUGH WINDOW *- Internal Trips (10%)* *- Pass-by trips (30%)*	1,500 Square Feet	39 (4) (11)	25	13	12
944	GAS STATION *- Internal Trips (10%)* *- Pass-by trips (60%)*	12 Fueling Positions	168 (17) (91)	60	31	30
230	RESIDENTIAL CONDOMINIUM/TOWNHOUSE *- Internal Trips (10%)* *- Pass-by trips (0%)*	48 Dwelling Units	24 (2) (0)	22	14	7
			NET NEW TRIPS	*1,577*	*785*	*792*

3.3 TRIP DISTRIBUTION

A trip distribution pattern was developed through a review of average annual daily traffic volumes (AADT), turning-movement counts, distribution patterns of similar developments, the anticipated trade area, and distributions established in previous studies. The estimated trip distribution is shown in Figure 9. Site-generated traffic assignments for the weekday p.m. peak hour at the study intersections are shown in Figure 10.



NORTHEAST ANCHORAGE WAL★MART

ESTIMATED TRIP DISTRIBUTIONS

DATE:	OCT 2005
DRAWN:	JC
CHECKED:	DK
FIGURE:	9

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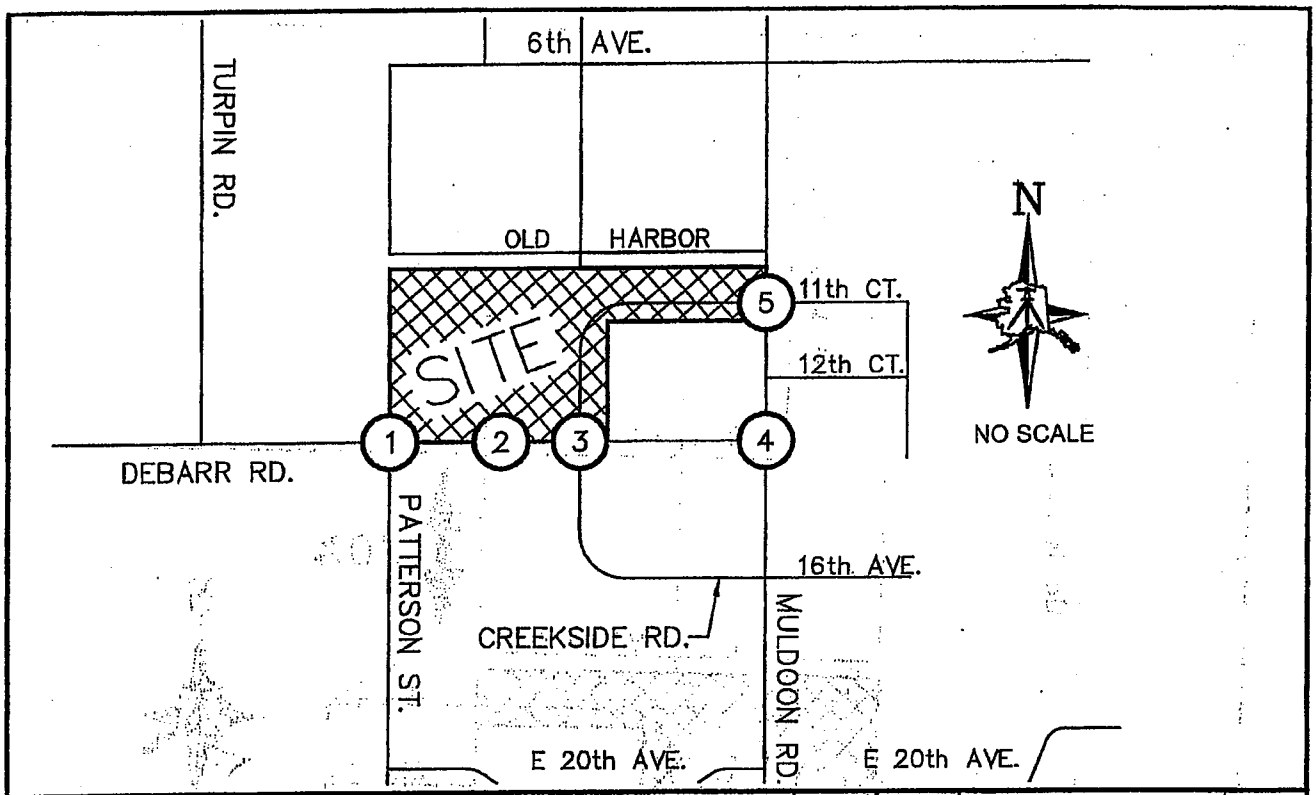

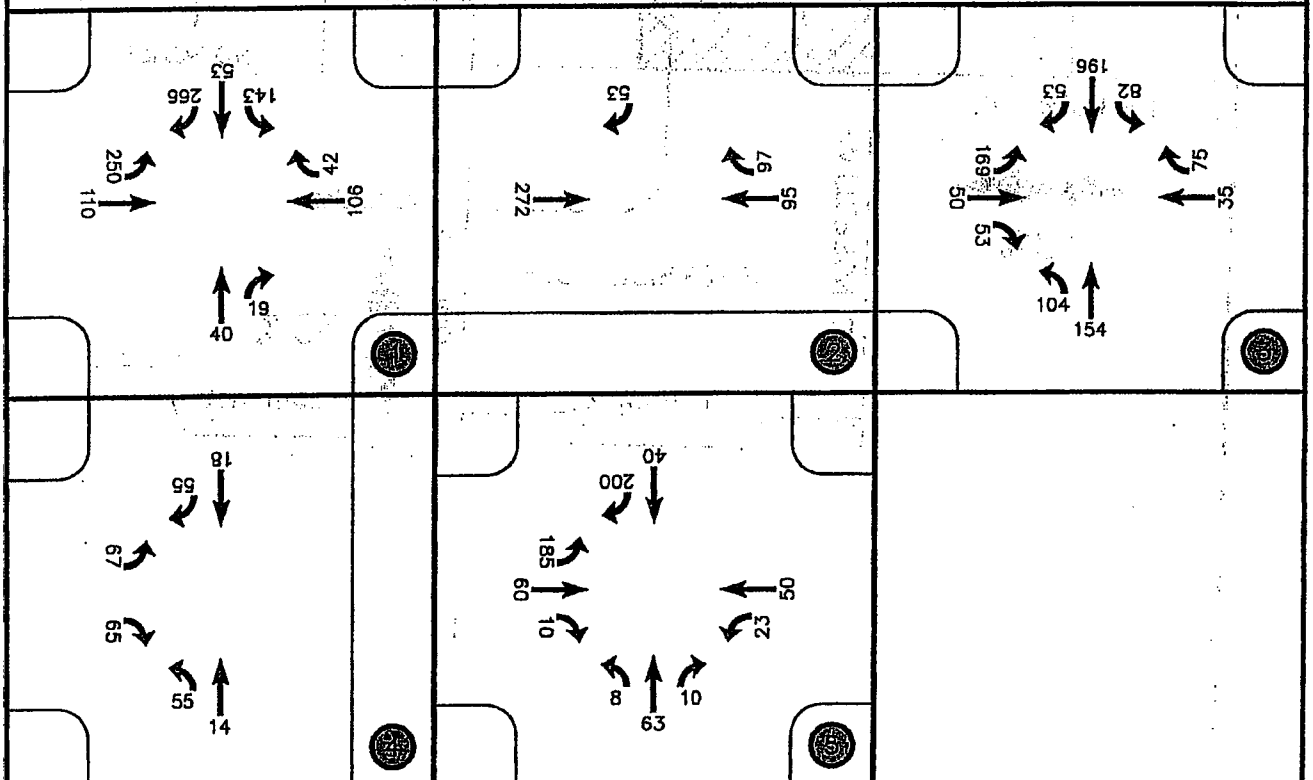

NORTHEAST ANCHORAGE WAL★MART

SITE GENERATED

INTERSECTION ASSIGNMENTS

PM PEAK HOUR

DATE:	OCT 2005
DRAWN:	JC
CHECKED:	DK
FIGURE:	10

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3.4 TOTAL TRAFFIC CONDITIONS

Total traffic volume is the volume of traffic, both background and site, anticipated to be on the roadway in future years. The total traffic conditions analysis forecasts how the study area's existing transportation system will operate with the addition of traffic from the proposed development.

As the property immediately north of Debarr is developed, the northern portion of Creekside Rd. will be developed. Along with the development of Creekside, the Muldoon-12th Ct. traffic signal will be removed and a new traffic signal installed at the Muldoon-Creekside/11th Ct. intersection. Since a large number of pedestrians use the Muldoon-12th Ct. signal to cross Muldoon, further study is recommended to determine the effects removal of this signal will have on pedestrian safety.

This analysis assumes that the traffic patterns and lane configurations at the Muldoon-Creekside/11th Ct. intersection will be the same as those presently found at the Muldoon-12th Ct. intersection. In addition, the remaining Muldoon-12th Ct. intersection was not considered in the analysis, resulting in a conservative analysis for the Muldoon-11th Ct. intersection.

3.4.1 TRAFFIC VOLUMES

Total traffic volumes for 2008 and 2018 were calculated by adding the site generated traffic, as distributed on the anticipated road system, to the background traffic volumes (both Partial Build and Full Build) of the respective years. Total traffic volumes with Partial Build background traffic are shown in Figure 11 and Figure 12 for 2008 and 2018 respectively. Total traffic volumes with Full Build background traffic are shown in Figure 13 and Figure 14 for 2008 and 2018 respectively.

3.4.2 LEVEL OF SERVICE ANALYSIS

Intersection level of service analyses were completed for 2008 and 2018 using total traffic volumes for each of the study intersections. A summary of the level of service analysis results for each intersection are shown in Table 8 and Table 9.

Table 8. Partial Build 2008 and 2018 Total Traffic Peak Hour Level of Service

Intersection	2008 with Site Conditions		2018 with Site Conditions	
	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
Signalized				
Muldoon-Debarr	27.8	C	27.7	C
Muldoon-Creekside/11th Ct.*	37.6	D	37.7	D
Debarr-Creekside	29.4	C	32.5	C
Unsignalized				
Debarr-Patterson NB	264.2	F	684.4	F
Debarr-Patterson SB	642.7	F	893.5	F
Debarr-Patterson EBL	10.1	B	10.6	B
Debarr-Patterson WBL	9.8	A	10.4	B
Debarr-RI/RO Driveway SBR	11.3	B	11.8	B

* Muldoon-12th Ct. intersection volumes applied as background

Table 9. Full Build 2008 and 2018 Total Traffic Peak Hour Level of Service

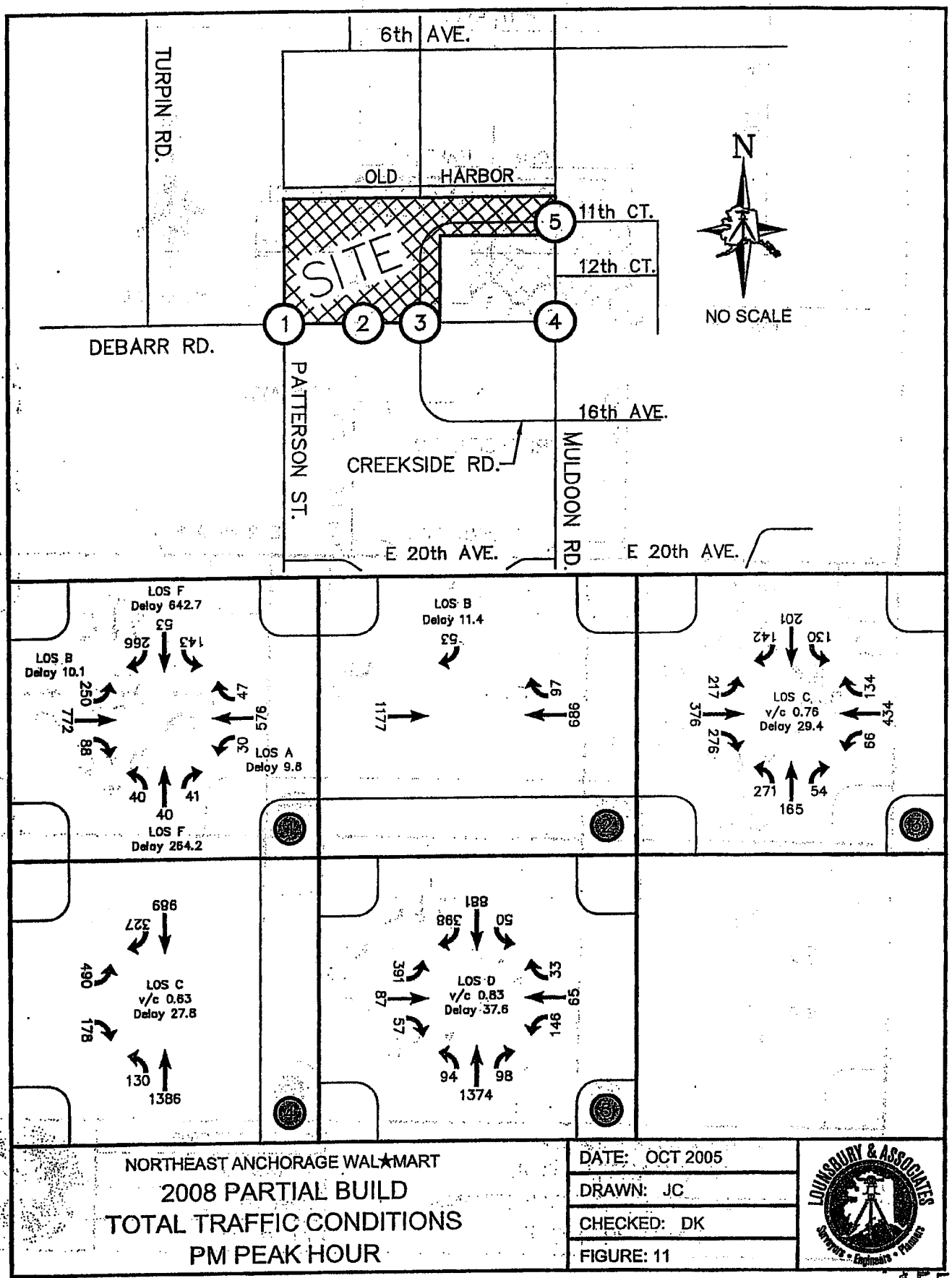
Intersection	2008 with Site Conditions		2018 with Site Conditions	
	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
With Full Build Background Traffic				
Signalized				
Muldoon-Debarr	28.5	C	31.8	C
Muldoon-Creekside/11th Ct.*	37.2	D	39.4	D
Debarr-Creekside	59.6	E	67.9	E
Unsignalized				
Debarr-Patterson NB	N/A	F	N/A	F
Debarr-Patterson SB	1091	F	1632	F
Debarr-Patterson EBL	11.3	B	11.9	B
Debarr-Patterson WBL	10.7	B	11.5	B
Debarr-RI/RO Driveway SBR	12.4	B	12.9	B

* Muldoon-12th Ct. intersection volumes applied as background

As shown in Table 8, the operational analyses indicate that all signalized intersections are expected to operate at acceptable levels of service in both 2008 and 2018 under Partial Build conditions. The northbound and southbound approaches at the Debarr-Patterson intersection are anticipated to operate at LOS F in 2008 and 2018. However, the eastbound and westbound left-turns will operate at acceptable levels of service in both 2008 and 2018. The proposed RI/RO driveway is also anticipated to operate at acceptable levels of service in both 2008 and 2018. The critical approach at the Debarr-Patterson intersection is the southbound approach.

As shown in Table 9, the operational analyses indicate that the Muldoon-Debarr and Muldoon-Creekside/11th Ct. intersections are expected to operate at acceptable levels of service in both 2008 and 2018 under Full Build conditions. However, the Debarr-Creekside intersection is anticipated to operate at LOS E both in 2008 and 2018. The northbound and southbound approaches at the Debarr-Patterson intersection are anticipated to operate at LOS F in 2008 and 2018. However, the eastbound and westbound left-turns will operate at acceptable levels of service in both 2008 and 2018. The proposed RI/RO driveway is also anticipated to operate at acceptable levels of service in both 2008 and 2018. The critical approach at the Debarr-Patterson intersection is the southbound approach.

Appendix H contains the 2008 and 2018 total traffic level of service worksheets.



NORTHEAST ANCHORAGE WAL★MART

2008 PARTIAL BUILD
TOTAL TRAFFIC CONDITIONS
PM PEAK HOUR

DATE:	OCT 2005
DRAWN:	JC
CHECKED:	DK
FIGURE:	11

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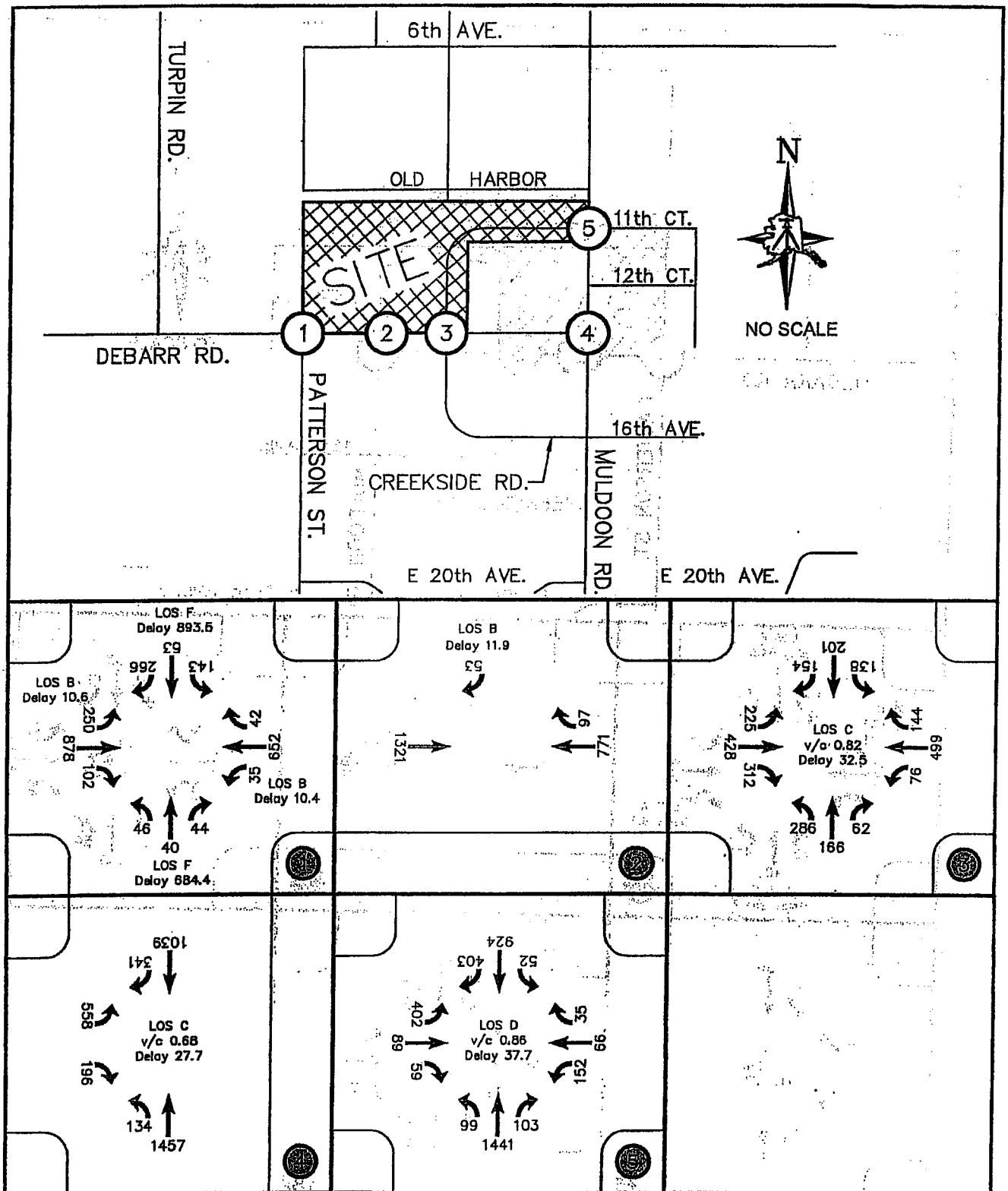

NORTHEAST ANCHORAGE WAL★MART

2018 PARTIAL BUILD
TOTAL TRAFFIC CONDITIONS
PM PEAK HOUR

DATE: OCT 2005
DRAWN: JC
CHECKED: DK
FIGURE: 12

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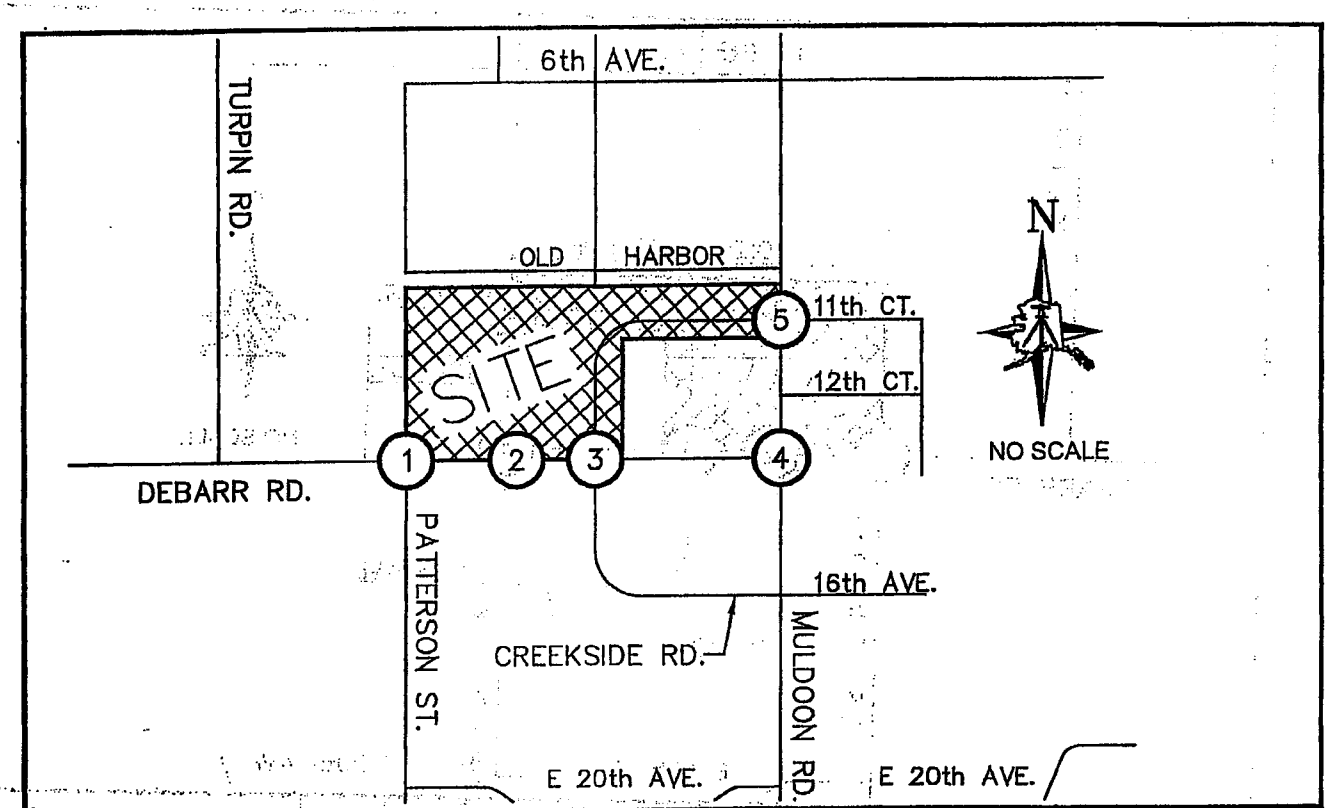

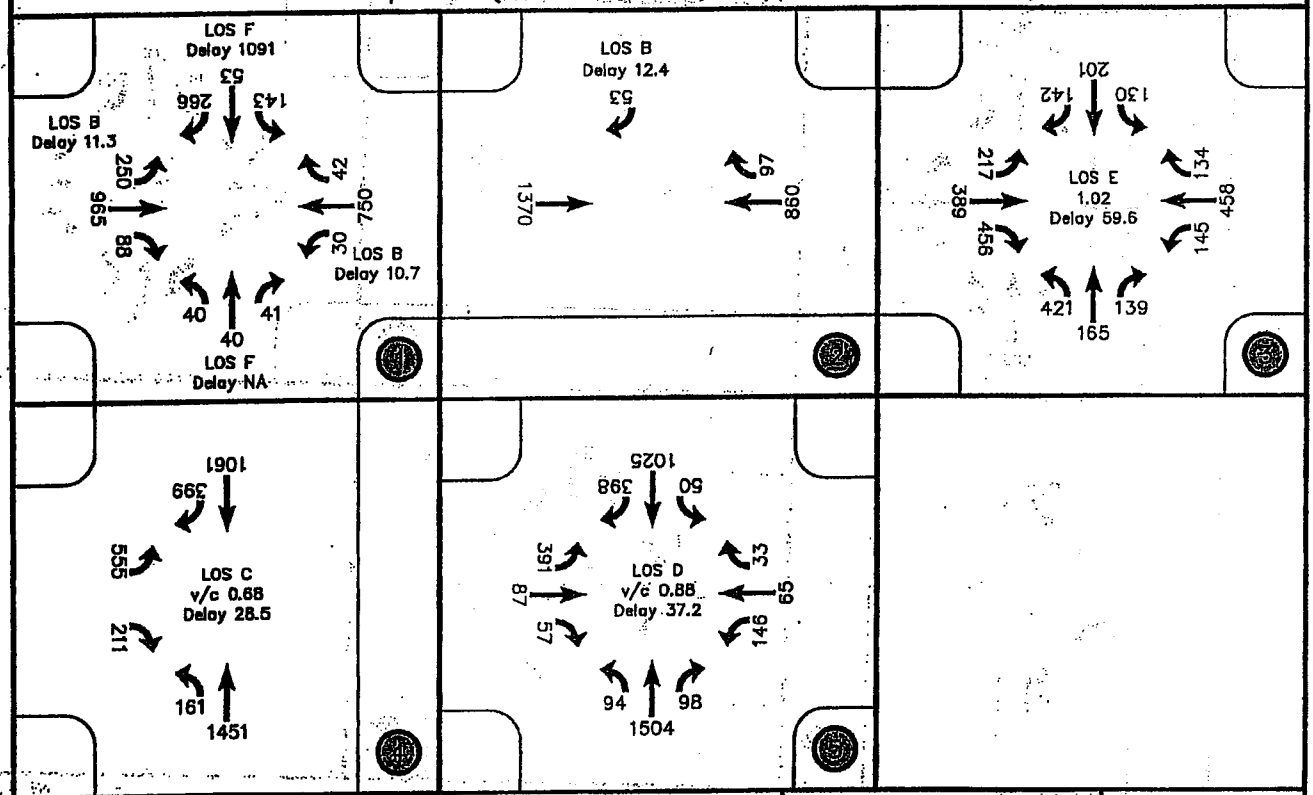

NORTHEAST ANCHORAGE WAL★MART

2008 FULL BUILD
TOTAL TRAFFIC CONDITIONS
PM PEAK HOUR

DATE:	OCT 2005
DRAWN:	JC
CHECKED:	DK
FIGURE:	13

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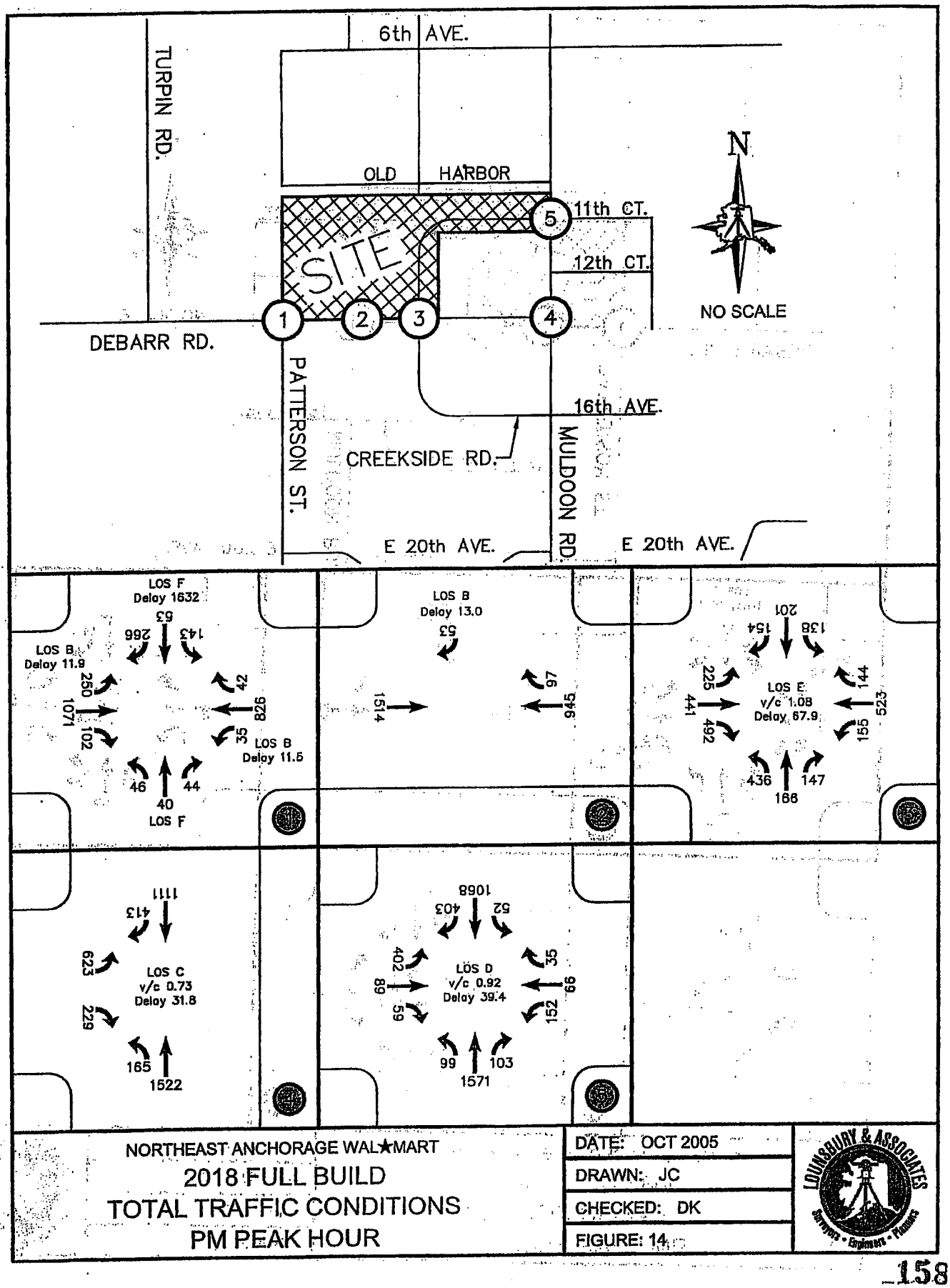

NORTHEAST ANCHORAGE WAL★MART

2018 FULL BUILD

TOTAL TRAFFIC CONDITIONS

PM PEAK HOUR

DATE: OCT 2005

DRAWN: JC

CHECKED: DK

FIGURE: 14

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4.0 FINDINGS AND CONCLUSIONS

Alaska Administrative Code (17 AAC 10.075) requires that improvements to roads and intersections be made to maintain acceptable levels of service. Improvements to the road network are necessary when 1) the addition of site generated traffic causes a facility currently operating at an acceptable level of service to operate at an unacceptable level of service, or 2) the addition of site generated traffic causes delay at a facility operating at an unacceptable level of service to increase more than ten percent.

4.1 TRAFFIC IMPACT ANALYSIS FINDINGS

The improvements identified in this study consider the worst-case scenarios as identified in the traffic impact analysis of both the Partial Build and Full Build situations. Improvement alternatives were analyzed with the same methodology used in the traffic impact analysis to determine their effectiveness. Tables 9 and 10 present a summary of the conformance review results for the years 2008 and 2018 respectively.

Table 10. 2008 Facility Conformance Review

Intersection	2008 Background Conditions		2008 with Site Conditions		Improvements Required?
	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	
With Partial Build Background Traffic					
Signalized					
Muldoon-Debarr	25.6	C	27.8	C	NO
Muldoon-Creekside/11th Ct.	22.0	C	37.6	D	YES
Debarr-Creekside	22.2	C	29.4	C	NO
Unsignalized					
Debarr-Patterson NB	21.3	C	264.2	F	YES
Debarr-Patterson SB	N/A	N/A	642.7	F	YES
Debarr-Patterson EBL	8.8	A	10.1	B	NO
Debarr-Patterson WBL	10.3	B	9.8	A	NO
Debarr-RI/RO Driveway SBR	N/A	N/A	11.3	B	NO
With Full Build Background Traffic					
Signalized					
Muldoon-Debarr	28.1	C	28.5	C	NO
Muldoon-Creekside/11th Ct.	23.8	C	37.2	D	YES
Debarr-Creekside	22.2	C	59.6	E	YES
Unsignalized					
Debarr-Patterson NB	27.9	D	N/A	F	YES
Debarr-Patterson SB	N/A	N/A	1091	F	YES
Debarr-Patterson EBL	9.4	A	11.3	B	NO
Debarr-Patterson WBL	11.4	B	10.7	B	NO
Debarr-RI/RO Driveway SBR	N/A	N/A	12.4	B	NO

* Muldoon-12th Ct. intersection volumes applied as background

Table 11. 2018 Facility Conformance Review

Intersection	2018 Background Conditions		2018 with Site Conditions		Improvements Required?
	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	
With Partial Build Background Traffic					
Signalized					
Muldoon-Debarr	28.1	C	27.7	C	NO
Muldoon-Creekside/11th Ct.*	22.2	C	37.7	D	YES
Debarr-Creekside	24.3	C	32.5	C	NO
Unsignalized					
Debarr-Patterson NB	27.4	D	684.4	F	YES
Debarr-Patterson SB	N/A	N/A	893.5	F	YES
Debarr-Patterson EBL	9.1	A	10.6	B	NO
Debarr-Patterson WBL	11.2	B	10.4	B	NO
Debarr-RI/RO Driveway SBR	N/A	N/A	11.8	B	NO
With Full Build Background Traffic					
Signalized					
Muldoon-Debarr	29.7	C	31.8	C	NO
Muldoon-Creekside/11th Ct.*	26.4	C	39.4	D	YES
Debarr-Creekside	23.6	C	67.9	E	YES
Unsignalized					
Debarr-Patterson NB	37.7	E	N/A	F	YES
Debarr-Patterson SB	N/A	N/A	1632	F	YES
Debarr-Patterson EBL	9.8	A	11.9	B	NO
Debarr-Patterson WBL	12.4	B	11.5	B	NO
Debarr-RI/RO Driveway SBR	N/A	N/A	12.9	B	NO

* Muldoon-12th Ct. intersection volumes applied as background

As shown in Tables 10 and 11, locations needing mitigation in 2008 are the same locations needing mitigation in 2018 with minor changes in delay occurring between the two time periods. Since the difference between traffic conditions in 2008 and 2018 are relatively small, the 2018 total traffic conditions were identified as the worst case scenario. Improvements identified in this study pertain to the worst case traffic conditions.

4.2 ROADWAY IMPROVEMENTS

Based on the results of the traffic impact analysis, improvements to the existing road network were identified for both the Partial Build and Full Build scenarios. These improvements ensure that the surrounding road network operates at acceptable levels of service and safety for the respective level of development. A summary of analysis results with improvements is presented in Table 12.

Appendix I contains the worst case level of service worksheets with roadway improvements in place.

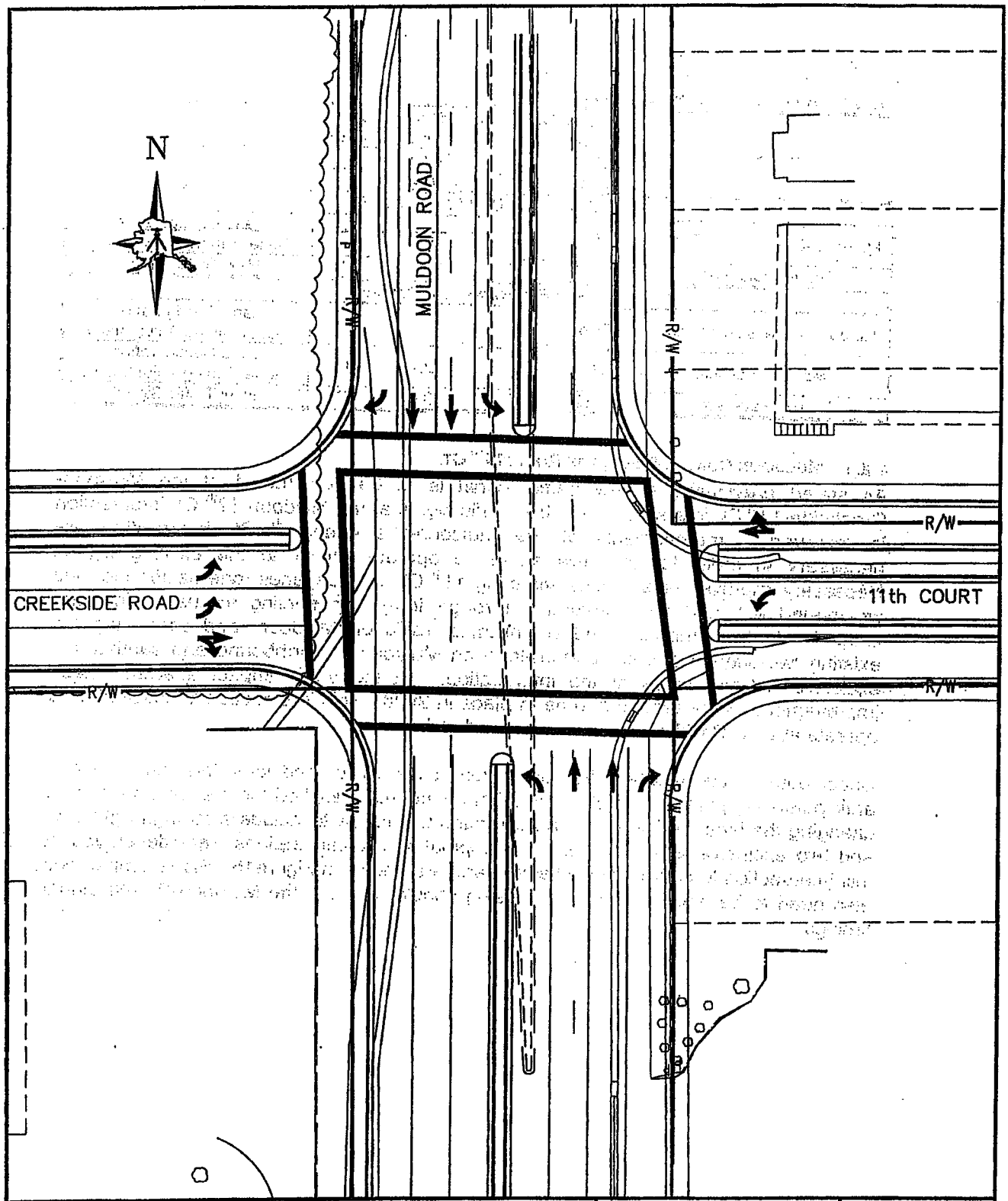
Table 12. Road Network Improvements

Intersection	Worst Case Conditions		Worst Case w/ Improvements		Improvement
	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	
With Partial Build Total Traffic					
Muldoon-Creekside/11th Ct.*	37.7	D	31.7	C	Lane Configuration Signal Timing Adjustments
Debarr-Patterson	893.5	F	21.2	C	New Traffic Signal
With Full Build Total Traffic					
Muldoon-Creekside/11th Ct.*	39.4	D	32.3	C	Lane Configuration Signal Timing Adjustments
Debarr-Creekside	67.9	E	29.7	C	Lane Configuration Signal Timing Adjustments
Debarr-Patterson	1632	F	23.0	C	New Traffic Signal

4.2.1 MULDOON ROAD & CREEKSIDE ROAD/11TH CT.

As stated previously, a new traffic signal is to be constructed at the Muldoon-Creekside/11th Ct. intersection and the traffic signal at the Muldoon-12th Ct. intersection is removed. Improvements at the Muldoon-Creekside/11th Ct. intersection are necessary in order for the new signal to operate similar to the existing signal. Necessary improvements include widening 11th Ct. to three lanes (one eastbound, one westbound left, and one westbound through-right), constructing exclusive right-turn lanes for both northbound and southbound traffic on Muldoon, and converting the existing two-way-continuous-left-turn-lane on Muldoon to northbound and southbound exclusive left-turn lanes at the intersection. In the traffic impact analysis, these improvements were assumed to be in place in 2008. This intersection is anticipated to operate at LOS C without any town center development.

Under both Partial Build and Full Build worst case traffic conditions, this intersection is anticipated to operate at LOS D. The improvements identified for this location include changing the lane configuration on eastbound Creekside to include a through-right lane and two exclusive left-turn lanes. Conceptual lane configurations were developed at this intersection to prevent split phasing, and are shown in Figure15. Signal timings will also need to be adjusted. Signal phasing should consider the Muldoon-Debarr signal timings.



NORTHEAST ANCHORAGE WAL★MART

MULDOON ROAD - 11th COURT
LANE CONFIGURATION

DATE:	OCT 2005
DRAWN:	JC
CHECKED:	DK
FIGURE:	15

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4.2.2 DEBARR ROAD & PATTERSON ROAD

Currently, this intersection operates similar to a 'T' intersection. The Wal★Mart development will upgrade the northern approaches of Patterson to accommodate anticipated traffic volumes. Under background traffic conditions, with Patterson remaining stop controlled, the northbound approach will operate at LOS D in 2018. The addition of site generated traffic causes delay to significantly increase with both the north and south approaches operating at LOS F. This intersection is anticipated to operate at an acceptable level of service with the construction of a new traffic signal.

A signal warrant analysis based on projected traffic volumes was also performed at this intersection. According to the *Manual of Traffic Control Devices*, a traffic signal is warranted at this location. Appendix J contains the traffic signal warrant analysis used in this study.

Lane configurations on Debarr include converting the two-way-continuous-left-turn-lane on Debarr to exclusive eastbound and westbound left-turn lanes and constructing an exclusive westbound right-turn lane. Lane configurations on Patterson include exclusive left-turn lanes and shared through-right lanes. Signal phasing should consider the Debarr-Creekside signal timings. With these improvements, the Debarr-Patterson intersection is anticipated to operate at LOS C under both Partial Build and Full Build traffic conditions.

4.2.3 DEBARR ROAD & CREEKSIDE ROAD

At the time the Wal★Mart site is developed, a new traffic signal is expected to be in place at the Debarr-Creekside intersection. Lane configurations anticipated to be in place on Debarr prior to the site development include converting the eastbound/westbound two-way-continuous-left-turn-lane to exclusive left-turn lanes and allow the northbound through and shared through/right-turn lanes to remain. Lane configurations on Creekside include exclusive left-turn lanes and shared through/right-turn lanes. This intersection is anticipated to operate at LOS C under Partial Build traffic conditions and LOS E under Full Build traffic conditions.

This intersection is anticipated to continue operating at LOS C under Partial Build conditions, no improvements are necessary. However, under Full Build traffic conditions, improvements are necessary. The improvements identified at this location include the addition of exclusive right-turn lanes on all approaches. Adjustments to signal timings are also necessary. With these improvements in place, this intersection is anticipated to operate at LOS C.

REFERENCES

1. Federal Highway Administration: *Manual on Uniform Traffic Control Devices*, 2000.
2. Institute of Transportation Engineers: *Manual of Traffic Signal Design, 2nd Edition*, 1991.
3. Institute of Transportation Engineers: *Transportation and Land Development, 2nd Edition*, 2002.
4. Institute of Transportation Engineers: *Trip Generation Manual, 6th Edition*, 1997.
5. Municipality of Anchorage: *Draft Design Study Memorandum – Creekside Town Center Road Improvements*, May, 2004
6. Municipality of Anchorage: *Muldoon Transit Hub Report*, October, 2002.
7. State of Alaska, Department of Transportation and Public Facilities. *Preconstruction Manual.* March, 2001.
8. Transportation Research Board: *Highway Capacity Manual, Special Report 209*, 2000.
9. Venture Development Group: *Creekside Town Center Concept Level Traffic Study*, October, 2003.

4

POSTING

AFFIDAVIT

RECEIVED
JAN 0 5 2006
Municipality of Anchorage
Zoning Division

AFFIDAVIT OF POSTING

CASE NUMBER: 2006-010

I, Edwin T. Stoll 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 12/21/05 which is at least 21 days prior to the public hearing on this petition. I acknowledge this Notice(s) must be posted in plain sight and displayed until all public hearings have been completed.

Affirmed and signed this 21 day of December, 2005

Signature

LEGAL DESCRIPTION

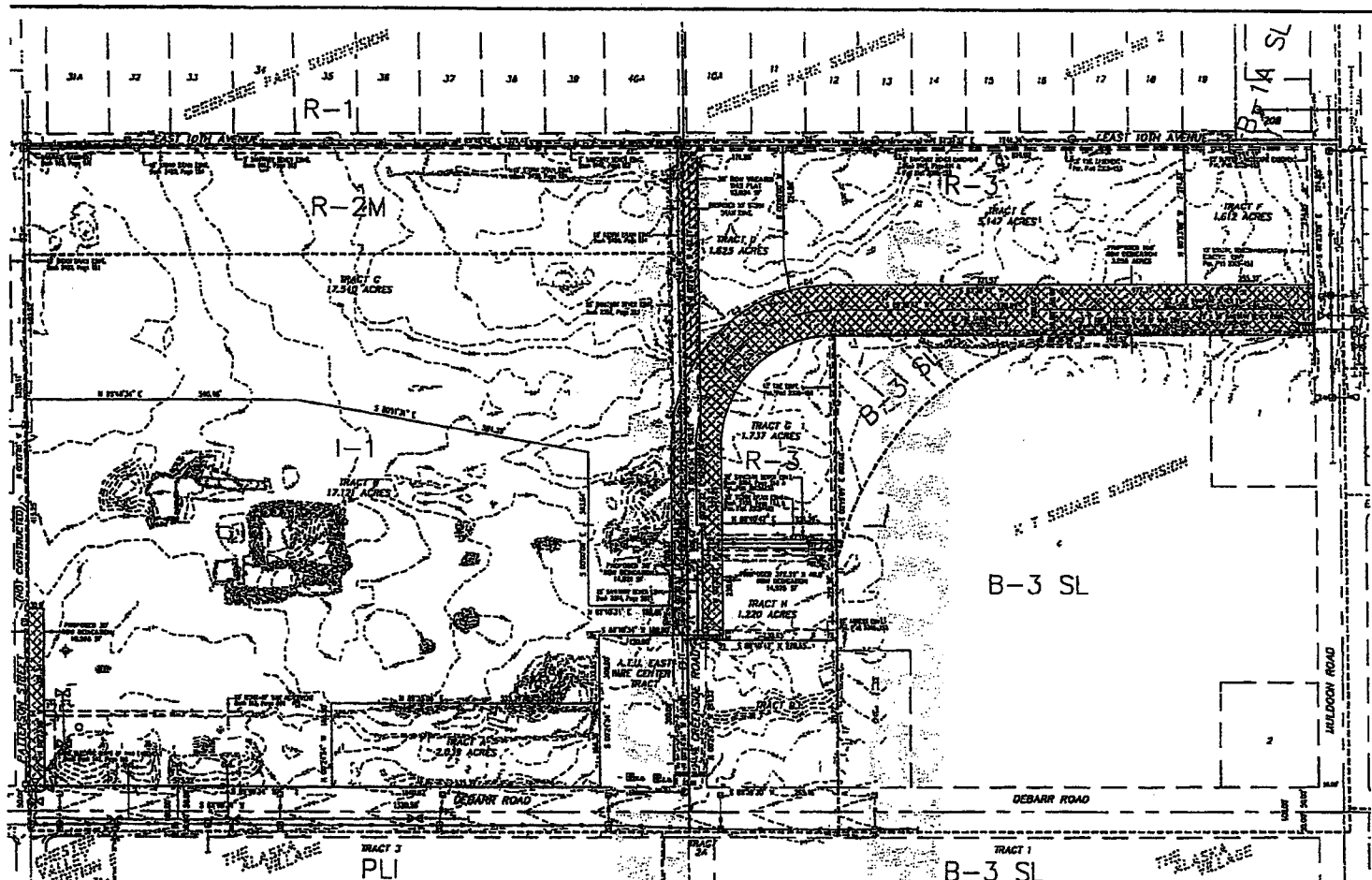
Tract or Lot _____

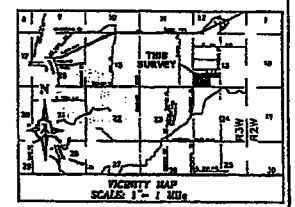
Block _____

Subdivision SW 1/4, Sec 13, T13N, R3W S.M.

5

HISTORICAL INFORMATION





N

(IN FEET)
1 inch = 100 ft.

LEGAL DESCRIPTIONS

PARCEL 1
Tract B, K T SQUARE, according to the official plat thereof, filed under Plat No. 93-40 in the records of the Anchorage Recording District, Third Judicial District, State of Alaska.

PARCEL 2
Northeast one-quarter of the Southwest one-quarter of the Southwest one-quarter (NE 1/4 of SW 1/4 of SW 1/4) of Section 13, township 13 North, Range 3 West, Seward Meridian, according to the official Bureau of Land Management survey thereof, being located in the Anchorage Recording District, Third Judicial District, State of Alaska.

PARCEL 3
Southeast one-quarter of the Southwest one-quarter of the Southwest one-quarter (SE 1/4 of SW 1/4 of SW 1/4) of Section 13, township 13 North, Range 3 West, Seward Meridian, according to the official Bureau of Land Management survey thereof, being located in the Anchorage Recording District, Third Judicial District, State of Alaska. EXCEPTING THEREFROM the East 100 feet of the South 330 feet of said SE 1/4 of the SW 1/4 of the SW 1/4 as conveyed to the City of Anchorage by deed recorded May 3, 1988 in Bond Book 324 at Page 124; and FURTHER EXCEPTING THEREFROM the South 30 feet acquired by the State of Alaska, Department of Highways for Deliver Road pursuant to Judgment recorded January 21, 1992 in Book 101 at Page 576.

PARCEL 4
Northwest one-quarter of the Southwest one-quarter of the Southwest one-quarter (NW 1/4 of SW 1/4 of SW 1/4) of Section 13, township 13 North, Range 3 West, Seward Meridian, according to the official Bureau of Land Management survey thereof, being located in the Anchorage Recording District, Third Judicial District, State of Alaska.

PARCEL 5
Southwest one-quarter of the Southwest one-quarter of the Southwest one-quarter (SW 1/4 of SW 1/4 of SW 1/4) of Section 13, township 13 North, Range 3 West, Seward Meridian, according to the official Bureau of Land Management survey thereof, being located in the Anchorage Recording District, Third Judicial District, State of Alaska. EXCEPTING THEREFROM the South 30 feet acquired by the State of Alaska, Department of Highways for Deliver Road pursuant to Judgment recorded January 21, 1992 in Book 101 at Page 576.

ZONING IS I-1, R-2M, R-3

PRELIMINARY PLAT OF
CREEKSIDE SUBDIVISION WITH ROW VACATION AND DEDICATION
TRACTS A, B, C, D, E, F, G & H
A SUBDIVISION OF
SEE LEGAL DESCRIPTION
CONTAINING 48.04 ACRES

LOUNSBURY & ASSOCIATES, INC.
SURVEYORS—PLANNERS—ENGINEERS
5300 A STREET ANCHORAGE, ALASKA 99518
(907) 272-5451 FAX (907) 272-8065

DATE:	NOV 2003	SCALE	1" = 100'
DRAWN:	BJR/BAM	DDD	1340
CHECKED:	BJR	F.B. NO.	05-026
DWG NAME:	05-026_PP.dwg	SHEET 1 OF 3	S-[illegible]

LEGEND

- STORM DRAIN ELEMENT
- FIRE HYDRANT
- WATER VALVE
- STORM DRAIN MANHOLE
- STORM DRAIN CATCH BASIN
- STORM DRAIN SCRUBBER
- SEWER MANHOLE
- WATER WELL
- WATER LINE
- UNDERGROUND SEWER LINE
- STORM DRAIN LINE
- CONTOUR LINE
- ZONING BOUNDARY
- PROPOSED RIGHT OF WAY DEDICATION
- ROW TO BE VACATED
- I-2 ZONING DESIGNATION
- EXIST. EASEMENT

CURVE DATA

CURVE	LENGTH	RADIUS
C1	142.77'	125.00'
C2	59.47'	125.00'
C3	215.98'	125.00'
C4	87.56'	125.00'
C5	353.47'	125.00'
C6	432.20'	125.00'

LINE DATA

LINE	LENGTH	BEARING
L1	62.06'	S 11°40'37" E
L2	8.85'	S 09°30'27" E
L3	60.95'	N 09°40'34" E
L4	18.96'	N 09°28'38" W

NOTES

1. BUFFER LANDSCAPING MEETING THE REQUIREMENTS OF AMC 21.45.125.C.2 SHALL BE INSTALLED AND MAINTAINED WITHIN THE BUFFER LANDSCAPE EASEMENTS BY THE PROPERTY OWNER OR THE/PER DESIGNEE.
2. UNLESS OTHERWISE DESIGNATED, ALL ANGLE POINTS, LOT CORNERS, TRACT CORNERS, AND BOUNDARY CORNERS OF THIS SUBDIVISION HAVE BEEN MARKED WITH A 1-1/2" PLASTIC CAP ON A 5/8" x 30" REBAR, SET FLUSH WITH GROUND, WITH TYPICAL MARKINGS.
3. RIGHT OF WAY DIMENSIONS SHOWN TO THE FOOT ARE INTENDED TO BE ACCURATE TO THE MAXIMUM OF A FOOT LE, 30"x30.00"
4. EASEMENT IN FAVOR OF THE CITY OF ANCHORAGE EXISTS IN BOOK 121 AT PAGE 256, NOT DEDICATED THIS PLAT.
5. EASEMENT IN FAVOR ALASKA GAS COMPANY EXISTS IN BOOK 162 AT PAGE 574, NOT DEDICATED THIS PLAT.
6. EASEMENT IN FAVOR ANCHORAGE, A MUNICIPAL CORPORATION EXISTS IN BOOK 260 AT PAGE 55, NOT DEDICATED THIS PLAT.
7. EASEMENT IN FAVOR ANCHORAGE EXISTS IN BOOK 700 AT PAGE 571 AND IN BOOK 1417 AT PAGES 512 AND 514, NOT DEDICATED THIS PLAT.
8. EASEMENT IN FAVOR ANCHORAGE, A MUNICIPAL CORPORATION EXISTS IN BOOK 2357 AT PAGE 201, NOT DEDICATED THIS PLAT.
9. EASEMENT IN FAVOR ANCHORAGE, A MUNICIPAL CORPORATION EXISTS IN BOOK 2357 AT PAGE 202, BOOK 2357 AT PAGE 212, BOOK 2420 AT PAGE 102, AND IN BOOK 2420 AT PAGE 124, NOT DEDICATED THIS PLAT.
10. EASEMENT IN FAVOR OF THE CHUGACH ELECTRIC ASSOCIATION EXISTS IN BOOK 1423 AT PAGE 58, NOT DEDICATED THIS PLAT.
11. EASEMENT IN FAVOR OF THE AWWU EXISTS IN BOOK 2314 AT PAGE 572, NOT DEDICATED THIS PLAT.

SURVEYOR'S CERTIFICATE

I, BRADFORD J. BINCKEY, PROFESSIONAL LAND SURVEYOR, DO HEREBY CERTIFY THAT THE PLAT OF CREEKSIDE SUBDIVISION TRACTS A, B, C, D, E, F, G & H IS A TRUE AND CORRECT REPRESENTATION OF LANDS ACTUALLY SURVEYED AND THAT ALL THE DISTANCES AND BEARINGS ARE SHOWN CORRECTLY AND THATALL PERMANENT EXTERIOR CONTROL MONUMENTS, ALL OTHER MONUMENTS AND LOT CORNERS HAVE BEEN SET AND STAKED.

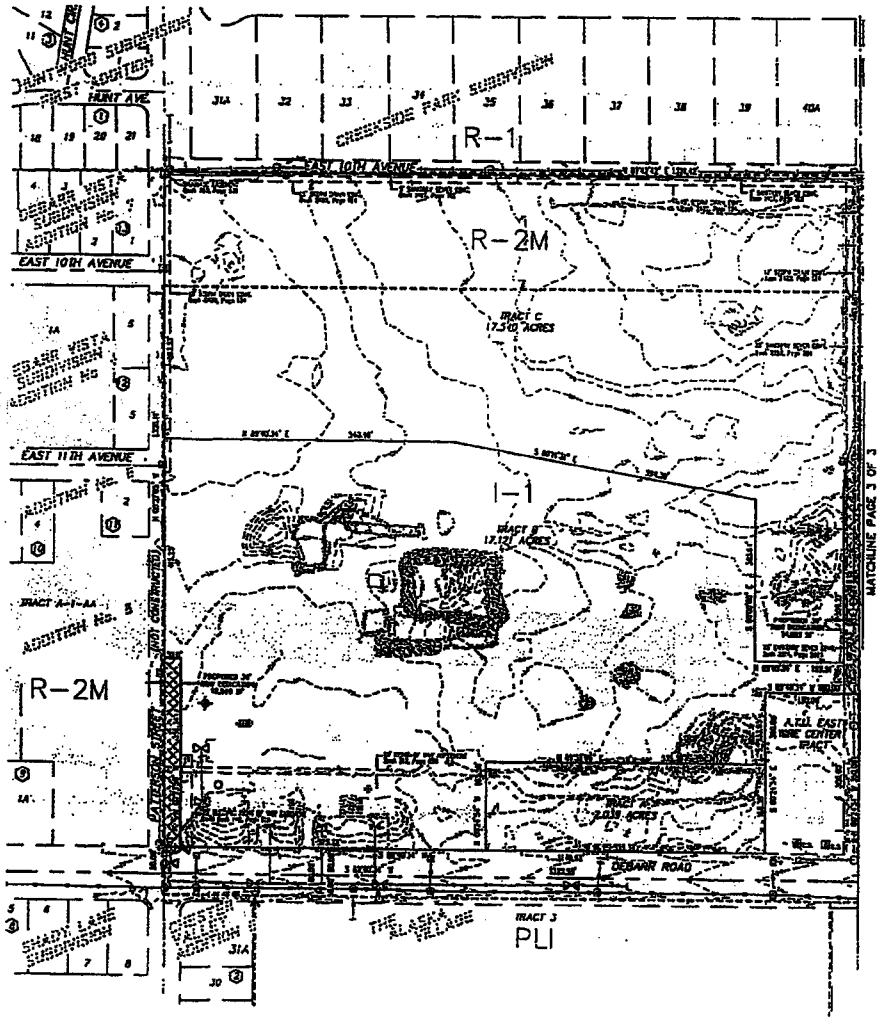
DATE

SIGNATURE OF LAND SURVEYOR

STATE OF ALASKA 49TH Lawrence J. Bunker 10-6250

168

311451 MAR 01 2006

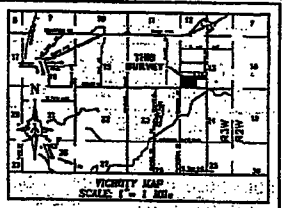


N

(IN FEET)
1 inch = 100 ft.

LEGEND

R-1
R-2M
I-1
I-2



CERTIFICATE OF OWNERSHIP AND DEDICATION

I (WE), HEREBY CERTIFY THAT I (WE) HOLD THE INTEREST SPECIFIED PROPERTY INTEREST IN THE PROPERTY DESCRIBED HEREON, I (WE) HEREBY DEDICATE TO THE MUNICIPALITY OF ANCHORAGE ALL AREAS DEPICTED FOR USE AS PUBLIC UTILITY EASEMENTS, STREETS, ALLEYS, WATERWAYS, PARKS, AND OTHER PUBLIC AREAS SHOWN HEREON. THERE SHALL BE RESERVED ADJACENT TO THE DEDICATED STREETS SHOWN HEREON A SLOPE RESERVATION EASEMENT SUFFICIENT TO CONTAIN CUT AND FILL SLOPES OF 1.5 FEET HORIZONTAL PER EACH 1 FOOT VERTICAL (1.5 TO 1) OF CUT OR FILL FOR THE PURPOSE OF PROVIDING AND MAINTAINING THE LATERAL SUPPORT OF THE CONSTRUCTED STREETS. THERE IS RESERVED TO THE GRANTORS, THEIR HEIRS, SUCCESSORS AND ASSIGNS, THE RIGHT TO USE SUCH AREAS AT ANY TIME UPON PROVIDING AND MAINTAINING SUCH ADEQUATE LATERAL SUPPORT, AS APPROVED BY THE MUNICIPALITY.

I (WE) HEREBY AGREE TO THIS PLAT, AND TO ANY RESTRICTION BY CITY-OWNED ABUTTING PERSONS AND ANY SUCH RESTRICTION SHALL BE CONSTRUCTED AND ENFORCEABLE AGAINST PRESENT AND SUCCESSIVE OWNERS OF THIS SUBDIVIDED PROPERTY.

BY: AUTHORIZED SIGNATORY FOR WAL-MART STORES INC.
FOR: WAL-MART STORES INC.
2001 SE 10TH STREET
BENTONVILLE, AR 72712-6209

NOTARY'S ACKNOWLEDGEMENT

THE AUTHORIZED SIGNATORY FOR WAL-MART STORES INC. PERSONALLY APPEARED SUBSCRIBED AND SWORN TO BEFORE ME THIS

_____ DAY OF _____, 2005

_____ _____
NOTARY FOR ALASKA MY COMMISSION EXPIRES

PLAT APPROVAL

PLAT APPROVED BY THE MUNICIPAL PLATTING AUTHORITY THIS

_____ DAY OF _____, 2005

_____
AUTHORIZED OFFICIAL

ACCEPTANCE OF DEDICATION BY THE MUNICIPALITY OF ANCHORAGE

THE MUNICIPALITY OF ANCHORAGE HEREBY ACCEPTS FOR PUBLIC USES AND FOR PUBLIC PURPOSES THE REAL PROPERTY DEDICATED ON THIS PLAT INCLUDING, BUT NOT LIMITED TO THE EASEMENTS, RIGHTS-OF-WAY, ALLEYS, SERVICE, WATERWAYS, AND PARKS SHOWN HEREON, DATED AT ANCHORAGE, ALASKA, THIS

_____ DAY OF _____, 2005

ATTEST:

_____ _____
CLERK MAYOR

TAX CERTIFICATION

ALL REAL PROPERTY TAXES LEVIED BY THE MUNICIPALITY OF ANCHORAGE ON THE AREAS SHOWN ON THIS PLAT HAVE BEEN PAID IN FULL AND IF APPROVAL IS SOUGHT BETWEEN JANUARY 1 AND THE TAX DUE DATE, THERE IS ON DEPOSIT WITH THE CHIEF FISCAL OFFICER AN AMOUNT SUFFICIENT TO PAY ESTIMATED REAL PROPERTY TAX FOR THE CURRENT YEAR.

_____ _____
DATE AUTHORIZED OFFICIAL

ZONING IS: I-1, R-2M, R-2

SURVEYOR'S CERTIFICATE

I, BRADFORD J. RUDISILL, PROFESSIONAL LAND SURVEYOR, DO HEREBY CERTIFY THAT THE PLAT OF CREEKSIDE SUBDIVISION TRACTS A, B, C, D, E, F, G & H IS A TRUE AND CORRECT REPRESENTATION OF LANDS ACTUALLY SURVEYED AND THAT ALL THE DISTANCES AND BEARINGS ARE SHOWN CORRECTLY AND THAT ALL PERMANENT EXTERIOR CONTROL MONUMENTS, ALL OTHER MONUMENTS AND LOT CORNERS HAVE BEEN SET AND STAKED.

_____ _____
DATE SIGNATURE OF LAND SURVEYOR

PRELIMINARY PLAT OF

CREEKSIDE SUBDIVISION WITH ROW VACATION AND DEDICATION

TRACTS A, B, C, D, E, F, G & H

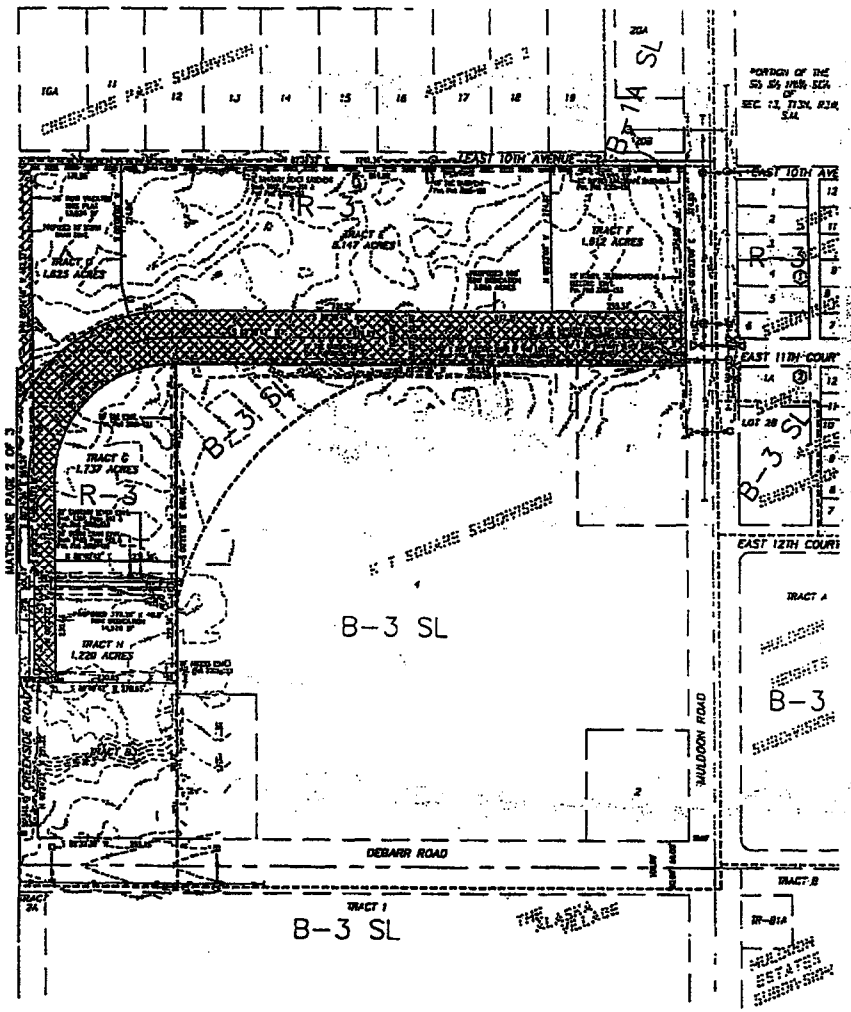
A DIVISION OF
SEE LEGAL DESCRIPTION

LOUNSBURY & ASSOCIATES, INC.
SURVEYORS-PLANNERS-ENGINEERS
4300 A STREET ANCHORAGE, ALASKA 99518
(907) 272-3431 FAX (907) 272-9065

DATE:	NOV 2005	SCALE:	1" = 100'
DRAWN:	BJR/DMS	JOB:	1240
CHECKED:	BJR	F.B. NO.	03-025
DWG NAME: 03-025_PP.dwg		SHEET 1 OF 3	

69-I

2006145 MAR 01 2006



N

LEGEND

VICINITY MAP
SCALE: 1" = 1 Mile

CERTIFICATE OF OWNERSHIP AND DEDICATION

I (WE), HEREBY CERTIFY THAT I (WE) HOLD THE INTERESTS SPECIFIED PROPERTY PRESENTED IN THE PROPERTY DESCRIBED HEREON. I (WE) HEREBY DEDICATE TO THE MUNICIPALITY OF ANCHORAGE ALL AREAS DEPICTED FOR USE AS PUBLIC RIGHTS-OF-WAY, EASEMENTS, STREETS, ALLEYS, THOROUGHFARES, PARKS, AND OTHER PUBLIC AREAS SHOWN HEREON. THERE SHALL BE RESERVED HEREFROM TO THE DEDICATED STREETS SHOWN HEREON A SLOPE MAINTENANCE EASEMENT SUFFICIENT TO CONTAIN CUT AND FILL SLOPES OF 1.5 FEET HORIZONTAL FOR EACH 1 FOOT VERTICAL (1.5 TO 1) OF CUT OR FILL FOR THE PURPOSE OF MAINTAINING AND MAINTAINING THE LATERAL SUPPORT OF THE CONSTRUCTED STREETS. THERE IS RESERVED TO THE GRANTORS, THEIR HEIRS, SUCCESSORS AND ASSIGNS, THE RIGHT TO USE SUCH AREAS AT ANY TIME FOR PURPOSES AND MAINTAINING SUCH ADEQUATE LATERAL SUPPORT, AS APPROVED BY THE MUNICIPALITY.

I (WE) HEREBY AGREE TO THIS PLAT, AND TO ANY RESTRICTION OR COVENANT APPEARING HEREON AND ANY SUCH RESTRICTION OR COVENANT SHALL BE BINDING AND ENFORCEABLE AGAINST PRESENT AND SUCCESSIVE OWNERS OF THIS SUBDIVIDED PROPERTY.

BY: AUTHORIZED SIGNATORY FOR WAL-MART STORES INC.
FOR WAL-MART STORES INC.
2001 SE 10TH STREET
BENTONVILLE, AR 72712-8350

NOTARY'S ACKNOWLEDGEMENT

SAID AUTHORIZED SIGNATORY FOR WAL-MART STORES INC. PERSONALLY APPEARED SUBSCRIBED AND SWORN TO BEFORE ME THIS
_____ DAY OF _____ 2005

_____ _____
NOTARY FOR ALASKA MY COMMISSION EXPIRES

PLAT APPROVAL

PLAT APPROVED BY THE MUNICIPAL PLATTING AUTHORITY THIS
_____ DAY OF _____ 2005

_____
AUTHORIZED OFFICIAL

ACCEPTANCE OF DEDICATION BY THE MUNICIPALITY OF ANCHORAGE

THE MUNICIPALITY OF ANCHORAGE HEREBY ACCEPTS FOR PUBLIC USES AND FOR PUBLIC PURPOSES THE REAL PROPERTY DEDICATED ON THIS PLAT HEREHOME, BUT NOT LIMITED TO RIGHTS-OF-WAY, ALLEYS, EASEMENTS, THOROUGHFARES, AND PARKS SHOWN HEREON, DATED AT ANCHORAGE, ALASKA, THIS
_____ DAY OF _____ 2005

ATTEST:
_____ _____
CLERK DATE

TAX CERTIFICATION

ALL REAL PROPERTY TAXES LEVIED BY THE MUNICIPALITY OF ANCHORAGE ON THE AREAS SHOWN ON THIS PLAT HAVE BEEN PAID IN FULL AND IF APPROVAL IS SOUGHT BETWEEN JANUARY 1 AND THE TAX DUE DATE, THERE IS ON DEPOSIT WITH THE CHIEF FISCAL OFFICER AN AMOUNT SUFFICIENT TO PAY ESTIMATED REAL PROPERTY TAX FOR THE CURRENT YEAR.

_____ _____
DATE AUTHORIZED OFFICIAL

ZONING IS I-1, R-2M, R-3

PRELIMINARY PLAT OF

CREEKSIDE SUBDIVISION WITH ROW VACATION AND DEDICATION

TRACTS A, B, C, D, E, F, G & H

A SUBDIVISION OF
SEE LEGAL DESCRIPTION
CONTAINING 45.647 ACRES

SURVEYOR'S CERTIFICATE

I, BRADFORD J. RUDEY, PROFESSIONAL LAND SURVEYOR, DO HEREBY CERTIFY THAT THE PLAT OF CREEKSIDE SUBDIVISION TRACTS A, B, C, D, E, F, G & H IS A TRUE AND CORRECT REPRESENTATION OF LANDS ACTUALLY SURVEYED AND THAT ALL THE DISTANCES AND BEARINGS ARE SHOWN CORRECTLY AND INSTALL PERMANENT EXTERIOR CONTROL MONUMENTS, ALL OTHER MONUMENTS AND LOT CORNERS HAVE BEEN SET AND STAKED.

_____ _____
DATE SIGNATURE OF LAND SURVEYOR

LOUNSBURY & ASSOCIATES, INC.
SURVEYORS-PLANNERS-ENGINEERS
3300 A STREET ANCHORAGE, ALASKA 99503
(907) 272-3451 FAX (907) 272-9065

DATE:	NOV 2005	SCALE:	1" = 100'
DRAWN:	BJR/DAH	JOB:	1340
CHECKED:	BJR	T.M. NO.	66-035
DWG NAME: 05-035_PP.dwg		SHEET 1 OF 3	0-sheet

170

2006 MAR 0 1 14 51

CLERK'S OFFICE
AMENDED AND APPROVED
Date: 3-20-01

NOTICE OF RECONSIDERATION
WAS GIVEN BY MR. TRAINI
3-21-01 ; RECONSIDERED 3-27-01
& POSTPONED TO 5-8-01

CLERK'S OFFICE
AMENDED AND APPROVED
Date: 5-8-01

Submitted by: Assembly Members Clementson, Tesche
Prepared by: Department of Community Planning and Development
For reading: 03/20/01

Anchorage, Alaska
AO 2001-24(S)

AN ORDINANCE AMENDING THE ZONING MAP AND PROVIDING FOR THE REZONING FROM R-3 (MULTIPLE FAMILY RESIDENTIAL DISTRICT) TO B-3 SL (GENERAL BUSINESS DISTRICT WITH SPECIAL LIMITATIONS) FOR APPROXIMATELY 37 ACRES OF A 69 ACRE PARCEL, THE EASTERN HALF OF THE ALASKAN VILLAGE SUBDIVISION PLATTED AS TRACT A, THE ALASKAN VILLAGE #1 SUBDIVISION AND LOTS 32 THRU 45, BLOCK 1, LOTS 20 THRU 47, BLOCK 2 AND A PORTION OF THE NE ¼, NW ¼, THE ALASKAN VILLAGE SUBDIVISION, ALL LOCATED WITHIN SECTION 24, T13N, R3W, SM, AK.; GENERALLY LOCATED ON THE SOUTHWEST CORNER OF DEBARR ROAD AND THE WEST SIDE OF MULDOON ROAD.

(Northeast Community Council; Case 2000-051)

THE ANCHORAGE ASSEMBLY ORDAINS:

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

Approximately 37 acres of a 69 acre parcel, the eastern half of the Alaskan Village Subdivision platted as tract a, the Alaskan Village #1 Subdivision and Lots 32 thru 45, Block 1, Lots 20 thru 47, Block 2 and a portion of the NE ¼, NW ¼, the Alaskan Village Subdivision, all located within section 24, T13N, R3W, SM, AK.; as shown on petitioner's Attachment 1 (Planning and Zoning Commission Case 2000-051).

Section 2. The zoning map amendment described in Section 1 above shall be subject to the following special limitations:

A. Permitted Uses:

1. Only those principal uses permitted through the Business Planned Unit Development under subsection D.

B. Accessory Uses:

1. Only those accessory uses permitted through the Business Planned Unit Development under subsection D.

C. Conditional Uses:

1. Business Planned Unit Development.

D. Prohibited Uses:

- Adult entertainment/adult book stores, peepshows, topless/bottomless dancers, massage parlors, and escort services
- Mobile Home Parks or Camper Parks
- Bulk fuel dealers or primary tire change facility
- Automobile dealerships or lots, new or used
- Pawn Shops
- Gas Stations and other facilities providing on-site automobile maintenance services
- Stand Alone Liquor Stores
- Stand alone gun shops or dealers
- Pull tab or other similar gaming operations
- Bingo Halls
- Quasi institutional houses
- Snow Disposal sites
- Heliports
- Community Correctional Residential Centers
- Unlicensed nightclubs
- Flea Markets
- Storage yards
- Outdoor storage of heavy machinery and equipment
- Mobile Home display lots
- Taxicab stands
- Amusement arcades, billiard parlors
- Bowling alleys
- Metal working and steel fabrication
- Marquees, overpasses and similar substantial projections into public airspace, together with any signs to be mounted thereon.
- Any use which causes or may reasonably be expected to cause excessive noise, vibration, 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 prohibited. The term "excessive" is defined for the purpose of this subsection as to 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.
- mini storage

E. Design Guidelines in addition to those imposed by the Business PUD.

1. Riparian buffer. A buffer of a minimum of 100 feet shall be established to provide a corridor for Chester Creek within the boundaries of this site. [The Chester Creek culvert system under Muldoon Road shall be replaced with a bridge that adequately spans the creek.] Final design for the creek corridor shall be acceptable to the natural resources and permitting agencies.

2. Site Plan: The intent of the PUD is to create a strong relationship between all buildings, uses, open spaces, and streets. The site plan shall address the following:

The site plan shall be addressed by P&Z and submitted to the Assembly for approval prior to ~~12/31/01~~. 2/15/02.

a. Buildings, and their entries, shall to the greatest extent possible be oriented to the street, shall encourage and accommodate pedestrian movement, and shall be arranged as a part of a campus, rather than as individual or separated uses. Transit access, within close proximity to commercial and residential building entries, shall be accommodated.

b. The site plan shall be designed to allow for shared parking between uses, thus reducing the overall need for parking within the PUD. The Planning and Zoning Commission shall determine through the site plan review process the appropriate level of parking within the PUD, which is a Mixed Use Development.

c. An approved Master Plan shall have a provision that individual lots or parcels shall have vehicular access onto an interior road. Direct access onto Muldoon or DeBarr Roads shall be prohibited.

d. Although there may be a commercial "anchor," the planned development shall integrate the creek corridor as a distinct focal point of the Town Center as defined in Anchorage 2020 Comprehensive Plan. The Town Center shall contain elements such as public gathering spaces, outdoor seating, landscaping, public art and accommodations for seasonal activities. The Town Center shall also be pedestrian oriented, accessible to public transit, and well connected to public open spaces and adjoining residential uses.

[also have a distinct focal point, marked by a public gathering space as the focal point's center. The center shall contain elements such as seating, landscaping, public art, and accommodations for seasonal activities. It shall be pedestrian-oriented; and well-connected to public open space and other uses.]

e. Local climate shall be taken into account in the layout and design of the entire development, as well as in the site design details. Layout and design shall strive to protect pedestrians from wind, ice and snow. Buildings and public spaces shall be sited and designed to enhance the advantages of sunlight, and to minimize the creation of wind corridors.

f. The creek corridor shall be designed to provide a natural environment for wildlife, as well as a community attribute. The PUD site plan shall provide for a positive relationship

with the open space and incorporate it as part of the focal point of the site.

g. Design of the site shall provide a positive relationship between Muldoon and DeBarr Roads and the development. A sense of physical separation between the development and the rest of the neighborhood shall not be encouraged, nor shall unsafe or unpleasant conditions be created along that interface.

h. Residential developments shall be within easy walking or biking distance from the shopping areas, community center, open space, and transit stops.

3. Architecture. The site plan shall address building massing, siting, entrances, windows, exterior finishes, and rooflines. All buildings, especially those over 50,000 S.F., shall have multiple entries, active windows, varied roof lines, and architectural detailing which is harmonious with smaller scaled buildings, and shall result in comfortable, human-scale developments.

4. Landscaping. Site Plans shall address the need for, and design of perimeter landscape buffers and interior site landscaping. Site landscaping shall provide visual breaks within the site as well as on the perimeter of the site without creating unwanted separations within the site or between the site and surrounding areas. Areas of existing vegetation shall be retained to the maximum extent possible. All site plans shall adhere to the approved Master Plan. Landscape buffers shall be provided where necessary to separate incompatible uses. The use of continuous buffers shall be limited to those areas where other design techniques may not be successful at preventing incompatibility between uses. A variety of large and small areas of natural and /or planted landscaping shall be integrated throughout the site in order to provide an attractive and pleasant neighborhood environment.

5. Parking lot design. Developments shall not contain large, expansive parking lots in highly visible areas. Parking lots shall be visibly broken into smaller parking lots, with large areas of landscaping and pedestrian access provided between units. Large parking areas adjacent to the streetscape, or pedestrian access points, shall be avoided. Parking areas shall be shared between uses to reduce the overall need for parking spaces.

6. Streetscape. Streets shall be designed to include boulevard landscaping, separated sidewalks, transit accommodations (where appropriate), seating, lighting, and other public amenities characteristic of town centers. Maximum building setbacks shall be established. To the extent consistent with the design

guidelines contained herein, the setbacks shall not exceed 100 feet from the perimeter right-of-way.

7. Signage. ~~All signage shall be monument style~~, no greater in height than 8 feet above final grade. Pole mounted signs shall be prohibited.

8. Other site elements. Accommodations for pedestrians (including bicyclists) and transit access shall be provided to all developments. Walkways or trails shall be integrated throughout the PUD, providing pleasant, safe, and efficient connections.

~~9. The location of fast food and/or drive through style restaurants shall be prohibited along Muldoon or DeBarr Roads. These establishments shall be located on parcels interior to the perimeter of the site.~~

~~10. There shall be a minimum 30 foot landscape buffer along Muldoon and DeBarr Roads, punctuated by pedestrian access amenities designed to make the pedestrian friendly nature of the "Town Center" apparent~~

F. The petitioner shall submit a phased development plan for review and approval by the Department of Community Planning and Development. The first phase of development shall begin no later than August 1, 2002 and shall be completed no later than August 30, 2003.

G. There shall be a public hearing site plan review for each phase of development.

H. The Business PUD shall include no less than [200]100 units [or [10 acres devoted to] of residential development.

I. All residential development shall adhere to the standards outlined in AMC 21.50.130.C.1-5.

Section 3. The area proposed by the applicant as PLI (SL) is hereby eliminated from the petition area and retains its current zoning designation as R-3 (Multiple-family Residential).

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

Section 5. This ordinance shall become effective within 10 days after the Director of the Planning Department has determined:

A. That the special limitations set forth in Section 2 above have the written consent of the owners of the property within the area described in

Section 1 above. The Director of the Planning Department shall make such a determination only if he/she receives evidence of the required consent within 120 days after the date on which this ordinance is passed and approved.

B. A subdivision plat has been reviewed and approved by the Platting Board. The replat shall eliminate the existing substandard size lots and delineate the new zoning boundary. If such approval has not been granted by December 31, 2002, this ordinance shall become null and void.

C. Traffic Engineering has reviewed and approved a Traffic Impact Analysis.

D. [The legal and regulatory status of Well #3 on Alaskan Village Subdivision has been resolved by the owner of the Alaskan Village Subdivision] A Water/Wastewater easement shall be preserved along the western boundary of Alaskan Village Mobile Home Park to accommodate placement of potential future utilities.

E. Any new commercial development in this rezone area shall be subject to the "Town Center" Policies in Anchorage 2020 and/or to a "Town Center Plan" for this area.

PASSED AND APPROVED by the Anchorage Assembly this 8th day of May, 2001.

Chair

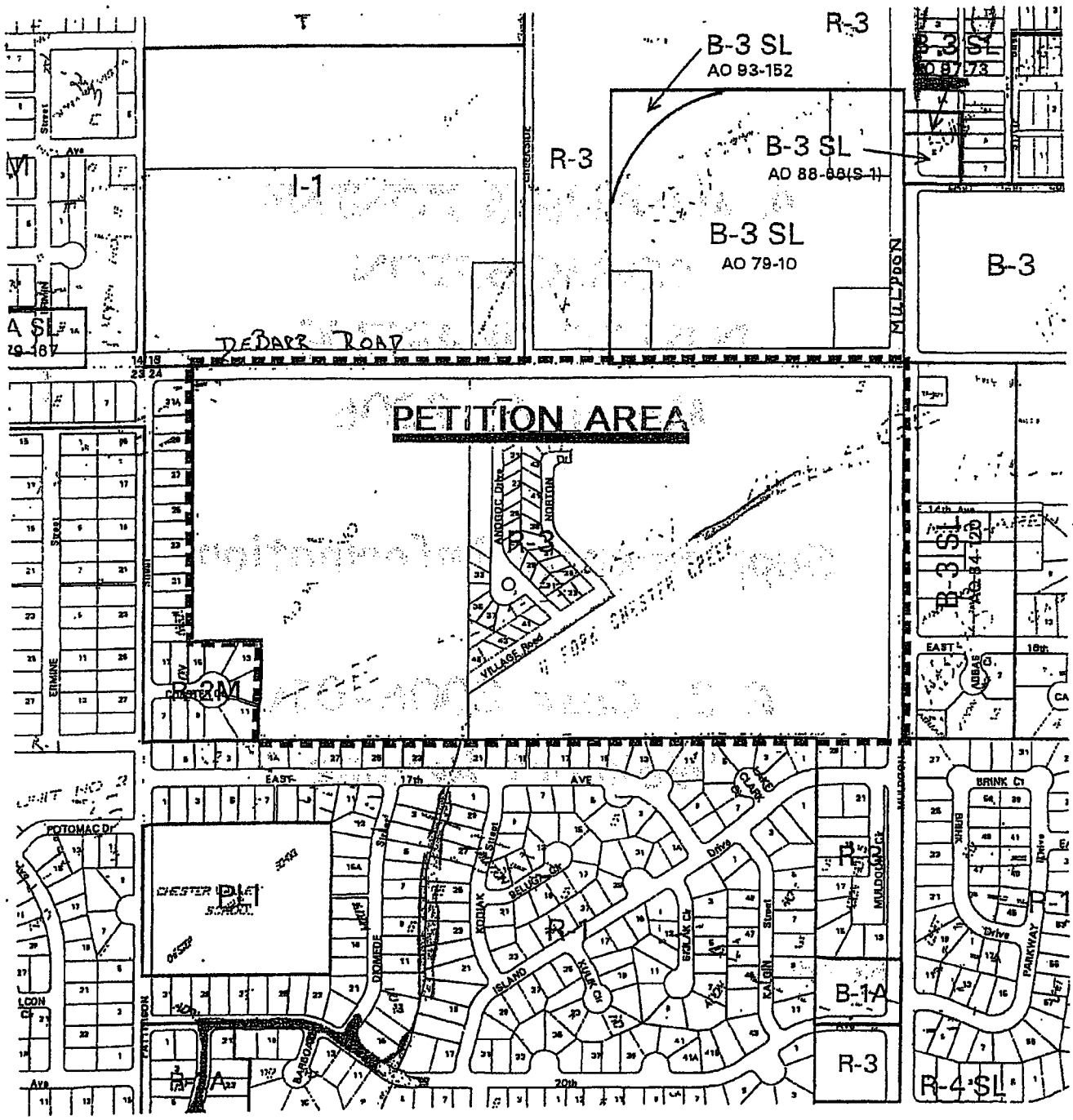
ATTEST:

Municipal Clerk

(2000-051)
(Tax ID. No. 006-181-02,44, 16 thru 27, and 34)

00-051

REZONING



100 Year Floodplain

500 Year Floodplain

PLANNING & ZONING COMMISSION PUBLIC HEARING March 6, 2006

Supplemental Information

G.2. Case 2006-010 Walmart Rezone

Double-sided

Zoning and Platting Cases On-line

View Case Comments

Submit a Comment

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

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

MAR 0 2 2006

1. Select a Case: 2006-010 View Comments

2. View Comments:

Case Num: 2006-010
Rezoning to B-3SL and PLI

Site Address: NORTH OF DEBARR RD & WEST OF MULDOON RD
Location: A request to rezone approximately 53.52 acres from I-1 (Light Industrial), R-2M (Multiple Family Residential) and R-3 (Multiple Family Residential) to B-3SL (General Business with Special Limitations) and PLI (Public Lands and Institutions). Located north of Debarr Road and west of Muldoon Road. Legal Description: Proposed tracts A, B, C, D, E, F, G, & H, Creekside Subdivision per Preliminary Plat S-11451, Exhibit A.

Details | Staff Report | submit a comment

Public Comments

3/2/06
Ray Grey
7601 Wisteria St
Anchorage AK 99502
Please be informed that I strongly oppose a zone exemption for Wal-Mart to build at the Muldoon site as they are attempting to do. I prefer smaller and midsized businesses more spread around the city that will also keep the profits in the state and tend to treat their employees as community members rather than an expendable resource. I would greatly prefer that the Carr's store on Boniface stay open as well as the other stores in the area that will fall victims to the clout of this chain. The advantages Wal-Mart has with their size and agressive practices with employees and vendors are enough to insure their success so please do not grant them exemptions and advantages at the local level. Thanks for considering my point of view.

2/28/06
Steven McCoy
7749 Old Harbor Ave.
Anchorage AK 99504
Fails policy to remove 16 acres of residential zone with no acceptable plan to replace lost density. Such heavy commercial inconsistent with surrounding uses, schools single family zones. Increase traffic problems not solved and a hazzard for school children. Muldoon is a temperature inversion area where winter air stays in this area. Air polution increase is a hazzard for adjoining school and neighborhoods.

MAR 0 2 2006

Old Harbor Homeowners Association

Meeting was held at the Karabelnikoff home on Sunday, Feb 7, 2006.

A motion was passed unanimously that:

Old Harbor Homeowners Association opposes MOA Case # 2006-010.

Mary Pedlow, co-chair of meeting

Rod McCoy, co-chair of meeting

PLANNING & ZONING COMMISSION PUBLIC HEARING

March 6, 2006

Supplemental Information

G.2. Case 2006-010

Walmart Rezone

Double-sided

RECEIVED
MAR 0 6 2006
Municipality of Anchorage
Assembly Counsel

Municipality of Anchorage
Housing and Neighborhood Development Commission

HANDR 2006-1
March 2, 2006

A RESOLUTION CONCERNING HOUSING IN TOWN CENTERS AND MOA PLANNING AND ZONING CASE NUMBER 2006-010

WHEREAS, the *Anchorage 2020 Comprehensive Plan*, adopted by the Municipal Administration and Municipal Assembly on February 20, 2001, expresses a need to develop a "balanced, diverse supply of affordable, quality housing, located in safe and livable neighborhoods," a "balanced supply of commercial, industrial, institutional, and transportation land uses which are compatible with adjacent land uses," and a "transportation system, based on land use, that moves people and goods safely, conveniently, and economically"; and,

WHEREAS, the *Anchorage 2020* adopted policies to implement these goals including mixed-use (i.e. commercial and residential) development, town and neighborhood centers that offer a wide range of shopping and services with a pedestrian friendly design compatible with surrounding neighborhoods, and medium to high-density housing surrounding town centers that supports both transit and the commercial district; and,

WHEREAS, P&Z Case No. 2006-010 requests a rezone of I-1, R-2M and R-3 to B-3 and PLI, substantially reducing residentially zoned land from 21.5 acres to 5.1 acres, a reduction of 16.4 acres of residential land; and,

WHEREAS, the conceptual site plan in Case No. 2006-010 concentrates medium-high density residential area into the 5.1 acre parcel, segregating, rather than mixing the residential and commercial uses; and,

WHEREAS, This 5.1 acres is insignificant when compared to the 332,000 square feet of proposed retail space and the nearly 1500 parking spaces in the Case No. 2006-010 site plan; and,

WHEREAS, While it might be argued that the conceptual site plan is consistent with current code (contingent on rezone approval), the HAND Commission fails to see how the rezone follows the concepts and guidelines of town centers, as asserted in the Planning Staff Analysis (p. 21); and,

WHEREAS, *Anchorage 2020* policy requires that there is no net loss of residential density in this residential to commercial rezone. The Planning Staff Analysis of Case 2006-010 underestimates the maximum densities of R-2M and R-3 zones (R-2M could have up to 15 dwelling units (d.u.) per acre and R-3 could have at least 30 d.u. per acre). Calculations based on minimum possible residential development likewise do not fully account for the missed residential development opportunity that remains a priority in our community; and,

WHEREAS, The 5.1-acre tract devoted to residential development is further reduced in density--capacity by acreage devoted to a future Creekside Parkway and cannot carry the net density expectation due to the loss of 16.4 town center residential acres to commercial development; and,

WHEREAS, *Anchorage 2020* calls for residential properties near transit-supportive development corridors (DeBarr & Muldoon Roads) to realize a minimum of 8 units per acre, residential density property development in this 53-acre and that any rezone should be expanded to meet town center expectations, not reduced; and,

WHEREAS, Guiding principles of the 2020 Plan suggest commercial development in town centers should include mixed commercial and residential buildings as directed by the plan, and that 40-acre sections lacking any residential use are not consistent with the town center concept; and,

WHEREAS, a primary responsibility of the Housing and Neighborhood Development (HAND) Commission as set forth in AMC 4.60.260 is "to advise the planning and zoning commission about relevant housing and community development issues and their connection with land use controls"; and,

WHEREAS, other responsibilities of the Commission are "to identify and address long and short-term housing issues in Anchorage, including: strategies to stabilize the housing market; achieve a range of housing options for sale and for rent; and cost-effective and socially responsible strategies to preserve or increase the supply of affordable housing";

NOW, THEREFORE, BE IT RESOLVED, that the Housing and Neighborhood Development Commission hereby advises the Planning and Zoning commission to not approve the request for rezone per Case # 2006-010.

PASSED AND APPROVED by the Housing and Neighborhood Development Commission this 2nd day of March, 2006.

Carma E. Reed, Secretary

[Signature by Email]
Timothy M. Sullivan, Sr., Chair

Zoning and Platting Cases On-line

View Case Comments

Submit a Comment

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

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

RECEIVED
MAR 0 6 2006
Municipality of Anchorage
Zoning Division

1. Select a Case: 2006-010 View Comments

2. View Comments:

Case Num: 2006-010
Rezoning to B-3SL and PLI

Site Address: NORTH OF DEBARR RD & WEST OF MULDOON RD
Location: A request to rezone approximately 53.52 acres from I-1 (Light Industrial), R-2M (Multiple Family Residential) and R-3 (Multiple Family Residential) to B-3SL (General Business with Special Limitations) and PLI (Public Lands and Institutions). Located north of Debarr Road and west of Muldoon Road. Legal Description: Proposed tracts A, B, C, D, E, F, G, & H, Creekside Subdivision per Preliminary Plat S-11451, Exhibit A.

Details | Staff Report | submit a comment

Public Comments

3/6/06
S. Carl Tobin
9470 Jupiter Dr.
Anch. Ak 99507
Though living in an area distant from the proposed Wal-mart/Sam's Club, I am still concerned with my community in general and will go on record as opposed to this re-zoning. Such a blatant move certainly flies in the face of sound zoning in the first place and one must wonder at the "approval" recommendation attached to 2006-010, given the "local neighborhood" flavor of the current zoning and the unanimity of qualified and unqualified opposition currently in the comment registry. perhaps Wal-mart is lobbying this issue with a decidedly "Abramoff" flavor? Predatory big-box competition leaves failed businesses in its wake and is not an example of markets at their most rational. Also, local neighborhoods and their environs are negatively affected, often severely. How is the Planning and Zoning Commission improving our quality of life with this proposed rezoning? Please do not approve 2006-010. Sincerely, Carl Tobin

3/3/06
James Gurke
3232 Knik Ave
Anchorage AK 99517
I recommend the Planning and Zoning Commission not approval the proposed rezone from residential to commercial use. Until last year, I resided within one mile of the area. I believe that heavy commerical use is contrary to the best interests of the neighborhood and the town-center envisioned for the

DeBarr/Muldoon intersection. I must also say I resent the ability of large corporations being able to manipulate the planning process for their own benifit. The neighborhood is already adequately serviced by grocery stores such as Fred Meyers and Carrs. There is no justifiable reason for Wal Mart to locate there except to advance their own preditory competitive purposes. My limited understanding of the Municipalities 20/20 plan would also suggest that the rezone is contrary to the plans goals. I respectfully urge a no vote.

Zoning and Platting Cases On-line

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Details | Staff Report | submit a comment

Public Comments

3/6/06
Patrick Robertson
7700 Old Harbor Avenue
Anchorage AK 99504
No Thru from Patterson to E. 6th Avenue. When looking at property in the surrounding area (Creekside Street/ 6th Ave.), the name Jerry T Weaver is listed. Is this the same JT Weaver listed as an employee with MOA in Planning as the Zoning Division Administrator? If so, I feel this is a conflict of interest for Mr. Weaver. He may not be directed involved but...he has influence. If allowed to go thru he will benefit from this monetarily. Old Harbor Avenue many years ago created a cul de sac at the end. We had Patterson removed from the "Streets and Highway" plan. I do not believe making Patterson a thru street will benefit anyone except maybe Mr. Weaver.

Zoning and Platting Cases On-line

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Submit a Comment

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Details | Staff Report | submit a comment

Public Comments

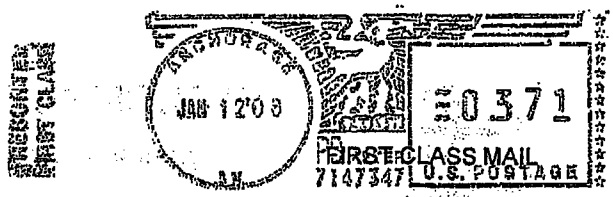
3/6/06
Timothy Pedlow
7320 Old Harbor Avenue
In the February 2006 Northeast Community Council meeting, Ken Stout called the Anchorage 20/20 Comprehensive Plan a law. The proposed Wal-Mart development in the Creekside/ Muldoon Town Center is not compatible to that plan. It would eliminate the R2M zoned lands that were established to act as transitions buffer between R1 and I-1 lands and is contrary to the Anchorage 20/20 plan; therefore I am opposed to the rezone.

PLANNING & ZONING COMMISSION PUBLIC HEARING February 6, 2006 SUPPLEMENTAL INFORMATION

G.2. Case 2006-010 Rezone I-1, R2M, R3 to B-3 SL

Double-sided

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



006-101-02-000
MCCOY STEVEN R & ANN H
7749 OLD HARBOR RD
ANCHORAGE, AK 99504

RECEIVED
JAN 30 2006
Municipality of Anchorage
Zoning Division

NOTICE OF PUBLIC HEARING - - Monday, February 06, 2006

Planning Dept Case Number: 2006-010

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

CASE:	2006-010
PETITIONER:	Wal-Mart Stores Inc
REQUEST:	Rezoning to B-3SL and PLI
TOTAL AREA:	53.50 acres
SITE ADDRESS:	NORTH OF DEBARR RD & WEST OF MULDOON RD
CURRENT ZONE:	I-1, R-2M, & R-3
COM COUNCIL(S):	1—Northeast

LEGAL/DETAILS: A request to rezone approximately 53.52 acres from I-1 (Light Industrial), R-2M (Multiple Family Residential) and R-3 (Multiple Family Residential) to B-3SL (General Business with Special Limitations) and PLI (Public Lands and Institutions). Located north of Debarr Road and west of Muldoon Road.

Legal Description: Proposed tracts A, B, C, D, E, F, G, & H, Creekside Subdivision per Preliminary Plat S-11451, Exhibit A.

The Planning and Zoning Commission will hold a public hearing on the above matter at 6:30 p.m., Monday, February 06, 2006 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: Steven R. McCoy
Address: 7749 OLD HARBOR
Legal Description: Creekside 2 # 2
Comments: No, Large commercial best suited for regional not town center. Heavy impact on school & residential area. Traffic, crime, & air pollution problems.

MUNICIPALITY OF ANCHORAGE

PARKS & RECREATION DEPARTMENT

MEMORANDUM

Healthy Parks Healthy People

RECEIVED
JAN 30 2006
Municipality of Anchorage
Zoning Division

DATE: January 27, 2006

TO: Jerry T. Weaver, Zoning Div. Administrator

FROM: Tom Korosei, Park Planner

SUBJECT: Planning and Zoning Case Reviews

Parks and Recreation has the following comments:

CASE NO.	CASE
2006-009	**Rezoning approx. 1.38 acres from B-3SL to amend special limitations.** No comment.
2006-010	**Rezoning approx. 53.5 acres (total) from I-1, R-2M, and R-3 to B-3SL general business district with special limitations (except possible 1.62 ac. PLI) to amend special limitations.** Parks and Recreation supports rezoning and development consistent with *Anchorage 2020: Anchorage Bowl Comprehensive Plan*, including appropriate Town Center concepts such as policies regarding land use and connectivity. Existing and proposed public trails/pathways, including trails indicated on the *Areawide Trails Plan*, should be maintained and designed with provisions for safety and visual enhancements such as adequate landscaping and other appropriate barriers for safe and convenient pedestrian use. Dedication of land for public park purposes is subject to applicable public process and consistency with approved park plans.
2006-011	**Site plan review for sand storage facility upgrades.** The subject site is bounded by park lands (including Airport property currently used as park). Parks and Recreation supports including visual enhancements including appropriate landscaping and/or other architectural features to visually harmonize with adjoining park areas. Parks and Recreation understands that any existing or proposed impacts on the adjoining park property will be addressed to avoid or restore, as appropriate, any disturbance of that area.
2006-014	**Zoning conditional use for master plan approval and medical buildings (Providence Alaska Medical Center)** Parks and Recreation supports establishment of sufficient/appropriate greenbelt along the affected segment of the South Fork of Chester Creek, and including paved multi-use trails through the site, including along the included stream corridor, consistent with the *Areawide Trails Plan*.
S11447	**Plat for a planned unit development (Alaska Village Subdivision).** Parks and Recreation supports establishment of sufficient/appropriate greenbelt along the affected segment of Chester Creek to accommodate restoration of the stream channel as well as public trail and other access. The *Areawide Trails Plan* shows a planned multi-use paved trail along the stream corridor, and draft *Park Plan* recommends establishment of this trail, as well.

Cc: Monique Anderson
P&Z0206.doc

Municipality of Anchorage

TRAFFIC DEPARTMENT

TRAFFIC DEPARTMENT

Mark Begich, Mayor

RECEIVED
JAN 31 2006
Municipality of Anchorage
Zoning Division

January 30, 2006

Jim Sawhill, P.E.
Lounsbury & Associates, Inc.
5300 A Street
Anchorage, Alaska 99518

RE: Wal-Mart Supercenter and Sam's Club on Debarr Road Traffic Impact Analysis

Dear Mr. Sawhill:

The Traffic Department has reviewed the traffic impact analysis for the subject development. Development plans anticipate the construction of the following:

- 206,000 square foot Wal-Mart Supercenter,
- 134,000 square foot Sam's Club,
- 6,500 square foot Book Store,
- 9,000 square foot Arts and Crafts Store,
- 5,000 square foot Video Rental Store,
- 3,000 square foot High Turnover Restaurant,
- 1,500 square foot Fast Food Restaurant without drive thru,
- 12 Pump Gas Station, and
- 48 dwelling unit Residential Condominium/Townhouse.

The site is a 53 acre parcel near the intersection of Debarr Road and Muldoon Road intersection. The traffic impact analysis recommends the following improvements:

- new signal at Debarr Road and Paterson Street,
- improvements to the proposed signal at Debarr Road and Creekside Street,
- construction of Creekside Street between Debarr Road and Muldoon Road to the north,
- Relocation of 12th Avenue/Muldoon Road signal north to Creekside Street-11th Avenue/Muldoon Road.

In addition, the Traffic Department requires the following:

- Paterson Street right-of-way along the full length of the western property line shall be provided so any possible future needs will not be eliminated by design nor lack of right-of-way.
- The trail just east of the proposed Sam's Club must be constructed which will provide the school access from the neighborhood to the north (along the old Creekside Street right-of-way) to Creekside Road and the new middle school.
- No out parcel shall have direct vehicular access to Debarr Road. All access to these parcels shall be internal.

The traffic impact analysis must be updated to include these additional requirements and returned to the Traffic Department for final approval. If you have any questions, please contact me at 343-8410 or Lee Coop at 343-8479.

Sincerely,

Robert E. Kniefel, P.E.
Municipal Traffic Engineer

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JAN 3 0 2006
Municipality of Anchorage
Zoning Division

MUNICIPALITY OF ANCHORAGE

MEMORANDUM

DATE: January 10, 2006

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

THRU: Cathy Hammond, Physical Planning Supervisor

FROM: Physical Planning Division Staff

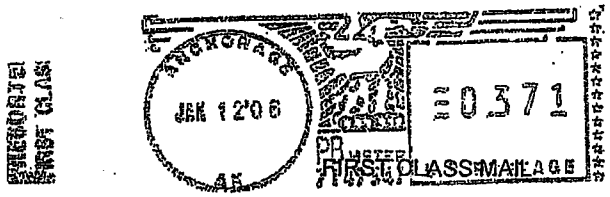
SUBJECT: Staff comments on Creekside/Muldoon Town Center before the Planning and Zoning Commission on February 6, 2006

2006-010 Rezone I-1 (Light Industrial), R-2M (Multi-Family Residential) & R-3 (Multi-Family Residential) to B-3SL (General Business District with Special Limitations), Creekside Town Center Rezone.

The petition site is located within an area designated in the *Anchorage 2020 – Anchorage Bowl Comprehensive Plan* as a Town Center. The site borders DeBarr Road and Muldoon Road; both roadways are designated as Transit-Supportive Development Corridors. See *Anchorage 2020* policies relevant to this site (Policies 5, 7, 11, 12, 24, and 34)

The Transit-Supportive Development Corridor concept is supported by Transportation Policies 30, 34, and 37; General Land Use Policy 3; and Residential Policy 9. Higher density is encouraged along Transit Corridors for a quarter-mile on each side of the designated street.

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



006-101-28-000
OAKES ALBERT & GLORIA
7420 OLD HARBOR AVE
ANCHORAGE, AK 99504

RECEIVED
JAN 3 1 2006
Municipality of Anchorage
Zoning Division

NOTICE OF PUBLIC HEARING - - Monday, February 06, 2006

Planning Dept Case Number: 2006-010

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

CASE:	2006-010
PETITIONER:	Wal-Mart Stores Inc
REQUEST:	Rezoning to B-3SL and PLI
TOTAL AREA:	53.50 acres
SITE ADDRESS:	NORTH OF DEBARR RD & WEST OF MULDOON RD
CURRENT ZONE:	I-1, R-2M, & R-3
COM COUNCIL(S):	1—Northeast
LEGAL/DETAILS:	A request to rezone approximately 53.52 acres from I-1 (Light Industrial), R-2M (Multiple Family Residential) and R-3 (Multiple Family Residential) to B-3SL (General Business with Special Limitations) and PLI (Public Lands and Institutions). Located north of Debarr Road and west of Muldoon Road. Legal Description: Proposed tracts A, B, C, D, E, F, G, & H, Creekside Subdivision per Preliminary Plat S-11451, Exhibit A.

The Planning and Zoning Commission will hold a public hearing on the above matter at 6:30 p.m., Monday, February 06, 2006 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: Albert W. Oakes
Address: 7420 Old Harbor Ave., Anchorage, AK 99504-1926
Legal Description: Creekside Park Subdivision Addition No. 3, Lot 39
Comments: I'm opposed to the rezoning; do not wish to have Sam's Club as a neighbor on Tract C. Tracts E and F are alledged to be used for residential (per the owner's agent at the NE Community Council meeting), so there's no need for rezoning them. Tract D will just become a "collection area" for trash. Check out the path thru the woods from Fred Meyer's when the snow is gone. Don't want a regional Wal-Mart in a Town Center area.

REZONING/RESIDENTS--PLANNING COMMISSION
2006-010

Zoning and Platting Cases On-line

View Case Comments

Submit a Comment

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Municipality of Anchorage
Zoning Division

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Details | Staff Report | submit a comment

Public Comments

2/2/06
Judd Walker
1001 Boniface Pkwy. - Office
Anchorage AK 99504
I would like to comment on the rezoning issues that are addressed in this case. I own Mayflower Circle Park and about 36 acres of vacant property on the northeast corner of DeBarr and Boniface. I have been trying for years to get a large commercial outfit on my corner, which I would need a rezone to accomplish. I had talked to Mayor Begich in February of 2005 about getting his office to approve a rezone on my site for the same large retailer, he told me I had to do a zoning swap and that a rezone wouldn't be in the cards, so to speak. What has changed is a question I would like to know? The Town Center will be a traffic nightmare with a Sam's Club and Wal-Mart added to the picture, what kind of traffic numbers are we talking once the Town Center is completed as well? I just want it to be on the record that if this rezone and site plan is approved for Wal-Mart, it had better apply to my site and all other qualifying sites at a later date as well. This site plan and rezone application is incorporated in the Town Center site to my reading. A Wal-Mart and Sam's Club was not in the original plans for the Town Center as I remember. I was also informed that this Wal-Mart site is going to help subsidize the building of the Town Center. Why in the world are we going to bail out a concept that has already been sudsized on broken promises? I don't want to see more money being set off to the side in a seperate revenue pool to avoid being part of the tax cap. Let the founders of the Town Center pay for it, not the public. It just increases my tax role in the long run. I am totally against this Wal-Mart site being used to fund a Town Center site that has already received huge tax incentives and nothing is being done about this. Is

Wal-Mart going to pay back the back tax incentives that were promised to the original developers of the Town Center? Every old mobile home park should be entitled to those same incentives provided for by the Town Center scheme. I do support this rezone, provided it doesn't have it's own seperate revenue pool for the Town Center. I think it is a poor choice being across from a school and the traffic nightmare it will create, but if this is the case and approved, it makes it hard to argue against my site in the future. I give this support only if it is going to affect all sites equally in the near future.

PLANNING & ZONING COMMISSION PUBLIC HEARING February 6, 2006

Comments Received after Packet Delivery

G.2. Case 2006-010
Rezone I-1, R2M, R3 to B-3 SL

Double-sided

Pierce, Eileen A

From: Petrozzi, Elaine M
Sent: Monday, February 06, 2006 8:32 AM
To: Pierce, Eileen A
Subject: FW: WalMart Rezone

RECEIVED
FEB 0 6 2006
Municipality of Anchorage
Zoning Division

fyi

-----Original Message-----
From: Terry Cummings [mailto:terry_cummings@correct.state.ak.us]
Sent: Monday, February 06, 2006 7:30 AM
To: Petrozzi, Elaine M
Subject: WalMart Rezone

I would like to comment on the WalMart Rezone scheduled for tonight. Please do not allow this rezone to happen. I live in the area and am very concerned that my quality of like will be very negatively impacted due to increased traffic, light pollution to my neighborhood, noise pollution, and most important, the air quality will be terrible. It will present a danger to the children living in the area and with the new school across the street, traffic will be horrific. Crime will increase, shootings will happen in the huge parking lots, all night shopping will mean the traffic will never stop.
The car and diesel exhaust will hang in this area and not dissipate.
Box stores should not be allowed in neighborhoods.
Please do not allow this to happen.
Thank you.
Terry Cummings
6740 E. 10th
Anchorage, Alaska 99504

Zoning and Platting Cases On-line

View Case Comments

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FEB 0 6 2006
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Details | Staff Report | submit a comment

Public Comments

2/5/06
Jason Denman
I'd like to go on record that I am opposed to this petition for rezoning. As a homeowner in northeast Anchorage, I am concerned about Walmart's plans and their impacts on our neighborhoods. Many in this community have been optimistic about other development plans: the new school, possible towncenter, small businesses mixed with housing, things becoming a little more pedistrian friendly. Walmart's plans for a 24 hour 7 day a week opened supercenter isn't consistent with these. Walmart's box stores have, in many other places, been detrimental to all of the above. We have a chance for some very fine development improvements in this community. Walmart's plans with the never closing supercenter, a second box store and high density housing could undermine not only what is being planned, but what already exists. I therefore ask you to deny this petitioner's request for this rezoning at this time. Sincerely, Jason Denman.

2/5/06
George Gaguzis
In my opinion, the MOA Staff report is replete with misinformation and errors of omission. The lack of an adequate traffic analysis is but one indication of an ill prepared document which purported to protect the public trust. One of their assertions was the lack of other available, and I might add more suitable, land to develop box stores in the vicinity. DeBarr and Boniface location had similar property and acreage with viable transportation corridors that would not result in any traffic needing to encroach on single family residential neighborhoods to

compensate for a seemingly incompetent traffic analysts' opinions. Their assertion that there is no loss of residential land does not outweigh the obvious adverse impacts to surrounding areas. The proposal would eliminate the R2M zoned lands that were established to act as a transitional buffer between R1 and I-1 lands. B-3 or any derivative is not transitional with respect to the existing neighborhoods to the north and west and contrary to the Anchorage 2020 Plan. The location of a signal at eleventh avenue and it's apparent connection to the north would promote the driving of large delivery vehicles through single family residential neighborhoods endangering children playing near their homes and walking to the elementary and middle schools. Any other realignment of streets in the vicinity would cause some properties to be double fronted with major through streets front and back of the properties. The speculative nature of this development would undermine the integrity of the surrounding neighborhoods and diminish the land values by tens of thousands of dollars per individual residential lot. The property allows for a single box unit to be developed on the I-1 properties and it should remain so, as should the other residential zoned properties in this request remain residential. This would allow Wal-Mart to move their existing operation from the Northway Mall location to the Creekside I-1 property without any rezoning of any other properties found in this request. This submission is an extremely poor proposal as compared to others I had seen in the past several months that took the impacts to the surrounding neighborhoods into consideration. This is contrary to anything found in the 20/20 plan concerning town center development no matter what the staff report suggests. Regardless of what problems exist from contaminated soil, the surrounding neighborhood properties had nothing to do with creating any of these adverse impacts, and any resulting limitations for subsequent use of the land. The surrounding neighbors did not receive any monetary benefits while the owners of the property were contributing to the contamination and making a profit, but now the neighbors are going to be asked to share in the costs of remediation by allowing incompatible development to decimate surrounding property values. The municipality should be prepared to justify the overwhelming economic boom to the tax base of the community while taking into account the adverse monetary impacts to the neighborhoods. Any reasonable person would assume that Wal-Mart Stores, Inc., and the Municipality of Anchorage by their actions would be liable for these monetary impacts. George Gaguzis Anchorage

2/5/06
Lorraine Alfsen
Nunaka Valley
I respectfully request this petition for rezoning be denied. Years ago Walmart considered moving into another part of the northeast community. During that time and since then, I have attended several meetings regarding their plans back then, and am an doing the same now because of their future plans. Over the years I have not once heard how their moving into this particular section of town would be beneficial to the residents of northeast Anchorage. The petitioner for this rezoning request has yet to convince me that they would contribute to our community in any positive way. In fact, they have continued to cause more concern over the years as I've learned more and more from those representing them about their plans. I am a strong supporter of the Creekside Townsite project. Walmart's plans don't really fit in with such a concept. I also don't appreciate having a "supercenter" open 24 hours a day in any area residents consider a "neighborhood". I know already I will not appreciate the increased

traffic, noise, and potentially worse air quality. I am concerned about the lack of a height limitation on any high density housing. (How interesting that as a city, we place height restrictions on signs, but you might not do so on large buildings like housing.) Whether or not it is a good idea to have a supercenter so close to a school I cannot say, but I have some reservations about that also. My list of objections to this petition could continue. I've voiced my concerns to you, to my community council, and to those representing the petitioner many times in the past regarding Walmart's plans in northeast Anchorage. This request is not made by an opponent of Walmart. I have said many times I would support their initial plan of building a Sam's Club in the area. But when the petitioner added to their plans the desire to build a superstore and also have this parcel zoned for high density housing with no restrictions on how "high" they can build and no information on "density", I had to say, "Whoa!" So, please consider those who will actually live with the consequences should this be approved. And please ask yourselves, if the same were proposed to you, would you want the same done in your neighborhood? Would you support the building of a Sam's Club box store, a superstore open 24 hours a day, and high density housing so close to your own home and in your own neighborhood? Thank you. Lorraine Alfsen

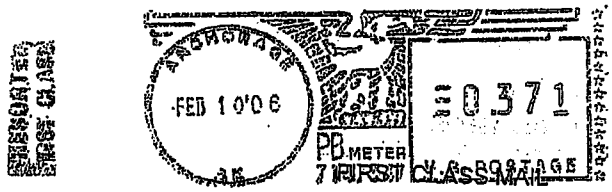
2/5/06
Cecilia Lamp
5541 E. 99th Ave
Anchorage Ak 99507
As an Anchorage resident and a former resident of Muldoon I would like to say that I vehemently oppose rezoning the Muldoon location to accommodate Wal-Marts expansion plans. The Muldoon town center area is not the place for a big box store. We should be striving to make our residential areas more livable not less. We as a city finally have the opportunity to correct some of the past development errors in Muldoon. All development is not good development (i.e. Zamarillo strip malls}. I feel that just the increased traffic and pollution in close proximity to the new middle school and neighborhoods is reason enough. Beyond that there is also the overall increase in traffic on both Muldoon and Debarr which will most likely require infrastructure improvements at additional cost to Anchorage taxpayers. Consideration also needs to be given to the increased policing costs generated by Wal-Mart stores and their huge parking lots, not to mention the spill over of property crimes into the bordering residential areas. Why should the citizens of Anchorage and most specifically Muldoon be asked to absorb this?

2/5/06
Marylyn Alfsen
1610 Otter St.
Anchorage AK 99504
Our home is located in a quiet subdivision which will soon be impacted by the new Muldoon middle school. While we anticipate increased noise and traffic, it can be argued that a new school is a positive addition to a neighborhood. This cannot be said of Walmart's plans to impose big box stores on the same general area. We have only recently learned of its plans for an apartment complex and are not prepared to comment on it although it appears that portion of its rezoning request is for zoning with no height restriction. Walmart's planned projects in addition to the new school and CIRI's proposed project would cause

too much impact on this area. Walmart's huge stores, huge parking lots, huge amount of lighting and increased noise and traffic would change the look and feel of the surrounding neighborhoods forever. Imagine living in a quiet well kept subdivision for many years then suddenly being able to walk from your front door to a Walmart parking lot in less than five minutes. Imagine hundreds or thousands of people each day streaming past the subdivision you moved into because of its quiet charm. We are not opposed to development in Muldoon. Muldoon needs positive, responsible, planned development that also preserves and supports its many established neighborhoods. The overwhelming magnitude of Walmart's planned development makes it unsuitable for the Muldoon sites. If there really is a need in Anchorage for yet another Wallmart store, it should be located on a site similar to its existing Anchorage stores. It should not be located across the street from a school and near quiet neighborhoods with single family homes. We understand that rezoning is not required for part of Walmart's proposed project. So be it. We strongly oppose any rezoning that will allow Walmart to establish an additional big box store, or a larger (supercenter) store, and/or who-knows-how-many apartment units on the Muldoon sites. The outcome of this issue will demonstrate whether Anchorage is a city that values home owners and neighborhoods and is concerned with a quality of life that makes it a great place to live or if it favors giant businesses. Responsible planning and zoning will keep mega stores and sprawling businesses in large commercial centers or at least away from schools and single family homes. Respecfully, John and Marylyn Alfsen

2/3/06
Albert Oakes
7420 Old Harbor Ave
Anchorage AK 99504-1926
I understood that Wal-Mart deleted a planned tire-change facility, but intended to have one w/ Sam's Club. The analysis lists a "primary tire repair shop" as an excluded use. I oppose opening up Patterson St. to 6th in the future. That will cause traffic to use Old Harbor or 6th Ave to by-pass the traffic signal intersections. An informal trail now exists on the mis-named E. 10th Ave.; let it suffice. Sam's Club wants to have a gas station to compete w/Safeway. Why not just add one at their present location?

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



006-101-28-000
OAKES ALBERT & GLORIA
7420 OLD HARBOR AVE
ANCHORAGE, AK 99504

RECEIVED
FEB 27 2006
Municipality of Anchorage
Zoning Division

NOTICE OF PUBLIC HEARING - - Monday, March 06, 2006

Planning Dept Case Number: 2006-010

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

CASE:	2006-010
PETITIONER:	Wal-Mart Stores Inc
REQUEST:	Rezoning to B-3SL and PLI
TOTAL AREA:	53.50 acres
SITE ADDRESS:	NORTH OF DEBARR RD & WEST OF MULDOON RD
CURRENT ZONE:	I-1, R-2M, & R-3
COM COUNCIL(S):	1---Northeast

LEGAL/DETAILS: A request to rezone approximately 53.52 acres from I-1 (Light Industrial), R-2M (Multiple Family Residential) and R-3 (Multiple Family Residential) to B-3SL (General Business with Special Limitations) and PLI (Public Lands and Institutions). Located north of Debarr Road and west of Muldoon Road.

Legal Description: Proposed tracts A, B, C, D, E, F, G, & H, Creekside Subdivision per Preliminary Plat S-11451, Exhibit A.

The Planning and Zoning Commission will hold a public hearing on the above matter at 6:30 p.m., Monday, March 06, 2006 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: Albert W. Oakes
Address: 7420 Old Harbor Ave.
Legal Description: Lot 39, Addn No. 3, Creekside Sub.
Comments: Added: Wal-Mart will let RVs camp in their lot. Muni recommends a trail along N. edge of rezone. So, if it goes there, we'll have people walking their dogs along back of our property. We don't need the fence. Therefore, oppose the rezone.

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

006-142-01-000
BOWDEN MARTIN
PO BOX 230962
ANCHORAGE, AK 99523

RECEIVED
FEB 24 2006
Municipality of Anchorage
Zoning Division

NOTICE OF PUBLIC HEARING - - Monday, March 06, 2006

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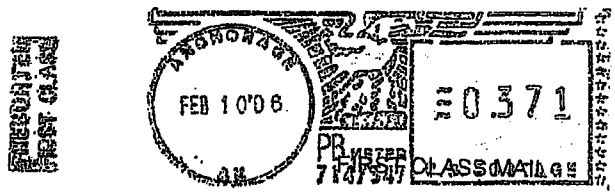
Name: MARTIN BOWDEN
Address: 7041 E 10TH AVE.
Legal Description: B 13 L1 DEBAR VISTA #7
Comments: YOU HAVE NO RIGHT TO CONDEMN / DEVALUE MY PROPERTY BY CHANGING THE R-2M ZONING. I ABUT THIS PROPERTY AND MY LIVING ROOM WINDOW LOOKS DIRECTLY AT OVER THIS R2M LAND AND NO WAY WILL I LOOK OUT OVER A PARKING LOT. I JUST BUILT THIS HOME WITH MY OWN SWEAT. IT MUST BE PROTECTED

REZONING/RESIDENTS--PLANNING COMMISSION MARTIN BOWDEN
2006-010

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



006-144-24-000
HODGES CLINTON R II
6930 E 11TH AVENUE
ANCHORAGE, AK 99504

SEE COMMENTS

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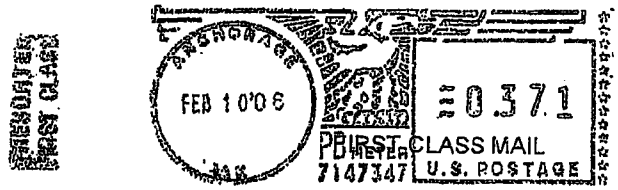
Name: Clinton R Hodges II
Address: 6930 Eilth AVE
Legal Description: DEBARR VISTA #6 BLK 2A LT9
Comments:
(1) PATTERSON BUFFER (10TH TO DEBARR) AT LEAST 80' WIDE
(2) LANDSCAPED TO SHIELD NEIGHBORHOOD FROM DEVELOPMENT
(3) NO ACCESS TO DEVELOPMENT VIA 10/11/OR 12TH AVES.
(4) ABSOLUTELY NO CUT THROUGH TRAFFIC TO AVOID LIGHTS ON DEBARR AT TOPPIN & PATTERSON (FUTURE).

REZONING/RESIDENTS--PLANNING COMMISSION
2006-010

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



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Municipality of Anchorage
Zoning & Platting

006-101-46-000
SIMON MARION Z TRUSTEE OF
MARION Z SIMON TRUST
3676 N POINT DR
ANCHORAGE, AK 99502

NOTICE OF PUBLIC HEARING - - Monday, March 06, 2006

Planning Dept Case Number: 2006-010

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CURRENT ZONE:	I-1, R-2M, & R-3
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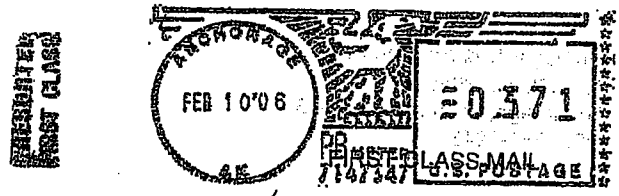
Name: MARION Z. SIMON
Address: 3676 N. POINT DRIVE, ANCHORAGE, AK 99502
Legal Description: CREEKSIDE PK #2 LOT 20B
Comments: I am 100% in favor of the rezone. Wal-Mart will add to the economy by hiring several people within walking distance. Our local THAI RESTAURANT has had many break ins and vandalism and they flee into the adjacent wooded area. I will be glad to see that area cleared and developed.

REZONING/RESIDENTS--PLANNING COMMISSION
2006-010

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



2/15/06
Comments included
RGC

006-091-26-000
CHRISTIANSON RODNEY E &
CATHERINE A
851 HUNT CIR
ANCHORAGE, AK 99504

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Municipality of Anchorage
Zoning Division

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Name: Rodney & Catherine Christianson R/C Catherine A Christianson
Address: 851 Hunt Circle, Anchorage, AK 99504
Legal Description: Huntwood #1, Blk 4 Lt 2

Comments: Walmart is proposed to be in close proximity to two schools and family neighborhoods. This is a recipe for ultra high density traffic, noise and polution from diesel delivery vans, operation of dumpsters and potentially unsavory elements coming and going thru neighborhoods; all creating unnecessary degradation of quality of life and hazards for our children going and coming to and from Creekside Elementary and the new school South of Debarr. Invariably additional access roads on Patterson and Creekside will be pushed for totally ruining forever local neighborhoods and increasing traffic dangers to more school age children. All this will ultimately lead to diminished property values. Please do not allow Walmart to ruin the locality and our way of life. Do not rezone and or let them

REZONIN
2006-010

207

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

PRESORTED FIRST CLASS

ANCHORAGE AK FEB 10 '06 0.371 FIRST CLASS MAIL PD METER 7147347 U.S. POSTAGE

006-411-12-000
M B CONTRACTING CO INC
~~PO BOX 242594~~
ANCHORAGE, ~~AK 99524~~

M-B Contracting Co., Inc.
207 E. Northern Lights Blvd.
Suite 122
Anchorage, Alaska 99503

RECEIVED
FEB 15 2006
Municipality of Anchorage
Zoning Division

NOTICE OF PUBLIC HEARING - - Monday, March 06, 2006

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Feb. 11, 2006

Name: M-B Contracting Co., Inc. John I. Miller, President

Address:

Legal Description:

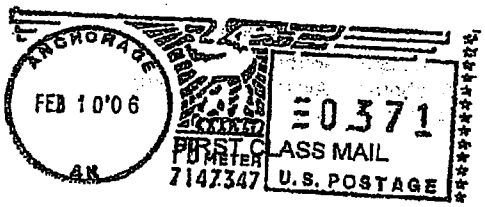
Comments: For the record, M-B Contracting Co., Inc. does not own 006-411-12-000 or any other property within the Petition Area radius. All M-B interests were sold to Wal-Mart Stores, Inc. in December 2005

John I. Miller, Pres.

REZONING/RESIDENTS--PLANNING COMMISSION
S11447

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

PRESORTED FIRST CLASS



006-411-12-000
M B CONTRACTING CO INC
~~PO BOX 242981~~
ANCHORAGE, ~~AK 99524~~

M-B Contracting Co., Inc.
207 E. Northern Lights Blvd.
Suite 122
Anchorage, Alaska 99503

RECEIVED
FEB 13 2006
Municipality of Anchorage
Zoning Division

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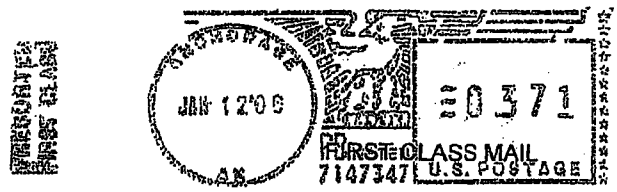
John I. Miller, Pres.

REZONING/RESIDENTS--PLANNING COMMISSION
S11447

209

Feb 11 06 05:29p M-B Contracting 907 333 5871 p.1

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



006-102-21-000
MCCANN LANCE W & JULIE L
7505 MARYLAND AVENUE
ANCHORAGE, AK 99504

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FEB 09 2006
Municipality of Anchorage
Zoning

NOTICE OF PUBLIC HEARING - - Monday, February 06, 2006

Planning Dept Case Number: 2006-010

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

CASE:	2006-010
PETITIONER:	Wal-Mart Stores Inc
REQUEST:	Rezoning to B-3SL and PLI
TOTAL AREA:	53.50 acres
SITE ADDRESS:	NORTH OF DEBARR RD & WEST OF MULDOON RD
CURRENT ZONE:	I-1, R-2M, & R-3
COM COUNCIL(S):	1---Northeast

LEGAL/DETAILS: A request to rezone approximately 53.52 acres from I-1 (Light Industrial), R-2M (Multiple Family Residential) and R-3 (Multiple Family Residential) to B-3SL (General Business with Special Limitations) and PLI (Public Lands and Institutions). Located north of Debarr Road and west of Muldoon Road.

Legal Description: Proposed tracts A, B, C, D, E, F, G, & H, Creekside Subdivision per Preliminary Plat S-11451, Exhibit A.

The Planning and Zoning Commission will hold a public hearing on the above matter at 6:30 p.m., Monday, February 06, 2006 in the Assembly Hall of the Z. J. Loussac Library, 3600 Denali Street, Anchorage, Alaska.

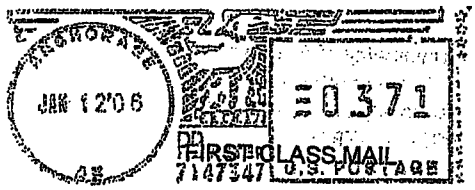
The Zoning Ordinance requires that you be sent notice because your property is within the vicinity of the petition area. This will be the only public hearing before the Commission and you are invited to attend and present testimony, if you so desire.

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: Lance McCann
Address: 7505 Maryland Ave, Anchorage AK 99504
Legal Description: Lot Twenty-ONE, Creekside Park Subdivision No 1
Comments: What a way to ruin a great neiborhood. I would rather have a jail. At least you could control inmates.
If my property value goes down please reduce my taxes.

L. McCann

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



006-101-27-000
CHRISTENSEN CAROL J
7400 OLD HARBOR AVENUE
ANCHORAGE, AK 99504

RECEIVED
FEB 07 2006
Municipality of Anchorage
Zoning Division

NOTICE OF PUBLIC HEARING -- Monday, February 06, 2006

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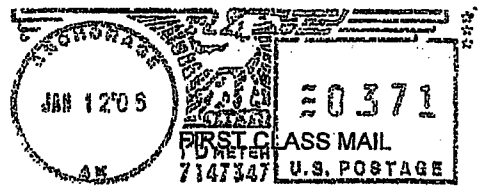
Name: CAROL CHRISTENSEN
Address: 7400 OLD HARBOR
Legal Description:
Comments: I wonder if there is anyone who would like a 24 hour Walmart in their neighborhood? If you choose to rezone, you should rezone Old Harbor Ave as well because it will no longer be the residential neighborhood it has been for decades. We will see & hear the traffic coming & going all day and all night from our kitchen windows in the winter and from our backyards the rest of the year. I'd like to believe the commision will listen to residents and protect our interests. Thank you. I think a greenbelt would provide a good buffer & retain the natural beauty of the community.

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



006-101-46-000
SIMON MARION Z TRUSTEE OF
MARION Z SIMON TRUST
3676 N POINT DR
ANCHORAGE, AK 99502

RECEIVED
FEB 07 2006
Municipality of Anchorage
Zoning Division

NOTICE OF PUBLIC HEARING - - Monday, February 06, 2006

Planning Dept Case Number: 2006-010

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Name: MARION Z. SIMON
Address: 3676 N POINT DRIVE, ANCHORAGE, AK 99502
Legal Description: 006-101-46-000 CREEKSIDE PK #2 LOT 20B
Comments: I am 100% in FAVOR OF THE REZONING. I THINK WAL-MART WOULD BE A GREAT ASSET TO THE AREA. THEY WOULD EMPLOY MANY PEOPLE IN THE AREA WHO COULD WALK TO WORK & ADD TO THE LOCAL ECONOMY.

RECEIVED

FEB 0 7 2006

Municipality of Anchorage
Zoning Division

2006-010

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Name: CLYDE A GILBERT

Address: 7509 OLD HARBOR

Legal Description:

Comments: CLYDE & BERYL GILBERT AGAINST ANY REZONING OF THE ABOVE AREA (B-3X & PLI) 53.50 ACRES OR A NO VOTE!

Clyde & Beryl Gilbert
2-3-06

REZONING/RESIDENTS--PLANNING COMMISSION
2006-010

Zoning and Platting Cases On-line

View Case Comments

Submit a Comment

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

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

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MAR 07 2006
Municipality of Anchorage
Zoning Division

1. Select a Case: 2006-010 View Comments

2. View Comments:

Case Num: 2006-010
Rezoning to B-3SL and PLI

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Details | Staff Report | submit a comment

Public Comments

3/6/06
genevieve holubik
1700 nunaka dr.
anchorage AK 99504
I oppose this rezoning; I oppose WalMart. The basic concepts of both and their overall effects on the community are negative and mock the community's desire for a Town Center and true quality of life for its residents. The only part of the Town Center plan that it retains is the questional placing of residential units on the narrow strip of land north of Fred Meyer's warehouse/truck delivery area - no buffer from that view and activity has been offered and the likelihood of that area becoming one of transient renters or a "great place to hang out" is high.

Zoning and Platting Cases On-line

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

RECEIVED
FEB 21 2006

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

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Details | Staff Report | submit a comment

Public Comments

2/21/06
Chris Berg
1428 Atkinson Dr
Anchorage AK 99504
I am opposed to this plan currently in place. The reasons are as follows: Traffic Lights expected to follow will slow traffic. The existing plan for a superstore means increased traffic in the neighborhood. Previous practices by Wal-Mart to not pay attention to local expectations such as what is seen at the current Sam's Club in the Northway Mall and the lack of community concern over landscaping. We have enough liquor stores in East Anchorage. Actually too many and this contributs to the increase in DUI's in East Anchorage. I find the fact that given even though one or two people in the Town Center concept decided not to agree to the concept, the city needs to investigate into providing a hybid plan of sorts.

Zoning and Platting Cases On-line

View Case Comments

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FEB 2 1 2006
Municipality of Anchorage
Zoning & Platting

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Details | Staff Report | submit a comment

Public Comments

2/18/06
Kimberly Kerlin
8516 Boundary Ave. #5
Anchorage AK 99504
Hello, Thank you for the opportunity to provide feedback. As an Anchorage citizen and Muldoon/East Side resident (3.5 yrs. living in this area of town), I was so excited and inspired by the town center plans for this part of town. I was horrified to hear of such a wonderful plan seemingly falling apart w/ the proposal to put a Walmart in it's place!!?? Unbelieveable. These buildings are utterly horrid looking to start with--as if Muldoon needed more of that. For the following reasons I very much oppose allowing a Walmart or any large "box" store to take the place of the original plans for our community town center. Please consider them carefully and let me know if I can be of any assistance in helping us realize our town center dream: Dangerous for children at nearby schools because of increased traffic. These large 24 hour box stores attract crime. Too much residential space is given to commericial in this town already. 20,000 cars a day will create an air polution problem in Muldoon, an air inversion area. Not in keeping with town center concept because designed to serve a community larger than 30-50 thousand Will create more vehicle use not less, the city 20/20 plan asks that plans to reduce traffic. 600,000 retail square feet at the corner of Muldoon and Debarr is: Too Much, Too Soon, for Muldoon. 16 acres of residential space is lost to commericial and other zones in the rezone. The Anchorage Bowl needs residential much more than it needs business zones. Town center plans ask for an increase in mixed use buildings with residents above business properties, this plan offers no residential space in the commercial development. City policy requires no net loss of residential opportunity in commercial rezones,

this plan drops 16 acres of residential property from potential development in the Anchorage Bowl.

Zoning and Platting Cases On-line

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RECEIVED
FEB 16 2006
Municipality of Anchorage
Zoning Division

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2. View Comments:

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Details | Staff Report | submit a comment

Public Comments

2/16/06
John Lillie
7404
Anchorage Ak 99502
Large global coroporate machines, like WalMart, invades unsuspecting neighborhoods bringing "unreversable" negative changes that only become visible after they have are firmly entrenched! We have more than enough big box stores including Walmarts corporate footprint here in Anchorage Borough. Its time to say "NO" to Walmart Corporation which has a reputation for low prices. Otherwise watch your local neighborhood businesses close, try making a decent living on Walmart wages and benefits, and look at past questionable practices on hiring and workers treatment.Then you will understand how this global corporation practices stealthfully running its business with using money and power to buy out neighborhoods and politicians. No more Sam's Club or Walmarts!!

Zoning and Platting Cases On-line

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

RECEIVED

FEB 13 2006

Municipality of Anchorage
Zoning Division

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2. View Comments:

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Details | Staff Report | submit a comment

Public Comments

2/12/06
Tim Holder Holder
1040 Bench Ct.
Anchorage AK 99504-1655
Re: the Zone Change request by Walmart on DeBarr near Muldoon I understand the following the following is true: It will create more vehicle use not less. The city 20/20 Plan sets a framework such that developments reduce traffic. 600,000 retail square feet will result in a losss of 16 acres of of land that could be used for residential space or mixed commericial/residential. The Town Center Plans envision an increase in mixed use buildings with residents above business properties. The rezone does not allow for residential space in the commercial development. City policy requires no net loss of residential opportunity in commercial rezones. The rezone drops 16 acres of residential property from potential development in the Anchorage Bowl.

Zoning and Platting Cases On-line

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Submit a Comment

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FEB 10 2006
Municipality of Anchorage
Zoning Division

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

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Details | Staff Report | submit a comment

Public Comments

2/9/06
Ruth Fahl
6841 East 10th Avenue
Anchorage AK 99504
This rezoning is in opposition to Anchorages 20/20 plan. NE Anchorage was to have a town center and increased residential areas. A regional shopping center across the street from a middle school and towncenter negatively impacts each other. School traffic creates bottlenecks with Walmart traffic. Pedestrians and bikers breath exhaust and are in danger of being hit by a car or truck. Local residents caught in traffic spend more time on the road travelling to and from daily activities. Our 20/20 plan was an attempt to have some control over the development of our city resulting in an improvement in the quality of our lives. Decreasing available residential land and increasing commercial development next to residential areas decreases the quality of life for those that live in the Northeast Community Council area. The cost in traffic jams, air, light, noise, and water pollution is not balanced by any benefit from Walmart or Sams. Our area has been upgrading gradually over the last 25 years into a better place to live. A regional shopping center will encourage those that enjoy walking, biking, gardening, and upgrading their homes, to move elsewhere. NE Anchorage could become the next Mountain View. Please follow our 20/20 plan and do not approve the rezoning.

Zoning and Platting Cases On-line

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FEB 0 8 2006

Municipality of Anchorage
Zoning Division

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Details | Staff Report | submit a comment

Public Comments

2/8/06
Shirley Randal
8070 Gideon Circle, Unit 4
Anchorage AK 99504
Please do not rezone case number 2006-010 for these reasons: 1. Large 24 hour box stores attrack crime. 2. It is dangerous for children at nearby schools due to increased traffic. 3. 20,000 cars a day will create an air pollution problem in Muldoon which is in an air inversion area. 4. Town center plans ask for an increase in mixed use buildings with residents above business properties. This plan offers not residential space in the commercial development. 5.City policy requires no net loss of residential opportunity in commercial rezones. This plan drops 16 acres of residential property from potential development in the Anchorage bowl.

Zoning and Platting Cases On-line

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RECEIVED
FEB 07 2006
Municipality of Anchorage
Zoning & Platting

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Details | Staff Report | submit a comment

Public Comments

2/7/06
Betsy Seiffert
1615 Sitka St. #201
Anchorage AK 99501
Please do not rezone this. I am a concerned Anchorage citizen and I do not want another Wal-Mart and Sam's Club in my community. This area was supposed to be a town center, where a community could gather and not have to worry about traffic, air pollution and landscape pollution. We have an opportunity to reverse the damage done by origional city planners by giving this town center experiment all the tools to succeed that we can. Allowing a Wal-Mart to move in is akin to giving this idea the kiss of death. Please do not rezone.

Zoning and Platting Cases On-line

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Details | Staff Report | submit a comment

Public Comments

2/6/06
Amber Johnson
1537 Otter St.
Anchorage AK 99504
After attending the design meetings for the proposed East Anchorage Wal-Mart, I am now even more hesitant to have this large retailer five blocks from my home. Wal-Mart will attract 20,000+ cars daily, which will pass by my house blocking already busy intersections and roads. Wal-Mart & Sam's Club will be built across the street from a middle school and less than a mile from two elementary schools. This is not the type of environment children should pass through on their way to school. I question why Wal-Mart cannot build their superstore near the north-east corner of Debarr & Boniface where a large plot of empty land sits that is already an established commercial area with less proximity to residential neighborhoods. How does a box store like Wal-Mart contribute to the creation of a pedestrian-friendly mixed-use town center? What is being done to protect this town center from becoming another Dimond & Old Seward in Muldoon? Is this really what our community needs?

2/6/06
Gwenn Jester-Haslett
1700 Nunaka Dr.
Anchorage AK 99504
As a long time Anchorage citizen and someone who grew up on the Eastside of Boniface Parkway I reject the notion that a rezone for Walmart would be of any benefit to our adjacent neighborhoods and to the "Town Center" project that has

barely gotten off the ground. Whether or not WalMarts drawings look good their stores are still characterless generic warehouse spaces that are out of all scale to anything resembling a neighborhood. No matter what kind of dress you put on a pig, a pig it will remain. Bigger is not always better . This would be like putting the aforementioned pig in your fish tank. The impact of traffic to and from the proposed store is enough reason to reject this rezone.

2/6/06
Sandy Hargy
Nunaka Valley
I am emphatically opposed to the proposed rezoning. In fact, I would prefer that WalMart not move onto the subject property at all, because I am concerned about the increased volume of traffic into the area, and the fact that I have not seen any serious analysis of the impacts of that traffic. Increased traffic will bring with it increased air pollution. I also am concerned that having such a development across the street from a middle school will pose traffic and safety hazards as children dash across the street at lunch or after school (although this will likely be an issue with Fred Meyer, as well, allowing a Superstore to move in next door will compound the problem). However, since denying WalMart any place in our community apparently is not an option, I would respectfully request that the P&Z Commission act to mitigate the effects of this poorly-planned intrusion into our neighborhood, and acknowledge the wishes of the residents as expressed by the Northeast Community Council, by denying the rezoning request. This area was supposed to be part of the Town Center, and, design guidelines aside, there is no way that this proposed development can be construed to be compatible with the ethos of the Town Center idea. Far from acting as a pedestrian-friendly retail core, a WalMart Superstore would significantly increase auto traffic and further marginalize pedestrians. Additionally, the loss of residential land increases the likelihood that the high-density residential units that are eventually built would be done so more with an eye to developing the maximum number of units, rather than to aesthetics and livability. There must be other areas on the Eastside or in other parts of town that would be better candidates for this type of development than the subject property.

2/6/06
carol scott
8621 turf ct.
anchorage ak 99504
I do not feel that a walmart in this area will be in the best intrest of the residents in this area . This area is desingnated for a mixed public and civic facility and this will create a regional shopping center. With the development of a new middle school across the street this will impact traffic heavly and create more air polution close to the new school and for the residents in the area. I am concerned that it will create more loitering and crime as parts of this area is a low income area. This does not confrm to the Anchorage 2020 plan. The assembly members need to decide on a Town Center Plan because this is also going to add to major traffic problems and more exhaust.

2/6/06
carol scott
8621 turf ct.
anchorage ak 99504
~ Blank comment submitted

2/6/06
Steven McCoy
7749 Old Harbor Ave.
Anchorage AK 99504
This rezone is not good for children, homes, and schools. Muldoon Middle school has many students who will cross debarr road at this site. They do not need an additional 16 cars a minute turning as they cross the street. The plan denys the town center concept serving a population of 30-50 thousand people. This sets up a box store war center, not a town center. We do not want to be Dimond Center. Sam's club under this plan will move from a regional center to a residential town center. Poor planning. This plan would mean there would be 600,000 square feet of retail available in our town center. Too Much Too Soon For Muldoon. This plan creates a net loss of residential density contrary to policy. This plan has a high impact on the schools and homes in the area even prompting connection of Patterson road to debarr putting a high speed collector separating homes from schools, in this case Creekside and the new Muldoon Middle school. To vote for this plan is to vote for putting children in danger. The review committee that met with developers, the community council, and the Old Harbor Homeowners Association have all voted in opposition to this plan. This is also illegal on the basis that the effect of this rezone would be to create more traffic and put people in cars more often than to reduce that traffic. The 20/20 plan asks for development to create less traffic and be people friendly, pedestrian friendly not create more use of cars. AS I read the planning document. They simply do a good job of laying out the legal arguements against this rezone.

2/6/06
Andrea Lang
1351 Early View Drive
Anchorage AK 99504
I am against this re-zone! This is not in the best interest of the NE Community. The re-zone will create problems with traffic congestion and more traffic issues with the new middle school. It will create pollution from exhaust, noise, loitering, and crime for the residents along the East Side. This project is incompatible with the existing residential area and does not conform to the Anchorage 20/20 plan. This area is designated for a mixed public and civic facility. This plan creates a regional shopping center.....I urge the Assembly members to put together a town center plan....rather than re-zone for a corporation that produces low-wage, non-union employment.

COMMENTS REGARDING CASE 2006-010

It is respectfully requested that the Planning and Zoning Commission reject Wal-Mart's application for rezone in the Creekside Town Center.

1. The community does not want Wal-Mart on this site. The Northeast Community Council unanimously opposes this rezone. On January 25, 2006, the Northeast Community Council voted 28-0 to oppose Wal-Mart's rezone proposal. Moreover, on December 3, 2005, the Council voted 27-6 to oppose any Wal-Mart Superstore or Sam's Club in the Creekside Town Center. Moreover, the committee established to work with Wal-Mart voted to oppose this project in any form.

2. Under Anchorage Municipal Code ("AMC") 21.20.090A., "a zoning map amendment may be approved only if it furthers the goals and policies of the comprehensive plan and conforms to the comprehensive plan in the manner required by chapter 21.05." This proposed amendment does not further the goals and policies of the comprehensive plan. Wal-Mart's proposed rezone violates the following policies of the Anchorage 2020 Comprehensive Plan:

   a. Policies 6 and 7 protect against encroachment by incompatible land uses. Placement of this large commercial development next to a quiet R1 residential area is incompatible. This commercial development will cause noise, exhaust fumes and foot traffic which is incompatible with the nearby residential areas.

   b. Policy 10 requires mixed-use development within town centers.

   c. Policy 21 requires that new commercial development "shall be located and designed to contribute to Anchorage's overall land use efficiency and compatibility, traffic flow, transit use, pedestrian access and appearance." This new commercial development will create excessive traffic demands in all of East Anchorage and does not contribute to pedestrian access and appearance. Moreover, Policy 21 (c) requires the rezoning of property to commercial use "is only permitted when designated in an adopted plan." Here, there's no "adopted plan."

   d. Policy 22 requires locational standards and criteria for retail sales of alcoholic beverages.

   e. Policy 24. This area is designated as a Town Center. Page 53 of the Comprehensive Plan states the intent of town centers is to be "a focal point for community activities." This intent is not met. Town centers are designed to provide services for "30,000-40,000 people" and are supposed to contain a "commercial core... that serve[s] the surrounding neighborhoods." With traffic of 15,000 vehicles per day expected, Wal-Mart officials admit this project will serve well in excess of the surrounding neighborhood. This rezone does not further the development of a town center in this area, and instead creates a regional shopping center that draws business from well outside the service area.

   Town Centers are supposed to provide a mix of residential and commercial uses that have "an enhanced pedestrian environment." This provision is not met - a pedestrian environment is not enhanced by the addition of a Sam's Club, in which there are few items which cannot be purchased without the use of an automobile.

   Moreover, a Town Center's "core is to be a mix of community-serving retail, public services, and public/civic facilities, including and/or surrounded by medium-to high-density residential development. Necessary to their design is an efficient pedestrian-access

network connecting the core uses, residential neighborhoods, and transit facilities." None of these requirements are met.

Further, Policy 24 is violated since Page 53 of the Plan states that anchor stores "should reflect the character of the area and be located closer to the street-side property line..." Here, the Sam's Club is not located closer to the street-side property line.

f. Policy 31 requires that safe and efficient freight routes minimize impacts on neighborhoods. There will be dozens of freight trucks delivering goods to these new stores.

g. Policy 34 requires that Transit-Support of Development Corridors meet certain densities and that new commercial development be oriented to the street.

h. Policy 35 requires new commercial dominance to be assessed for traffic impacts and air pollution. The level of service provided after these new stores is unacceptable.

i. Policy 40 requires that major land-use and transportation decisions mitigate adverse air quality impacts. This area is subject to inversion and the impact of thousands of new vehicles in this area, many left running while patrons visit stores, will be adverse.

3. Under AMC 21.20.090B., a zoning map may only be amended if it is in the best interest of the public. This rezone is not in the best interests of the community. The cumulative effect of this development is not in the best interests of the community. This project will bring 15,000 new vehicles into East Anchorage, clogging the roadways. Drainage from this sea of asphalt will be detrimental. The added pedestrian traffic will likely increase crime. The running vehicles, increased trucks and customer traffic is not conducive with the nearby new Middle School, and will add significant pollution in the area. Moreover, this project is clearly not compatible with nearby residential areas, particularly on Old Harbor Road. Additional noise from cars, trucks, pedestrians, snow removal equipment and other machinery is incompatible with the surrounding neighborhoods. This project is of such a magnitude that special limitations cannot adequately mitigate any adverse effects.

For all the foregoing reasons, this rezone must be rejected.

1 1/2 Town
Turned in.

We the undersigned,support Muldoon Prosperity and do not support Wal Mart in the Creekside Town Center Area.

First Last Name	Address and Zip Code	Phone Number	Email
R D Levno	POB 103599 Anch 99510	868-2662	
Joyce Willis	10235 Willis Dr Eagle River AK	694-2213	
Lee, David	PO 243726, ANCHORAGE, AK 99524-3726		
Dave Brossard			
Connie Johnson	POBOX 773322 E-R	688-1047	
John Witt	340 Bolin St	227-1138	
Betty Sanchez	1780 Kantishna Ct	694-5665	
Simon Goldstein	1801 eq. 27th Ave	272-0327	
J.J. Nasfi	1139 Ril Circle	227-8996	
Triena Slatter	3532 Clay Products	830 0775	uniquers@hotmail.com
Allan Klatt	411 W 12th Anch. AK 99515	522-5528	
Tim Bronschedle	6418 Carlos Ct. Unit B 99504	929-4868	
Matthew Lewis	4554 Homer #11	227 3806	matthewthirtynine@hotmail.com
Katriina M Ervest	3041 Lois Dr 99517	229.4997	katriina@gmail.com
Sally Karabelnikoff	7435 Old Harbor Ave	333-8237	SALLYK@GCI.NET
Mary Laird	6825 E Tudor Rd 99507	222-7960	mclaird@gci.net
Robert Long	7630 Old Harbor Ave 99504	300 0611	
Angel Mutchie	9111 King David Anch. 99507	333-8741	themutchies@gci.net
Frank Mutchie	9111 King David Anch. 99507	333-8741	themutchies@gci.net
Please return completed	petition to R.M. 7749 Old Harbor Rd.	Anchorage AK	99504

Collected by Regina Manteufel of 1100 East 10th Ave

We the undersigned, support Muldoon Prosperity and do not support Wal Mart in the Creekside Town Center Area.

Name	Address & zip	Phone Number	email
REZA MOMIN	1083 1/2 W. 26th AVE #3	222 3783	ZAINFREEMAN @MSN.COM
FARANA TOSI	P.O. BOX 242443 99524	351-4363	faranatosi@yahoo.com
DAVID ROBERTS	104 MULDOON #143	989 1201	NONE
Johnny Ellis	1245 Denali Pl.	276 1633	Senator_Johnny_Ellis@legis.state.ak.us
Nancy Kronzek	2512 St. Elias 99517	348-5802	
Hollis French	2640 Telequana	243-0569	hsfrench@ak.net
Paul T. Steele	2124 Hillcrest Pl	277-7663	
Richard Tromaine	16251 Chasewood Cir	345-0157	
ELVI GRAY-JACKSON	2096 Canterbury Ave	279-3730	LVCGK.net
Peggy French	2640 Telequana	243-0569	peggyfrench@gci.net
Debra Ellis	328 ELSIE #1 99504	258-3714	
Roberta Goldman	19116 Big Diamond Cir	694-5053	rgoldman@acsalaska.net
Nina Brudie	7135 Crawford St.	243-2783	nbrudie@alaska.net
Allison Biastock	1144 I St Anch AK 99501	272-1064	abiastock@hotmail.com
Shirley Thorne	633 Calhoun Ave	677-9472	ThorneSB@acsalaska.net
Michael Powell	633 Calhoun Ave	677-9018	MichaelPowell@acs.net
Melinda Taylor	PO Box 210394 Anch AK 99521	777-7248	mtaylor@bvi.org
Nancy Brabaille	515 N St #3 99501	677 2092	
Chris Brabaille	515 N St #3 99501	677 2092	chrisbrabaille@acs.com
Katie McLEAN	3502 B St. Apt B Anch AK 99503	243-4759	MA
BARBARA KARL	2400 E. 16th Ave	279-5224	karlbarbara@hotmail.com

Please return completed petition to
7749 Old Harbor Rd. Anchorage, AK 99504

We the undersigned, support Muldoon Prosperity and do not support Wal Mart in the Creekside Town Center Area.

Name	Address & zip	Phone Numbers	email
[illegible]	[illegible] 99517	[illegible]	
Jackie Flaum	601 E 10th 99501	276 4724	[illegible]
Joan Fisher	3268 Cassius Ct 99508	792-6528	jfisher04@gci.net
Tom Begich	1529 E Street	99501	[illegible]
Catherine Curtis	1429 H St	99501	
Gabe Acevus	1229 Q St	99501	gabe_acevus@yahoo.com
Marion Roberts	P.O. Box 110455	99511-0455	rabbitcreek@ak.net
Jane Angnik	Po Box 201348	99520	
John Alexander	8311 Majestic Drive	99504 274-8310	
Marilyn Carpenter	5500 E. 142nd Ave	345 9248	rily@eagle.ptialaska.net
Robert Bucher	3160 W 71st	243-7563	
Marcy Boch	" "	"	
Larry Osborns Ky	1549 Hidden Ln	351-2581	larrysandra@hotmail.com
Kurt Parkin	2360 Hialeah Dr.		
Jonathan Teeters	2560 23 Ave #5 Anch.	258-3076	teeters@dnc.org
Jim Noedlund	3230 W 31st Ave 99517	677-9492	
Nelson Dang	3105 Northwood	245-0153	
Carl Siebe	8700 Solar Dr 99507	346-3329	
Martha Siebe	8700 Solar Dr 99507	346-3329	
Lynn Kenney	1010 Denali 99501	222-5909	lynnkenney2000@yahoo.co
Chris Tuck	1950 Olympic Dr. 99515	563-4584	ctuck@ibew1547.org
Pamela Marsch	8133 Old Seward Hwy	229-9949	p.marsch@att.net

Please return completed petition to
7749 Old Harbor Rd. Anchorage, AK 99504.

We the undersigned, support Muldoon Prosperity and do not support Wal Mart in the Creekside Town Center Area.

Name	Address & zip	Phone Numbers	email
Maria J. Rangel	1036 E 9th ave Apt 3	9293307	—
Jess Buenaventura	1216 E 10th Ave #4	274-6269	
Vanya Marinkovic	905 Richardson Vista Rd. #228	748-4853	Vanyalove@hotmail.com
Phillip Elrod	PO Box 243695, A/A 99524	333-7660	alaskanadventures@yahoo.com
Donna L. Anbe-Ramsey	315 N. Bunn St #5 Anch AK 99508	646-1021	firestar99508@yahoo.com
Rachel McDaid	2810 W. Northern lights #7 99517	N/A	Mcdaid-r@hotmail.com
Ian McDonald	3473 Sunny St.	345-5050	—
Curtis Marshal	2510 McGray Dr.	317-4040	—
James Apone	900 Nelchina	258 1728	apone@alaska.com
Nathan Augustine	801 Karluk Apt 301	258-6000	—
DIANE Younger	1100 E 10th Ave C-3	441-5604	
Katsumi Kenaston	1218 Eighth Ave #C301	272-8216	~~Katsumi@~~ KenastonKatsumi@yahoo.com
Bob DeCheine	1128 East 10th Ave	830-3076	
E. Jean Pollard	P.O. Box 210104 Anch	337-4930	WANTS Movie=
JAMES Petersen	12541 TANADA Loop	522-6870	Pete49er@aci.com
FRED HILLMAN	1685 STANTON AVE 08	562-7161	fhillman@alaska.net
Arthur E. Curtis	1605 Sitka #203, Anch. 99501	272-7360	artcurtis@gci.net
Bronwyn Hillman	546 W. 10th Ave, Anch. 99501	258-6608	bronwyn@gci.net
John Myer	1280 E 17th 99501		exchange1508@acsalaska.net
Martha Siebe	8700 Solar Dr. 99507	396-3329	pixiesc@alaskalife.net
Peggy Burgin	1530 W 11th Ave	278-2102	
Please return completed petition to 7749 Old Harbor Rd. Anchorage, AK 99504			

We the undersigned, support Muldoon Prosperity and do not support Wal Mart in the Creekside Town Center Area.

Name	Address & zip	Phone Numbers	email
[illegible]	[illegible] 99517	3490613	
Jackie Flaum	601 E 10th 99501	276-4724	cfjsp@UAA.ALASKA.EDU
Joan Fisher	3268 Cassius Ct 99508	792-6528	jfisher04@gci.net
Tom Begich	1529 E Street	99501	[illegible]
Catherine Curtis	1429 H St	99501	—
Gabe Acevus	1229 Q St	99501	gabe_acevus@yahoo.com
Marion Roberts	P.O. Box 110455	99511-0455	rabbitcreek@ak.net
Jane Angvik	PO Box 201348	99520	
John Alexander	8311 Majestic Drive	99504 274-8396	
Marilyn Carpenter	5500 E. 142nd Ave	345-9248	rily@eagle.ptialaska.net
Robert Bucher	3160 W 71st	243-7563	
Marcy Bock	" "	"	
Larry Osborsky	1549 Hidden Ln	351-2581	larrysandra@hotmail.com
Kurt Parkin	2360 Hialeah Dr.		
Jonathan Teeters	2560 23 Ave #5 Anch.	258-3076	teetersj@dnc.org
Jim Noedlund	3230 Co 31st Ave 99517	677-9492	
Nelson Page	3105 Northwood	245-0153	
Carl Siebe	8700 Solar Dr 99507	346-3329	
Martha Siebe	8700 Solar Dr 99507	346-3329	
Lynn Kenney	1010 Denali 99501	222-5909	lynnkenney2000@yahoo.co
Chris Tuck	1950 Olympic Dr. 99515	563-4584	ctuck@ibew1547.org
Pamela Marsch	8133 Old Seward Hwy	229-9941	p.marsch@att.net
Please return completed petition to 7749 Old Harbor Rd. Anchorage, AK 99504			

We the undersigned, support Muldoon Prosperity and do not support Wal Mart in the Creekside Town Center Area.

Name	Address & zip	Phone Numbers	email
REZA MOMIN	1083 1/2 W. 26th AVE #3	222 3783	ZAINFREEMAN @MSN.com
Faaana Tosi	P.O. BOX 242493 99524	351-4363	faaanatosi@yahoo.com
DAVID ROBERTS	104 MULDOON #143	989 1201	None
Johnny Ellis	1241 Devalt 201	276 4633	Senator.johnny.ellis@legis.state.ak.us
Nancy Grozek	2512 St. Elias 99517	248-5802	
Holly French	2640 Telequana	243-0569	hsfrench@gci.net
Paul J. Steele	2124 Hillcrest Pl	277-7663	
Richard Tremaine	16251 Chasewood Ln	345-0157	
ELVI GRAY-JACKSON	2096 Cottonwood Ave	279-3730	LVC@gci.net
Peggy French	2640 Telequana	243-0569	peggyfrench@gci.net
Donald Hess	328 E 15th St 99501	258-3714	gmtpeon@Alaska.net
Roberta Goldsmith	19716 Big Diomede Cir	694-5053	robertag@consultants.com
Nina Brudie	7135 Crawford St.	243-2783	nbrudie@alaska.net
Allison Biastock	1144 I St Anch AK 99501	272-1004	abiastock@hotmail.com
Shirley Thorna	633 Calhoun Ave	677-9172	ThornaSB@acsalaska.net
Michael Powell	633 Calhoun Ave	677-9018	Michael Powell@acs.net
Melinda Taylor	PO Box 210394 Anch AK 99521	777-7248	mtaylor@ibew1547.org
Nancy Bataille	515 N St #3 99501	677 2092	
Chris Bataille	515 N St #3 99501	677 2092	chrisbataille@cs.com
Katie Melican	3502 B Rich Evelyn Blvd 99517	243 4787	MA
BARBARA KARL	2400 East 16th Ave	279-5229	karlbarbara@hotmail.com

Please return completed petition to
7749 Old Harbor Rd. Anchorage, AK 99504

We the undersigned,support Muldoon Prosperity and do not support Wal Mart in the Creekside Town Center Area.

First Last Name	Address and Zip Code	Phone Number	Email
HARRY BLANA	5616 S. TAHITI Loop Anch AK	(907) 561-3390	gci.poo.eq.4
Cathy Christianson	851 Hunt Circle	907/333-1604	~~gci~~ groveron@gci.net
Sandy Hargy	1706 Link Ct 99504	333-7464	snash@alaska.net
Gail Johnson	POB 90478 99509	646-7717	gail4c@gci.net
RE Christianson	851 Hunt Circle 99504	333-1604	groveron@gci.net
Larry Etukeok	230 W 14th Ave #119 99501	274-1264	l-Etukeok@yahoo.com
Heidi Etukeok	230 W 14th Ave #119 99501	274-1264	l Etukeok yahoo.com
Judith Carr	7030 E. Howard Ave. 99504	333-0546	AKLADY72@hotmail.com
KAY Rollison	528-A State St. 99504	770-7803	KLR@gci.net
ALEX NEWHALL	11001 ROCKRIDGE DR. 99516	346-4478	
Beth Astley	1506 Otter St 99504	258-2151	astley@gci.net
SMILEY	3705 ARCTIC #237	295-1769	
Ruth Sheridan	4704 Kenai Ave 99508	333-1190	
Regina Manteyfel	1100 East 18th Ave Anch. 99501	276-4904	regina@anch.net
Walter Lissner	780 Hunt Circle Anch AK 99504	677-7868	WLissner@gci.net
Russell Haworth	1200 W Dimond	344-9180	N/A
Please return completed	petition to R. M. 7749 Old Harbor Rd.	Anchorage AK	99504

38/102

We the undersigned, support Muldoon Prosperity and do not support Wal Mart in the Creekside Town Center Area.

Name	Address & zip	Phone Numbers	email
Tess Maria J. Rangel	1036 E 9th ave Apt 3	929 3304	
Jess Bienaventura	1216 E 10th Ave #4	274-6269	
Vanya Marinkovic	905 Richardson Vista Rd. #228	748-4853	Vanyalove@hotmail.com
Phillip Elrod	PO Box 243695, A/A 99524	333-7660	alaskanadventures@yahoo.com
Donna L. Anbe-Ramsey	315 N. Bunn St #5 Anch AK 99508	646-1021	firestar99508@yahoo.com
Rachel McDonald	2810 W. Northern lights #7 99517	N/A	Mcdonald@hotmail.com
Ian McDonald	3473 Sunny St.	345-5050	
Curtis Marshal	2510 McGray Dr.	317-4040	
James Apone	900 Nelchina	258 1728	apone@alerka.com
Mitchell Augustine	801 Karluk Apt 301	258-6000	
DIANE YOUNGER	1100 E 10th Ave C-3	441-5604	
Katsumi Kenaston	1218 E 19th Ave #C301	272-8216	Kenaston Katsumi@yahoo.com
Bob DeCheine	1128 East 10th Ave	830-3076	
E. Jean Pollard	P.O. Box 210104 Anch	337-4930	NANTS Movie =
Amber Johnson	1537 Otter St. 99504	350-4495	amberjohnson@yahoo.com
Lily Johnson	" "	" "	
Thomas Higgins	3402 Dorbrandt #36	562-0228	votehiggins@yahoo.com
Barbara S. Smith	6751 Round Tree Dr. (07)	346-2410	
Andrea Lang	1351 Early View Dr. 99504	334-9290	andrealang@gci.net

Please return completed petition to
7749 Old Harbor Rd. Anchorage, AK 99504

We the undersigned,support Muldoon Prosperity and do not support Wal Mart in the Creekside Town Center Area.

First Last Name	Address and Zip Code	Phone Number	Email
Shirley Fredrickson	740 Norman St 99504	338-8308	sfredrickson@gci.net
MARY BISE	249 FALL LEAF CIR. 99504	333-6249	
Ken Karabelnikoff	7603 OLD HARBOR AVE	333-5466	
Carol Gray	1821 TAIKEETNA ST.	279-6247	
Gloria Oakes	7420 Old Harbor Ave	333-6372	
Bill Oakes	"	"	aw-oakes@yahoo.com
Perry Lemons	8521 E 20 99504	24[illegible]6648	
Please return completed	petition to R. M. 7749 Old Harbor Rd.	Anchorage AK	99504

We the undersigned, support Muldoon Prosperity and do not support Wal Mart in the Creekside Town Center Area.

First Last Name	Address and Zip Code	Phone Number	Email
DORIS ALLEN	2850 E. 68th 99507	522-7579	dorisa@alaska.net
Please return completed	petition to R. M. 7749 Old Harbor Rd.	Anchorage AK	99504

MAR 16 2006

MUNICIPALITY OF ANCHORAGE

M.C.

2006 MAR 16 PM 3:26

CLERKS OFFICE

REZONINGS OR ORDINANCES AMENDMENTS

$960

REQUEST FOR A PUBLIC HEARING BY THE MUNICIPAL ASSEMBLY

(I) (WE) THE UNDERSIGNED DO HEREBY REQUEST THAT THE MUNICIPAL ASSEMBLY HOLD A PUBLIC HEARING ON CASE NO. 2006-010 WHICH RECEIVED AN UNFAVORABLE RECOMMENDATION FROM THE MUNICIPAL PLANNING AND ZONING COMMISSION ON March 6, 2006 FOR THE FOLLOWING REASONS:

The primary concern of the Planning and Zoning Commission was the perceived loss of residential housing. The petitioner has mitigated any loss in residential density with the proposed amendment and submitted density calculations with rezone application.

It is the belief of the petitioner that the Planning and Zoning Commission did not place enough value on the benefits this project would bring to the community. Developed with the Towncenter concept, the project includes parks and open space, substantial road improvements, pedestrian conductivity and mixed land uses, all elements called for in the Anchorage 2020 Plan. As the petitioners representative we understand that this project has great value to the petitioner and the surrounding community and we request that the Assembly review the project through the Public hearing process.

SIGNED: _____

ADDRESS: 5300 A. Street Anch. AK PHONE: 272-5451

FEE: Paid by Check: # 21759 Cash _____

Receipt # 270650

RECEIVED BY: _____

DATE RECEIVED: 3/14/06

*** Rezonings (Petitioner or anyone objecting to decision)**
*** Ordinance Amendments – changes to Title 21 regarding text (petitioner or anyone objecting to decision).**

001

lounsbury & associates, inc.

ESTABLISHED 1949

March 10, 2006

Municipality of Anchorage
Municipal Clerk Office
632 W. 6th Avenue, Suite 250
Anchorage, AK 99501

Regarding: **Rezoning B-3SL and PLI, Case 2006-010**

Dear Municipal Clerk,

On March 06, 2006 the above referenced rezone case was denied by the Planning and Zoning Commission. This letter is a request to forward the case to the Anchorage Assembly for further consideration. Please accept this request and notify our office with the date the case will be considered.

Please contact me directly if you have additional questions at 272-5451.

Sincerely,
Lounsbury and Associates, Inc.

James W. Sawhill
President

M.O.A.
2006 MAR 13 AM 11:33
CLERKS OFFICE

CASH RECEIPT

Municipality of Anchorage
P.O. Box 196650 • Anchorage, AK 99519-6650
FINANCE DEPARTMENT

Date of Payment (MMDDYY): 3/14/06

Received from: Lounsbury & Associates, LLC.

Remarks/Address: Rezoning Appeal

Amount of Payment: $ 960.00

Payment type (select only one): ☑ Cash/Check ☐ Credit Card ☐ Debit Card ☐ Other

Employee I.D.: 25259 Coll. Org.: 1020 Deposit I.D.:

ACCOUNTING INFORMATION

LN#	$ AMOUNT	FUND	ACCOUNT	ORG	PROGRAM	CLASS	BDGT PERIOD	PROJECT/GRANT
	ACTIVITY ID		RES TYPE	RES CAT	OPEN ITEM		DESCRIPTION	
1	960.00	101	9794	1020	60000	000	2006	102000
			9794				Rezoning Appeal	
2								
3								
4								
5								
6								
7								
8								
9								
10								
11								

Prepared by: _____ Date prepared: 3/14/06 Phone no: 343-4688

003

DISTRIBUTION: White - Treasury Goldenrod - Department Pink - Customer Green - Book

Municipality of Anchorage
MUNICIPAL CLERK'S OFFICE

Agenda Document Control Sheet

AO 2006-104

(SEE REVERSE SIDE FOR FURTHER INFORMATION)

1	SUBJECT OF AGENDA DOCUMENT REZONE TO B-3SL FOR PROPOSED TRACTS A, B, C, D, E, F, G, AND H, CREEKSIDE SUBDIVISION (P&Z CASE 2006-010)	DATE PREPARED 7/11/06 Indicate Documents Attached [X] AO [ ] AR [ ] AM [ ] AIM
2	DEPARTMENT NAME Assembly	DIRECTOR'S NAME Dan Sullivan, Chair
3	THE PERSON THE DOCUMENT WAS ACTUALLY PREPARED BY	HIS/HER PHONE NUMBER

4	COORDINATED WITH AND REVIEWED BY	INITIALS	DATE
	Mayor		
	Municipal Clerk		
	Municipal Attorney		
	Employee Relations		
	Municipal Manager		
	Cultural & Recreational Services		
	Fire		
	Health & Human Services		
	Merrill Field Airport		
	Municipal Light & Power		
	Office of Management and Budget		
	Police		
	Port of Anchorage		
	Public Works		
	Solid Waste Services		
	Transit		
	Water & Wastewater Utility		
	Executive Manager		
	Community Planning & Development		
	Finance, Chief Fiscal Officer		
	Heritage Land Bank		
	Management Information Services		
	Property & Facility Management		
	Purchasing		
	Other		

5	**Special Instructions/Comments**
	LAID ON THE TABLE ITEM - CONSENT AGENDA-INTRODUCTION

6	ASSEMBLY HEARING DATE REQUESTED 7/11/06	7	PUBLIC HEARING DATE REQUESTED 8/15/06