

Submitted by: Chair of the Assembly at
the Request of the Mayor
Prepared by: Planning Department
For reading: March 27, 2007

CLERK'S OFFICE
AMENDED AND APPROVED
Date: 4-17-07 Anchorage, Alaska
AO 2007-54

AN ORDINANCE AMENDING THE ZONING MAP AND PROVIDING FOR THE
REZONING OF APPROXIMATELY 95.2 ACRES, FROM T (TRANSITION)
DISTRICT TO B-3 SL (GENERAL BUSINESS DISTRICT WITH SPECIAL
LIMITATIONS) FOR ELMENDORF "95" SUBDIVISION, TRACTS A AND B;
GENERALLY LOCATED AT THE NORTHWEST CORNER OF NORTH
MULDOON ROAD AND THE GLENN HIGHWAY.

(Northeast Community Council) (Planning and Zoning Commission Case 2006-154)

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) zone:

Elmendorf "95" Subdivision, Tract A and Tract B, containing approximately 95.2 acres as
shown on Exhibit "A."

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

~~1. Development of the petition site is limited to the site plan (Planning Case 2006-155) approved by the Planning and Zoning Commission, or as subsequently amended.~~

1[2]. Maximum height of any structure shall be no more than ~~200~~ **75** feet unless otherwise approved as a conditional use. Under no circumstances shall a structure exceed 200 feet in height.

2[3]. No building structures shall be constructed within 60 feet of the west property line.

3[4]. The uses anticipated within the Accident Potential Zone (APZ) shall fully comply with the allowed uses outlined in Patent No. 50-92-0050. These facilities include: Utility Structures (including, but not limited to, vaults, conduits, transformers, switches, power poles, conductors, subsurface gas lines, communication facilities, storm drain lines, storm drain retention/detention facilities, sewer and water facilities); parking lot; loading areas and facilities; mercantile and/or retail building structures, and the storage/stocking areas within proposed mercantile and/or retail building structures. All of the building structures are considered low-density mercantile and/or retail establishments, and are all in conformance with our understanding of the specific use guidelines of the APZ contained in the patent for this tract. The uses located within the APZ shall conform to the limitations and

restrictions currently outlined in the patent, unless formerly released by the military and the Bureau of Land Management.

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

Section 4. 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.

Section 5. The improvements required in the final approved Traffic Impact Analysis (TIA) for Planning and Zoning Case 2006-155 shall be installed prior to issuance of any Conditional or Final Certificate of Occupancy for any development on this site. The improvements shall include:

- a. Reconstruct Oilwell Road to a five lane facility from the Glenn Highway to the Elmendorf Gate, including all turn lanes as shown in the TIA.**
- b. Construct the new intersection of Oilwell Road/Bartlett High/ANHC/East Mall access intersection to include signalization and connection to the signal interconnection system.**
- c. Relocate the interior road to connect Bartlett High/ANHC to the new Oilwell Road/Bartlett High/ANHC signal location as shown in Figure 4-1 of the TIA.**

When the site development reaches 810,000 square feet of retail structure development, the TIA shall be addressed to determine the need to enter into an agreement with the State of Alaska Department of Transportation and Public Facilities for further improvements.

PASSED AND APPROVED by the Anchorage Assembly this 17th
day of April 2007.

ATTEST:

Chair

Bruce S. Jensen
Municipal Clerk

MUNICIPALITY OF ANCHORAGE
Summary of Economic Effects -- General Government

AO Number: 2007-54

Title: Planning and Zoning Commission, Case 2006-154;
recommendation of approval for a rezoning from T (Transition
District) to B-3 SL (General Business District with Special
Limitations) for Elmendorf "95" Subdivision, Tracts A and B.

Sponsor:

Preparing Agency: Planning Department

Others Impacted:

CHANGES IN EXPENDITURES AND REVENUES:

(In Thousands of Dollars)

	<u>FY06</u>	<u>FY08</u>	<u>FY09</u>	<u>FY10</u>
Operating Expenditures				
1000 Personal Services				
2000 Non-Labor				
3900 Contributions				
4000 Debt Service				
TOTAL DIRECT COSTS:	\$ -	\$ -	\$ -	\$ -
Add: 6000 Charges from Others				
Less: 7000 Charges to Others				
FUNCTION COST:	\$ -	\$ -	\$ -	\$ -

REVENUES:

CAPITAL:

POSITIONS: FT/PT and Temp

PUBLIC SECTOR ECONOMIC EFFECTS:

Approval of this rezone should have no significant impact on the public sector. A rezone from T to B-3 SL will allow the owner to develop the property with uses compatible with the surrounding area. The petitioner will be required to build street and drainage improvements.

PRIVATE SECTOR ECONOMIC EFFECTS:

Approval of the rezoning should have no significant economic impact on the private sector. If approved, the owner will be able to develop a significant, well designed, commercial property.

Prepared by: Jerry T. Weaver Jr.

Telephone: 343-7939

Validated by OMB: _____

Date: _____

Approved by: _____
(Director, Preparing Agency)

Date: _____

Concurred by: _____
(Director, Impacted Agency)

Date: _____

Approved by: _____
(Municipal Manager)

Date: _____



**MUNICIPALITY OF ANCHORAGE
ASSEMBLY MEMORANDUM**

No. AM 222-2007

Meeting Date: March 27, 2007

From: Mayor

Subject: Planning and Zoning Commission, Case 2006-154 recommendation for approval of a rezoning from T (Transition District) to B-3SL (General Business District, with Special Limitations) for Elmendorf "95" Subdivision, Tract A and Tract B, generally located at the northwest corner of North Muldoon Road and the Glenn Highway.

1
2 This is a request by Cook Inlet Region, Inc. (CIRI) to rezone a 95.2 acre parcel
3 containing two tracts from T to B-3SL. CIRI proposes to develop the site with
4 900,000 to one million square feet of retail and related uses. The proposal is for a
5 "lifestyle center" which contains many separate buildings joined by pedestrian
6 pathways, landscaping, a boulevard-style entrance, and integrated building design.
7

8 In order to achieve this, CIRI has joined with Browman Development to replat the
9 two tracts into one, create a commercial fragment lot site plan; and undergo a large
10 retail establishment site plan review, all of which were approved by the Planning and
11 Zoning Commission on February 12, 2007. Building design and orientation, as well
12 as parking areas, will at a minimum follow the design guidelines from the large retail
13 establishment site plan review requirements.
14

15 The site fronts onto the Glenn Highway to the south, North Muldoon Road to the
16 east, and North Muldoon Road (Oilwell Road) to the north. The petition site abuts
17 Elmendorf Air Force Base (EAFB) to the west. EAFB property is also located
18 across Oilwell Road to the north, and Bartlett High school and the Native Heritage
19 Center are located across North Muldoon Road to the east. The petition site is
20 mostly undeveloped, with an RV park in the northwest corner. Access to the site is
21 currently from Oilwell Road, leading into the existing RV park. Traffic flows from
22 there to the interchange and Muldoon Road and the Glenn Highway.
23

24 Until 1991, the subject parcel was owned by the Department of the Army. The site
25 was conveyed at that time to Cook Inlet Region, Inc. (CIRI) as a part of the Alaska
26 Native Claims Settlement Act. The Army retained an Accident Potential Zone along
27 the western border which limited allowed uses.

1 When the property was originally zoned during the Areawide rezonings, it was zoned
2 T (Transition) due to the fact that it was owned by the Army. The Transition District
3 is a holding zone, to be rezoned when a use is determined for the property.
4

5 Special limitations have been proposed by the Planning Department, and by the
6 petitioner to ensure the development conforms with the site plan for the development
7 as approved by the Commission, preservation of military rights for their runway
8 access through height and easement requirements, and separation from the
9 residentially developed military property to the west.

10
11 The Planning and Zoning Commission recommends rezoning the property to B-3SL
12 with the Special Limitations in the Commission Resolution, 2007-017. The vote was
13 7 ayes and 0 nays.
14

15 THE ADMINISTRATION CONCURS WITH THE PLANNING AND ZONING
16 COMMISSION RECOMMENDATION FOR THE REZONING.
17

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

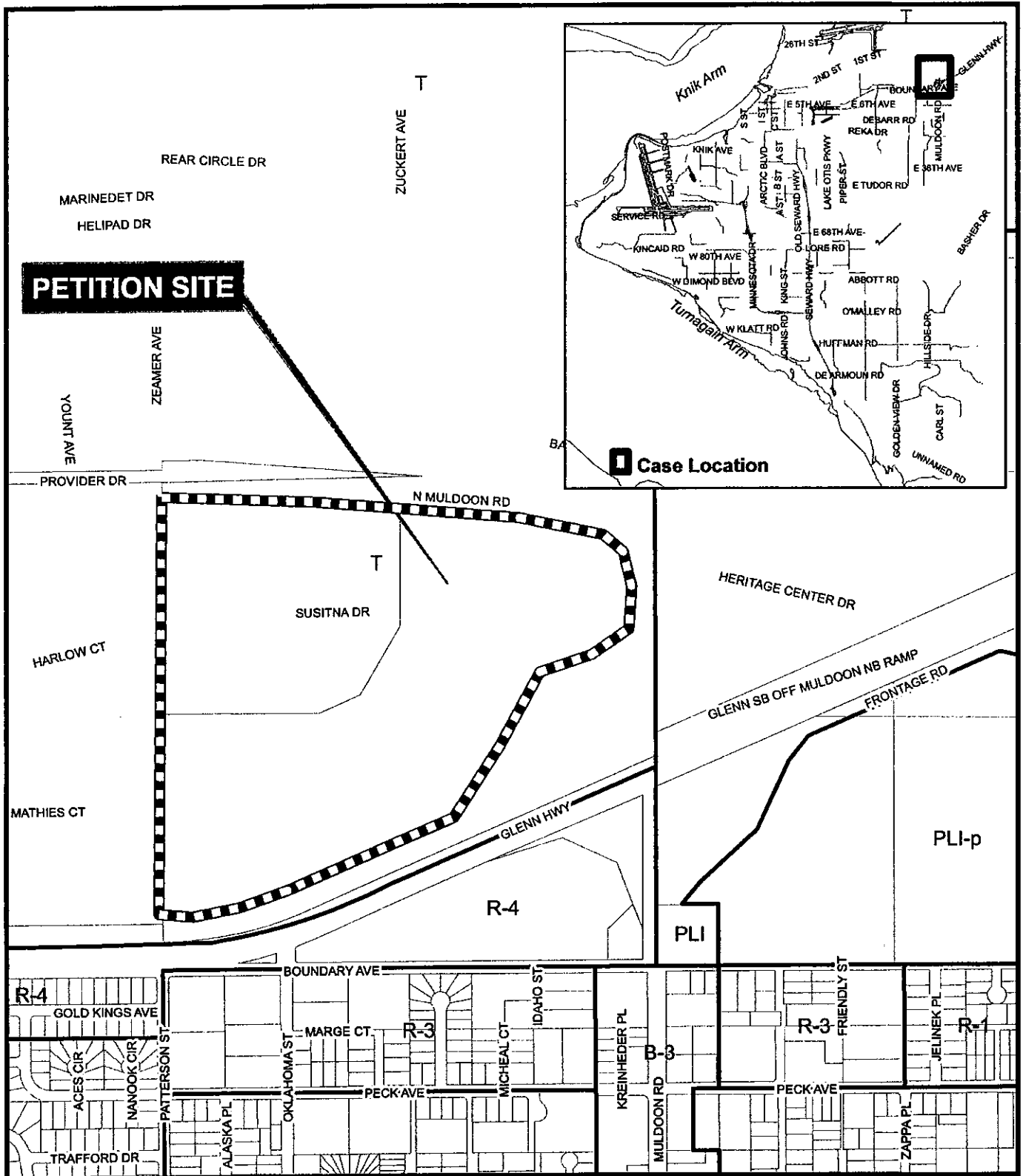
19 Concur: Tom Nelson, Director, Planning Department

20 Concur: Mary Jane Michael, Executive Director, Office of Economic and
21 Community Development

22 Concur: Denis C. LeBlanc, Municipal Manager

23 Respectfully submitted, Mark Begich, Mayor
24

EXHIBIT "A"



**Municipality of Anchorage
Planning Department**

Date: March 16, 2007

Flood Limits

 100 Year

 500 Year

 Floodway



**MUNICIPALITY OF ANCHORAGE
PLANNING AND ZONING COMMISSION RESOLUTION NO. 2007-017**

A RESOLUTION APPROVING A REZONING FROM T (TRANSITION) DISTRICT TO B-3 SL (GENERAL BUSINESS WITH SPECIAL LIMITATIONS) DISTRICT FOR ELMENDORF "95" SUBDIVISION, TRACTS A AND B, CONSISTING OF APPROXIMATELY 95.2 ACRES; GENERALLY LOCATED ON THE NORTHWEST CORNER OF THE GLENN HIGHWAY AND NORTH MULDOON ROAD.

(Case 2006-154; Tax I.D. No. 006-441-02 and -03)

WHEREAS, a request has been received from Cook Inlet Region, Inc., to rezone approximately 95.2 acres from T (Transition) District to B-3 SL (General Commercial with Special Limitations) District for Elmendorf "95" Subdivision, Tract A and B; generally located on the northwest corner of the Glenn Highway and North Muldoon Road, and

WHEREAS, the Northeast Community Council passed a resolution in support of the rezoning request, and

WHEREAS, notices were published, posted, public hearing notices were mailed, and a public hearing was held on March 5, 2007.

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

A. The Commission makes the following findings of fact:

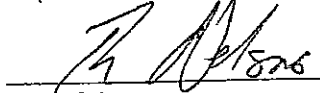
1. The 95.2-acre irregular shaped petition site is composed of two separate tracts under the same ownership. The site fronts onto the Glenn Highway to the south, North Muldoon Road to the east, and North Muldoon Road (Oilwell Road) to the north. Note that although Oilwell Road is technically named North Muldoon Road by the Municipal Addressing Division, it is more commonly known as Oilwell Road, and will be so referred to through the rest of this report. The petition site abuts Elmendorf Air Force Base (EAFB) to the west. EAFB property is also located across Oilwell Road to the north, and Bartlett High school and the Native Heritage Center are located across North Muldoon Road to the east. South of the Glenn Highway is multi-density residential property and some commercial. The petition site is mostly undeveloped, with an RV park in the northwest corner. There is a slight elevation change from south to north.
2. Access to the site is currently from Oilwell Road, leading into the existing RV park. Traffic flows from there to the interchange and Muldoon Road and the Glenn Highway.
3. Until 1991, the subject parcel was owned by the Department of the Army. The site was conveyed at that time to Cook Inlet Region, Inc. (CIRI) as a part of the Alaska Native Claims Settlement Act. The Army retained an Accident Potential Zone along the western border, which limited uses allowed there to those which are not residential or places of much public assembly. The easement restricts uses within that easement. This is being resolved by the petitioner and Elmendorf Air Force Base, provided that the height limitation for structures will be no more than 200 feet.
4. The petitioner is requesting to rezone the site to B-3 (General Business). When the property was originally zoned during the Areawide rezonings, it was zoned T (Transition) due to the fact that it was owned by the Army. During those rezonings, all military lands were zoned T. T is a holding zone, to be rezoned when a use is determined for the property. A separate example of T zoning is Fire Island.

5. CIRC proposes to develop the site with 900,000 to one million square feet of retail and related uses. The proposal is for a "lifestyle center" which contains many separate buildings joined by pedestrian pathways, landscaping, a boulevard-style entrance, and integrated building design.
6. In order to achieve this, CIRC has joined with Browman Development, and are also proposing to replot the two tracts into one, create a commercial fragment lot site plan, and undergo a large retail establishment site plan review. Building design and orientation, as well as parking areas, will follow the design guidelines from the large retail establishment site plan review requirements.
7. The petitioner proposed two additional special limitations regarding building location adjacent to the west lot line and regarding the APZ as agreed to with Elmendorf Air Force Base.
8. The Commission finds that there is some concern of whether this particular project makes sense for the community of Anchorage. Many things had to be balanced in this analysis, including the requirements of code, the requirements of *Anchorage 2020*, infrastructure requirements, environmental impacts, etc. If this project does not meet all the requirements of *Anchorage 2020*, that is the result of the diverse aims of *Anchorage 2020*. The Commission finds that this is an appropriate land use at this location.
9. The Commission finds that it also tried to analyze what would be the alternative land use at this location and concluded that it would be commercial development of some type.
10. The Commission finds that the different articulation and relief of the development is pleasing to the eye.
11. In the absence of an economic impact analysis, the Commission does not find that there is evidence that this would substantially compete with Downtown businesses. The Commission noted that their reluctance to this request was that this project pushes Anchorage further into a community that is dominated by vehicles and not community centers.
12. The Commission noted, in deliberation, that this is not an easy decision because of the unknown impact on the other commercial centers that *Anchorage 2020* promotes. Some Commissioners had serious misgivings based on Staff's analysis how this is compatible with Policy #18 to promote the Central Business District as the regional center for Anchorage and Policy #21 that calls for locating and designing all new commercial development to improve overall land use efficiency and compatibility, traffic flow, transit, pedestrian access, and appearance. Staff has noted that this proposed rezoning and development has the potential to reduce retail in Muldoon and Downtown as well. However, this facility is likely to have an impact on Northway Mall, which was once envisioned as a town center, as well as the Muldoon town center, the Glenn Square development near Clark Middle School, and potentially the Mountain View redevelopment district. This is a regional, auto-oriented center and it is not a direction that *Anchorage 2020* has envisioned. On the other hand, the developers presented information regarding the need for additional retail outlets and that Anchorage is under served in terms of retail choices and capacity.
13. The Commission recommended approval of the request by a unanimous vote.


- B. The Commission recommends to the Anchorage Assembly that the subject property be rezoned to B-3 SL, subject to the following special limitations:
1. Development of the petition site is limited to the site plan (Planning Case 2006-155) approved by the Planning and Zoning Commission, or as subsequently amended.
 2. Maximum height of any structure shall be no more than 200 feet in height.
 3. No building structures shall be constructed within 60 feet of the west property line.
 4. The uses anticipated within the APZ shall fully comply with the allowed uses outlined in Patent No. 50-92-0050. These facilities include: Utility Structures (including but not limited to vaults, conduits, transformers, switches, power poles, conductors, subsurface gas lines, communication facilities, storm drain lines, storm drain retention/detention facilities, sewer and water facilities), parking lot, loading areas and facilities, mercantile and/or retail building structures, and the storage/stocking areas within proposed mercantile and/or retail building structures. All of the building structures are considered low density mercantile and/or retail establishments and are all in conformance with our understanding of the specific use guidelines of the APZ contained in the patent for this tract. The uses located within the APZ shall conform to the limitations and restrictions currently outlined in the patent, unless formerly released by the military and the Bureau of Land Management.

PASSED AND APPROVED by the Municipal Planning and Zoning Commission on the 5th day of March, 2007.

ADOPTED by the Anchorage Municipal Planning and Zoning Commission this 12th day of March 2007.



Tom Nelson
Secretary



Art Isham
Vice Chair

(Case 2006-154; Tax I.D. No. 006-441-02 and -03)

COMMISSIONER JOSEPHSON recalled negative comment early in the process for this project. A former Olympian and the president of the Nordic Ski Association have testified in favor of this project, which made his vote in favor an easy one.

COMMISSIONER PEASE clarified that it is her understanding that it is not Staff's intent to include the conditions of approval from the Parks and Recreation Commission because they have been discussed with and addressed through changes the Kincaid Park Group has made to its plan. MS. FERGUSON agreed with this comment.

AYE: Pease, Fredrick, Josephson, Jones, Isham, Palmer, Wang, Phelps

NAY: None

PASSED

VICE CHAIR ISHAM chaired the following four cases. He suggested that the petitioner be given 20 minutes rather than 10 minutes for the four cases, that representatives of groups be given 10 minutes, and individuals be given 6 minutes for testimony.

4. 2006-154 Cook Inlet Region, Inc. A request to rezone approximately 95.32 acres from T (Transition Zone) to B-3 (General Business). Elmendorf "95" Subdivision, Tracts A & B. Located at 1100 and 1200 Muldoon Road.

5. 2006-155 Cook Inlet Region, Inc. A Site Plan Review for a Large Retail Establishment (Big Box Review) for Elmendorf "95" Subdivision, Tracts A & B. Located at 1100 and 1200 N Muldoon Road.

6. S-11549 Cook Inlet Region, Inc. To subdivide two (2) tracts of land into one (1) tract of land with vacation of a 10 ft. underground T & E easement falling within Tract A. Elmendorf "95" Subdivision, Tracts A & B. Located at 1100 and 1200 N Muldoon Road.

7. S-11550 Cook Inlet Region, Inc. A commercial tract fragment lot site plan to create thirty-five (35) lots from two (2) tracts of land. Elmendorf "95" Subdivision, Tracts A & B. Located at 1100 & 1200 N Muldoon Road.

Staff member ANGELA CHAMBERS described the four cases before the Commission. She asked that the Commission hear these cases in the order they appear on the agenda: rezoning, large retail site plan, tract plat, and commercial tract fragment lot site plan. There were no returned public hearing notices on these requests. The Northeast Community Council responded in favor of these requests. This is a 95.2-acre site of two tracts under the same ownership. The site fronts onto Glenn Highway to the south, North Muldoon Road to the east, and North Muldoon Road to the north. She noted for reference purposes that Oilwell Road is technically North Muldoon Road. The petition site abuts Elmendorf AFB to the west. There is a slight elevation running from south to north on the property. Current access to the property is from Oilwell Road to an existing RV park in the northwest corner. MS. CHAMBERS described the uses to the north, east, west, and south of the site. A Veterans Administration facility is proposed to the north of the site on military property between the hospital and Oilwell Road. This facility will access Oilwell Road at this location, which will be a signalized intersection for the main entrance to the petition site. The Zuckert Avenue location will be relocated to accomplish this, as will relocation of the Bartlett High School and Alaska Native Heritage Center (ANHC) drives in order to mitigate traffic impacts in the area. The easternmost access that will lead to Bartlett High School and into the petition site is also proposed to be signalized. In case 2006-154, page 38 is the site plan showing the various major developments and the landscape plan. The scale is deceptive. This site is half mile across. CIRI proposes to develop the site with 900,000 to one million SF of retail and related uses. The proposal is for a lifestyle center that contains many buildings separated joined by pedestrian pathways, landscaping, a boulevard style entrance, integrated building design, and integrated building design. In order to do this, the petitioner has joined with Browman Development. Until 1991, the subject parcel was owned by the Department of the Army. The site was conveyed at that time to Cook Inlet Region, Inc. (CIRI) as a part of the Alaska Native Claims Settlement Act. The Army retained an Accident Potential Zone along the western

border, which limited uses allowed there to those that are not residential or places of much public assembly. Information was received tonight indicating the military has no objection to removal of the Accidental Potential Zone. Anchorage 2020 does not have a designation for this area. It is near a transit supported development corridor on Muldoon Road south of Glenn Highway. No public transportation serves this area except than to the ANHC and Bartlett High School, but the Department of Public Transportation does plan to expand service to this site and the new VA center to be constructed to the north of the petition site. A condition of approval to resolve transit access this is included.

Anchorage's forecasted growth rate and the regional market size suggest that the proposed project may compete with existing centers and discourage future growth and redevelopment in existing commercial areas. Rather than an infill site or redevelopment in an existing commercial area, it would be a new commercial center with an area approximately one-third to one-half the size of Downtown. The amount of retail a regional market can support is a direct function of the amount of retail a regional market can support is a direct function of population size and income. In a slow-moderate growth area like Anchorage, new retail development may replace already existing retail, as in a zero-sum game. The implication is that a major new lifestyle center could compete with and divert sales from Downtown and other regional retail centers. However, it may be difficult to predict the scale of impact on overall redevelopment in other centers for a number of reasons. It must be noted, however, that the adjacent military base and post comprises an employment center with approximately 10,000 active duty personnel, not counting civilian and reserve personnel. Consideration should be given to the proximity to military reservations and its personnel and dependants. This area will be an employment area that will include not only the existing nearby military hospital and Municipal high school, but also the proposed VA facility. The petitioner has looked within a one-mile radius, as required by code, whether there is B-3 zoned property. There is very little B-3 zoned property, especially vacant, all of which is to the south of the petition site, along Muldoon Road. Most are less than one block deep or less. The only two large B-3 undeveloped areas are currently undergoing development, one of which is over two miles away.

This type of proposed development, at 900,000 square feet, is typically designated as a super regional shopping center. The Commission was provided with a synopsis of the types of

population ranges necessary for different types of retail facilities. For example, a neighborhood center typically has gross leasable area of 50,000 SF and requires a population range of 3,000 to 40,000. A super regional center at 900,000 SF of gross leasable area requires a 300,000 plus population range. This is from the planner estimating guide of 2004 adapted from the Urban Land Institute from 1999. There has been new information since that time indicating that this retail market has changed. Retail requires less of a population base. The petitioner has provided information to show that. The 1999 figures indicate there may not be enough population base in the Anchorage/Mat-Su area to support more major retail. However, Anchorage does serve the majority of the state as well, so the entire population of the state must be taken into account. Market competition is healthy and not all retail is in direct competition and can be complementary to what exists. There is 2005 information from the petitioner showing that the state of Alaska is under-retailed. Also, the gross leasable floor area per capita and revenue per gross leasable area is vastly off mark with the average in the rest of the country. Anchorage is 87.94% over the national revenue generated per square foot and is 43% of in terms of gross leasable area per capita.

There is an existing Accident Potential Zone (APZ) for the EAFB runway approaches that touches the northwestern-most corner of this site. However, when the land was conveyed to CIRI by the Army, they retained an APZ easement running along the western portion of the property. The petitioner will need to resolve extinguishment of the easement with the military and BLM, or resolving uses that can be in that area with said parties. This must be resolved before the site plan becomes effective. However, the military has emailed no objection to removing the easement. The petitioner is offering special limitations to provide for the security needs of the military and to further provide a buffer against the residential uses to the west.

The traffic impact analysis (TIA) has been revised and is in the process of being accepted by ADOT and municipal Traffic Department is a reviewing agency in that process. The State and the petitioner have worked hard to turn this around in time to provide guidance to the Commission. The TIA is near finalization. The proposal is to:

- Lengthen the north and southbound left turn lanes on the Muldoon Interchange bridge to their maximum length
- Expand the two and three lanes on Oilwell Road to five lanes, one of which will be a middle turn lane. This

will need to be modified at the western end of Oilwell Road where it reaches the EAFB gate.

- Participate in the construction of a signal at the Oilwell Road/Zuckert Street location of the main middle entrance to the site, with two westbound to southbound left turn lanes at this point, and possibly in the eastern signal.
- Participate in the construction of a second traffic/pedestrian crossing light to provide access to Bartlett High School and the Alaska Native Heritage Center.
- Provide for enough area on the south side of the site for a future frontage road that would eventually run to the westbound exit ramp at Boniface Parkway.

Some traffic pattern changes are needed at Bartlett High School and the new VA clinic, so Zuckert Avenue will be realigned with one of Bartlett High School's westernmost access points. Also the Alaska Native Heritage Center and Bartlett High School's easternmost access point will need to be realigned with the second signal.

Transit is planning extended service to the new VA clinic and is interested in providing service on the site. This will require an adjustment to the site plan. The Transit Department did not have sufficient time to develop a list of things they will need. There are some internal issues, particularly with respect to the boulevard design. There is a condition to resolve how to accommodate transit service. There is an existing bike trail along the south boundary of the petition site. The proposed use and site plan addresses pedestrian access internal to the site and to the bike trail. Parking and off street loading requirement specifics will be addressed during the building permit process when the property is developed. The petitioner is requesting a 60-month approval for the commercial fragment lot site plan. As the tenants become known and projects are finalized, there would be an administrative review according to the design guidelines proposed in this application and the schematics. The pedestrian access, vehicle access, and generalized building locations and square footage is set out in the site plan review. However, the square footage may be adjusted for each of the buildings, particularly for the major buildings, and there may be minor adjustments to the façade. Any major deviations

would have to return to the Commission. The Department does find that B-3 zoning is compatible with the surrounding T, PLI and residentially zoned uses, in that this is a very large tract with the Glenn Highway as a buffer to the residential, and significant separation from Military residential uses. Oilwell Road is not in itself a buffer, but in combination with retention of natural vegetation on the petition site and adjacent sites it projects a sense of separation. B-3 is more restrictive zoning than T, and contains more landscaping and buffering requirements. This site affords an opportunity to bring new retail stores and restaurants to Anchorage in a common location with a well-designed built environment that is convenient for shopping and leisure time pursuits. However, the primary issues with this site is the magnitude and expansiveness of the proposed development plan, and its impact on community development policy, dearth of vegetative retention, and need for infrastructure improvements. The latter are primarily access issues with regards to the older interchange for Muldoon Road and the Glenn Highway. There is sufficient right-of-way on Oilwell Road for improvements, which will need to be managed with improvements for driveway mitigation to the north and working with the State, Bartlett High School, the VA and the Alaska Native Heritage Center. What this illustrates is how challenging this site will be to develop given its limited access. However, the petitioner has been working with the city and State and entered into an agreement for the above noted improvements. ADOT will be working with the Federal Highway Administration on a possible future one-way frontage road on the Glenn Highway.

It is important to bear in mind that a rezoning of this magnitude and size of project is not comparable in relation to other previous retail reviews. When the application was originally submitted, the Department lacked information on the economic implications of this type of zoning. Subsequently, the developer has provided some additional research concerning current retail development statistics. Prior to any future large retail development applications, the Department will recommend that an economic analysis be preformed regarding the impact on retail development in Anchorage prior to submittal of applications any future retail developments of this magnitude.

With the conditions being satisfied by the site plan

and the commercial fragment lot site plan, the requests for the rezoning, the site plans and the plat generally meet the standards for approval. The site will be developed in phases in recognition of the fluctuating nature of the leased retail space. This requires flexibility in timing of construction, building layout and size, elevations, and parcelization. The commercial tract plat establishes the conceptual design for driveway access to the site, vehicular and pedestrian circulation within the site, location of drainage facilities, building pads and landscaping. Once approved, the applicant could work directly with the Department on new phases of development, so long as they meet the approved design criteria.

The conditions of approval in case 2006-154 are two special limitations. There are 18 conditions of approval in case 2006-155. Staff member MARGARET O'BRIEN stated that in case S-11549, condition 7 should say "Resolving the need to enter into a subdivision agreement with the Private Development Section, Project Management and Engineering for any public infrastructure as a result of the development, including but not necessarily limited to: public transit improvements; improvements required of the final approved Traffic Impact Analysis (TIA); for erosion and sediment control mitigation measures; drainage improvements; extension of utilities; landscaping; and traffic control devices, prior to recording a final plat." Condition 4 would say, "Showing the 30-foot highway screening easement exclusive of all utility easements, with the exception of the underground boring to extend utilities, on the final plat." Condition 10.e amended to read, "An erosion and sediment control plan and an approved drainage and grading plan shall be approved by Project Management and Engineering prior to obtaining any building permit, other than a clearing permit, including grubbing, grading or fill permit."

In case S-11550, condition 7 would be amended to read "Showing the 30-foot highway screening easement exclusive of all utility easements, with the exception of underground borings to extend utilities, on the commercial tract plat, prior to recording a final plat." Condition 14.f amended to read, "An erosion and sediment control plan and an approved drainage and grading plan shall be approved by Project Management and Engineering prior to obtaining any building permit,

other than a clearing permit, including grubbing, grading or fill permit." Condition 10.h amended to read "Any intersection signalization required by the approved Traffic Impact analysis (TIA) shall be installed prior to the opening of any facility." With respect to condition 14.i the petitioner does not want a requirement for a letter of non-objection as a note on the plat. The Department is recommending deleting that as a plat note and adding it in its entirety as condition 16.

Condition 14.h "Any intersection signalization required by the approved Traffic Impact Analysis (TIA) shall be installed prior to the opening of any facility" will also be carried to the 2006-155 site plan. MS. CHAMBERS indicated this would replace condition 16 of case 2006-155. MS. O'BRIEN noted there is an error in condition 10.a of S-11549, which should read "Direct vehicular access from Tract A, CIRI Gateway Subdivision onto the Glenn Highway or Glenn Highway exit ramps is prohibited."

MS. CHAMBERS noted that she placed on the table this evening some photographs and renderings provided by the petitioner. One of the conditions refers to a 58-foot architectural feature on which wall signage will be placed. The information provided by the petitioner indicates that this will not be that visible from the roads or highway. They also provided a photograph of the Downtown Fire Station tower, which is approximately the same height and approximate one-half mile away to provide a visual of the tower.

MS. O'BRIEN amended case S-11550 new condition 16 to delete "clearing" and add "a copy of the letter of non-objection must be submitted to the Planning Department prior to recording of the final plat."

COMMISSIONER JOSEPHSON noted that it has been indicated that the Commission has the discretion to restrict trash hours or snow removal hours. MS. CHAMBERS replied that the only impact would be on the military and the petitioner has met with them numerous times. Their only concern was providing buffering and that is resolved. COMMISSIONER JOSEPHSON noted that in case S-11549 the Staff has expressly indicated that compliance with the Comprehensive Plan is met and in others it has not indicated one way or the other. He asked if the Staff has found in case 2006-155 that Policy #21 is met. MS.

CHAMBERS stated there are conflicting policies in Anchorage 2020. There is not much market information on where retail should be placed. The Staff has provided the 1995 ULI information Staff had and the 2005 information the petitioner had showing how the market has changed over the years. Staff did not find that the policy is not met, but rather that there is differing information available. COMMISSIONER JOSEPHSON stated he would say, if he were the petitioner, that because this is not redevelopment nothing precludes any future development. MS. CHAMBERS stated that the policies are adopted as law as a guiding document, particularly on rezonings. The Department does not feel that the policy is not met. The Department has not handled a development of this size and the information is not there to analyze it. Not understanding the economic impacts is no reason to not allow it to go forward. COMMISSIONER JOSEPHSON remarked that to some degree the Commission is relying on the petitioner's information about retail. MS. CHAMBERS responded that this is correct. She has contacted local sources and there are no studies in Alaska. The developer has a longstanding and positive reputation in the Lower 48.

COMMISSIONER JOSEPHSON asked if there is any doubt that the petitioner wants to be exempted from the new sign ordinance. MS. CHAMBERS replied that they meet the sign code. The Urban Design Commission denied a request for a sign in the highway screening easement. The tall architectural feature is a legal wall sign. The Department feels the tower is not compatible with the rest of the development and wants more time to talk with the petitioner about it, but the sign is not illegal.

COMMISSIONER JOSEPHSON noted that the Traffic Department wants to postpone case S-11550 until the TIA is received. MS. O'BRIEN responded that the comments were provided for the February 12, 2007 meeting, since which time there have been several subsequent meetings and a revised TIA was submitted to ADOT and to the Municipal Traffic Department. Her most recent discussions with ADOT indicate that they are finalizing the TIA; these are all State owned rights-of-way. COMMISSIONER JOSEPHSON understood there was not yet a completed TIA. BOB KNIEFEL, Municipal Traffic Engineer, stated there is not a completed TIA. Most of the issues are identified, as are the potential solutions. A meeting is scheduled for tomorrow to discuss the TIA

with the developer. COMMISSIONER JOSEPHSON noted that in case S-11549 ADOT expresses concern about movement of traffic, citing the Dimond Center/Wal Mart complex. He asked if Mr. Kniefel feels those issues would be resolvable. MR. KNIEFEL felt the concerns are resolvable. The suggested resolutions include a phasing plan in which half of the development would be in the first phase, including the two signals, the interchange work, expanding Oilwell Road to five lanes, and relocating the Bartlett/ANHC access to another location. In phase two, what has actually happened at the site will be examined to see if additional work is needed on the interchange, which may include signalization at the ramp locations.

COMMISSIONER JOSEPHSON asked what is being done to ensure the safety of Bartlett students who will likely want to walk to this facility. MR. KNIEFEL replied that the eastern access point to the development will be realigned to go to Bartlett and the ANHC and it will have pedestrian facilities on either side and through a signalized intersection. COMMISSIONER JOSEPHSON noted there are references in the packet to the fact that the expense of the roadwork will be absorbed by the petitioner. MR. KNIEFEL explained that the VA hospital has a previously approved TIA that involves construction of the signal at Zuckert Drive and realigning the road to the north. There is also a second signal that the developer will likely complete. The petitioner will likely address construction of the five-lane Oilwell Road facility.

COMMISSIONER JOSEPHSON asked if Staff has seen situations where, because of massive natural vegetation loss, a petitioner is required to not only replace them with appropriate landscaping, but to compensate for that loss. MS. CHAMBERS stated there have been lengthy discussions with the petitioner regarding vegetation. The site plan has been revised to provide more pedestrian access and vegetation replacement on the site. They are retaining the buffer with some limited clearing along the highway screening. Also on the northeast corner, and on the north as well, they have realigned and redesigned the site to retain more vegetation. The petitioner will propose another special limitation on the zoning regarding this. There is also a condition of approval that no grubbing or any groundwork other than clearing can take place until an overall site drainage plan is prepared. The petitioner

has exceeded code requirements for interior parking lot landscaping. They have reduced the amount of parking to near the minimum required. COMMISSIONER JOSEPHSON asked if Staff has talked to the municipal attorney to determine whether local hire is an appropriate condition. MS. CHAMBERS replied that this has not been explored; from a land use standpoint this is not relevant. She did not believe it would be legal to impose this type of requirement on this type of an action. She noted that the petitioner is the landowner, not the tenant.

COMMISSIONER PEASE noted that the rezone and the site plan review indicate that the applicant will participate in the pedestrian crossing. She asked who would pay to relocate the Bartlett and ANHC driveways. MR. KNIEFEL responded that there has been an initial meeting with the Anchorage School District and the ANHC and both have said they are not able to participate financially, so the developer would need to pick up that cost. COMMISSIONER PEASE asked if that necessity has been reflected in the conditions. MR. KNIEFEL stated this would be reflected in the TIA and the associated agreement. MS. CHAMBERS explained that conditions on the cases refer to the TIA. COMMISSIONER PEASE asked if there is no need for a condition and the petitioner is committed to paying for the driveway relocations necessitated by this development. MS. CHAMBERS replied that there is not, noting that this is being worked out with the State. COMMISSIONER PEASE understood the petitioner would participate in construction of the traffic signal and that the petitioner's share would be worked out in the TIA. MS. CHAMBERS replied in the affirmative.

COMMISSIONER PEASE asked if there are updates on the inclusion of a transit station on the site. MR. KNIEFEL stated he has been working with the Public Transportation Department on this issue; at this point they have developed several location options that relate to where access is taken from Oilwell Road. That will be included in the TIA as well. MS. CHAMBERS noted that this is also addressed in a condition of approval. COMMISSIONER PEASE asked if the transit center would be interior or on the perimeter of the site. MR. KNIEFEL replied that the intent is to locate the center interior to the site, somewhere toward the middle.

COMMISSIONER PEASE noted that ramps and stacking of traffic is problematic on the Seward Highway near Dimond Boulevard. She asked whether improvement to the ramps has been thoroughly analyzed and is it being addressed. MR. KNIEFEL replied that phase one is half of the development and would involve turn pockets on top of the bridge, signalization, and roadway work. In phase two field counts would be done to assess the actual traffic situation and there is the potential for signalization or additional lanes on the ramps to make it work properly. COMMISSIONER PEASE noted there is discussion about the long process ADOT will need to achieve the needed improvements. She asked how the timing would occur so the improvements are in step with the traffic impact. MR. KNIEFEL thought this discussion relates more to the need to rebuild the Muldoon/Glenn interchange. The developer is not being held responsible for the reconstruction of that interchange. When ADOT was talking about a long-lead item that was one of the issues. The frontage road from Muldoon Road west to Boniface, because of the limited access control and other issues, will also be a long-term issue. COMMISSIONER PEASE asked if this work would require changes or updates to the LRTP. MR. KNIEFEL replied that the change to the Muldoon interchange would be a major project that would be included in the local Transportation Improvement Program. The LRTP considers upgrade of most of the interchanges along the Glenn Highway, although not specifically this interchange.

COMMISSIONER PEASE commented that the Staff analysis in case 2006-154 says "Prior to any future large retail development applications, the Department will recommend that an economic analysis be preformed regarding the impact on retail development in Anchorage." This implies there is some nervousness. She asked if anything should be considered with this development. MS. CHAMBERS stated the code does not reflect this type of requirement. The Department is not as nervous with this development, which should encourage redevelopment along Muldoon Road. Future developments of this size would generate this concern. COMMISSIONER PEASE noted that the phasing suggests that there might be some public benefit in not clearing the entire site at one time, yet in the amendments proposed by Ms. O'Brien allow issuance of clearing permits before other approvals. She asked why there would not be an advantage to leaving vegetation in areas where later phases are anticipated. MS. CHAMBERS responded that

this type of retail development could go quickly. In such a situation, site preparation would need to be done quickly as well, moving west to east. Due to the large size of the site, the project must be done comprehensively now because there will need to be some underground piping on site to handle the drainage. The site must be cleared in order to accommodate the massive internal infrastructure.

COMMISSIONER PEASE asked about the request for windows onto the back sides of buildings fronting the Glenn Highway and the on ramp at Muldoon. There is not much visual attractiveness to the back sides of the buildings, yet the Urban Design Commission has approved a request to thin out the vegetation so passersby can look at the back sides of buildings. MS. CHAMBERS stated that on the west side of the buildings there is berming and other mitigation, so this is a non-issue. COMMISSIONER PEASE explained her remark related to Major 12 and Major 13 and other buildings facing the Glenn Highway. MS. FERGUSON stated the Urban Design Commission, after lengthy discussion, determined that the site was constrained by vegetation and the ramp. They decided that the thinning may or may not be effective for traffic passing by the site. Traveling into Anchorage, the site would be visible only after passing the exit ramp, so thinning may not help anyone to see the site in time to access it. They were amenable to considering that once the buildings are constructed, if it looks like the buildings are hidden by vegetation, there would be opportunity to determine if thinning is needed. The Urban Design Commission wanted to evaluate visual access to the buildings after they are built. They were amenable thinning some of the vegetation at that time, if there is a need. MS. O'BRIEN noted that condition 14.k of case S-11550 includes a plat note "No trees or shrubs shall be selectively cleared within the 30-foot screening easement prior to construction of all buildings to which they are intended to provide a view corridor." COMMISSIONER PEASE asked how the need or benefit be assessed once the buildings are constructed. MS. O'BRIEN believed the Urban Design Commission placed certain requirements on the actual thinning. MS. FERGUSON stated that a new site plan would be submitted with photographs and, if reduction of natural vegetation is needed and is justifiable, it could be done. The conditions were written such that the vegetation to be removed would have to be flagged on site and approved by the project

landscape architect, Staff, a certified arborist, and an Urban Design Commission Urban Design Commission member. A survey would have to be done identifying trees to be removed or thinned, for Staff approval.

COMMISSIONER PHELPS remarked that at times the Staff analysis is that some of the *Comprehensive Plan* policies are met and at others that they are not. He asked if there is guidance to the Commission regarding these policies. MS. CHAMBERS replied that there would be times when some policies are met and some are not; the consideration is the greatest benefit to the community. There are conflicting policies and at times parts of policies are met and parts are not; the Commission must consider a balance. The *Comprehensive Plan* is adopted as law and the policies are adopted as guidance to the Commission and the Assembly. COMMISSIONER PHELPS thought the definition of a policy is a course of action that should be followed as opposed to one that must be followed. MS. CHAMBERS stated that the *Comprehensive Plan* includes policies and strategies for implementation. Many policies do not have implementation strategies.

COMMISSIONER PALMER noted that case S-11549 recommends approval for 18 months and case S-11550 recommends approval for 60 months. MS. O'BRIEN explained that the first case is a traditional plat combining two tracts into one large tract. This can be accomplished in the typical 18-month period. The commercial fragment lot plan is a mechanism to allow independent financing by independent tenants, which would be phased over a period of years. COMMISSIONER PALMER noted that in case 2006-154 there is a memorandum dated February 23, 2006. MS. CHAMBERS indicated this is a typographical error.

The public hearing was opened.

GREG JONES, representing Cook Inlet Region Inc. (CIRI), introduced Daryl Browman with Browman Development and Tim Potter with DOWL Engineers. He thanked municipal staff and ADOT staff who have worked over the last one and one-half years to bring this project to the Commission. This large and complex project has required a tremendous amount of consideration to bring it before the Commission this evening. This project is large primarily because Anchorage is significantly under served by this type of infrastructure. The information before the Commission from the National Research Bureau is that Anchorage has about

half of the retail a community normally has in the United States and that the retail that exists in Anchorage generates almost twice the revenue as retail in other communities. Retail services to the consumer is a basic infrastructure of any community. The imbalance in Anchorage exists for several reasons. First, because it costs 170% to build retail here compared with the Lower 48. The military has experienced the same cost disparity, as has the Anchorage School District. Unfortunately, rents are about the same as in the Lower 48, so the project has to be value engineered to make it work. Another reason there is less retail is logistics in terms of getting goods to the stores. Third is the development environment. The quality of Anchorage's development has kept many developers out of this community. This project will provide the quality that retailers demand and that the community deserves. It will also bring retail infrastructure and new retailers to Anchorage that are not currently here. CIRI wanted to build this project to keep and found that 80-90% of developers are merchant builders who build, lease, and then sell to an investor group. CIRI worked with Target and found a developer on their list, Browman Development, who builds and keeps its developments. Building and keeping a development changes the approach to how it is built; it will emphasize the quality of construction, the quality of tenants, and the maintenance and long-term viability of the project. Time is of the essence as the building season approaches. The petitioner has worked long with Staff and is coming to agreement with respect to who pays for traffic improvements. This project is ready to be approved.

DARYL BROWMAN stated he is excited to be before the Commission to create a high quality project that can raise the bar on what is being developed in Anchorage. CIRI shares the same vision of long-term ownership and development of quality projects. Merchant builders want to get the project leased quickly and are not as concerned with the long-term viability of the project. Browman wants the highest quality tenants, to bring new and exciting retailers to the market, and integrate features that distinguish the project to make it part of the community. For retail to be successful, there must be an atmosphere that makes people want to be there. MR. BROWMAN distributed examples of other projects in which he has been involved and explained that his intention is to incorporate some of the same details. The intent with this project is a village concept where buildings have a presence. Equally important is the entry, which will have terraced walls, up lighting and landscaping that announces entrance to the project. The boulevard will be heavy

landscaping with pedestrian features and a median. This initial area will have pedestrian scale buildings with four-sided architecture. This creates a sense of place for those who visit and provides an opportunity for more than one shopping experience. There is a pedestrian link that will tie the main boulevard and pedestrian linkages to provide easy access for pedestrians in a multitude of locations. There is an intense detail to create those opportunities. In a project of this size, focus should be placed on a variety of features to create a number of areas with landscaping, patios, and fire pits. Through articulation, interest is created in the building. There will also be seven or eight different materials for the project to create the desired atmosphere. MR. BROWMAN stated he is excited to be a part of the community and is looking forward to raising the bar on development in Anchorage.

TIM POTTER reviewed conditions of approval for the four cases before the Commission. He spoke first to case 2006-154. Following the meetings with the military, two special limitations have been developed to reflect the protection they have been told would be provided. The first special limitation "Development of the petition site is limited to the site plan (Planning Case 2006-155) approved by the Planning and Zoning Commission, or as subsequently amended" is to the point. Special limitation 2 "Maximum height of any structure shall be no more than 200 feet in height" is in place to protect the aircraft flyover area. The petitioner is proposing special limitation 3 "No building structures shall be constructed within 60 feet of the west property line. This line will be depicted as a 'building limit line' on the Commercial Tract plat" will adopt a building limit line as a component of the rezone and incorporate it on the Commercial Tract plat. This protects the military from buildings abutting the petition site's west boundary. Special limitation 4 "The uses anticipated within the APZ shall fully comply with the allowed uses outlined in Patent No. 50-92-0050. These facilities include: Utility Structures (including but not limited to vaults, conduits, transformers, switches, power poles, conductors, subsurface gas lines, communication facilities, storm drain lines, storm drain retention/detention facilities, sewer and water facilities), parking lot, loading areas and facilities, mercantile and/or retail building structures, and the storage/stocking areas within proposed mercantile and/or retail building structures. All of the building structures are considered low density mercantile and/or retail establishments and are all in conformance with our understanding of the specific use guidelines of the APZ

contained in the patent for this tract. The uses located within the APZ shall conform to the limitations and restrictions currently outlined in the patent, unless formerly released by the military and the Bureau of Land Management." This special limitation effectively results in a continuance and clarification of the APZ and allows the military the ability to participate in reviews of any changes of uses in the buildings. The desire is to protect the military's interest in the 11.62 acres that is encompassed by the APZ. The facilities allowed in the APZ are clarified in the patent and in this special limitation. The intent is to vacate the APZ easement so the special limitation would become the governing law. This is being done because the financial institution will review a title report and not know what is meant by an APZ. The petitioner would like to clarify this once and it will be a requirement on the land. General Carlisle, who is in charge of the base operations and facilities, made it clear that he believes anything that is good for his people is good for Anchorage. There is essentially a city on the military base and bringing stores like Target and other national brands to the doorstep of the base is very favorable to the military from a quality of life standpoint and from a community participation standpoint. Some of the earlier thinking had incorporated residential as a component of the project, but General Carlisle made it clear that no residential should be put on this site due to the potential future concerns with noise from the flight operations.

Regarding case 2006-155 MR. POTTER noted that condition 3 says "Resolve the location, design, and construction of transit amenities and transit service external and internal to the site with the Planning Department and Department of Public Transportation." The petitioner agrees with this condition and does not find it problematic. The Mayor made it clear at the Commission's February 28, 2007 worksession that he wants transit to go into and through the site. The developer has committed to the Mayor and to the Staff to work to accommodate this. The Mayor also indicated that the petitioner should accommodate transit, but not necessarily pay for it. Having two signals on Oilwell Road would make it easier for the buses to come from the VA site and back out to Oilwell Road. Condition 6 did go through the Urban Design Commission' review. MR. POTTER asked to amend this condition to add "or is otherwise permitted by code" in the event the code changes. With regard to condition 8, he felt it would be appropriate for the Planning Department to be the entity to make sure the construction fencing has been located rather than Code Enforcement because the Planning Department

understands the totality of the project. Condition 10 "Resolve the height and lighting of the architectural feature on Major 1 with the Planning Department" is an important issue to the petitioner. There is a difference of opinion within the Planning Department regarding this feature. MR. POTTER asked that the Commission consider the fact that a structure 58 feet from building floor level is not an attraction off site, but is intended to give some acknowledgement that Target is a significant anchor in the project. It cannot be seen well from the highway and traffic on Oilwell Road is half a mile away. The petitioner took photographs of the Fire Station tower that is glass and lighted and from six, rather than eight, blocks away (660 feet closer than from the intersection of Oilwell Road) it is not a huge obstruction. Without this feature, the architecture of the entire development goes downhill and the building becomes blander and less noteworthy without it. This is a key identification icon within the site and the petitioner would like to include it going forward.

The petitioner is assuming with regard to condition 13 "Resolving the status of the Accident Potential Zone Easement with the Federal Bureau of Land Management and Elmendorf Air Force Base, either through resolving uses allowed within the easement, or extinguishment of said easement" and similar conditions in all cases that if there is a letter from the base commandant that there is no objection to the proposal, it would meet those conditions. Condition 14 should be amended to resolve the issues listed therein with PM&E. Regarding condition 14.a, there are numerous requirements in the building permit process, including a comprehensive site grading plan. A stormwater pollution prevention plan must be approved before anything can be done on the site. Condition 14.b requires "A groundwater hydrology analysis of the entire site to determine the seasonal high groundwater table elevation and to resolve the need for footing drains and stub-outs to all structures within the proposed subdivision prior to recording a final plat." The petitioner's geotechnical staff study the site and make those recommendations that are required by the city in the building permit process and make recommendations regarding foundations and whether piping is needed for high water table conditions. Prefacing condition 14 with "resolving the need for" allows this to be worked out with PM&E in advance. He did not understand Condition 14.c "Sufficient information about required infrastructure to ensure the proposed infrastructure can be constructed in conformance with Title 21 and the DCM prior to recording a final plat." Condition 16 relates to the opening of business

and the revised language is acceptable. He asked to amend condition 17 add ", unless approved by variance or in conformance with code."

Case S-11549 is simple. There are two tracts at this time and in order to do a fragment lot site plan, the property must be a single commercial tract. MR. POTTER noted that condition 1.a is "ACS requests a 10' T&E easement along the east, south and west property boundary and renaming the easement along the north property boundary to 20' Underground Telephone and Electric Easement (20' U.G. T&E easement), however, the south property boundary is the 30-foot highway screening and ACS cannot be in that screening easement. Condition 4 requires that the screening easement be exclusive of all utility easements. The change to condition 7 resolve entering into a subdivision agreement is acceptable. He clarified that the TIA process requires full negotiation to determine who is responsible for mitigation measures required out of the TIA. The last thing pending is to identify what share the VA Clinic will bear and what share the land south of Oilwell Road will bear. The plat creates a consolidated site and has nothing to do with any buildings in the APZ, so he did not believe condition 8 is appropriate to this case. Condition 10.a should reference Tract A of CIRI Gateway Subdivision, as staff indicated. He asked that this condition on this case and the next case include at the end ", unless modified by ADOT/PF." ADOT has to work with the FHWA to determine the access limitations onto the highway and any associated frontage roads that might be done. If it were determined that access to the frontage road is desired and permitted, this condition would require that there need to be another review by the Commission to change this note; the additional language would avoid this situation. Condition 10.e is acceptable as modified.

MR. POTTER explained with regard to case S-11550 that fragment lot subdivisions were created in 1981-1982 when the Rainier Fund brought the concept to Anchorage. Fragment lot subdivisions allow the creation of an overall property that operates under a controlled framework similar to a condominium homeowners association CC&Rs. The lots are created in order to be financed separately and leased and/or sold. The configuration for the proposed project is somewhat different than others in Anchorage in that it addresses the desires of the lease tenants to show that the required parking for each tenant is on the piece of land they are leasing. A 60-month approval is requested so that the first fragment lot site plan can be recorded after the first

several tenants are located on the site. MR. POTTER explained that no additional fragment lots can be created, but the number of lots can be reduced. Condition 2 in case S-11550 has been changed to resolve, which is acceptable. However, it is redundant to the last case, so it seems unnecessary because all of the requirements are covered in the building permit process. If there is a letter from Elmendorf that they do not object, it is assumed that condition 4 is met. He asked to delete condition 7 because it is covered in the previous plat and it is redundant. Condition 11 is "Amending the commercial tract-fragment lot site plan, if required, to reflect a 70' Air-Right Easement if the transmission line has been upgraded to a 230V transmission line." This easement is currently 40 feet wide and, at one point in time, there was patent language that said if the line were upgraded to a 230V line, the 40-foot easement would become 70 feet. The petitioner will resolve this with ML&P. The site plan is designed to accommodate this easement. MR. POTTER asked to amend condition 14.a to add ", unless modified by ADOT/PF." Condition 14.i is acceptable as changed to a new condition 16. Condition 14.k is covered in the Urban Design Commission's action and so this condition is redundant; there should be reliance on the Urban Design Commission's action.

MR. POTTER responded to questions that had been posed by the Commission. On the subject of noise, especially that resulting from snow removal, he explained that the military is concerned with operating noise so a revised landscaping and buffering program is being developed with them to see if they can put buffer on their side of the fence. There may be some screening fabric on that fence as well. In terms of noise, the petitioner has made the commitment that because snow removal will be by contract, the contract will state that the equipment being used on the site will have back up beepers that are activated only when there is a vehicle or person behind the vehicle.

MR. POTTER stated that the tower enhances the look of the project and the utilization within the project. Target is a major draw to the project. From one-half mile, the 58-foot tower is not out of scale. Target would prefer to be located on Oilwell Road, but the desire is to draw shoppers through the project, so they are located at the end.

MR. POTTER stated the TIA is not finalized, but the final ADOT comments were received on Friday and there is a meeting on the TIA tomorrow. The cost and provision of pedestrian crossings will be determined as part of the TIA. The

intersection and pedestrian improvements at Zuckert will be the responsibility of the VA. There are upgrade components related to the five-lane expansion on Oilwell Road and the new easternmost signal to enhance the pedestrian crossing from Bartlett High School. There will be 1,000 to 1,200 jobs at full build out of this project, many of which will potentially be filled by Bartlett High School students.

In terms of compensation for vegetation, MR. POTTER noted that the site has twice the required interior parking lot landscaping. This is a very large project and there will be a need for large staging areas and operating platforms. A hill on the east side of the site will be excavated and used for fill material.

In terms of local hire, all participants excluding Browman and their architect are local. The users on line to locate in this project are already talking to local contractors; bringing a contractor from the Lower 48 is not precluded, however.

PEGGY ROBINSON, representing the Northeast Community Council, stated the Commission has a copy of the Council's motion passed on November 16, 2006 at a meeting generally supporting this retail and entertainment center proposed by CIRI and Browman Development, including the rezoning, the proposed site plan, platting, and landscape plan. That motion passed 12 in favor, 2 opposed, and 3 abstaining. People are very pleased with the thought of having a development of this quality in their area. There are other businesses in Muldoon that could use upgrading and probably will upgrade as higher quality development comes to this area. This is the third large development in the Northeast Community Council area in the last year. She noted that the auditorium was filled one year ago with residents objecting to Wal Mart and the audience is very small this evening. Overall the community feels this proposed development is a positive addition. She was a parent at Bartlett for six years and was aware that for over 10 years parents tried to get a stop light exiting Bartlett High School; it is wonderful to have not only one stoplight, but two. The overpass has aged and hopefully this development will accelerate its replacement. She explained that trucks and trailers that are over height currently must travel into the Bartlett High School parking lot, make a U turn, go down North Muldoon Road and then continue to downtown. The view into the site through selective clearing will help remind people that the development is there; the Council supported

selective thinning and clearing and limited signage, but not the tall sign.

COMMISSIONER PALMER asked what is meant by the Council lending its "general" support. MS. ROBINSON explained that the information before the Commission is more detailed than the Northeast Community Council saw at its meeting and there was insufficient time to delve into all of the details. As a result, the motion was phrased to "generally support."

COMMISSIONER PEASE was intrigued by the impression that this might spur redevelopment in Muldoon. She asked whether there were any indications that other developments would locate in that area. MS. ROBINSON replied that there has been nothing direct, but Wal Mart is locating adjacent to Fred Meyer, creating direct competition. Many of the retailers in the area have their own market. There are many retail dollars in East Anchorage that is not being spent there at this time. She was convinced that this development would draw people from outside of the Muldoon area into that area. She did not have concerns with a significant impact on Muldoon or DeBarr roads.

COMMISSIONER JOSEPHSON asked about concerns with the viability locally owned small businesses. MS. ROBINSON replied that many small businesses have been on Muldoon for years and have weathered competition; ACE Hardware is in the process of opening another larger store. There are niche-specific stores as well. There are some businesses in old Zamarelli malls where there is turnover. COMMISSIONER JOSEPHSON asked what would be the impact of the proposed development on the town center concept. MS. ROBINSON replied that what was originally envisioned for the town center is different from what is being developed on the land identified for that use. She did not think this development would make much difference in terms of the town center. Town center businesses will cater more to day-to-day needs, rather than the types of uses that would be in a regional mall.

There was no additional public testimony.

MR. POTTER explained that road improvements are paid pro rata through the TIA. In terms of an on-site transit center, the Mayor made it clear at the February 28, 2007 work session that he wants a transit center or at least stops and a route through this project. The petitioner has agreed to this and is supportive of providing public transportation for employees within and visitors to the center.

MR. POTTER stated the petitioner believes that ADOT, the petitioner's traffic engineer, and the Municipal Traffic Engineer have evaluated stacking of traffic on the ramps and there are some concerns. He concurred with the Council president's comment that the Muldoon Interchange is the oldest in Anchorage and should probably have been scheduled for upgrade some time ago.

MR. POTTER believed the numbers the petitioner has submitted with respect to demand for retail are current and a true reflection of the trends occurring in retail across the country. The group involved in Downtown planning indicated they used 1999 numbers and that is the information Staff used. He did not believe this project would have an impact on Downtown retailing. He felt that if the city would do economic studies to determine how to make Downtown work, it would be successful. He explained that the retailers coming to the subject project typically do not locate in the urban core. He remarked that the city did not do an economic study of town centers when it was put forward as a directive on the land use map in Anchorage 2020. Town centers in west coast areas that function properly do so as a result of some sort of subsidy by the community in terms of infrastructure, cost, or assembling land in support of the project. The consultants to Anchorage on town centers gave several examples of town centers. He and others visited Portland to visit those projects and visited with the developers; most of those developers were hurt by the type of development and mixture they were forced to build as part of the project. In almost every case the residential component was full, but the retail/office components were largely vacant and the developer was being forced to pay interest on loans. The town center in the Portland area have some chance of working because there is an active Portland Development Authority that consolidates properties and develops infrastructure to try to ensure they will work. He felt that the one town center in Anchorage that had a chance of working is Downtown, but no economic study was done there. To require private developments to conduct economic studies might be acceptable, but it must be based on real and current information. It was his opinion that the projects in the proposed development would not take tenants from other projects in town.

On the issue of the thinning, MR. POTTER noted that Staff asked that Building H be rotated and pulled back from the highway screening so the rear of that building could not be seen. The Urban Design Commission required there be a

certified arborist, DOWL landscape staff, him, a Planning Department representative, and a member of the Urban Design Commission to determine which trees can or cannot be trimmed. He noted that when the highway screening ordinance went in to effect, there were no other tools; those tools now exist. In conclusion, he stated it is the Commission's role to look at policies as guidelines, not law.

COMMISSIONER JOSEPHSON was surprised that Mr. Potter would be on the committee that decides which trees are thinned; this seems both appropriate and a conflict. He wondered whether or not there would be a buffer, while everyone in the general geographic area will know where this development is located. MR. POTTER stated the identified group has some level of expertise. He would be involved acting as the project planner and looking at the task from the standpoint of how the whole picture fits together. If the 30-foot boundary is staked and he thinks there are trees outside of that that are more important to keep, he will probably propose saving a nice tree and in exchange get rid of thin trees located within the buffer. Over 26 years he has projects where he has been able to save trees outside of the direction of the code. He felt it was appropriate to be able to have slight views into the site from the highway.

COMMISSIONER PEASE commented that the large retail development ordinance talks about having proper design elements on the side and back walls. The back side of Major 13, to which a view would be created by thinning, is a blank wall and there are no windows. She noted what has happened with the extension of C Street past the blank west wall of Costco, which had previously not been as visible. She commented that while Building H has been rotated to face the boulevard, there may at some point be a major exit point onto the westbound ramp and it has a fairly stale façade with no windows or features of interest. She asked that the petitioner consider this and that the Commission consider its responsibility under AMC 21.50.320 to consider the façade and side and back walls. MR. POTTER stated that when the developer first met with the Mayor, he distributed what large retailers can do, if pushed. He stated that the biggest change in this proposed site plan is new signalization. In the previous site plan, the back side of buildings were buffered with undisturbed vegetation. The areas to be thinned appear to be in the wrong locations based on the revision of plans over the last week because ADOT wanted the other access point and buildings were rearranged. He stated that the landscaping plan will be redone so that in the areas that are not impacted by grade

there will be no cutting of trees, except for the dead trees, where there are loading docks behind the building. COMMISSIONER PEASE asked about the buildings along the central boulevard, noting that there are entrance doors but no windows or features that would make them attractive from their back side. MR. BROWMAN stated there are changes in parapets and awnings, and photographs that show what the elevations will look like. He noted that buildings may have a flat elevation, but when awnings and insets are added to the building, along with differentiation in color, the building is scaled down and the appearance is enhanced. He noted that typically glass is wrapped around the corners of buildings to create the desired atmosphere. There are also plazas and sidewalks that invite pedestrians back into the other portions of the buildings. There are different roofing types, different siding to create articulation, and different massing.

COMMISSIONER PEASE noted that there is a call for community spaces in the large retail ordinance, as well as in Anchorage 2020 Policy #23 and #24 that refer to major employment centers and town centers. She asked where is the heart of this development and the public gathering spaces. She referenced University Village in Seattle where there are pedestrian walkways with sculptures and a children's outdoor play area. MR. BROWMAN stated that the boulevard is the heart of the development and plazas are incorporated in various areas throughout the development. The key to setting up appropriate plazas is locating them in conjunction with a particular tenant. The goal is to work with Staff as tenants are located to introduce plazas into those areas. This plan has a heavily landscaped boulevard and that area will be the pulse. Outdoor seating and plazas will be added where there are appropriate tenants, such as sit-down restaurants. COMMISSIONER PEASE did not understand how the boulevard is a pedestrian feature and asked where pedestrians would congregate. MR. BROWMAN explained that the gathering places are along the perimeter of the buildings where there are pedestrian opportunities, outdoor dining opportunities and the like. In a project like this there should be a multitude of different pedestrian opportunities that relate to a particular building. For example, there could be restaurant spaces with plazas and coffee shops with outdoor seating. MR. POTTER stated that in some of the packet material is a detail of some of the plaza areas and how they would be framed. The areas shown between the buildings are plaza areas and there are also breezeways that may or may not be covered. He noted that the pedestrian plaza at University Village is very small compared to the expanse of the parking

lot for that development. COMMISSIONER PEASE asked if Staff has explored this question in greater detail. MS. CHAMBERS replied that the final details would be resolved as the project moves forward. The project is providing many pedestrian places.

MS. CHAMBERS stated Staff has no objection to the majority of condition changes the petitioner's representative suggested. However, the issue regarding resolution of the height of the architectural feature is a major one. The Department wants an opportunity to discuss this with the petitioner. The primary issue is submitting items to PM&E; this condition has to be in either the site plan or the plat and Staff has no objection to the language being resolution rather than requirement.

The public hearing was closed.

VICE CHAIR ISHAM stated that the rezoning would be dealt with tonight, and action would be taken on the other three cases next week. The Commission will then attempt to get through the final case on the agenda this evening, case 2007-055.

COMMISSIONER PALMER suggested that the petitioner meet with Staff to develop finalized language for the Commission's consideration next week.

COMMISSIONER PHELPS moved for approval of case 2006-154 to rezone 95.2 acres from T to B-3, subject to special limitations 1, 2 as proposed by Staff and special limitations 3 and 4 as proposed by the petitioner. COMMISSIONER WANG seconded.

COMMISSIONER PHELPS supported his motion, finding that in puzzling this through he had to deal with the issue of whether this particular project makes sense for the community of Anchorage. Many things had to be balanced in his analysis, including the requirements of code, the requirements of Anchorage 2020, infrastructure requirements, environmental impacts, etc. He concluded from his analysis that this is an appropriate land use at this location. He also tried to analyze what would be the alternative land use at this location and concluded that it would be commercial development of some type. He felt that the development should be as intensely as possible. This rezoning makes sense in terms of the economic base of the community, Anchorage 2020, and the standards for rezoning.

COMMISSIONER JOSEPHSON supported the rezoning. There is no question this is a good project. It reminds him of quality developments in Scottsdale, Arizona where he visited recently. He believed Mr. Browman when he says the different articulation and relief is pleasing to the eye. He did not think this would compete with Downtown businesses. His only reluctance is that this project locks Anchorage further into a community that is dominated by vehicles and not community centers. He acknowledged that there are conflicting policies in Anchorage 2020. He felt it would be nice, if 95 acres of natural vegetation were removed, it be replaced elsewhere.

COMMISSIONER PEASE stated this is not an easy decision for her because of the unknown impact on the other commercial centers that Anchorage 2020 promotes. She had serious misgivings based on Staff's analysis how this is compatible with Policy #18 to promote the Central Business District as the regional center for Anchorage and Policy #21 that calls for locating and designing all new commercial development to improve overall land use efficiency and compatibility, traffic flow, transit, pedestrian access, and appearance. Staff has noted that this proposed rezoning and development has the potential to reduce retail in Muldoon and potentially Downtown as well. Staff has suggested that Downtown has a different mix of retail and may not be in direct competition. However, this facility is likely to have an impact on Northway Mall, which was once envisioned as a community center, as well as the Muldoon community center, the Glenn Square development near Clark Middle School, and potentially the Mountain View redevelopment district. This is a regionally auto-oriented center and it is not a direction that Anchorage 2020 has envisioned. On the other hand, the developers presented information regarding the need for additional retail outlets and that Anchorage is under served in terms of retail choices and capacity. She supported the motion with some reservations.

AYE: Pease, Fredrick, Josephson, Isham, Palmer, Wang, Phelps
NAY: None
ABSTAIN: Jones

PASSED

COMMISSIONER JOSEPHSON moved to extend to midnight.
COMMISSIONER PALMER seconded.

AYE: Pease, Fredrick, Josephson, Jones, Isham, Palmer, Wang
NAY: Phelps

PASSED

8. 2007-005 Municipal Light and Power. A site selection for a public facility and site plan review. Mountain View Development Subdivision, Tract 1, Frag lots 7, 8, and 9. Located northeast of the Glenn Highway and southeast of Mountain View Drive intersection.

Staff member ANGELA CHAMBERS stated no returned public hearing notices were received and there was no response from the community council. This request is a site selection and site plan review for Municipal Light and Power (ML&P) administrative offices, which are currently located in the Ship Creek area. Under AMC 21.15.015, the Planning and Commission is empowered to review and make recommendations regarding site selection and the site plan for a public facility. The proposed building is to be constructed as the focal point of a greater commercial development called Glenn Square, which has already been reviewed and approved by the Commission. The Commission has previously seen this building, which proposes office use on the top floor and retail on the first floor, with a community space to be used after hours. ML&P has been searching for approximately four years to locate an appropriate alternative to their currently overcrowded and substandard existing headquarters. Among other things the report documented insufficient adjacency between and within departments to interact efficiently; workspaces that were deficient in area and a lack of space to accommodate growth. The intent is to keep the facility near its customers and also be at a location that would support the revitalization of the Mountain View and Fairview communities. ML&P's service area is primarily north of Tudor and east of Boniface. Several sites were explored in the site selection process. One of the first was the Brewster's retail clothing store on the northwest corner of Bragaw and Commercial Drive. Although the site was ideal for ML&P, the owners decided not to sell. The next site was the old Sadler's Furniture warehouse, also located in Mountain View, but it was cost prohibitive. The third site considered was the Frontier Building, which had

would remain; the house setback is reduced to 25 feet. The change in zoning would allow more room for placement of the well and septic. COMMISSIONER PEASE asked if the intent of the 100-foot setback is to protect streams in steep situations and would it be advisable to retain a 100-foot setback in areas where the lot is steep. MR. BARRETT suggested that the On-Site Services staff be left to the task of determining an appropriate location for well and septic vis-à-vis the steep areas of the lot.

The public hearing was closed.

COMMISSIONER ISHAM moved for approval of a rezoning from R-10 to R-6, Block 3, Lot 11, Sue Tawn Estate #2. COMMISSIONER PALMER seconded.

COMMISSIONER ISHAM stated it appears this lot has a flat bench on the south end that is buildable. The contours are not steeper in the northern portion of the lot than in the R-6 lots that comprise the rest of the neighborhood. He felt the rezoning is appropriate and would result in a buildable lot. The rezoning is also in compliance with the density in the recently adopted *Chugiak-Eagle River Comprehensive Plan*. It also appears that leaving the R-10 zoning on this lot during the areawide rezoning in 1985 was perhaps an administrative error.

COMMISSIONER PEASE supported the motion, asking that the record show there are steep areas on the north end of the parcel and the Commission trusts municipal officials to resolve the appropriateness of locating septic in the former 100-foot setback area.

AYE: Cotten, Pease, Fredrick, Josephson, Jones, Isham, Palmer, Wang
NAY: None

PASSED

3. 2006-154

Cook Inlet Region, Inc. A request to rezone approximately 95.32 acres from T (Transition Zone) to B-3 (General Business). Elmendorf "95" Subdivision, Tracts A & B. Located at 1100 and 1200 Muldoon Road.

POSTPONED TO JANUARY 29, 2007

4. 2006-155

Cook Inlet Region, Inc. A Site Plan Review for a Large Retail Establishment (Big Box Review) for Elmendorf "95" Subdivision, Tracts A & B. Located at 1100 and 1200 N Muldoon Road.

POSTPONED TO JANUARY 29, 2007

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21.50.085.b.4 that says "The restoration plan for the site ensures that, after extraction operations cease, the site will be left in safe, stable, and aesthetically acceptable condition." She believed that was the intent of the Staff condition. She did not support the motion as amended.

CHAIR JONES stated she strongly supports restoration plans in traditional natural resource extractions, such as the Sand Lake gravel pits. This is an area where all of the extraction was completed some time ago. Her main concern with this site is safety, the plan to address the overhang areas, and the removal of the material. She understood that the ultimate property owner does not want the site to be revegetated.

Main Motion

AYE: Cotten, Pease, Fredrick, Josephson, Jones, Isham, Palmer,
Phelps

NAY: Pease

ABSTAIN: Wang

PASSED

3. 2006-154

Cook Inlet Region, Inc. A request to rezone approximately 95.32 acres from T (Transition Zone) to B-3 (General Business). Elmendorf "95" Subdivision, Tracts A & B. Located at 1100 and 1200 Muldoon Road.

POSTPONED TO JANUARY 27, 2007

4. 2006-155

Cook Inlet Region, Inc. A Site Plan Review for a Large Retail Establishment (Big Box Review) for Elmendorf "95" Subdivision, Tracts A & B. Located at 1100 and 1200 N Muldoon Road.

POSTPONED TO JANUARY 27, 2007

5. S-11549

Cook Inlet Region, Inc. To subdivide two (2) tracts of land into one (1) tract of land with vacation of a 10 ft. underground T & E easement falling within Tract A. Elmendorf "95" Subdivision, Tracts A & B. Located at 1100 and 1200 N Muldoon Road.

POSTPONED TO JANUARY 27, 2007

6. S-11550

Cook Inlet Region, Inc. A commercial tract fragment lot site plan to create thirty-five (35) lots from two (2) tracts of land.

Elmendorf "95" Subdivision, Tracts A & B.
Located at 1100 & 1200 N. Muldoon Road.

POSTPONED TO JANUARY 27, 2007

E. UNFINISHED BUSINESS AND ACTIONS ON PUBLIC HEARINGS

1. **2006-147** Municipality of Anchorage. An Ordinance amending Anchorage Municipal Code Title 21 to add a new Chapter 21.01 General Provisions; a new Chapter 21.02 Boards, Commissions, and Municipal Administration; a new Chapter 21.08 Subdivision Standards; and a new Chapter 21.13 Enforcement. This is for the first four chapters of the rewrite of the Title 21 Land Use Code. The code rewrite is part of the city's multi-year process of updating land use regulations that haven't changed significantly in more than 35 years. The proposed new code has over a dozen chapters, some that set out basic provisions, and some that propose significant changes to development standards. The above four chapters are proposed for review and approval before the end of 2006. The remaining chapters will be released after an economic impact analysis is completed in early 2007.

CHAIR JONES asked that Mr. Nelson identify the documents the Commission should use in its deliberations this evening. Staff member TOM NELSON explained that the Commission should consider the Public Hearing Draft of chapters 21.01, 21.02, 21.08, and 21.13, the Issue-Response from November 27, 2006, and amendments to the recommendations based on that Issue-Response, including the recommendations of the Platting Board. In addition, he had distributed an Errata Sheet with four issues to which slight amendments are recommended. He noted that the Issue-Response Summary contained a number of issues that were on hold. Five of those have been resolved and ten others were not. He recommended that action be taken on December 11, 2006 on the ten issues upon which there is no resolution. MR. NELSON described the four major issues on the Errata Sheet. The first adds language that had been recommended to delete. The second deals with language in avalanche zones to refer to "other avalanche studies" rather than map amendments. The third amends the time extension length to three years rather than two years. The fourth is an

**PLANNING DEPARTMENT
PLANNING STAFF ANALYSIS
REZONING**

G.4.

DATE: March 5, 2007, Postponed from February 12, 2007

CASE NO.: 2006-154

APPLICANT: Cook Inlet Region Inc. (CIRI)

REPRESENTATIVE: DOWL Engineers

REQUEST: A request to rezone approximately 95.2 acres from T (Transition District) to B-3 (General Business District)

LOCATION: Tract A and Tract B, Elmendorf "95" Subdivision; generally located at the northwest corner of Muldoon Road and the Glenn Highway.

SITE ADDRESS: 1100 and 1200 North Muldoon Road

COMMUNITY COUNCIL: Northeast

TAX NUMBER: 006-441-02 and -03/Grid SW 1140

ATTACHMENTS:

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

SITE:

Acres: 95.2 acres

Vegetation: Natural Vegetation

Zoning: T (Transition) AMC 21.40.240

Topography: Slight Elevation Change, With Varying Alterations

Existing Use: Undeveloped/RV Park

Soils: Public Sewer/Water available to site, across Glenn Highway

COMPREHENSIVE PLAN:

1982 Anchorage Bowl Comprehensive Plan

Classification: N/A
Density: N/A

Anchorage 2020

N/A, adjacent to a Transit Supportive Development Corridor

APPLICABLE LAND USE REGULATIONS:

	<u>Current T Zoning</u> <u>AMC 21.40.240</u>	<u>Proposed B-3 Zoning</u> <u>AMC 21.40.180</u>
Height limitation:	30-feet	Unrestricted/FAA
Minimum lot size:	7,000 SF/50 FT wide	6,000 SF and 50 feet wide
Lot coverage:	Unrestricted unless contiguous to land zoned for less intensive use	Residential - 50% All other uses Unrestricted
Yards		
Front	Unrestricted unless contiguous to land zoned for less intensive use	Front: 10 feet Side: 10 feet adjacent to residential district
Side	Unrestricted unless contiguous to land zoned for less intensive use	otherwise 10 feet or structure placed at the lot line
Rear	Unrestricted unless contiguous to land zoned for less intensive use	Rear: 15 feet adjacent to residential district otherwise none
Landscaping	Unrestricted unless contiguous to land zoned for less intensive use	Visual Enhancement, Perimeter, Arterial and Buffer if Required

SURROUNDING AREA:

	<u>NORTH</u>	<u>EAST</u>	<u>SOUTH</u>	<u>WEST</u>
Zoning:	T	PLI	R-4	T
Land Use:	Military	Bartlett High School, Native Heritage Center	Mixed Density Residential	Military

PROPERTY HISTORY:

April 1939 Military Reservation (Elmendorf and Ft. Richardson)
established by Executive Order.

1956	City Ordinance No. 1240	The City Council of Anchorage approved an ordinance amending the zoning ordinance of the City of Anchorage (Ordinance No. 1030) as amended by Ordinance No. 1063 and Ordinance No. 1110 establishing the U-1 (Unclassified District) zone.
8/6/85	AO 85-23	Title 21 amended to replace the name of the Unrestricted Use District (U) to Transition District (T).
1991	Ownership	Petition site conveyed to CIRI from the Department of the Army.
May 10, 1996	Plat 1996-31	Plat created petition site.

SITE DESCRIPTION AND PROPOSAL:

The 95.2-acre irregular shaped petition site is composed of two separate tracts under the same ownership. The site fronts onto the Glenn Highway to the south, North Muldoon Road to the east, and North Muldoon Road (Oilwell Road) to the north. Note that although Oilwell Road is technically named North Muldoon Road by the Municipal Addressing Division, it is more commonly known as Oilwell Road, and will be so referred to through the rest of this report. The petition site abuts Elmendorf Air Force Base (EAFB) to the west. EAFB property is also located across Oilwell Road to the north, and Bartlett High school and the Native Heritage Center are located across North Muldoon Road to the east. South of the Glenn Highway is multi-density residential property and some commercial. The petition site is mostly undeveloped, with an RV park in the northwest corner. There is a slight elevation change from south to north.

Access to the site is currently from Oilwell Road, leading into the existing RV park. Traffic flows from there to the interchange and Muldoon Road and the Glenn Highway.

Until 1991, the subject parcel was owned by the Department of the Army. The site was conveyed at that time to Cook Inlet Region, Inc. (CIRI) as a part of the Alaska Native Claims Settlement Act. The Army retained an Accident Potential Zone along the western border, which limited uses allowed there to those which are not residential or places of much public assembly.

The petitioner is requesting to rezone the site to B-3 (General Business). When the property was originally zoned during the Areawide rezonings, it was zoned T (Transition) due to the fact that it was owned by the Army. During those rezonings, all military lands were zoned T. T is a holding zone, to be rezoned when a use is determined for the property. A separate example of T zoning is Fire Island.

CIRI proposes to develop the site with 900,000 to one million square feet of retail and related uses. The proposal is for a "lifestyle center" which contains many separate buildings joined by pedestrian pathways, landscaping, a boulevard-style entrance, and integrated building design.

In order to achieve this, CIRI has joined with Browman Development, and are also proposing to replat the two tracts into one, create a commercial fragment lot site plan, and undergo a large retail establishment site plan review. Building design and orientation, as well as parking areas, will follow the design guidelines from the large retail establishment site plan review requirements.

COMMUNITY COMMENTS:

At the time this report was written, there were no returned public hearing notices (PHN). The Northeast Community Council responded in favor of the rezoning, project and design.

FINDINGS:

**21.20.090 Standards for Zoning Map Amendments, and
21.05.080 Implementation – Anchorage Bowl Comprehensive Development Plan
Maps**

A. Conformance to the Comprehensive Plan.

Anchorage 2020 Plan.

Anchorage 2020 Plan does not have a designation for this area. However, it is near a Transit Supportive Development Corridor (Muldoon Road, south of the Glenn Highway). There is currently no public transportation servicing this area, other than to the Alaska Native Heritage Center to the east, but the Department of Public Transportation plans to expand service for this site and the new VA center planned to be constructed to the north of the petition site.

The following Anchorage 2020 policies affect this rezoning.

Policy #7: This policy states: "Avoid incompatible uses adjoining one another."

This policy is met in that all of the surrounding uses are separated from the petition site by either significant rights-of-way (ROW), significant natural vegetation, or both.

Policy #18: Strengthen the Central Business District's role as the regional center for commerce, services, finance, arts and culture, government offices, and medium to high density residential development.

There are economic considerations to be taken into account regarding the Central Business District with this proposed large commercial development. The amount of retail a regional market can support is a direct function of population size and income. Commercial development

proposals that locate a substantial share of the supportable retail growth in new areas could impact the downtown and other existing commercial areas. These economic considerations regarding the Central Business District are related to Anchorage market capacity for retail. Economists retained for the Downtown Plan project have advised that in a slow-moderate growth area like Anchorage, new retail development frequently just replaces already existing retail, as in a zero-sum game. This proposed rezoning and development has the potential to reduce retail not only in the surrounding Muldoon commercial area, but from Downtown as well.

The policy goal of Anchorage 2020 related to Downtown has been reiterated by the public participants and expert planning consultants during the current Downtown Plan process. Although retail is not the largest land use in a mixed-use Downtown, it is one of several key commercial land use types that should grow along with other uses to generate activity Downtown. Economist consultants retained for the Downtown Plan project have observed that Downtown faces retail competition with other areas, and that certain strategies to maintain and attract anchor retail tenants such as another department store and/or cineplex are needed to strengthen Downtown's drawing power. Downtown needs to provide more resident-oriented retail rather than tourist-related retail. The consultants observed that a major new regional retail center is likely to cause Downtown to have slower retail growth, and to rely more heavily on tourist-related retail.

It should be noted, however, that retailers that typically locate in metropolitan downtown areas are not the same retailers who locate in outlying shopping mall settings. Such is anticipated to be the case here as well.

Policy #21

All new commercial development shall be located and designed to contribute to improving Anchorage's overall land use efficiency and compatibility, traffic flow, transit use, pedestrian access, and appearance. New development shall adhere to the following principles:

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

- b) In order to use existing commercial land more efficiently, redevelopment shall be encouraged.
- c) Rezoning of property to commercial use is only permitted when designated in an adopted plan.
- d) Architectural and site design standards shall improve the function, appearance, and land use efficiency of new commercial development.

Anchorage's forecasted growth rate and the regional market size suggest that the proposed project may compete with existing centers and discourage future growth and redevelopment in existing commercial areas. Rather than an infill site or redevelopment in an existing commercial area, it would be a new commercial center with an area approximately one-third the size of Downtown.

As discussed with Policy 18 above, the amount of retail a regional market can support is a direct function of population size and income. In a slow-moderate growth area like Anchorage, new retail development may replace already existing retail, as in a zero-sum game. The implication is that a major new lifestyle center could compete with and divert sales from Downtown and other regional retail centers.

Available growth forecasts for Anchorage and Alaska may indicate a general order of magnitude of these potential impacts. The most recent Alaska Department of Labor forecast estimates a 14% growth rate in Alaska retail employment between 2004-2014, an increase from 35,000 to 40,000 jobs. If approximately half of the state's retail sales and employment continue to be located in Anchorage, then retail employment in Anchorage might be expected to grow from approximately 18,000 to 21,000 jobs—an addition of around 3,000 jobs. If the 95-acre subject site were to have typical retail employment densities of 10-18 workers per acre, it could absorb 1,000-1,800 retail jobs, or about one-third to one-half of Anchorage's retail growth through 2014 forecasted above. Over the longer term, the subject site's retail employment capacity appears equivalent to between one-fifth and one-third of the retail employment growth projected for the Anchorage Bowl through the year 2025, as forecasted by the *Long-Range Transportation Plan (LRTP)*. The actual order of magnitude of impact on regional-scale retail competitors such as

Downtown may be greater than on neighborhood service retail areas anchored by grocery stores.

However, it may be difficult to predict the scale of impact on overall redevelopment in other centers, for a number of reasons, including:

- Retail is only one of several land use types needed for redevelopment in a mixed-use center, although major retailers do function as major attractors of activity and vitality.
- A new regional retail center would not compete with all types of retail or all mixed-use centers.
- To a limited extent the new retailers will increase the size of the overall market, because people tend to spend more money when they have more choices locally.
- The new retailers may also draw a share of growth away from centers in Chugiak-Eagle River, the Mat-Su Valley, and elsewhere in Alaska.
- Anchorage's future growth rate depends on unforeseen events and the still unknown outcome of known factors such as a gas pipeline, Knik Arm Bridge and share of growth going to the Mat-Su.

The proposed rezoning is not designated in an adopted plan. There is a draft Anchorage Bowl Land Use Plan Map (LUPM) approved *in concept* by the Planning & Zoning Commission this past summer. Concept approval is only a tentative and general approval of its recommended land use classifications and their overall geographic distribution. The draft LUPM proposes a "Regional Commercial Center" classification on the subject site, based on information the property owner provided early in 2006 which indicated the intent to develop a mixed-use center with around one-half million square feet of commercial and also residential housing. A regional shopping center differs from a more general shopping center in terms of size and population required for it to be feasible. A community center has typical gross leasable area (GLA) of 150,000 square feet, and requires a minimum population range of 40,000 to 150,000 people. A super regional center, such as the one proposed has a typical GLA of 900,000 square feet and a population range of at least 300,000.

It must be noted, however, that the adjacent military base and post comprises an employment center with approximately 10,000 active duty personnel, not counting

civilian and reserve personnel. Consideration should be given to the proximity to military reservations and its personnel and dependants. This area will be an employment area that will include not only the existing nearby military hospital and Municipal high school, but also the proposed VA facility.

Architectural and site design standards will be reviewed under the Large Retail Establishment provisions. Berming will be provided to provide additional buffer against the residential development to the west. Transit, pedestrian facilities, and vehicular flow are all components of the evaluation to ensure efficiency of flow on the site as well.

Policy 43: Plans for major commercial, institutional and industrial development, including large retail establishments, shall be subject to site plan review.

As this project constitutes a new retail sales area with at least 20,000 SF of retail area, it is being reviewed under the requirements for site plan review for a large retail establishment.

Policy 48: Subdivision plats and site development plans shall be designed to enhance or preserve scenic views and other significant natural features in accordance with applicable Goals, Policies and Strategies.

The site plan and plat will be reviewed to address the status of the Glenn Highway as a designated scenic highway, and to what extent this designation applies to this segment of the highway. It will also be reviewed for solar access and views provided to the mountains to the east.

Policy 49: This policy states: Site plan layout and building design for new development shall consider the character of adjacent development. The Municipality may require layouts and designs to incorporate the functional and aesthetic character of adjacent development.

Complies. The character of adjacent development is mostly military uses, with a high school to the northeast and a mix of residential and commercial to the south. There is significant buffering between the petition site and adjacent uses, and adjacent uses do not have a defined "aesthetic character". As such, the proposed zoning is not incompatible with the character of adjacent development. The site plan will be reviewed to address a predominant

physical character shared by adjacent development along the Glenn Highway at this gateway into the Bowl, which is that of maintaining ample natural vegetation along the highway and regional trail, contributing to a semi-forested urban setting at the edge of town.

Policy 50: Healthy, mature trees and forested areas shall be retained as much as possible.

The review addresses the policy to retain existing mature vegetation within the site, particularly along the perimeter facing public roadways. A 30-foot wide highway screening easement is required along the perimeter of the site adjacent to the Glenn Highway. The petitioner applied for a variance from the Urban Design Commission to allow for thinning and creating some visual gaps in this easement, which is currently comprised of natural vegetation containing healthy, mature trees. The Urban Design Commission has recommended approval of this request, with conditions regarding further reviews and site visits to ensure proper thinning. This request goes forward to the Zoning Board of Examiners and Appeals for a final decision.

Policy 66: Fish, wildlife and habitat protection methods shall be addressed in land use planning, design and development processes.

The review will ensure that the proposed stormwater detention facilities and vegetated areas of the site plan are adequate to accommodate the proposed building and paved surface areas. This will be discussed further below in the section regarding utilities.

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 property is within moderate and moderately low ground failure susceptibility seismic zones.

Flood Hazard/Wetlands: The property is not within a flood plain, stream, or wetland.

Accident Potential Zone: There is an existing Accident Potential Zone (APZ) for the EAFB runway approaches that touches the northwestern-most corner of this site. However, when the land was conveyed to CIRI by the Army, they retained an APZ easement running along the western portion of the property from north to south that extends from the west property line to the loading area of the western buildings. The easement restricts uses within that easement. The petitioner will need to resolve either a) extinguishing that easement with BLM and the Military, or b) resolving uses that can be in that area with said parties. This will need to be resolved before the site plan becomes effective, as it has the potential to impact parking and loading.

Land Use Patterns

Property to the north and west is zoned T and is military property. To the west is residential military housing, and to the north is their hospital. Property to the east is zoned PLI, and contains Bartlett High School and the Alaska Native Heritage Center. To the south is the Glenn Highway, with a mixture of commercial and mixed-density residential zoning and land uses.

There is a proposed Veteran's Administration (VA) facility to be constructed north of the petition site on military property. This facility will access Oilwell Road at a location accessing the signalized intersection proposed for the main entrance to the petition site. See transportation discussion below. The Zuckert Avenue location will have to be relocated to accomplish this, as well as the relocation of the Bartlett High School and Alaska native Heritage Center drives in order to mitigate traffic impacts in the area which will be increased with the addition of the proposed development and the new VA facility.

Transportation/Drainage

The subject parcel is located at the northwest corner of North Muldoon Road and the Glenn Highway. The Traffic Impact Analysis (TIA) has been revised is in the process of being accepted by ADOT/PF and MOA Traffic.

The proposal is to provide for the following off-site improvements:

- Lengthen the north and south bound left turn lanes on the Muldoon Interchange bridge to their maximum length
- Expand the two and three lanes on Oilwell Road to five lanes, one of which will be a middle turn lane. This will need to be modified at the western end of Oilwell Road where it reaches the EAFB gate.
- Participate in the construction of a signal at the Oilwell Road/Zukert Street location of the main middle entrance to the site, with two westbound to southbound left turn lanes at this point.
- Participate in the construction of a second traffic/pedestrian crossing light to provide access to Bartlett High School and the Alaska Native Heritage Center.
- Provide for enough area on the south side of the site for a future frontage road that would eventually run to the westbound exit ramp at Boniface Parkway. This will include a potential need to ensure enough area north of this for a highway screening easement.

The proposal is to provide for the following on-site improvements:

- Dual right turns are needed leaving the site at one or both driveways (middle main drive and eastern drive).
- Resolving with ADOTPF the project mitigation needs to include but not be limited to participation in the signalization at Zukert Drive, the signalization at the Bartlett/ANHC drive intersection, fencing to prevent pedestrian crossing from north of Oilwell Road to the site from any but signalized intersections, and/or modification of driveways for safe pedestrian crossings from the north.

It is important to note that there are some needed traffic pattern changes internally at Bartlett High School, and there is a new VA clinic to be constructed to the north of the petition site. This will cause the need to rearrange the driveways onto Oilwell Road. Bartlett requires two driveways in and out of the site, in order to separate bus traffic from regular traffic. Zuckert Avenue will be realigned to match up with the main signalized intersection for the petition site to serve the VA building, and Bartlett's bus access will run in to Zuckert from the school. The other drive will need to be realigned, along with the Alaska Native

Heritage Center drive, to access Oilwell Road matching up with the east access to the petition site. This will be done through the VA TIA process in concert with Bartlett's planned changes. Any approval of the associated site plan should require final resolution of the TIA, and full compliance with the mitigation agreement and any improvements required by the TIA.

Also of note is that the Municipal Public Transit Department is planning on extending bus service to the new VA building, north of the petition site, and are interested in providing service within the petition site. They request that the petitioner work with them to provide sufficient access for buses as well as bus stops. This may require some adjustment to the site plan. This should be a condition of the site plan review.

There is an existing bike trail running along the south boundary of the petition site. The design of the proposed retail use addresses pedestrian access internal to the site, and access to the bike trail as well.

Parking and off-street loading requirements will be addressed during the building permit process when the property is developed. The petitioner states in the application that all drainage will be handled on-site. However, it should be noted that development as proposed for this site will require significant site clearing and grading, and will have a significant amount of paving. It is imperative that the size of the proposed stormwater detention facility is adequate for the impervious surface area including 900,000 square feet of rooftop and 5,000 vehicle parking stalls. The site plan should be conditioned to not allow any clearing, grubbing, or grading until a full drainage plan has been reviewed and approved by the Municipal Department of Project Management and Engineering.

Public Services and Facilities

Roads: The petition site is located within the Anchorage Roads and Drainage Service Area (ARDSA).

Utilities: Public sewer, gas and electrical utilities are available to this property. AWWU advises that mainline extension agreements will be necessary. The petitioner plans to bore under the Glenn Highway to connect into public water facilities. To reach public sewer, they plan to cross the south side of the EAFB property to the west to reach a public sewer stub-out. Drainage will be managed on-site without any increased off-site surface run-off. See above discussion on drainage concerns.

Schools: Not affected in terms of capacity. See traffic impacts section for traffic impacts to Bartlett High School.

Parks: The 1997 *Areawide Trails Plan* shows an existing east-west multi-use paved trail along the south side of the petition site.

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

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

The petition site is 95.2 acres of T designated land proposed to be zoned B-3 in order to support a super regional shopping center. Within a one mile radius, there is very little B-3 zoned property, all of which is to the south of the petition site, along Muldoon Road primarily. Most are less than one block deep. The only two large B-3 undeveloped areas are currently undergoing development, one of which is over 2 miles away.

This type of proposed development, at 900,000 square feet, is typically designated as a super regional shopping center. Below is a synopsis of the types of population ranges necessary for different types of retail facilities:

**National Shopping Center Characteristics for Planning Purposes
* Planners Estimating Guide (2004)**

Source: Adapted from the ULI (1999), P. 8.

Type of Center	Population Range	Typical GLA
Neighborhood	3,000 – 40,000	50,000
Community	40,000 – 150,000	150,000
Regional	150,000 +	450,000
Super Regional	300,000 +	900,000

It is clear that a super regional mall requires a larger population base for it to be viable. A super regional mall serves more than just one town, as it is intended to be a draw for a larger area. The Local Population Estimates for 2004 from the MOA Neighborhood Sourcebook with data from the U.S. Bureau of Census, Alaska Department of Labor states that the population of the Municipality is 277,498, and that of the combined Anchorage/Mat Su Area is 347,646. At first glance, it appears that this fits the typical necessary population range as noted above. However, there are also other large retail establishments that are of a regional nature and require large population base as well. These are shown below:

Major Anchorage Shopping Centers (Excluding Power Centers)
*** Municipal Property Appraisal Records and Petitioner Submittals**

Name of Center	Type of Center	Population Range	GLA (SF)
Proposed Browman Development (Muldoon)	Super Regional	300,000 +	850,000 – 900,000
Northway Mall	Community	40,000 – 150,000	339,258
5 th Avenue Mall (Including J.C. Penny's)	Community	40,000 – 150,000	325,048
Dimond Center	Community	40,000 – 150,000	320,000
University Center	Community	40,000 – 150,000	261,750
P.O'B Montgomery (across from Dimond Center)	Community	40,000 – 150,000	255,232
P.O'B. Montgomery (Mt. View)	Community	40,000 – 150,000	242,821
The Mall at Sears	Community	40,000 – 150,000	177,152

When these existing figures are taken into account, it may appear initially that there may be not enough population base in the Anchorage/Mat-Su area to support more major retail. However, it must be taken into account that Anchorage serves the majority of the State, as well. Frequently residents of outlying and rural areas travel to Anchorage for retail shopping purposes. However, market competition is healthy and not all retail is in direct competition and is instead complementary to what currently exists.

Recently, the petitioner has provided the Department with new information, dated 2005, showing that the State of Alaska is actually under-retailed. The National Research Bureau completed a 2005 study showing the total gross leasable floor area (GLA) per capita and the revenue generated per GLA. This was also compared to the national average. The following figures show that the State is very under-retailed. The Department has not had time to study this information further, but the following is the information provided from the study:

National Research Bureau Shopping Center Database and Statistical Model

*** Copyright 2006 National Research Bureau, Inc.**

2005 Total GLA	2005 Total Sales	2005 Est. Total Pop	2005 GLA/Capita	2005 \$ Per Capita	% + - Nat'l GLA/Capita	2005 \$ Per SF	% + - Nat'l \$ Per SF
7,638,148	\$3,277,882,197	659,976	11.57	\$4,967	- 43.63%	\$429.15	87.94%

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.**

Development would be possible immediately following Assembly approval of the rezoning. Construction of buildings would be contingent upon approval of the other three related cases.

The estimated phasing plan is as follows:

Phase 1: Major's 1-4, 7 and buildings A, D, E, H

Phase 2: Major's 5, 6, 8, 12, 13 and buildings B, C, F, G, I, O

Phase 3: Major's 9-15, and buildings J-M and P

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.**

Approval of B-3 would create 95.2 acres of B-3 classified property and remove 95.2 acres of land classified as Transition. There is no effect on residential densities.

DISCUSSION

The subject property is currently zoned T. This district is intended to include suburban and rural areas that, because of location in relationship to other development, topography or soil conditions, are not developing and are not expected to develop in the immediate future along definitive land use lines. The permitted uses in these districts are intended to be as flexible as possible, consistent with protection from noxious, injurious, hazardous or incompatible uses. The subject property was zoned T during the Area Wide rezonings as at the time it was military property, all of which was zoned T.

It is intended that interim development in the T district shall proceed in accordance with the applicable comprehensive development plan for the property being developed. As development patterns start to emerge within these areas and the sophistication of their protection becomes more critical to the general public interest, it is anticipated that such lands within the T districts will be proposed for more restrictive zoning classifications.

B-3 zoning is compatible with the surrounding T, PLI and residentially zoned uses, in that this is a very large tract with the Glenn Highway as a buffer to the residential, and significant separation from Military residential uses. Oilwell Road is not in itself a buffer, but in combination with retention of natural vegetation on the petition site and adjacent sites it projects a sense of separation. B-3 is more restrictive zoning than T, and contains more landscaping and buffering requirements. The location is buffered from adjacent land uses, as it is separated from three sides of surrounding lands by ROW. The petitioner plans buffering for the residential development to the west through berming, which will be in addition to the existing approximate 200 foot treed distance separating the uses.

This site affords an opportunity to bring new retail stores and restaurants to Anchorage in a common location with a well-designed built environment that is convenient for shopping and leisure time pursuits. However, the primary issues with this site is the magnitude and expansiveness of the proposed development plan, and its impact on community development policy, dearth of vegetative retention, and need for infrastructure improvements. The latter are primarily access issues with regards to the older interchange for Muldoon Road and the Glenn Highway. There is sufficient ROW on Oilwell Road for improvements, which will need to be managed with improvements for driveway mitigation to the north. What this illustrates is that how challenging this site will be to develop given its limited access. However, the petitioner is working with ADOT/PF to finalize the TIA and enter into an agreement for above noted improvements. ADOT/PF will be working with the Federal Highway Administration, the petitioner, and EAFB to provide for a possible future one-way frontage road on the Glenn Highway from Muldoon Road to Boniface Parkway, which will be necessary in the future for the petition site and the EAFB developments slated for the future. As the Glenn Highway is a controlled access highway in this area, ADOT/PF will be undergoing a long process to achieve needed improvements. The Department recommends that as these off-site improvements are necessary for this proposed development to occur on the site, there should be a condition to finalize the TIA prior to the site plan review becomes effective.

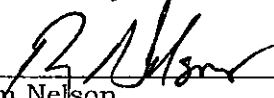
It is important to bear in mind that a rezoning of this magnitude and size of project is not comparable in relation to other previous retail reviews. When the application was originally submitted, the Department lacked information on the economic implications of this type of zoning. Subsequently, the developer has provided some additional research concerning current retail development statistics. Prior to any future large retail development applications, the Department will recommend that an economic analysis be preformed regarding the impact on retail development in Anchorage prior to submittal of applications any future retail developments of this magnitude.

Recommendation: Approval, subject to the following:

Special limitation:

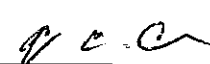
- 1) Development of the petition site is limited to the site plan (Planning Case 2006-155) approved by the Planning and Zoning Commission, or as subsequently amended.
- 2) Maximum height of any structure shall be no more than 200 feet in height.

Reviewed by:



Tom Nelson
Director

Prepared by:



Angela C. Chambers, AICP
Senior Planner

(006-441-02 and -03/Grid SW 1140)

Chambers, Angela C.

From: Angell, Mada M.
Sent: Wednesday, February 28, 2007 7:49 AM
To: Weaver Jr., Jerry T.; O'Brien, Margaret R.; Chambers, Angela C.; 'scott_thomas@dot.state.ak.us'
Cc: Kniefel, Robert E.
Subject: MOA Traffic comments on resubmittal S-11549, S-11550, 06-154 & 06-155 (CIRI large retail development)

This is to let you know that MOA Traffic Dept has additional comments for the cases shown above. Bob Kniefel spoke with Tanya Hickock, the DOWL project engineer, to let her know of our concerns.

Additional comments are:

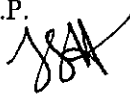
- The new east end entrance does not line up with the Bartlett HS driveway. The Bartlett driveway will have to be realigned.
- The design and location of the loading area for Major #7 is a concern. The loading activity will take place parallel to one of the main entrance roads and in close proximity to one of the main entrances from Oilwell Road.
- The main entrance road in front of Major #8 has 90 degree parking spaces on the west side of the road and in front of Major #8 and Major #10& 11. These 90 degree stalls must be removed
- Show the truck-base turning radius along the truck route for the largest trucks expected to be used for deliveries.



MEMORANDUM

To: Angela Chambers, A.I.C.P.

W.O.: D59479

From: Tanya S. Hickok, P.E. 

Date: February 23, 2007

Subject: Northeast Anchorage Retail Development Resubmittal

Dear Ms. Chambers:

DOWL Engineers (DOWL), on behalf of Browman Development Company, Inc. (BDC), is re-submitting revised figures for the Large Retail Establishment Site Plan Review and Fragment Lot Site Plan, as requested by the Municipality of Anchorage (MOA) on February 14, 2007.

Attached you will find the following:

15 - Full-Size: Revised Site and Drainage Plan

4 - 8.5"x11": Revised Site and Drainage Plan

15 - Full-Size: Revised Landscape Plan

4 - 8.5"x11": Revised Landscape Plan

15 - Full-Size: Revised Fragment Lot Site Plan

4 - 8.5"x11": Revised Fragment Lot Site Plan

15 - Full-Size: Revised Pedestrian Access Plan

4 - 8.5"x11": Revised Pedestrian Access Plan

15 - Full-Size: Revised Phasing Plan

4 - 8.5"x11": Revised Phasing Plan

We would also like to clarify that we respectfully request a 60-month approval for the Fragment Lot Site Plan under Title 21.15.115.D due to the phasing nature of this project.

Should you have any questions regarding the information provided please feel free to give me a call at your convenience. Thank you for your time and cooperation in this matter.

NARRATIVE DESCRIPTION OF PROJECT

A. Statement of Planning Objectives/Description of Operation.

The large area of vacant land located in northeast Anchorage, directly north of the Glenn Highway and west of Muldoon Road, is the proposed site for development of a large retail and commercial center.

The site is currently configured as two tracts, totaling approximately 95 acres: Tract A and Tract B, Elemendorf "95" Subdivision. Tract A is undeveloped vacant land. Tract B is presently used as a Recreational Vehicle (RV) Park. As part of this development, the two tracts will be re-subdivided into one lot, a "Commercial Tract." The proposed use of this site is retail, including large-scale and small-scale stores, restaurants, and possibly a future cinema. Browman Development Company, Incorporated (BDC), is the developer of the project, and Cook Inlet Region, Incorporated (CIRI), is the owner of the property. BDC is an experienced development company from Oakland, California, who builds and maintains long-term ownership of its shopping center projects. In this project, BDC shall serve as the co-owner with CIRI, property manager as well as the developer. BDC's long-term ownership philosophy and commitment to developing long-term successful projects protects our community from the merchant built strip mall scenario, where the developer merely wants to turnover a quick profit, without the long-term perspective for developing viable high-end projects that will last decades. This long-term ownership perspective ensures high quality architecture and construction. Patience and attention to detail in development are key in obtaining the best possible tenant mix for today and the future, and the sustainability of the project. The main anchor tenant that BDC proposes to bring to our community is a well-known and high-quality retailer that is not currently in Alaska. BDC anticipates that this anchor will spur interest in the shopping center by a number of other local, regional, and national tenants, including several retailers who are not in Alaska today. The intent of this development is to offer what is referred to as a community-oriented shopping center and/or "life style" center that allows the consumer to get a significant amount of their retail and entertainment needs met in one place. The proposed development will include approximately 900,000 to 1,000,000 square feet of retail space, designed with the large and mid-sized tenants on the perimeter and the smaller shops and restaurants in the interior.

Because of the size of the proposed project and the fluctuating nature of leasing retail space, and BDC long-term development philosophy, this project will be constructed in a number of phases. This requires flexibility in timing of construction, building layout and size, elevations, and parcelization. The conceptual design for this development consists of the "bones" of the site, and will include building pads reserved for future tenants, drive aisles, pedestrian access, and parking. This application will identify vehicular access and egress, pedestrian circulation, and the buildings in the west and east side of the site. A phasing has been included in the submittal to see what the phasing of certain majors, shops, and pads may be. This phasing plan is preliminary and highly dependent upon the retail market. For example, the retailer for Major 13 might want to move to Major 2's location, which we believe would be a very minor modification to the site plan as a whole. The intention of the phasing plan is to display what the plan is at this time of the project and could evolve as the project evolves.

As the project will require approval of design guidelines, which once approved will permit the applicant to work directly with Municipality of Anchorage (MOA) staff on new phases of the development, so long as they meet the approved design criteria. This will allow the project to move forward with its respective phases in a seamless and efficient manner, while insuring it remains high quality.

The project site is currently in the "T" (Transition) zoning district; therefore, along with this large retail establishment review submittal we are requesting a zoning amendment to B-3 (General Business District). Assuming the rezone is approved, this site plan complies with all design standards required in the B-3 zoning district, such as minimum lot requirements, minimum building setbacks, maximum lot coverage, and maximum height of structures. Landscaping, parking, loading facilities, refuse collection, and signs are all addressed and consistent with the large retail establishment site plan requirements.

The proposed development complies with the Land Use Map Update that recently received concept approval by the Planning and Zoning Commission (see Map E: Composite Land Use Plan Map, June 28, 2006). The land use map designates this area at the intersection of the Glenn Highway and Muldoon Road as a "Regional Commercial Center." A Regional Commercial Center is described as a conglomeration of large-scale retail uses that form major centers of commercial activity. Large shopping centers and nearby clusters of large and small retail establishments anchor the center. Supporting these uses are low- to medium-rise offices, hotels, transit hubs, entertainment uses, and housing.

The 2020 Anchorage Bowl Comprehensive Plan (ABC 2020 Plan) classifies this area as being in the northeast sub area of the Anchorage Bowl. The Commercial Retail development proposed for this site complies with the intent of the ABC 2020 Plan. Tract A, the vacant lot, is identified as being suitable for development in the plan (pp. 24-26 ABC 2020 Plan). Northeast Anchorage is the most populous sub area in the Anchorage Bowl. The growth allocation for this area assumes development of the remaining vacant parcels (p. 60 ABC 2020 Plan). Muldoon Road, which provides access to the site, is considered a transit-supportive development corridor. This proposed commercial retail development abuts the north end of Muldoon Road.

This project adheres to the Planning Principles in the ABC 2020 Plan, including, but not limited to: designing and installing public spaces; improving the architectural quality of commercial development that is also responsive to our northern climate; and designing roads, bus stops, and sidewalks for year-round use. These will be achieved by implementing strategies from Policy Numbers 21, 35, 43, 80, and 81 of the ABC 2020 plan.

Policy 21 - The proposed development contributes to Anchorage's land use efficiencies and compatibilities. The area is designated as a Regional Commercial Center on the Land Use Plan Map, and the project incorporates architectural and site design standards, such as breaking up the façade and roofline of the building to reduce the appearance of massive scale.

Policy 35 - A traffic impact analysis has been performed and submitted to the MOA and the State of Alaska Department of Transportation and Public Facilities (DOT&PF). This will allow for an assessment of traffic impacts.

Policy 43 - This project is being reviewed for a large retail establishment site plan review.

Policy 80 - Utilities will be located underground, and storm water will be directed to catch basins throughout the site and piped and transmitted to a detention/retention pond via bioswales and pipes.

Policy 81 - Snow will be plowed and removed from the site or stored in overflow parking areas in order to maximize pedestrian and vehicular movement and safety.

B. Development Schedule with Phases and Dates.

Phase I would commence with site work in spring 2007 with an anticipated grand opening in fall 2008. The anticipated year for completion of the project is 2011.

C. Intent of Final Ownership.

Final ownership of the Northeast Retail Development will be comprised of 50 percent ownership by both CIRI and BDC.

D. Total Occupancy.

900,000 to 1,000,000 square feet of gross leasable area will provide jobs for approximately 1,000 to 1,200 employees in varying shifts.

21.50.320

1.0 PUBLIC HEARING SITE PLAN REVIEW - LARGE RETAIL ESTABLISHMENT

- A. *Intent.* The standards in this section promote architectural variety, compatible scale, access amenities, and mitigation of negative impacts. These standards govern site plan review by the Planning and Zoning Commission for large retail establishments. Where these standards conflict with other provisions of this title, these standards and the terms of site plans approved under this section shall govern.
- B. *Vehicular access.* Primary vehicular access shall be from a street designated collector or greater on the Official Streets and Highways Plan (OS&HP). Secondary vehicular access may be from a street designated less than a collector on the OS&HP, provided the applicant demonstrates that any traffic and visual impacts on adjacent residential and commercial areas are sufficiently minimized.

Primary vehicular access and egress will be from Oilwell Road (North Muldoon Road), an existing street that runs along the north end of the property. This street does not have an OS&HP designation, but functions like a collector. In later phases of the project, additional alternative vehicular access may be from the Glenn Highway if the DOT&PF permits access from the highway. Although this may be possible and advantageous, such access is not required for the projects feasibility. In the meantime, the site plan is being designed to accommodate future access to a Glenn Highway frontage road if one is ever constructed. The Glenn Highway is a designated Class V Freeway according to MOA's OS&HP. The attached site plan shows the proposed access and circulation.

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

DOWL Engineers has executed a TIA for the proposed development. The TIA is in draft form and is being reviewed by the MOA Traffic Engineer. We anticipate the complete final draft will be submitted by the third week in November 2006.

- C. *Drainage.* A site drainage and grading plan shall be submitted and approved as required by this code along with the site plan.

The site drainage and grading plan shall be submitted and approved as required by this code along with the site plan.

The proposed development site will be designed to provide positive drainage away from the buildings. The site consists of 95.5 acres with an elevation difference of 16 feet generally sloping west. Storm water will be directed to catch basins throughout the site within landscape areas where available. The storm water will then be piped to retention ponds in the southwest, northwest, and northeast corners of the development site where it will be given an opportunity for infiltration and settlement. The storm water detention system will be designed to hold the 100 year, 24 hour storm and therefore will not be required to connect into any existing storm drain system.

Water will be provided to the site from the Patterson Street and Boundary Avenue intersection by boring underneath the Glenn Highway. Sewer will be provided to the site from a mainline on the northside of the Glenn Highway or will be provided from Turpin Street by boring underneath the Glenn Highway to Patterson Street and Boundary Avenue with a lateral main to Turpin Street. Gas and electrical service will be provided by ENSTAR and Municipal Light and Power from their facilities adjacent to the site. Services for these utilities will be routed beneath the access roads to serve the individual site buildings.

- D. *Visual and noise buffers.* The large retail establishment shall provide a landscape plan that provides acceptable visual and noise buffers, including at least 20-foot-wide buffer landscaping to separate the commercial development from abutting residentially zoned areas.

This site is situated in an area along the Glenn Highway that requires 30-foot landscape screening along major highways. This will be incorporated along the south and eastern property lines. Per AMC Title 21, intent of this screening is to protect visually the major entrances to urbanizing areas of the municipality for the benefit of tourists and residents. The landscape screening will consist of existing vegetation, mostly made up of mature spruce and birch trees, that provides screening of the back of the large retail buildings and parking lots along the Glenn Highway. It is the intention of the developer to have a strong presence on the Glenn Highway and portray their development with the highest of quality. The developer will provide corridor views into their site so that the project architecture and tenants are recognized and at the same time, where possible, preserve vegetation that frames views and provides a sense of maturity and visual screening of backs of buildings.

The adjacent properties to the west and to the north of the development are zoned "T" for Transition Zone. Visual enhancement landscaping will be incorporated along the western and northern property lines.

The interior parking landscaping exceeds the 5 percent requirement per AMC Title 21 with the development providing over 10 percent interior parking lot landscaping.

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

Outdoor storage and display areas will not be visible from the abutting R-zoned property on the south side of the Glenn Highway. The inventory will be appropriately screened per this code.

The outdoor storage area for Major 7 is shown on the site plan, see Sheet C1.1. This storage area will likely be vertically enclosed with a black vinyl coated chain link fence that will lay in height, or an approved similar product.

There is also a short-term container queuing area behind Majors 6 and 7. This area is shown on the site plan. This queuing area will be screened by landscaping to the property to the west and by the backs of the Majors to the east and are hidden from public view.

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

Trash collection areas for shops and retail areas are strategically located throughout the site and are enclosed. These enclosures are likely to be made of wood fencing and have three sides. In addition, trash enclosures are strategically located by landscaped areas with landscape buffering. Major anchor buildings will use trash compactors, which will be located in the loading area and shielded from view if visible from the Glenn Highway.

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

Snow will be stored onsite in specified overflow parking areas order to maximize pedestrian and vehicular movement and safety. The snow storage area is northwest of Major 7 within non-required parking spaces. Snow will be hauled off-site should these areas become inundated with snow.

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

In review of AMC Title 21 off-street parking requirements for the current site plan, the individually combined uses will require a total of 4,943 spaces, of which 61 accessible parking spaces are required. As the project becomes more defined, parking will be adjusted.

The project will provide adequate lighting to ensure a safe and enjoyable shopping experience. The project includes four public plazas, outdoor dining, and other gathering places. Additionally, the site design includes a heavily landscaped boulevard at the main entrance to soften the scale and create an inviting appearance.

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

Pedestrian access within this site is a design priority. There are four intersections along the boulevard, each offering direct access to the surrounding major stores and shops. Main intersections are highlighted by special asphalt paving patterns and/or crosswalk connections for safe pedestrian passage. Several intersections are designed as speed tables with six inch raised platforms to promote pedestrian safety. All the buildings are interconnected via a pedestrian pathway system that meanders through landscaped medians, patios, and occasionally under pedestrian scale trellis features. These pathways are illuminated and portions heated. Although consumers arrive by car, the developer is committed to creating a safe and enjoyable pedestrian experience. The shopping center is also designed to be bicycle friendly. A bike trail exists along the north side of the Glenn Highway. Bike racks are conveniently located near each building. A pedestrian circulation plan has been included in the submittal to visually see the pedestrian access throughout the site.

- J. *Community spaces.* Appropriate interior and exterior public areas shall be provided and maintained for customers and visitors to the site to congregate and relax.

It is the developer's experience that successful retail centers provide ample area for shoppers to congregate outdoors when weather permits. The proposed site plan provides "outdoor rooms" for people to sit, converse, have lunch, etc., in an environment of flanking retail storefronts, landscaping, street furniture, trellis arbors, and scored concrete. A typical community space blow up drawing has been included within this submittal.

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

Delivery and loading areas are hidden from public view and are located at the backs of the buildings. These will be shielded with landscaping and/ or other screening mechanisms.

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

A sign plan has been included with this submittal. This program will describe all proposed signage including the following types:

Major

Project Signs: All signs will be designed to compliment the architectural theme of the center in design material, sizes, and colors. Highway oriented architectural sign features shall contain the name of the center and major tenant logos. Additionally, internal monument signage and directional signage will be incorporated.

Monument: Ground-mounted signs that contain signage or logos for the major tenants, located at site entries with landscaping to create a strong gateway into the center.

Wall Signs: Type 1- Individual internally illuminated letters.
Type 2 - Three dimensional letters with gooseneck style lighting.

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

The outdoor lighting concept has been developed to provide specialty lighting at site entries, building entries, and at selected outdoor patio/plaza areas as well as general illumination for parking, drives, and pedestrian walkways.

The proposed lighting types shall generally be as follows:

Vehicular Entries: Ground-mounted sign lighting (if monument signs are not internally illuminated). Pole-mounted metal halide site lighting.

Parking Lots, Drives: Pole-mounted metal halide site lights.

Outdoor Rooms: Pedestrian scale pole-mounted metal halide lights and/or uplighters (in selected areas).

Building Entries: Metal halide wall sconces that compliment the architecture.

Building or Site Features: Indirect, direct, or uplighting to highlight features (optional).

Service Areas: Pole metal halide for general lighting with metal halide wall-mounted lighting at loading areas.

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

The site layout takes advantage of its southern exposure by locating plaza and pedestrian areas where they can take maximum advantage of solar exposure. In addition, plaza areas along the core lifestyle retail shops are in the heart of the project. Plaza areas and selected sidewalks throughout the project will be heated to provide for snow-free access during winter months. The extent of the heated sidewalks has been provided on the site plan, see Sheet C1.1. Plaza areas for pedestrians are also partially covered with awnings at entries and along wall areas to provide for weather protection, and to provide identity, color, and interest for the project. Special lighting will also be incorporated into individual building design and into the plaza areas to

illuminate and identify the project during the entire year. The lighting concepts contain both building-specific lighting and pedestrian light fixtures within the pedestrian circulation system.

O. *Aesthetic characteristics.*

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

The goal of the design team is to create an exciting, vibrant, fresh design theme that will attract quality retailers and encourage customer loyalty. The proposed architectural style is contemporary with a variety of massing, material, and color changes. Each building has a primary entry feature or other unique architectural elements that create interest.

Rear elevations of majors 15, 14, 13, 12, 11, 10, 9, and 8 and shops H, O, and P (see site plan for these stores) fronting on Glenn Highway shall be articulated by a combination of massing changes, control joints and reveals, use of awnings, use of built-out pilaster elements, and use of color. The intention is that the highway screening landscaping will also serve as screening for the loading dock areas from passersby.

Rear elevations for boulevard shop buildings are detailed with four-sided architectural features (i.e., raised roofs, built-out elements, wall offsets, control joints and reveals, tube steel plan espaliers, color changes, exit doors with awnings, etc.).

The primary vehicular corridor for shoppers has a highly landscaped north/south boulevard that is lined with shops and restaurants. This boulevard provides double lane circulation, separated by a 15-foot-wide landscape median. The boulevard provides easy access to all the shops, restaurants, and outdoor patios which front on it. Diverse types of canopies will provide weather shielding at each entry.

The development is designed to offer an exciting shopping experience, tailored to the needs and desires of the regional market. It will be comfortable for the casual shopper as well as the sophisticated diner. The ultimate goal will be to get the products, the architecture, and the environment working together synergistically to create an exciting vibrant community shopping center for Anchorage.

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

The goal of the design team is to create a fresh design theme that will attract quality retailers and encourage customer loyalty. The proposed architectural style is contemporary craftsman, with a variety of massing and materials.

Details such as light sconces, planting areas, benches, free standing trellis elements, and scored concrete paving will further enrich and compliment the architectural theme.

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

As the building elevations demonstrate, there is considerable variety in the proposed rooflines, roofing types, parapet details, and heights. This will create architecturally vibrant massing.

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

The architectural style will include gables with heavy timber trellises, entry features, and wall finishes of wood, metal, and cement plaster. The rich building colors selected, highlight building features to create individual identities for shops and major stores.

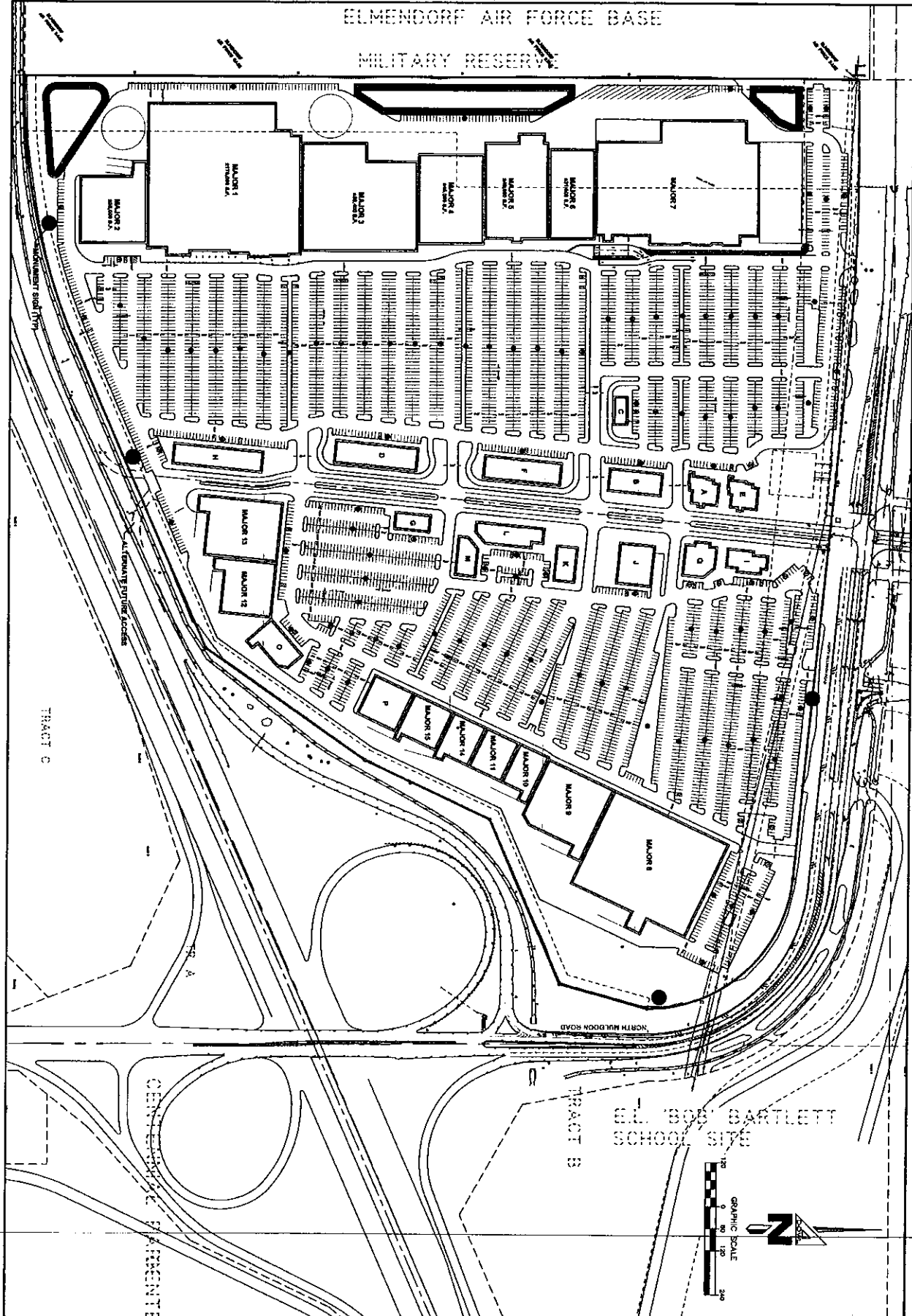
5. *Entryways.* Entryways shall be designed to orient customers and add aesthetically pleasing character to buildings by providing inviting customer entrances that are protected from the weather.

The primary entry on Oilwell Road (North Muldoon Road) consists of flanking architectural features of terraced walls, graphics, sculptural themes, landscaping, uplighting, and such. This highly developed "gateway" is designed to introduce shoppers to a delightful shopping experience not currently offered in many places in Anchorage.

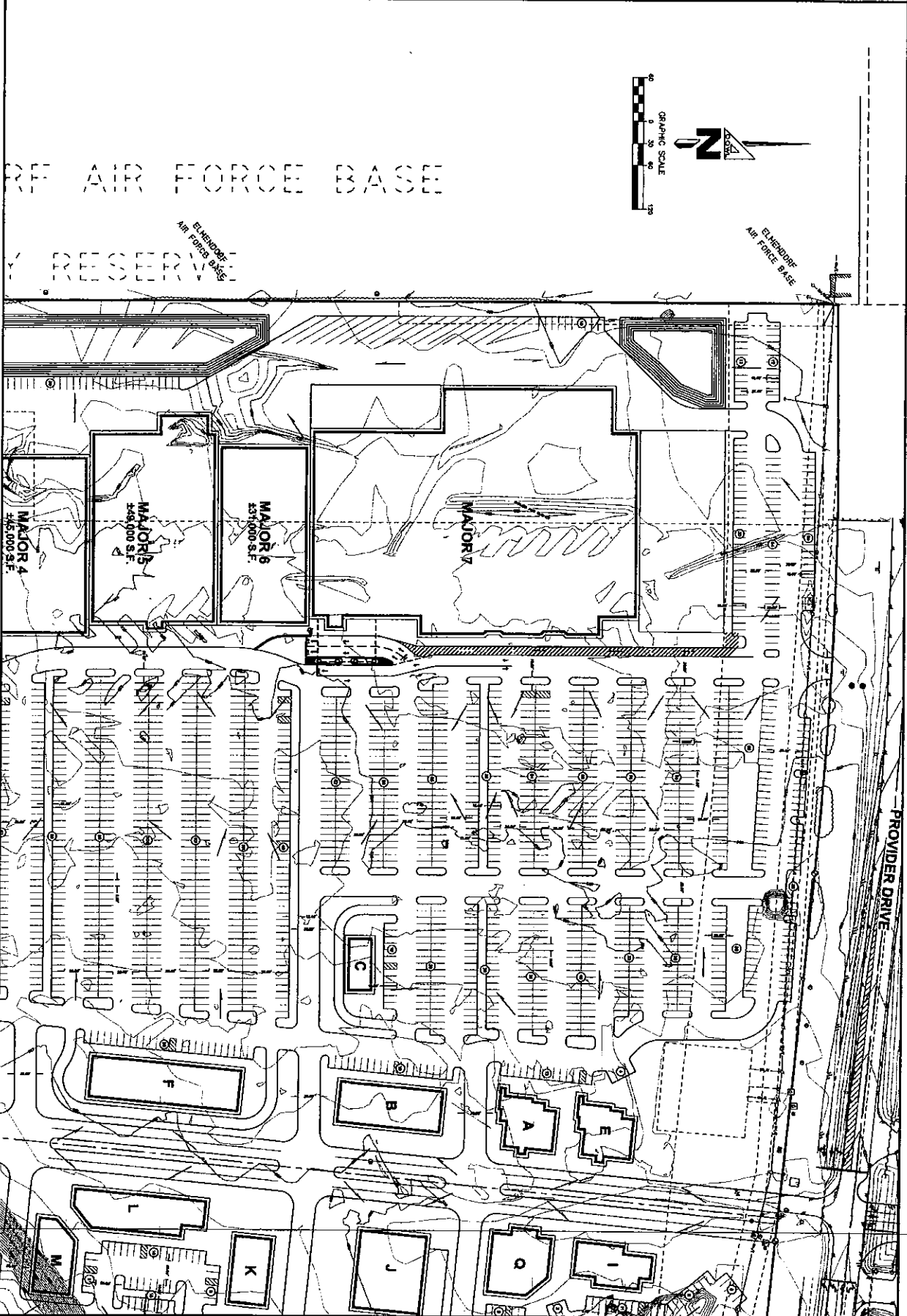
All entry storefronts have awnings and/or canopy features that shield the doors from inclement weather. All are designed to expand the design detail of each storefront facade and to create an inviting "sense of entry."

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

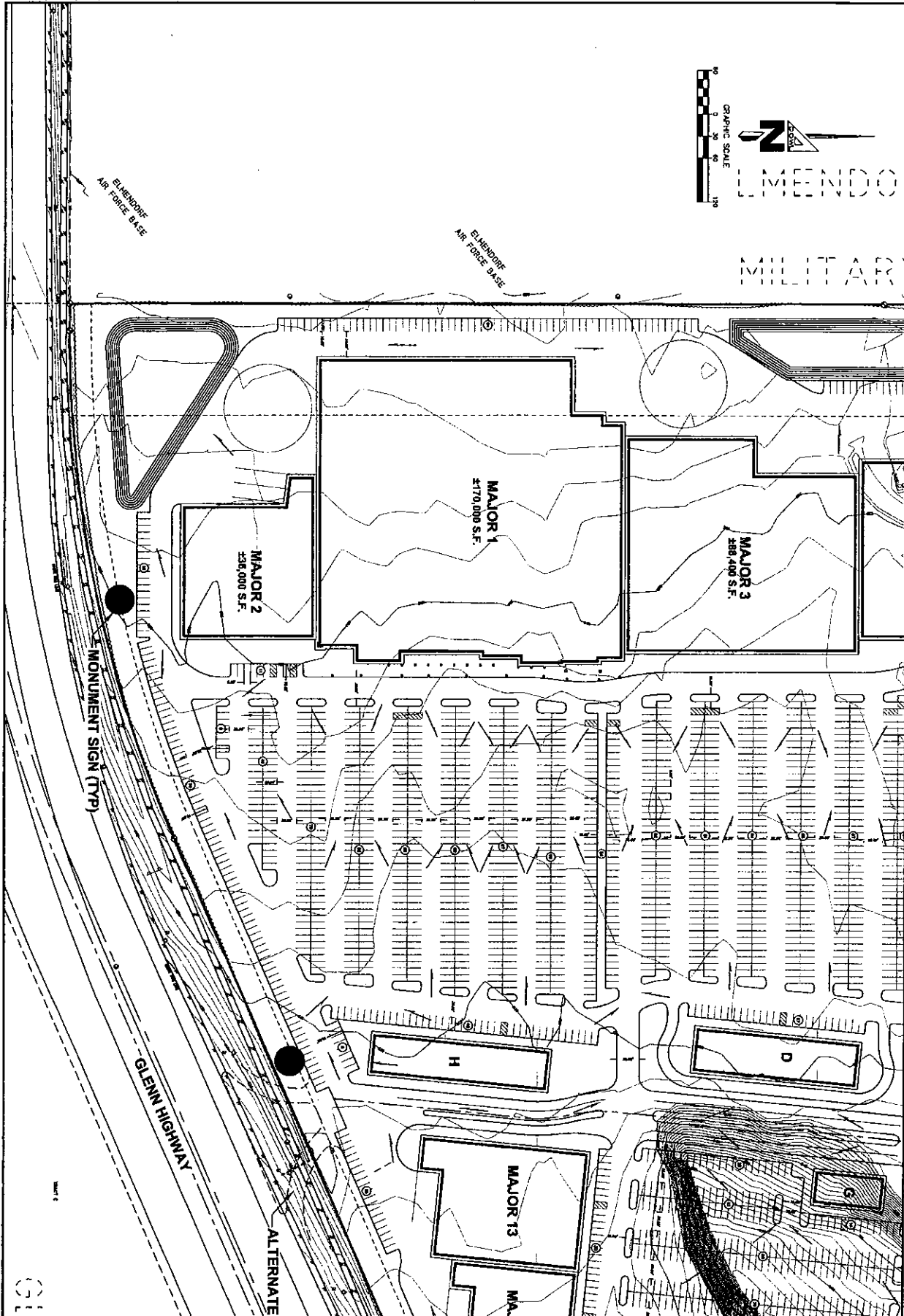
Roof-mounted mechanical equipment is inherent to retail structures. Screening will be provided by architectural features (i.e., raised parapets, building features, or by screens that are designed to be visually quiet and unnoticeable).



232-20 CO.0	OVERALL SITE AND DRAINAGE PLAN RETAIL DEVELOPMENT TRACT A AND B ELMENDORF "55" SUBDIVISION	DOWL ENGINEERS 4041 "B" Street Anchorage, Alaska 99503 PHONE (907) 563-2000 FAX (907) 563-3803	<table border="1"> <tr> <th>NO.</th> <th>DATE</th> <th>DESCRIPTION</th> <th>BY</th> </tr> <tr> <td>1</td> <td>11/29/05</td> <td>DESIGN</td> <td>JLM</td> </tr> <tr> <td>2</td> <td>12/01/05</td> <td>REVISION</td> <td>JLM</td> </tr> <tr> <td>3</td> <td>12/01/05</td> <td>REVISION</td> <td>JLM</td> </tr> <tr> <td>4</td> <td>12/01/05</td> <td>REVISION</td> <td>JLM</td> </tr> <tr> <td>5</td> <td>12/01/05</td> <td>REVISION</td> <td>JLM</td> </tr> <tr> <td>6</td> <td>12/01/05</td> <td>REVISION</td> <td>JLM</td> </tr> <tr> <td>7</td> <td>12/01/05</td> <td>REVISION</td> <td>JLM</td> </tr> <tr> <td>8</td> <td>12/01/05</td> <td>REVISION</td> <td>JLM</td> </tr> <tr> <td>9</td> <td>12/01/05</td> <td>REVISION</td> <td>JLM</td> </tr> <tr> <td>10</td> <td>12/01/05</td> <td>REVISION</td> <td>JLM</td> </tr> <tr> <td>11</td> <td>12/01/05</td> <td>REVISION</td> <td>JLM</td> </tr> <tr> <td>12</td> <td>12/01/05</td> <td>REVISION</td> <td>JLM</td> </tr> <tr> <td>13</td> <td>12/01/05</td> <td>REVISION</td> <td>JLM</td> </tr> <tr> <td>14</td> <td>12/01/05</td> <td>REVISION</td> <td>JLM</td> </tr> <tr> <td>15</td> <td>12/01/05</td> <td>REVISION</td> <td>JLM</td> </tr> <tr> <td>16</td> <td>12/01/05</td> <td>REVISION</td> <td>JLM</td> </tr> <tr> <td>17</td> <td>12/01/05</td> <td>REVISION</td> <td>JLM</td> </tr> <tr> <td>18</td> <td>12/01/05</td> <td>REVISION</td> <td>JLM</td> </tr> <tr> <td>19</td> <td>12/01/05</td> <td>REVISION</td> <td>JLM</td> </tr> <tr> <td>20</td> <td>12/01/05</td> <td>REVISION</td> <td>JLM</td> </tr> <tr> <td>21</td> <td>12/01/05</td> <td>REVISION</td> <td>JLM</td> </tr> <tr> <td>22</td> <td>12/01/05</td> <td>REVISION</td> <td>JLM</td> </tr> <tr> <td>23</td> <td>12/01/05</td> <td>REVISION</td> <td>JLM</td> </tr> <tr> <td>24</td> <td>12/01/05</td> <td>REVISION</td> <td>JLM</td> </tr> <tr> <td>25</td> <td>12/01/05</td> <td>REVISION</td> <td>JLM</td> </tr> <tr> <td>26</td> <td>12/01/05</td> <td>REVISION</td> <td>JLM</td> </tr> <tr> <td>27</td> <td>12/01/05</td> <td>REVISION</td> <td>JLM</td> </tr> <tr> <td>28</td> <td>12/01/05</td> <td>REVISION</td> <td>JLM</td> </tr> <tr> <td>29</td> <td>12/01/05</td> <td>REVISION</td> <td>JLM</td> </tr> <tr> <td>30</td> <td>12/01/05</td> <td>REVISION</td> <td>JLM</td> </tr> </table>	NO.	DATE	DESCRIPTION	BY	1	11/29/05	DESIGN	JLM	2	12/01/05	REVISION	JLM	3	12/01/05	REVISION	JLM	4	12/01/05	REVISION	JLM	5	12/01/05	REVISION	JLM	6	12/01/05	REVISION	JLM	7	12/01/05	REVISION	JLM	8	12/01/05	REVISION	JLM	9	12/01/05	REVISION	JLM	10	12/01/05	REVISION	JLM	11	12/01/05	REVISION	JLM	12	12/01/05	REVISION	JLM	13	12/01/05	REVISION	JLM	14	12/01/05	REVISION	JLM	15	12/01/05	REVISION	JLM	16	12/01/05	REVISION	JLM	17	12/01/05	REVISION	JLM	18	12/01/05	REVISION	JLM	19	12/01/05	REVISION	JLM	20	12/01/05	REVISION	JLM	21	12/01/05	REVISION	JLM	22	12/01/05	REVISION	JLM	23	12/01/05	REVISION	JLM	24	12/01/05	REVISION	JLM	25	12/01/05	REVISION	JLM	26	12/01/05	REVISION	JLM	27	12/01/05	REVISION	JLM	28	12/01/05	REVISION	JLM	29	12/01/05	REVISION	JLM	30	12/01/05	REVISION	JLM
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DATE: 02/22/07	BY: ALM
DESIGNED BY: ALM	DATE: 02/22/07
CHECKED BY: ALM	DATE: 02/22/07
PROJECT: 1"-60'	SCALE: (22 X 34)
DATE: 02/22/07	BY: ALM

SITE PLAN - SOUTHWEST RETAIL DEVELOPMENT

TRACT A AND B
ELANDORF "65" SUBDIVISION

DOWL ENGINEERS
4041 "B" Street Anchorage, Alaska 99503
PHONE (907) 562-2000 FAX (907) 565-3855

NO.	DATE	DESCRIPTION
1	02/22/07	Initial Design

CERTIFICATE OF COMPLETION
 THIS CERTIFICATE IS A PUBLIC RECORD AND IS NOT TO BE REPRODUCED OR COPIED IN ANY MANNER WITHOUT THE WRITTEN CONSENT OF THE CITY OF ALBUQUERQUE. IT IS THE POLICY OF THE CITY OF ALBUQUERQUE TO MAKE THIS INFORMATION AVAILABLE TO THE PUBLIC IN A MANNER THAT IS EASY TO UNDERSTAND AND TO USE.

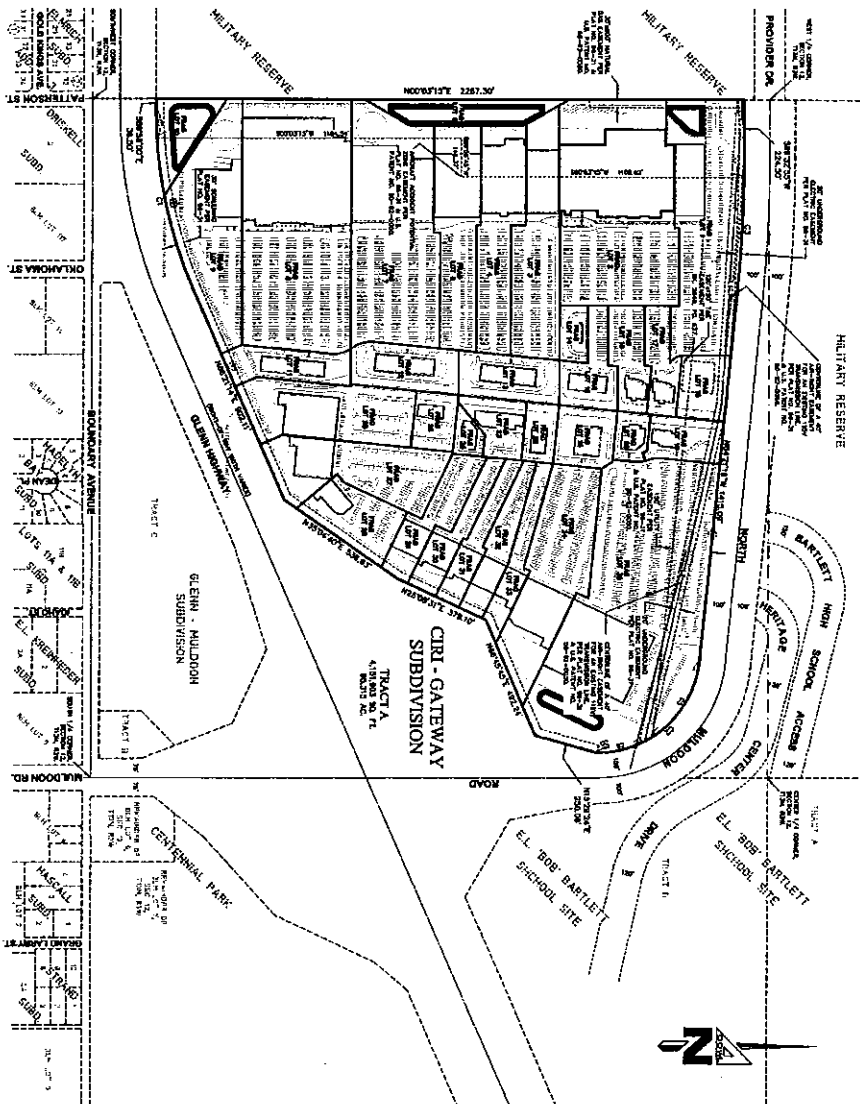
OWNER
 CITY OF ALBUQUERQUE
 200 S. BRIDGES
 ALBUQUERQUE, NEW MEXICO 87102

PROJECT NAME
 CITY OF ALBUQUERQUE
 200 S. BRIDGES
 ALBUQUERQUE, NEW MEXICO 87102

PERSONALITY
 CITY OF ALBUQUERQUE
 200 S. BRIDGES
 ALBUQUERQUE, NEW MEXICO 87102

TRACT	LOT	AREA	AREA
1	1	1.00	1.00
2	2	1.00	1.00
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98	98	1.00	1.00
99	99	1.00	1.00
100	100	1.00	1.00

2. TRACT'S SURROUNDING INTERESTS
 TO THE BEST OF THE CITY OF ALBUQUERQUE'S KNOWLEDGE, THE TRACT IS NOT ADJACENT TO ANY OTHER TRACTS THAT ARE SUBJECT TO A PLANNED DEVELOPMENT OR A PLANNED DEVELOPMENT REVIEW. THE TRACT IS NOT ADJACENT TO ANY OTHER TRACTS THAT ARE SUBJECT TO A PLANNED DEVELOPMENT OR A PLANNED DEVELOPMENT REVIEW.

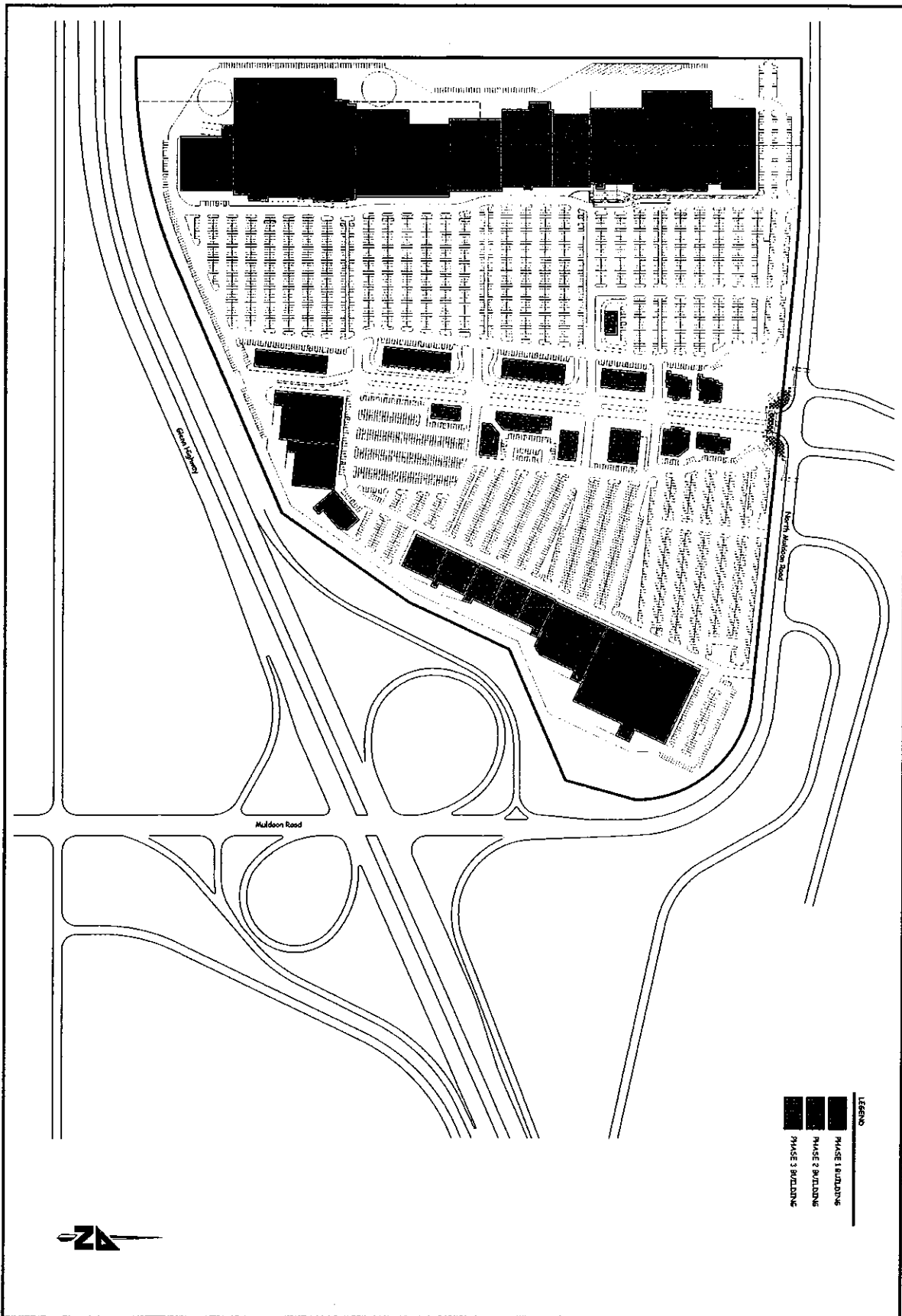


CHARGE DATA TABLE

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99	1.00	1.00	1.00	1.00	1.00	1.00
100	1.00	1.00	1.00	1.00	1.00	1.00

REVISIONS

NO.	DATE	DESCRIPTION
1	1/1/2007	INITIAL DESIGN
2	2/1/2007	REVISION 1
3	3/1/2007	REVISION 2
4	4/1/2007	REVISION 3
5	5/1/2007	REVISION 4
6	6/1/2007	REVISION 5
7	7/1/2007	REVISION 6
8	8/1/2007	REVISION 7
9	9/1/2007	REVISION 8
10	10/1/2007	REVISION 9
11	11/1/2007	REVISION 10
12	12/1/2007	REVISION 11
13	1/1/2008	REVISION 12
14	2/1/2008	REVISION 13
15	3/1/2008	REVISION 14
16	4/1/2008	REVISION 15
17	5	



125	126	127	128	129	130	131	132	133	134	135	136	137	138	139	140	141	142	143	144	145	146	147	148	149	150	151	152	153	154	155	156	157	158	159	160	161	162	163	164	165	166	167	168	169	170	171	172	173	174	175	176	177	178	179	180	181	182	183	184	185	186	187	188	189	190	191	192	193	194	195	196	197	198	199	200
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PROJECT PHASING PLAN
NORTHWEST RETAIL DEVELOPMENT

TRACT A & D B.
LAWSON, 15.5000-12.00

DOWL ENGINEERS

101 "B" Street, Anchorage, Alaska 99503
Phone (907) 552 2000 Fax (907) 563 1953

NO.	DATE	DESCRIPTION	BY	CHECKED	APPROVED
1	12/1/00	Initial Design	J. Dowl		
2	12/15/00	Final Design	J. Dowl		
3	1/1/01	Construction	J. Dowl		
4	1/1/01	Final Review	J. Dowl		

PLANTING REQUIREMENTS PER AISC 21.45.000.14

Retail Square Footage: 568,544 SF

Parking Required: 4913 Stalls

Accessible Required: 61 Stalls

Parking Provided: 5045 Stalls (Includes Accessible)

Accessible Provided: 64 Stalls

INTERIOR LANDSCAPE CALCUS

Planting and Ornamental Crops: 3,389,520 SF

Interior Landscaping Required (0.0%): 117,154 SF

Interior Landscaping Provided (0.7%): 233,887 SF

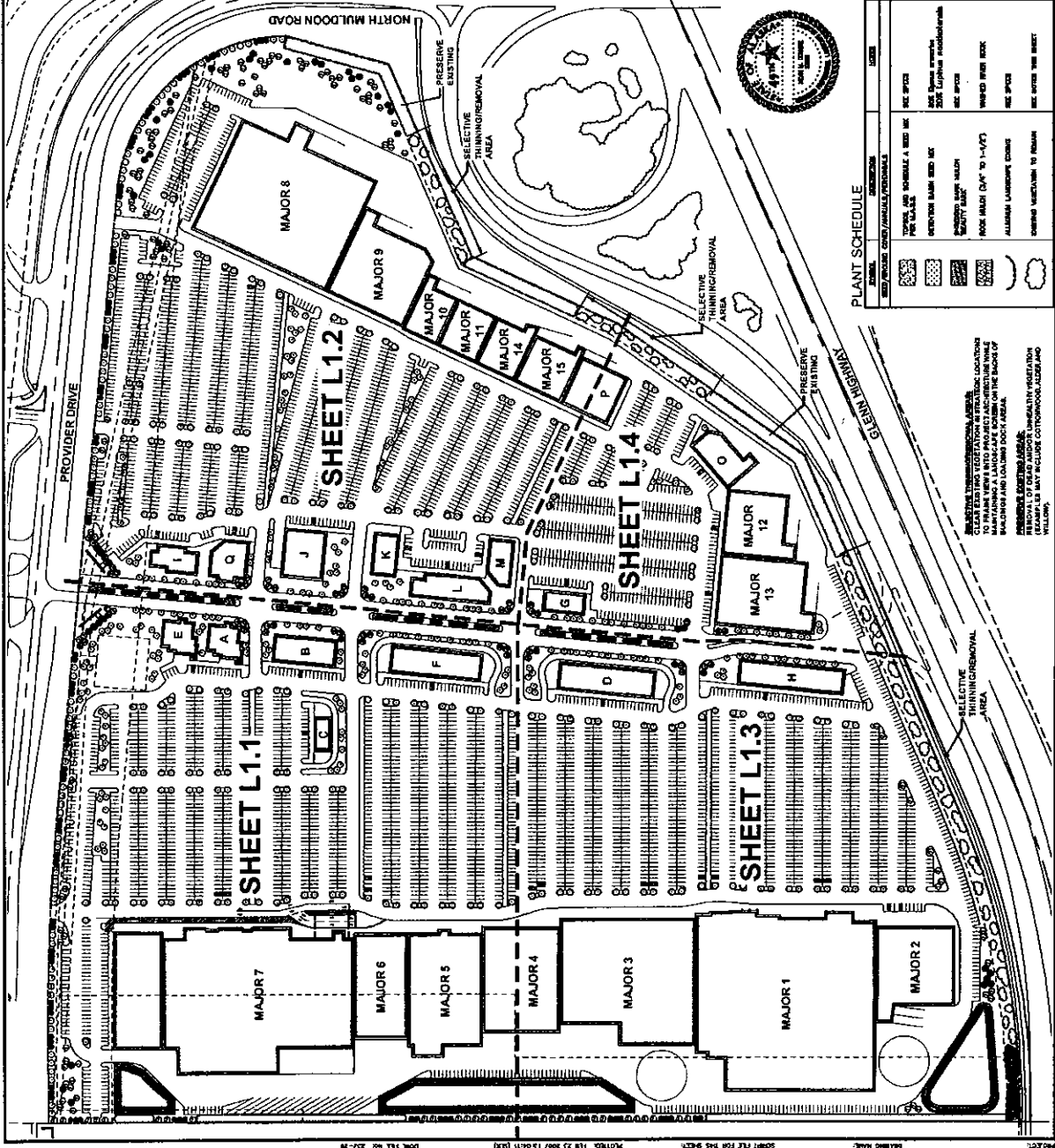
GRAPHIC SCALE

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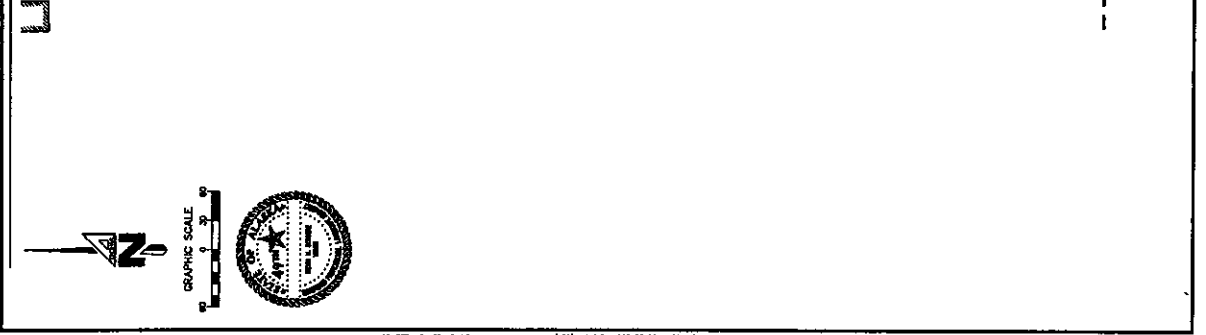
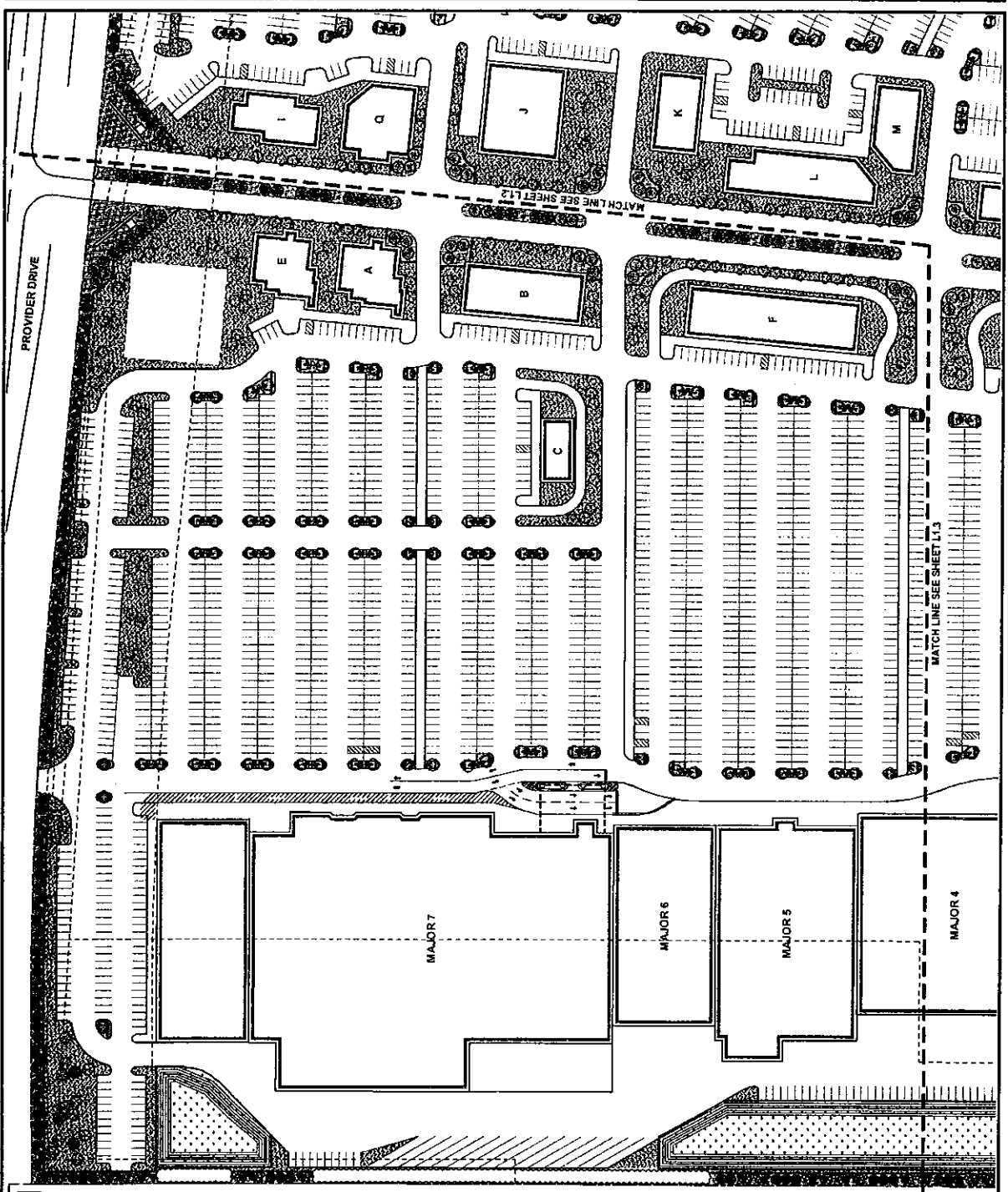
1" = 20'

PLANT SCHEDULE

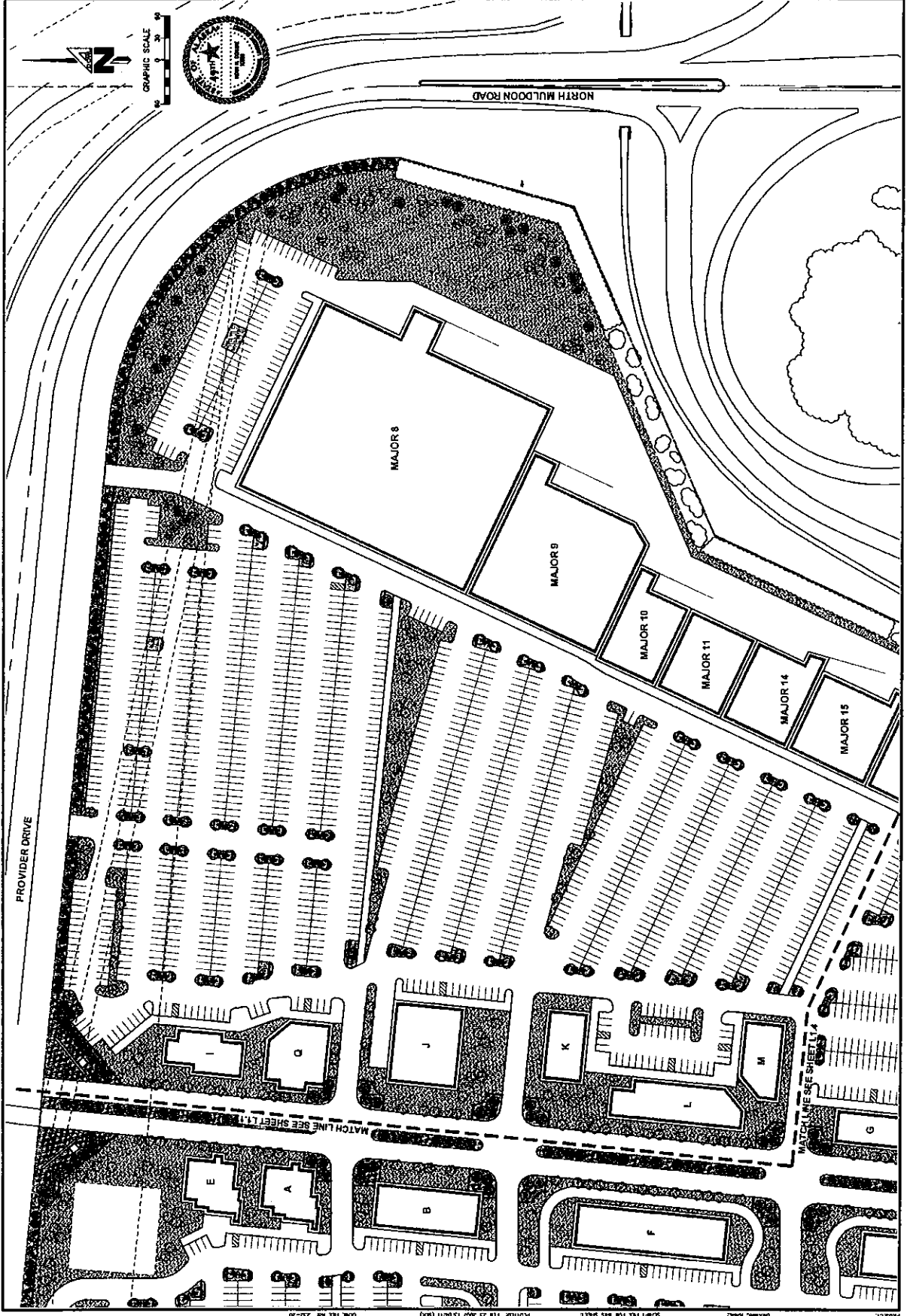
SYMBOL	QTY	REMARKS	PLANT NAME	SIZE	REMARKS
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3	1	1	Columnar Spruce	12" x 14"	100
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91	1	1	Columnar Spruce	12" x 14"	100
92	1	1	Columnar Spruce	12" x 14"	100
93	1	1	Columnar Spruce	12" x 14"	100
94	1	1	Columnar Spruce	12" x 14"	100
95	1	1	Columnar Spruce	12" x 14"	100
96	1	1	Columnar Spruce	12" x 14"	100
97	1	1	Columnar Spruce	12" x 14"	100
98	1	1	Columnar Spruce	12" x 14"	100
99	1	1	Columnar Spruce	12" x 14"	100
100	1	1	Columnar Spruce	12" x 14"	100



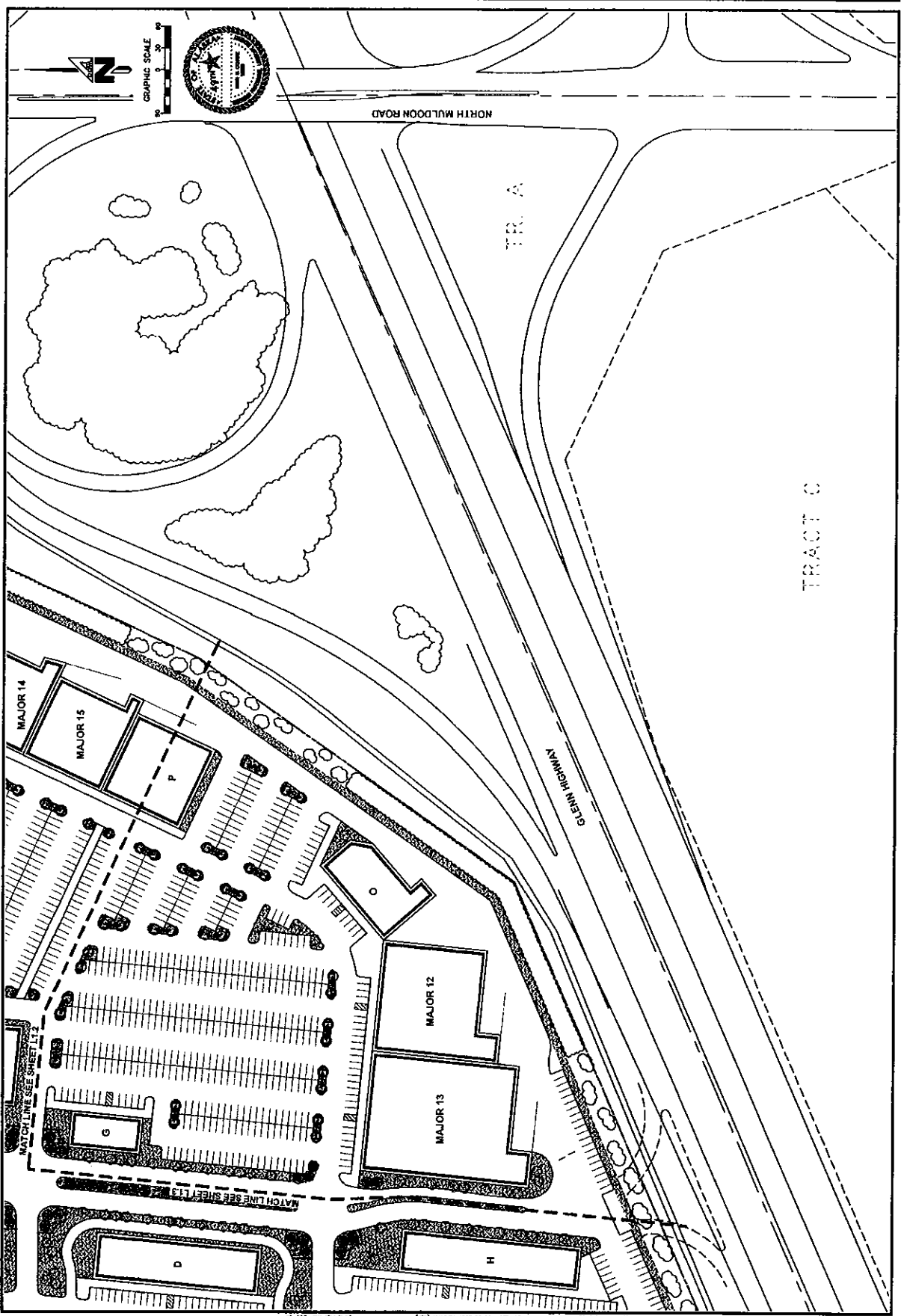
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DOWL ENGINEERS 4041 W. 29th Anchorage, Alaska 99503 PHONE (907) 885-2500 FAX (907) 885-2463		

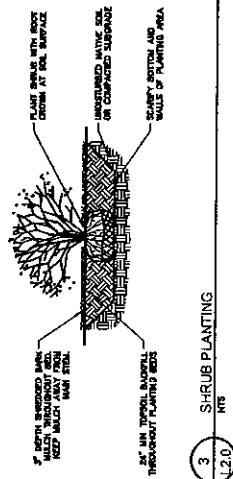
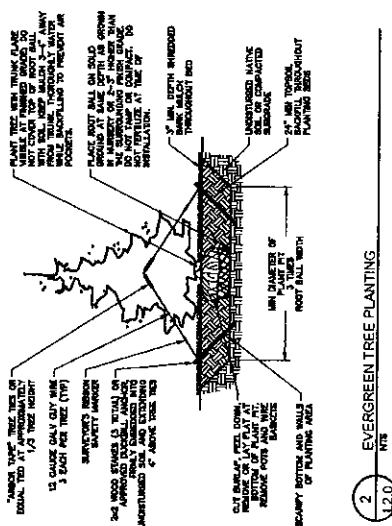
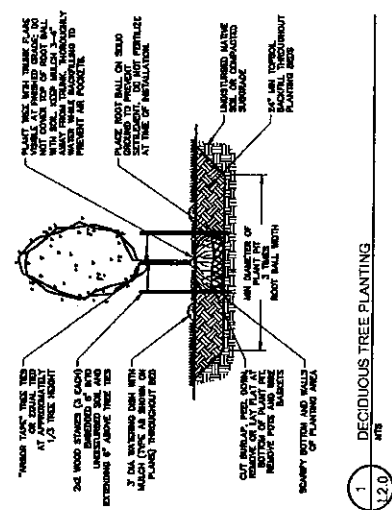


PLANTING PLAN - NORTHEAST NORTH EAST ANCHORAGE RETAIL DEVELOPMENT TRACT 4 AND 5 ELKWOOD 95 SUBDIVISION		4041 W. Street Anchorage, Alaska 99503 PHONE (907) 848-3888 BDOWL ENGINEERS	SHEET NO. 11.2 OF 11 DATE: 11-10-07 PREPARED BY: JMD/ALB CHECKED BY: JMD/ALB SCALE: 1"=40' NPT: (22 x 34) 2007-20
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PLANTING PLAN - SOUTHEAST NORTH EAST ANCHORAGE RETAIL DEVELOPMENT		4011 "D" Street Anchorage, Alaska 99503 PHONE (907) 585-2800 BDOWL ENGINEERS		TRACT 1 AND 8 EULECHOFF, 95' SUBDIVISION 1"=80' SHEET (22 OF 34) L1.4	
DATE: 05/08/04	BY: JMD	DATE: 05/08/04	BY: JMD	DATE: 05/08/04	BY: JMD
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Per Capita Development by State 2005 CoStar/NRB Shopping Center Census

STATE	2005 TOTAL GFA	2005 TOTAL SALES	2005 CENSUS TOTAL POP	2005 GUY CAPITA	2005 SPER CAPITA	2005 GUY CAPITA	2005 SPER CAPITA	2005 GUY CAPITA
ALABAMA	84,044,461	\$21,705,403,853	4,529,100	18.56	\$4,792	-9.61%	\$258.26	13.10%
ALASKA	7,638,148	\$3,277,882,197	659,976	11.57	\$4,967	-43.83%	\$429.15	87.94%
ARIZONA	150,132,170	\$36,766,307,645	5,791,506	25.92	\$6,348	26.27%	\$244.89	7.25%
ARKANSAS	40,614,808	\$10,226,785,941	2,752,265	14.76	\$3,716	-28.12%	\$251.80	10.27%
CALIFORNIA	755,135,488	\$182,854,390,692	36,216,549	20.85	\$5,049	1.56%	\$242.15	6.05%
COLORADO	125,167,527	\$35,329,353,723	4,644,875	26.95	\$7,606	31.26%	\$282.26	23.61%
CONNECTICUT	101,812,468	\$29,831,942,457	3,520,900	28.92	\$8,473	40.85%	\$293.01	28.32%
DC	10,661,433	\$2,528,584,933	556,900	19.14	\$4,540	-8.75%	\$237.17	3.87%
DELAWARE	24,764,318	\$6,936,245,750	834,069	29.68	\$8,316	44.56%	\$280.20	22.71%
FLORIDA	487,724,418	\$144,532,698,855	17,510,550	27.85	\$8,254	35.67%	\$296.34	29.78%
GEORGIA	204,743,664	\$45,481,263,869	8,905,416	22.99	\$5,107	11.99%	\$222.14	-2.72%
HAWAII	21,392,312	\$7,411,571,037	1,281,482	16.69	\$5,784	-18.69%	\$346.46	51.73%
IDAHO	20,215,482	\$4,601,155,237	1,400,517	14.43	\$3,285	-29.69%	\$227.61	-0.32%
ILLINOIS	282,225,245	\$63,415,914,756	12,758,858	22.12	\$4,970	7.74%	\$224.70	-1.59%
INDIANA	132,290,286	\$30,704,273,892	6,250,836	21.16	\$4,912	3.09%	\$232.10	1.65%
IOWA	52,264,707	\$10,852,989,903	2,954,238	17.69	\$3,674	-13.83%	\$207.65	-9.06%
KANSAS	62,384,428	\$16,738,946,169	2,740,836	22.76	\$6,107	10.87%	\$268.32	17.51%
KENTUCKY	70,767,922	\$19,777,481,836	4,156,627	17.03	\$4,758	-17.07%	\$278.47	22.39%
LOUISIANA	92,468,137	\$26,947,897,602	4,518,787	20.46	\$5,964	-0.33%	\$291.43	27.63%
MAINE	19,304,165	\$6,766,547,556	1,321,317	14.61	\$5,121	-28.84%	\$350.52	53.51%
MARYLAND	135,912,603	\$36,789,257,685	5,602,916	24.26	\$6,566	18.16%	\$270.68	18.54%
MASS	122,578,884	\$35,707,188,271	6,461,435	18.97	\$5,526	-7.59%	\$291.30	27.57%
MICHIGAN	155,130,307	\$36,978,085,097	10,140,151	15.30	\$3,647	-25.48%	\$238.37	4.39%
MINNESOTA	76,119,114	\$20,669,740,068	5,117,406	14.87	\$4,039	-27.55%	\$271.54	18.92%
MISSISSIPPI	47,664,839	\$10,963,401,274	2,900,461	16.43	\$3,787	-19.95%	\$230.43	0.92%
MISSOURI	129,450,508	\$32,976,044,618	5,756,358	22.49	\$5,729	9.54%	\$254.74	11.56%
MONTANA	10,145,472	\$2,971,065,214	926,658	10.95	\$3,206	-46.87%	\$292.85	28.25%
N CAROLINA	206,863,028	\$42,055,143,640	8,567,823	24.14	\$4,909	17.61%	\$203.30	-10.97%
N DAKOTA	9,960,171	\$3,119,257,929	831,983	15.76	\$4,936	-23.23%	\$313.17	37.15%
NEBRASKA	39,972,153	\$8,259,744,666	1,754,771	22.78	\$4,707	10.96%	\$206.64	-9.50%
NEVADA	64,399,873	\$10,198,115,074	2,352,344	27.38	\$4,335	33.35%	\$158.36	-30.65%
NEW HAMPSHIRE	26,808,949	\$7,591,382,392	1,309,668	20.47	\$5,796	-0.30%	\$283.19	24.02%
NEW JERSEY	190,755,773	\$43,894,859,549	8,739,161	21.83	\$5,023	6.32%	\$230.11	0.78%
NEW MEXICO	32,244,523	\$9,075,936,560	1,906,077	16.92	\$4,762	-17.60%	\$281.47	23.27%
NEW YORK	265,905,294	\$65,170,765,701	19,282,162	13.79	\$3,380	-32.83%	\$245.09	7.34%
OHIO	269,537,383	\$59,907,370,077	11,476,038	23.49	\$5,220	14.40%	\$222.28	-2.66%
OKLAHOMA	62,547,614	\$17,770,860,240	3,543,367	17.85	\$5,015	-14.02%	\$284.12	24.43%
OREGON	62,908,239	\$14,269,203,213	3,622,700	17.37	\$3,939	-15.42%	\$226.83	-0.66%
PENNSYLVANIA	270,390,014	\$59,823,428,056	12,415,124	21.78	\$4,819	6.08%	\$221.25	-3.11%
RHODE ISLAND	23,707,225	\$5,619,897,610	1,088,804	21.77	\$5,162	6.06%	\$237.05	3.82%
S CAROLINA	95,230,277	\$22,347,209,104	4,212,051	22.61	\$5,306	10.13%	\$234.66	2.77%
S DAKOTA	7,601,200	\$1,855,246,056	769,344	9.88	\$2,411	-51.87%	\$244.07	6.89%
TENNESSEE	141,774,248	\$33,536,173,209	5,915,950	23.96	\$5,669	16.73%	\$236.55	3.59%
TEXAS	410,428,400	\$127,027,685,245	22,701,767	18.08	\$5,595	-11.94%	\$309.50	35.54%
UTAH	41,192,560	\$9,036,303,492	2,404,296	17.13	\$3,758	-18.55%	\$219.37	-3.93%
VERMONT	8,875,012	\$2,825,285,808	623,665	14.23	\$4,530	-30.68%	\$318.34	39.42%
VIRGINIA	186,838,113	\$47,885,688,827	7,532,363	24.80	\$6,357	20.82%	\$256.30	12.24%
WASHINGTON	107,075,371	\$26,692,875,515	6,235,852	17.17	\$4,281	-18.36%	\$249.29	9.18%
WEST VIRGINIA	23,479,043	\$5,072,798,621	1,815,807	12.93	\$2,794	-37.02%	\$216.06	-5.38%
WISCONSIN	82,242,108	\$21,730,589,028	5,522,824	14.89	\$3,935	-27.47%	\$264.23	15.72%
WYOMING	6,196,172	\$1,910,535,365	505,543	12.26	\$3,779	-40.30%	\$308.34	35.04%
TOTAL U.S.	1,069,672,005	\$250,439,775,109	295,100,000	22.22	\$5,587	-1.11%	\$258.26	13.10%

*2005 State Population Estimates provided by Claritas Inc.

SOURCE: NATIONAL RESEARCH BUREAU SHOPPING CENTER DATABASE AND STATISTICAL MODEL
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PLANNING DEPARTMENT PLANNING STAFF ANALYSIS REZONING

DATE: February 12, 2007

CASE NO.: 2006-154

APPLICANT: Cook Inlet Region Inc. (CIRI)

REPRESENTATIVE: DOWL Engineers

REQUEST: A request to rezone approximately 95.2 acres from T (Transition District) to B-3 (General Business District)

LOCATION: Tract A and Tract B, Elmendorf "95" Subdivision; generally located at the northwest corner of Muldoon Road and the Glenn Highway.

SITE ADDRESS: 1100 and 1200 North Muldoon Road

COMMUNITY COUNCIL: Northeast

TAX NUMBER: 006-441-02 and -03/Grid SW 1140

ATTACHMENTS:

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

SITE:

Acres: 95.2 acres

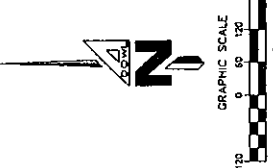
Vegetation: Natural Vegetation

Zoning: T (Transition) AMC 21.40.240

Topography: Slight Elevation Change, With Varying Alterations

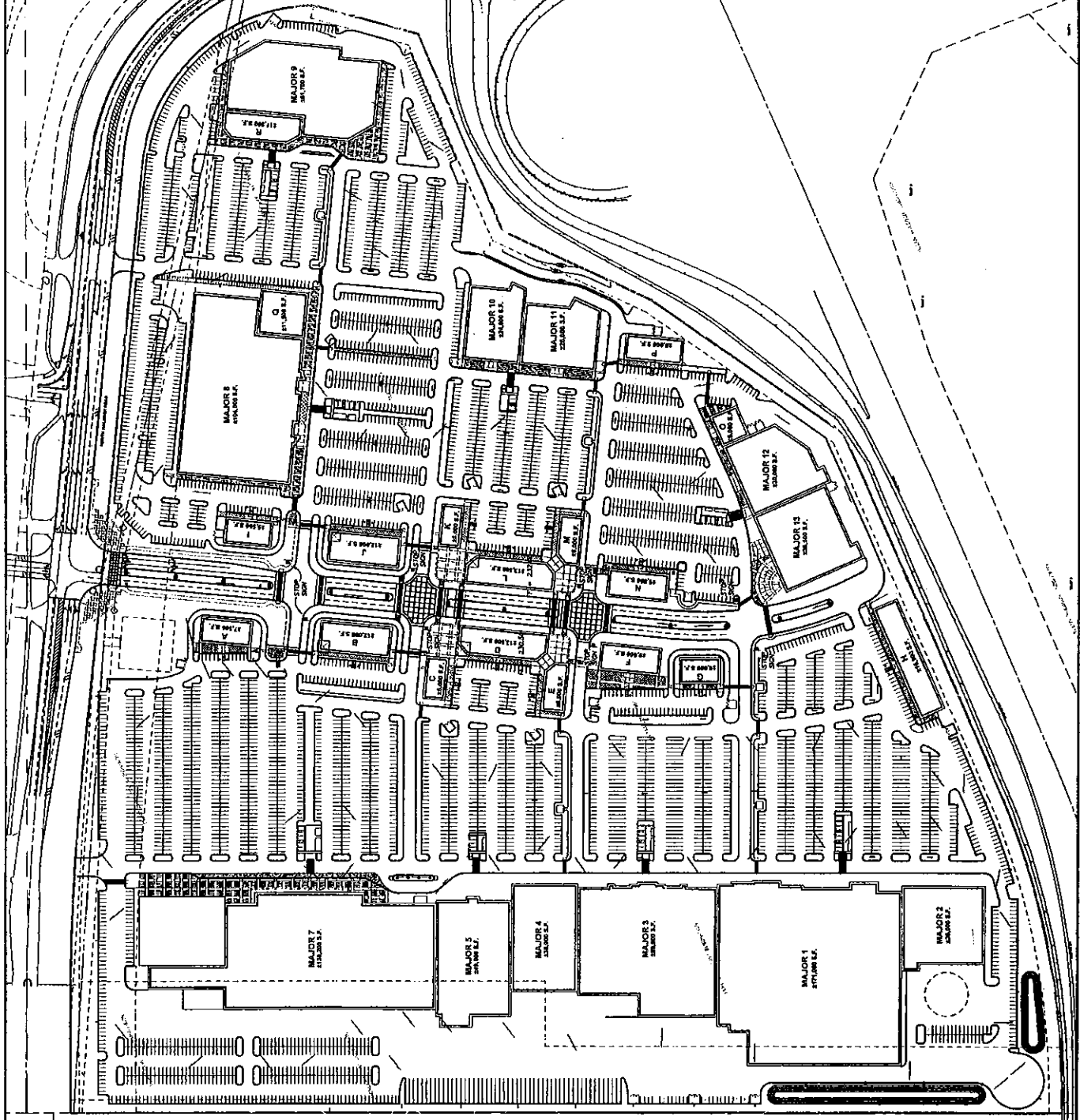
Existing Use: Undeveloped/RV Park

Soils: Public Sewer/Water available to site, across Glenn Highway



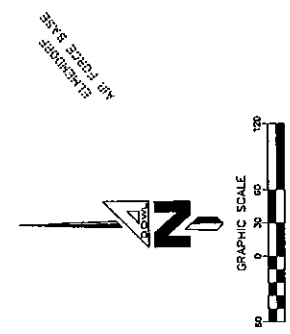
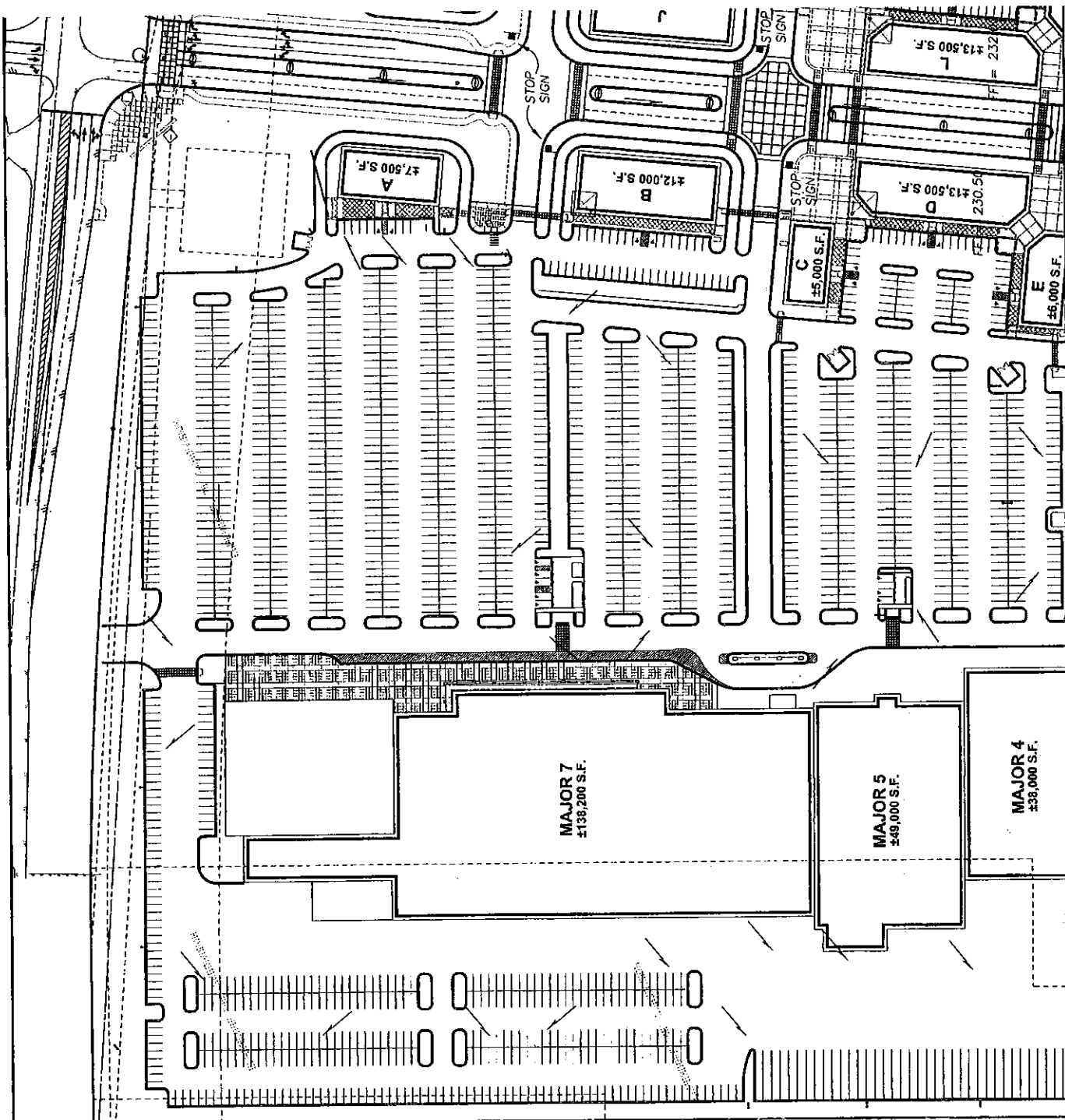
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NORTH MULDOON ROAD



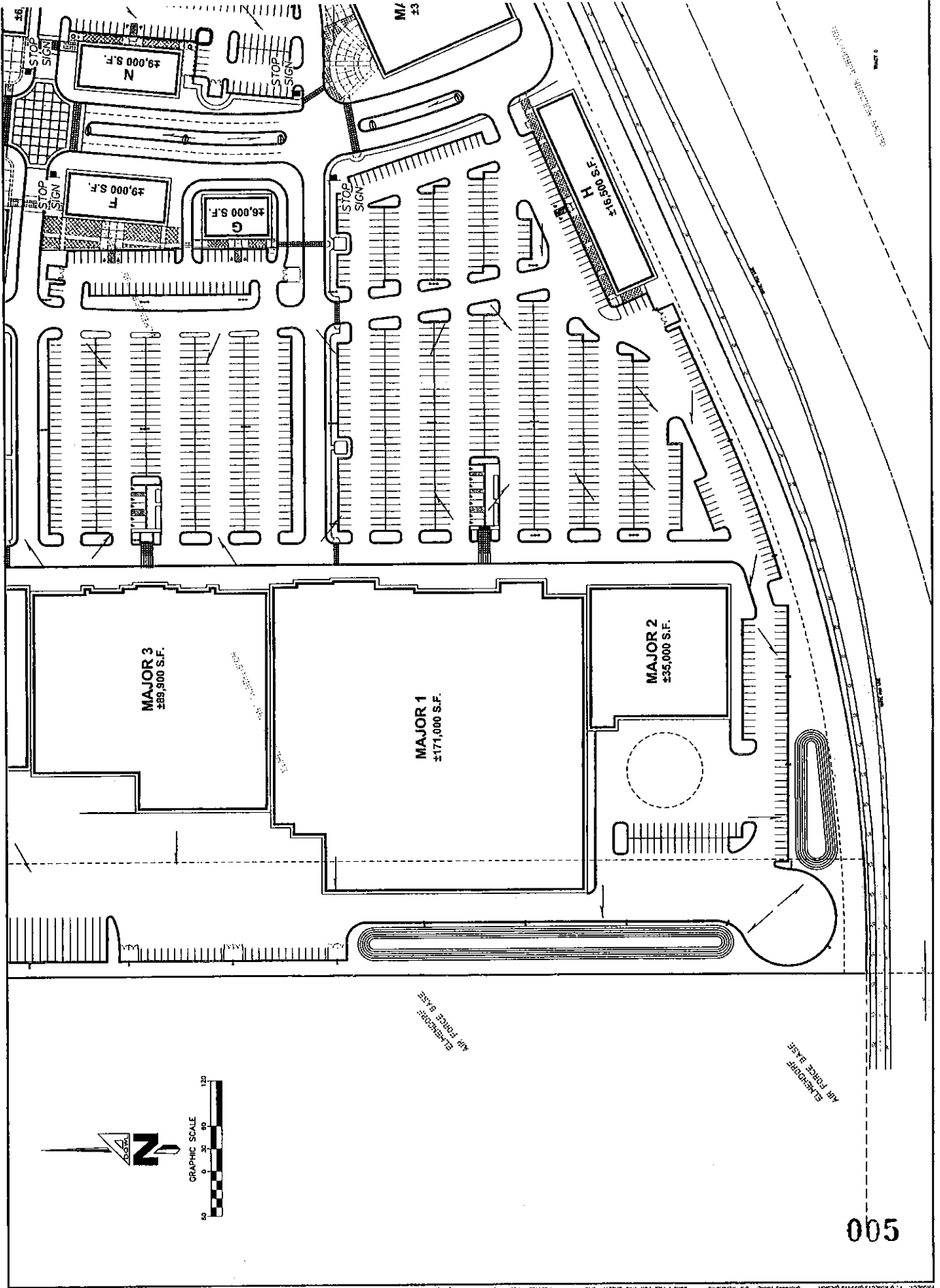
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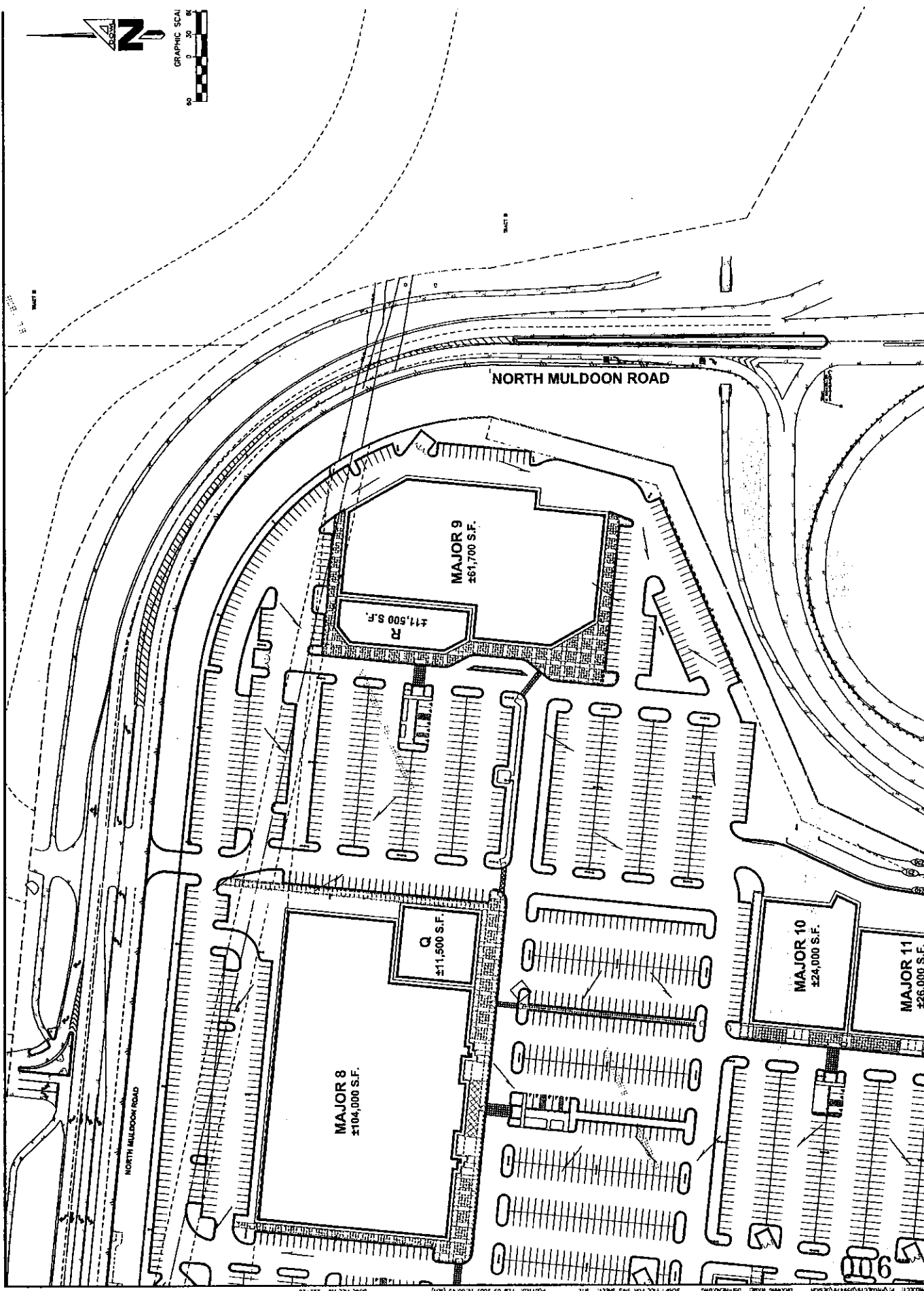
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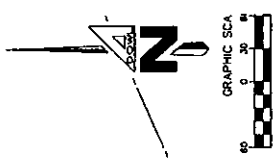
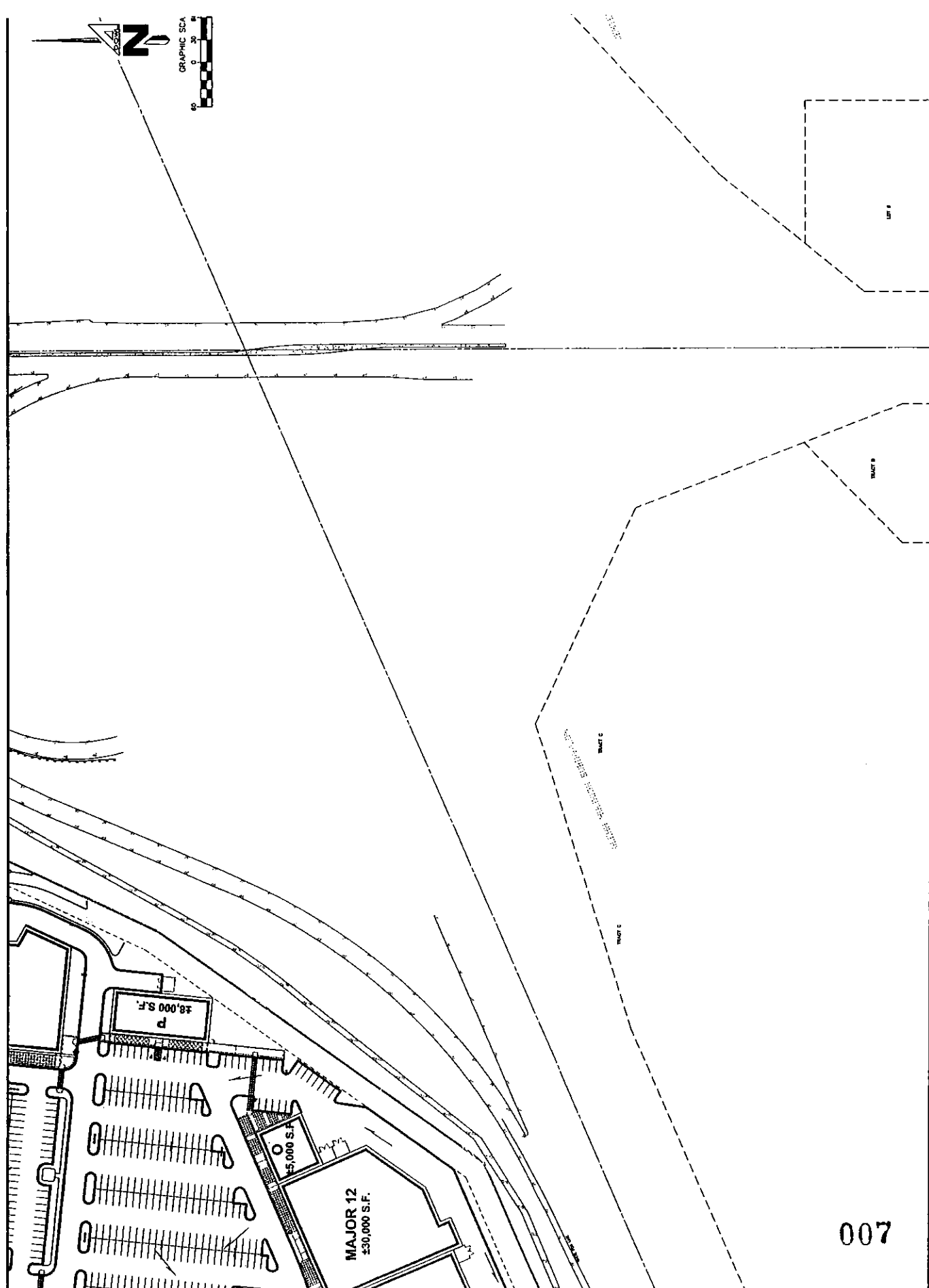


AIR FORCE BASE

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007

COMPREHENSIVE PLAN:

1982 Anchorage Bowl Comprehensive Plan

Classification: N/A
Density: N/A

Anchorage 2020

N/A, adjacent to a Transit Supportive Development Corridor

APPLICABLE LAND USE REGULATIONS:

	<u>Current T Zoning</u> <u>AMC 21.40.240</u>	<u>Proposed B-3 Zoning</u> <u>AMC 21.40.180</u>
Height limitation:	30-feet	Unrestricted/FAA
Minimum lot size:	7,000 SF/50 FT wide	6,000 SF and 50 feet wide
Lot coverage:	Unrestricted unless contiguous to land zoned for less intensive use	Residential - 50% All other uses Unrestricted
Yards		
Front	Unrestricted unless contiguous to land zoned for less intensive use	Front: 10 feet Side: 10 feet adjacent to residential district
Side	Unrestricted unless contiguous to land zoned for less intensive use	otherwise 10 feet or structure placed at the lot line
Rear	Unrestricted unless contiguous to land zoned for less intensive use	Rear: 15 feet adjacent to residential district otherwise none
Landscaping	Unrestricted unless contiguous to land zoned for less intensive use	Visual Enhancement, Perimeter, Arterial and Buffer if Required

SURROUNDING AREA:

	<u>NORTH</u>	<u>EAST</u>	<u>SOUTH</u>	<u>WEST</u>
Zoning:	T	PLI	R-4	T
Land Use:	Military	Bartlett High School, Native Heritage Center	Mixed Density Residential	Military

PROPERTY HISTORY:

April 1939 Military Reservation (Elmendorf and Ft. Richardson)
established by Executive Order.

1956	City Ordinance No. 1240	The City Council of Anchorage approved an ordinance amending the zoning ordinance of the City of Anchorage (Ordinance No. 1030) as amended by Ordinance No. 1063 and Ordinance No. 1110 establishing the U-1 (Unclassified District) zone.
8/6/85	AO 85-23	Title 21 amended to replace the name of the Unrestricted Use District (U) to Transition District (T).
1991	Ownership	Petition site conveyed to CIRI from the Department of the Army.
May 10, 1996	Plat 1996-31	Plat created petition site.

SITE DESCRIPTION AND PROPOSAL:

The 95.2-acre irregular shaped petition site is composed of two separate tracts under the same ownership. The site fronts onto the Glenn Highway to the south, North Muldoon Road to the east, and North Muldoon Road (Oilwell Road) to the north. Note that although Oilwell Road is technically named North Muldoon Road by the Municipal Addressing Division, it is more commonly known as Oilwell Road, and will be so referred to through the rest of this report. The petition site abuts Elmendorf Air Force Base (EAFB) to the west. EAFB property is also located across Oilwell Road to the north, and Bartlett High school and the Native Heritage Center are located across North Muldoon Road to the east. South of the Glenn Highway is multi-density residential property and some commercial. The petition site is mostly undeveloped, with an RV park in the northwest corner. There is a slight elevation change from south to north.

Access to the site is currently from Oilwell Road, leading into the existing RV park. Traffic flows from there to the interchange and Muldoon Road and the Glenn Highway. There is a signalized intersection on Muldoon Road, south of the interchange, at 3rd Avenue.

Until 1991, the subject parcel was owned by the Department of the Army. The site was conveyed at that time to Cook Inlet Region, Inc. (CIRI) as a part of the Alaska Native Claims Settlement Act. The Army retained an Accident Potential Zone along the western border, which limited uses allowed there to those which are not residential or places of much public assembly.

The petitioner is requesting to rezone the site to B-3 (General Business). When the property was originally zoned during the Areawide rezonings, it was zoned T (Transition) due to the fact that it was owned by the Army. During those rezonings, all military lands were zoned T. T is a holding zone, to be rezoned when a use is determined for the property. A separate example of T zoning is Fire Island.

CIRI proposes to develop the site with 850,000 to 900,000 square feet of retail and related uses. The proposal is for a "lifestyle center" which contains many separate

buildings joined by pedestrian pathways, landscaping, a boulevard-style entrance, and integrated building design.

In order to achieve this, CIRI has joined with Browman Development, and are also proposing to replat the two tracts into one, create a commercial fragment lot site plan, and undergo a large retail establishment site plan review. Building design and orientation, as well as parking areas, will follow the design guidelines from the large retail establishment site plan review requirements.

COMMUNITY COMMENTS:

At the time this report was written, there were no returned public hearing notices (PHN). The Northeast Community Council responded in favor of the rezoning, project and design.

FINDINGS:

**21.20.090 Standards for Zoning Map Amendments, and
21.05.080 Implementation – Anchorage Bowl Comprehensive Development Plan
Maps**

A. Conformance to the Comprehensive Plan.

Anchorage 2020 Plan.

Anchorage 2020 Plan does not have a designation for this area. However, it is near a Transit Supportive Development Corridor (Muldoon Road, south of the Glenn Highway). There is currently no public transportation servicing this area, other than to the Alaska Native Heritage Center to the east, but the Department of Public Transportation plans to expand service for this site and the new VA center planned to be constructed to the north of the petition site.

The following Anchorage 2020 policies affect this rezoning.

Policy #7: This policy states: "Avoid incompatible uses adjoining one another."

This policy is met in that all of the surrounding uses are separated from the petition site by either significant rights-of-way (ROW), significant natural vegetation, or both.

Policy #18: Strengthen the Central Business District's role as the regional center for commerce, services, finance, arts and culture, government offices, and medium to high density residential development.

There are economic considerations to be taken into account regarding the Central Business District with this proposed

large commercial development. The amount of retail a regional market can support is a direct function of population size and income. Commercial development proposals that locate a substantial share of the supportable retail growth in new areas could impact the downtown and other existing commercial areas. These economic considerations regarding the Central Business District are related to Anchorage market capacity for retail. Economists retained for the Downtown Plan project have advised that in a slow-moderate growth area like Anchorage, new retail development frequently just replaces already existing retail, as in a zero-sum game. This proposed rezoning and development has the potential to reduce retail not only in the surrounding Muldoon commercial area, but from Downtown as well.

The policy goal of Anchorage 2020 related to Downtown has been reiterated by the public participants and expert planning consultants during the current Downtown Plan process. They advise Anchorage to reinforce Downtown's role as Alaska's primary retail, cultural and entertainment destination. Although retail is not the largest land use in a mixed-use Downtown, it is one of several key commercial land use types that should grow along with other uses to generate activity Downtown. Economist consultants retained for the Downtown Plan project have observed that Downtown faces retail competition with other areas, and that certain strategies to maintain and attract anchor retail tenants such as another department store and/or cineplex are needed to strengthen Downtown's drawing power. Downtown needs to provide more resident-oriented retail rather than tourist-related retail. The consultants observed that a major new regional retail center is likely to cause Downtown to have slower retail growth, and to rely more heavily on tourist-related retail than it currently does, because local resident shoppers are likely to be more dispersed than they currently are.

It should be noted, however, that retailers that typically locate in metropolitan downtown areas are not the same retailers who locate in outlying shopping mall settings. Such is anticipated to be the case here as well.

Policy #21

All new commercial development shall be located and designed to contribute to improving Anchorage's overall land use efficiency and compatibility, traffic flow, transit use, pedestrian access, and appearance. New development shall adhere to the following principles:

- a) New development shall occur primarily within Major Employment Centers, Redevelopment/Mixed-Use areas, Town Centers and Neighborhood Commercial Centers.
- b) In order to use existing commercial land more efficiently, redevelopment shall be encouraged.
- c) Rezoning of property to commercial use is only permitted when designated in an adopted plan.
- d) Architectural and site design standards shall improve the function, appearance, and land use efficiency of new commercial development.

Anchorage's forecasted growth rate and the regional market size suggest that the proposed project may compete with existing centers and discourage future growth and redevelopment in existing commercial areas. Rather than an infill site or redevelopment in an existing commercial area, it would be a new commercial center with an area approximately one-third the size of Downtown.

As discussed with Policy 18 above, the amount of retail a regional market can support is a direct function of population size and income. In a slow-moderate growth area like Anchorage, new retail development may replace already existing retail, as in a zero-sum game. The implication is that a major new lifestyle center could compete with and divert sales from Downtown and other regional retail centers. It is very likely to divert a substantial share of future retail growth away from where it might otherwise have appeared as redevelopment or infill in the mixed-use centers identified in *Anchorage 2020*.

Available growth forecasts for Anchorage and Alaska may indicate a general order of magnitude of these potential impacts. The most recent Alaska Department of Labor forecast estimates a 14% growth rate in Alaska retail employment between 2004-2014, an increase from 35,000 to 40,000 jobs. If approximately half of the state's retail sales and employment continue to be located in Anchorage, then retail employment in Anchorage might be expected to grow from approximately 18,000 to 21,000 jobs—an addition of around 3,000 jobs. If the 95-acre subject site were to have typical retail employment densities of 10-18 workers per acre, it could absorb 1,000-1,800 retail jobs, or

about one-third to one-half of Anchorage's retail growth through 2014 forecasted above. Over the longer term, the subject site's retail employment capacity appears equivalent to between one-fifth and one-third of the retail employment growth projected for the Anchorage Bowl through the year 2025, as forecasted by the *Long-Range Transportation Plan (LRTP)*. The actual order of magnitude of impact on regional-scale retail competitors such as Downtown may be greater than on neighborhood service retail areas anchored by grocery stores.

However, it may be difficult to predict the scale of impact on overall redevelopment in other centers, for a number of reasons, including:

- Retail is only one of several land use types needed for redevelopment in a mixed-use center, although major retailers do function as major attractors of activity and vitality.
- A new regional retail center would not compete with all types of retail or all mixed-use centers.
- To a limited extent the new retailers will increase the size of the overall market, because people tend to spend more money when they have more choices locally.
- The new retailers may also draw a share of growth away from centers in Chugiak-Eagle River, the Mat-Su Valley, and elsewhere in Alaska.
- Anchorage's future growth rate depends on unforeseen events and the still unknown outcome of known factors such as a gas pipeline, Knik Arm Bridge and share of growth going to the Mat-Su.

The proposed rezoning is not designated in an adopted plan. There is a draft Anchorage Bowl Land Use Plan Map (LUPM) approved *in concept* by the Planning & Zoning Commission this past summer. Concept approval is only a tentative and general approval of its recommended land use classifications and their overall geographic distribution. The draft LUPM proposes a "Regional Commercial Center" classification on the subject site, based on information the property owner provided early in 2006 which indicated the intent to develop a mixed-use center with around one-half million square feet of commercial and also residential housing. A regional shopping center differs from a more general shopping center in terms of size and population required for it to be feasible. A community center has typical gross leasable area (GLA) of 150,000 square feet, and

requires a minimum population range of 40,000 to 150,000 people. A super regional center, such as the one proposed has a typical GLA of 900,000 square feet and a population range of at least 300,000.

It must be noted, however, that the adjacent military base and post comprises an employment center with approximately 10,000 active duty personnel, not counting civilian and reserve personnel. Consideration should be given to the proximity to military reservations and its personnel and dependants. This area will be an employment area that will include not only the existing nearby military hospital and Municipal high school, but also the proposed VA facility.

Architectural and site design standards will be reviewed under the Large Retail Establishment provisions. Berming will be provided to provide additional buffer against the residential development to the west. Transit, pedestrian facilities, and vehicular flow are all components of the evaluation to ensure efficiency of flow on the site as well.

Policy 43: Plans for major commercial, institutional and industrial development, including large retail establishments, shall be subject to site plan review.

As this project constitutes a new retail sales area with at least 20,000 SF of retail area, it is being reviewed under the requirements for site plan review for a large retail establishment.

Policy 48: Subdivision plats and site development plans shall be designed to enhance or preserve scenic views and other significant natural features in accordance with applicable Goals, Policies and Strategies.

The site plan and plat will be reviewed to address the status of the Glenn Highway as a designated scenic highway, and to what extent this designation applies to this segment of the highway. It will also be reviewed for solar access and views provided to the mountains to the east.

Policy 49: This policy states: Site plan layout and building design for new development shall consider the character of adjacent development. The Municipality may require layouts and designs to incorporate the functional and aesthetic character of adjacent development.

Complies. The character of adjacent development is mostly military uses, with a high school to the northeast and a mix of residential and commercial to the south. There is significant buffering between the petition site and adjacent uses, and adjacent uses do not have a defined "aesthetic character". As such, the proposed zoning is not incompatible with the character of adjacent development. The site plan will be reviewed to address a predominant physical character shared by adjacent development along the Glenn Highway at this gateway into the Bowl, which is that of maintaining ample natural vegetation along the highway and regional trail, contributing to a semi-forested urban setting at the edge of town.

Policy 50: Healthy, mature trees and forested areas shall be retained as much as possible.

The review addresses the policy to retain existing mature vegetation within the site, particularly along the perimeter facing public roadways. A 30-foot wide highway screening easement is required along the perimeter of the site adjacent to the Glenn Highway. The petitioner is requesting a variance from the Urban Design Commission to allow for thinning and creating some visual gaps in this easement, which is currently comprised of natural vegetation containing healthy, mature trees. The Department does not support this variance request, finding that it is not in compliance with the intent of retaining that vegetation, and is not in compliance with this Policy.

Policy 66: Fish, wildlife and habitat protection methods shall be addressed in land use planning, design and development processes.

The review will ensure that the proposed stormwater detention facilities and vegetated areas of the site plan are adequate to accommodate the proposed building and paved surface areas. This will be discussed further below in the section regarding utilities.

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 property is within moderate and moderately low ground failure susceptibility seismic zones.

Flood Hazard/Wetlands: The property is not within a flood plain, stream, or wetland.

Accident Potential Zone: There is an existing Accident Potential Zone (APZ) for the EAFB runway approaches that touches the northwestern-most corner of this site. However, when the land was conveyed to CIRI by the Army, they retained an APZ easement running along the western portion of the property from north to south that extends from the west property line to the loading area of the western buildings. The easement restricts uses within that easement. The petitioner will need to resolve either a) extinguishing that easement with BLM and the Military, or b) resolving uses that can be in that area with said parties. This will need to be resolved before this rezoning can become effective, as it will impact potential uses allowed in the district, including parking and loading.

Land Use Patterns

Property to the north and west is zoned T and is military property. To the west is residential military housing, and to the north is their hospital. Property to the east is zoned PLI, and contains Bartlett High School and the Alaska Native Heritage Center. To the south is the Glenn Highway, with a mixture of commercial and mixed-density residential zoning and land uses.

There is a proposed Veteran's Administration (VA) facility to be constructed north of the petition site on military property. This facility will access Oilwell Road at a location accessing the signalized intersection proposed for the main entrance to the petition site. See transportation discussion below. The Zuckert Avenue location will have to be relocated to accomplish this, as well as the relocation of the Bartlett High School and Alaska native Heritage Center drives in order to mitigate traffic impacts in the area which will be increased with the addition of the proposed development and the new VA facility.

Transportation/Drainage

The subject parcel is located at the northwest corner of North Muldoon Road and the Glenn Highway. The Traffic Impact Analysis (TIA) has been revised and is in the process of being accepted by ADOT/PF and MOA Traffic.

The proposal is to provide for the following off-site improvements:

- Lengthen the north and south bound left turn lanes on the Muldoon Interchange bridge to their maximum length
- Expand the two and three lanes on Oilwell Road to five lanes, one of which will be a middle turn lane. This will need to be modified at the western end of Oilwell Road where it reaches the EAFB gate.
- Participate in the construction of a signal at the Oilwell Road/Zukert Street location of the main middle entrance to the site, with two westbound to southbound left turn lanes at this point.
- Participate in the construction of a second traffic/pedestrian crossing light to provide access to Bartlett High School and the Alaska Native Heritage Center.
- Provide for enough area on the south side of the site for a future frontage road that would eventually run to the westbound exit ramp at Boniface Parkway. This will include a potential need to ensure enough area north of this for a highway screening easement.

The proposal is to provide for the following on-site improvements:

- Dual right turns are needed leaving the site at one or both driveways (middle main drive and eastern drive).
- Resolving with ADOTPF the project mitigation needs to include but not be limited to participation in the signalization at Zukert Drive, the signalization at the Bartlett/ANHC drive intersection, fencing to prevent pedestrian crossing from north of Oilwell Road to the site from any but signalized intersections, and/or modification of driveways for safe pedestrian crossings from the north.

It is important to note that there are some needed traffic pattern changes internally at Bartlett High School, and there is a new VA clinic to be

constructed to the north of the petition site. This will cause the need to rearrange the driveways onto Oilwell Road. Bartlett requires two driveways in and out of the site, in order to separate bus traffic from regular traffic. Zuckert Avenue will be realigned to match up with the main signalized intersection for the petition site to serve the VA building, and Bartlett's bus access will run in to Zuckert from the school. The other drive will need to be realigned, along with the Alaska Native Heritage Center drive, to access Oilwell Road matching up with the east access to the petition site. This will be done through the VA TIA process in concert with Bartlett's planned changes. Any approval of this request should require final resolution of the TIA, and full compliance with the mitigation agreement and any improvements required by the TIA.

Also of note is that the Municipal Public Transit Department is planning on extending bus service to the new VA building, north of the petition site. They request that the petitioner incorporate a bus stop on the north side of the site on Oilwell Road with a safe pedestrian crossing. However, the Department is in discussions with Public Transit and the petitioner to allow for transit to have a stop within the petition site either in addition to, or instead of, the other transit stop. This will be a condition of the site plan review.

There is an existing bike trail running along the south boundary of the petition site. The design of the proposed retail use addresses pedestrian access internal to the site, and access to the bike trail as well.

Parking and off-street loading requirements will be addressed during the building permit process when the property is developed. The petitioner states in the application that all drainage will be handled on-site. However, it should be noted that development as proposed for this site will require significant site clearing and grading, and will have a significant amount of paving. It is imperative that the size of the proposed stormwater detention facility is adequate for the impervious surface area including 900,000 square feet of rooftop and 5,000 vehicle parking stalls. The site plan should be conditioned to not allow any clearing, grubbing, or grading until a full drainage plan has been reviewed and approved by the Municipal Department of Project Management and Engineering.

Public Services and Facilities

Roads: The petition site is located within the Anchorage Roads and Drainage Service Area (ARDSA).

Utilities: Public sewer, gas and electrical utilities are available to this property. AWWU advises that mainline extension agreements will be necessary. The petitioner plans to bore under the Glenn Highway to connect into public water facilities. To reach public sewer, they plan to

cross the south side of the EAFB property to the west to reach a public sewer stub-out. Drainage will be managed on-site without any increased of-site surface run-off. See above discussion on drainage concerns.

Schools: Not affected in terms of capacity. See traffic impacts section for traffic impacts to Bartlett High School.

Parks: The 1997 Areawide Trails Plan shows an existing east-west multi-use paved trail along the south side of the petition site.

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

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

The petition site is 95.2 acres of T designated land proposed to be zoned B-3 in order to support a super regional shopping center. Within a one mile radius, there is very little B-3 zoned property, all of which is to the south of the petition site, along Muldoon Road primarily. Most are less than one block deep. The only two large B-3 undeveloped areas are currently undergoing development, one of which is over 2 miles away.

This type of proposed development, at 900,000 square feet, is typically designated as a super regional shopping center. Below is a synopsis of the types of population ranges necessary for different types of retail facilities:

**National Shopping Center Characteristics for Planning Purposes
* Planners Estimating Guide (2004)
Source: Adapted from the ULI (1999), P. 8.**

Type of Center	Population Range	Typical GLA
Neighborhood	3,000 – 40,000	50,000
Community	40,000 – 150,000	150,000
Regional	150,000 +	450,000
Super Regional	300,000 +	900,000

It is clear that a super regional mall requires a larger population base for it to be viable. A super regional mall serves more than just one town, as it is intended to be a draw for a larger area. The Local Population Estimates for 2004 from the MOA Neighborhood Sourcebook with data from the U.S. Bureau of Census, Alaska Department of Labor states that the population of the Municipality is 277,498, and that of the combined Anchorage/Mat Su Area is 347,646. At first glance, it appears that this fits the typical necessary population range as noted above. However, there are also other large retail establishments that are of a regional

nature and require large population base as well. These are shown below:

**Major Anchorage Shopping Centers (Excluding Power Centers)
* Municipal Property Appraisal Records and Petitioner Submittals**

Name of Center	Type of Center	Population Range	GLA (SF)
Proposed Browman Development (Muldoon)	Super Regional	300,000 +	850,000 – 900,000
Northway Mall	Community	40,000 – 150,000	339,258
5 th Avenue Mall (Including J.C. Penny's)	Community	40,000 - 150,000	325,048
Dimond Center	Community	40,000 - 150,000	320,000
University Center	Community	40,000 – 150,000	261,750
P.O'B Montgomery (across from Dimond Center)	Community	40,000 – 150,000	255,232
P.O'B. Montgomery (Mt. View)	Community	40,000 - 150,000	242,821
The Mall at Sears	Community	40,000 – 150,000	177,152

When these existing figures are taken into account, it may appear initially that there may be not enough population base in the Anchorage/Mat-Su area to support more major retail. However, it must be taken into account that Anchorage serves the majority of the State, as well. Frequently residents of outlying and rural areas travel to Anchorage for retail shopping purposes. However, market competition is healthy and not all retail is in direct competition and is instead complementary to what currently exists.

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.**

Development would be possible immediately following Assembly approval of the rezoning. Construction of buildings would be contingent upon approval of the other three related cases.

The estimated phasing plan is as follows:

Phase 1: Major's 1-4, 7, 8 and buildings D-H

Phase 2: Major's 5, 6, 9, 12 and buildings B, C, N, O

Phase 3: Major's 10 and 11, and buildings A, I-M, Q, P

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.**

Approval of B-3 would create 95.2 acres of B-3 classified property and remove 95.2 acres of land classified as Transition. There is no effect on residential densities.

DISCUSSION

The subject property is currently zoned T. This district is intended to include suburban and rural areas that, because of location in relationship to other development, topography or soil conditions, are not developing and are not expected to develop in the immediate future along definitive land use lines. The permitted uses in these districts are intended to be as flexible as possible, consistent with protection from noxious, injurious, hazardous or incompatible uses. The subject property was zoned T during the Area Wide rezonings as at the time it was military property, all of which was zoned T.

It is intended that interim development in the T district shall proceed in accordance with the applicable comprehensive development plan for the property being developed. As development patterns start to emerge within these areas and the sophistication of their protection becomes more critical to the general public interest, it is anticipated that such lands within the T districts will be proposed for more restrictive zoning classifications.

B-3 zoning is compatible with the surrounding T, PLI and residentially zoned uses, in that this is a very large tract with the Glenn Highway as a buffer to the residential, and significant separation from Military residential uses. Oilwell Road is not in itself a buffer, but in combination with retention of natural vegetation on the petition site and adjacent sites it projects a sense of separation. B-3 is more restrictive zoning than T, and contains more landscaping and buffering requirements. The location is buffered from adjacent land uses, as it is separated from three sides of surrounding lands by ROW. The petitioner plans buffering for the residential development to the west through berming, which will be in addition to the existing approximate 200 foot treed distance separating the uses.

This site affords an opportunity to bring new retail stores and restaurants to Anchorage in a common location with a well-designed built environment that is convenient for shopping and leisure time pursuits. However, the primary issues with this site is the magnitude and expansiveness of the proposed development plan, and its impact on community development policy, dearth of vegetative retention, and need for infrastructure improvements. Primarily these are access issues with regards to the older interchange for Muldoon Road and the Glenn Highway. There is sufficient ROW on Oilwell Road for improvements, which will need to be managed with improvements for driveway mitigation to the north. What this illustrates is that how challenging this site will be to develop given its limited access. However, the petitioner is working with ADOT/PF to finalize the TIA and enter into an agreement for above noted improvements. ADOT/PF will be working with the Federal Highway Administration, the petitioner, and EAFB to provide for a possible future one-way frontage road on the Glenn Highway from Muldoon Road to Boniface Parkway, which will be necessary in the future for the petition site and the EAFB developments slated for the future. As the Glenn Highway is a controlled access highway in this area, ADOT/PF will be undergoing a long process to achieve needed improvements. The Department recommends that as these off-site improvements are necessary for this proposed development to occur on the site, there should be a condition to finalize the TIA prior to the zoning becoming effective.

Similarly, the APZ easement causes concern for the types of uses that can occur on the western side of the petition site. Thus, a condition should also be placed requiring this to be resolved prior to the zoning becoming effective.

It is important to bear in mind that a rezoning of this magnitude and size of project is not comparable in relation to other previous retail reviews. The Department lacked information on the economic implications of this type of zoning. Due to the magnitude of development proposed, the Department recommends that an economic analysis be preformed regarding the impact on retail development in Anchorage.

The development proposal for this rezone is designed to provide Anchorage residents a new opportunity for convenient shopping and leisure time experience with the establishment of new retail stores not currently located in Anchorage. It will also provide a significant number of new job opportunities.

Recommendation: Approval, subject to the following:


Effective clauses:

- 1) Resolving the status of the Accident Potential Zone Easement with the Federal Bureau of Land Management and Elmendorf Air Force Base, either through resolving uses allowed within the easement, or extinguishment of said easement.
- 2) Finalizing the Traffic Impact Analysis with the State of Alaska Department of Transportation and Public Facilities. Full compliance with the conditions of approval of the Traffic Impact analysis is required with any new development.

Special limitation:

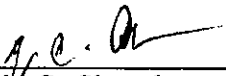
- 1) Development of the petition site is limited to the site plan (Planning Case 2006-155) approved by the Planning and Zoning Commission, or as subsequently amended.

Reviewed by:



Tom Nelson
Director

Prepared by:



Angela C. Chambers, AICP
Senior Planner





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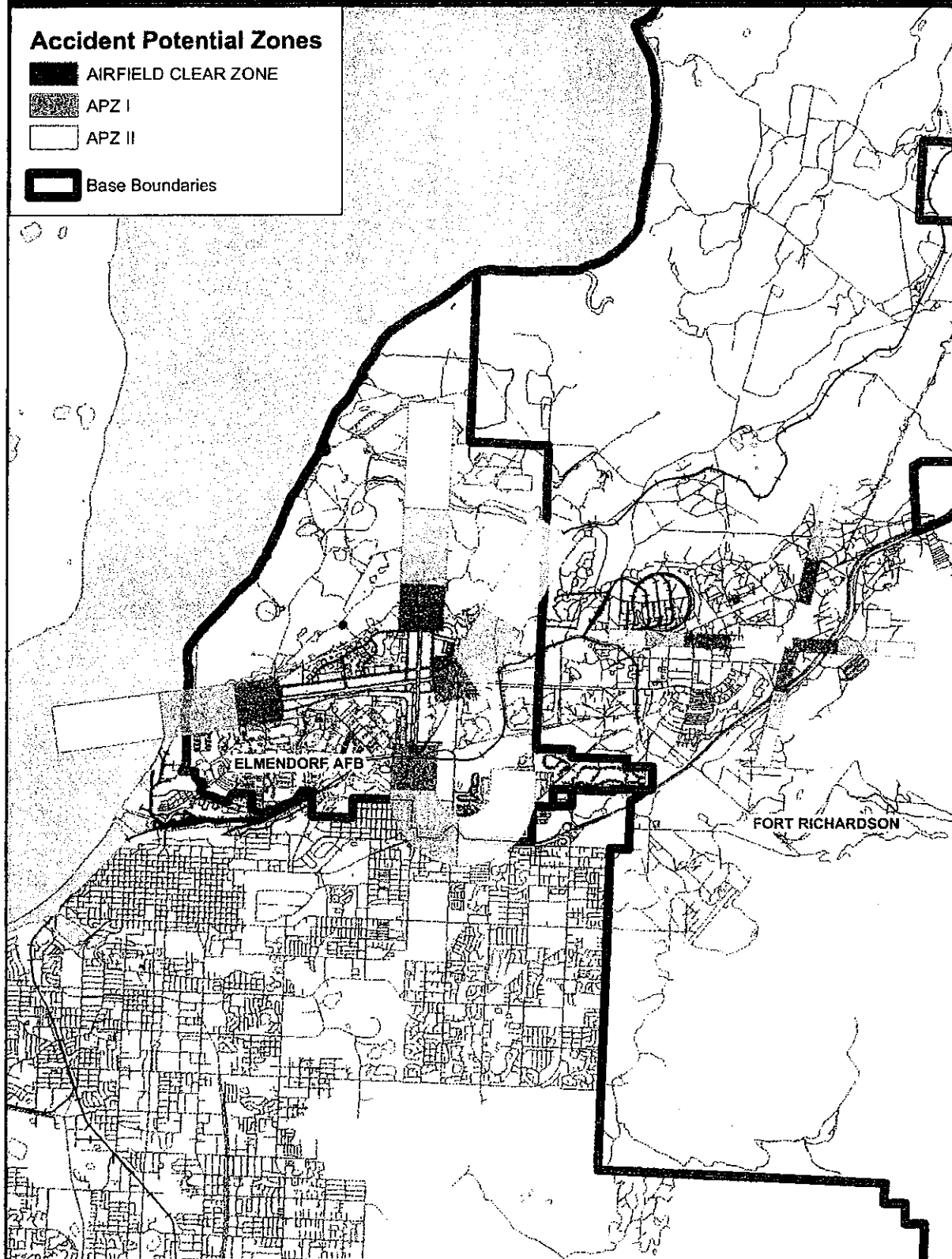
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**HISTORICAL MAPS
AND
AS-BUILTS**

Accident Potential Zones for Elmendorf AFB and Ft. Richardson

Accident Potential Zones

-  AIRFIELD CLEAR ZONE
-  APZ I
-  APZ II
-  Base Boundaries



October 2006
B. Anderson, GeoBase EAFB

0 0.5 1 2 3 Miles



025

Noise Zones for Ft. Richardson Army Installation

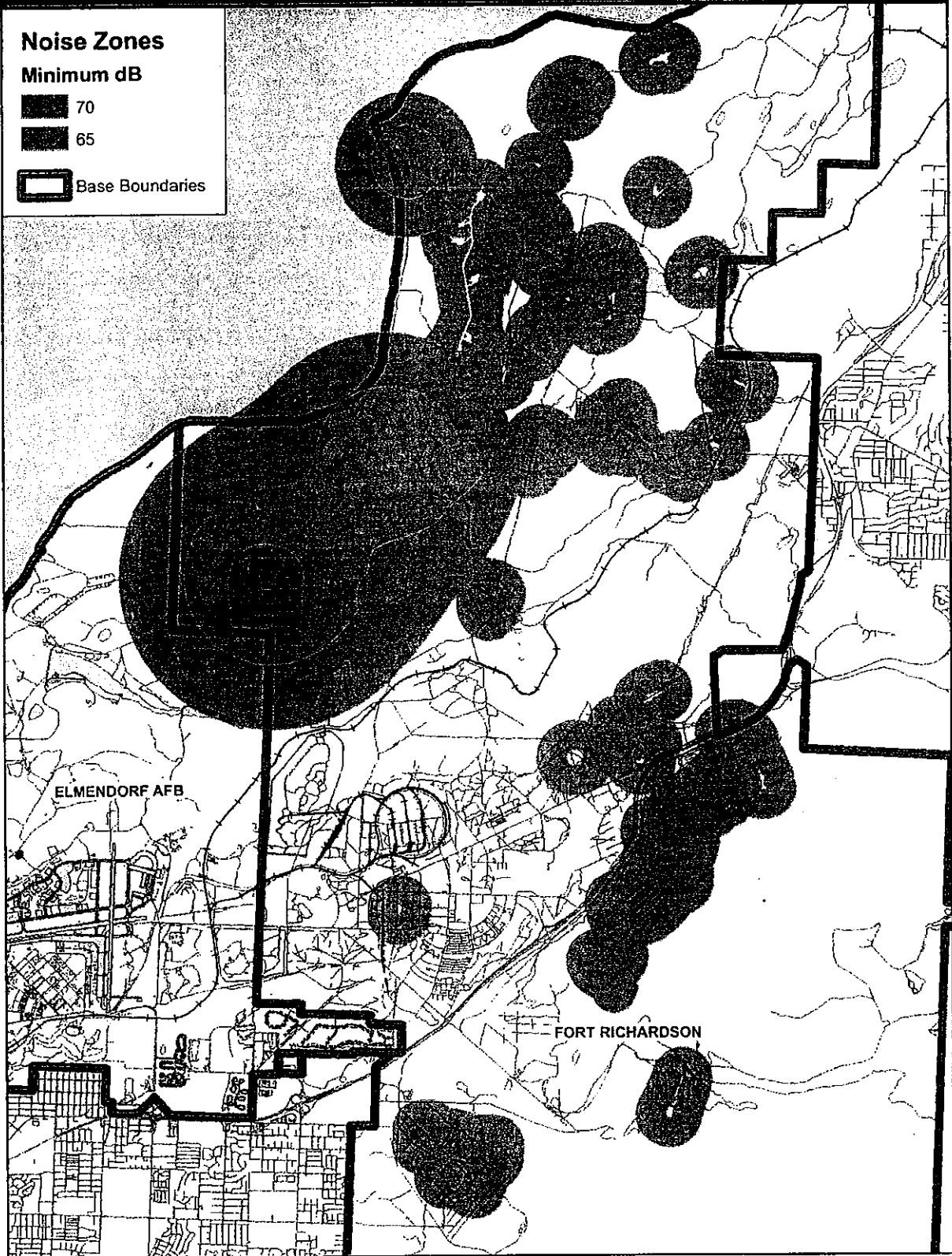
Noise Zones

Minimum dB

70

65

Base Boundaries



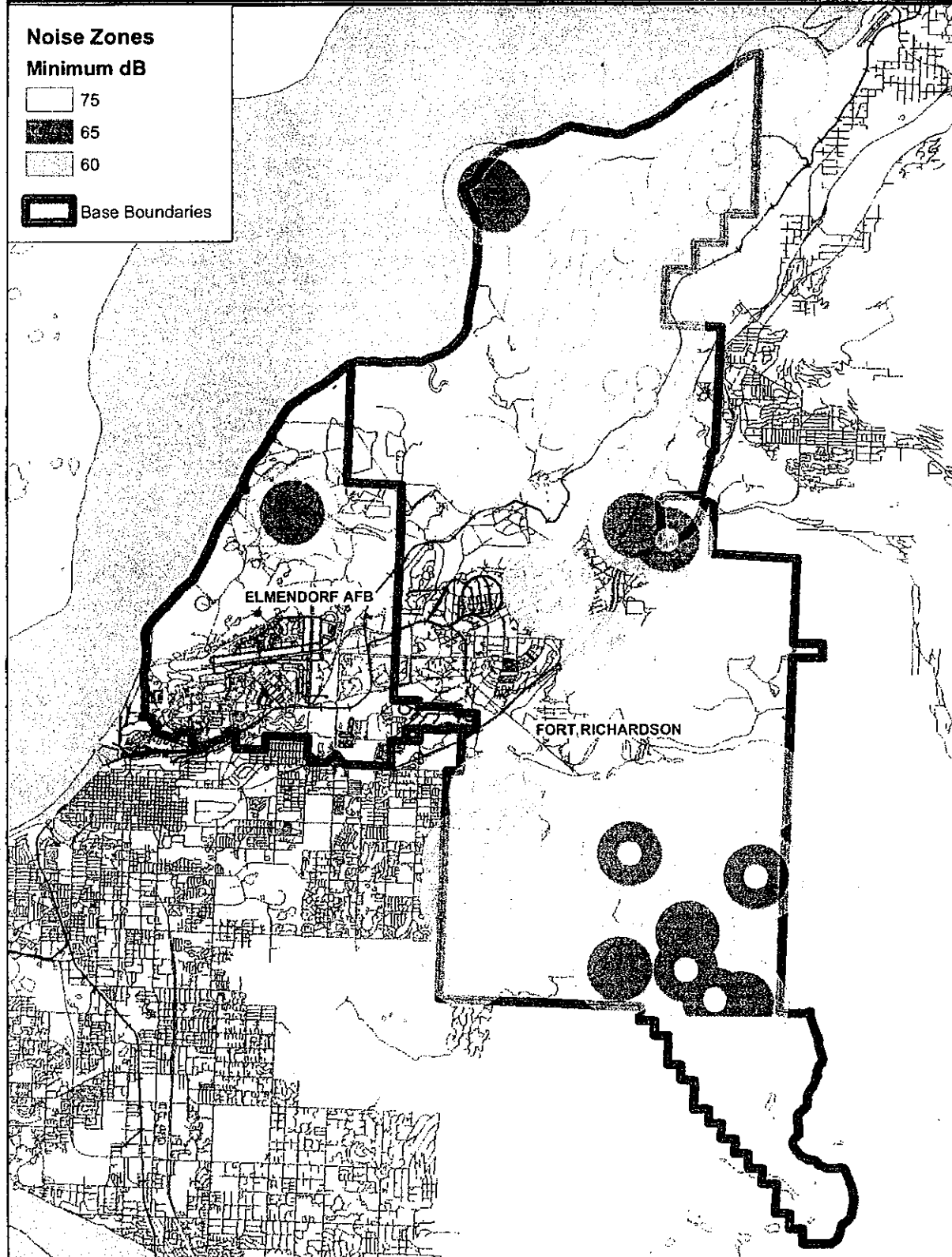
October 2006
B. Anderson, GeoBase EAFB

0 0.5 1 2 3 Miles



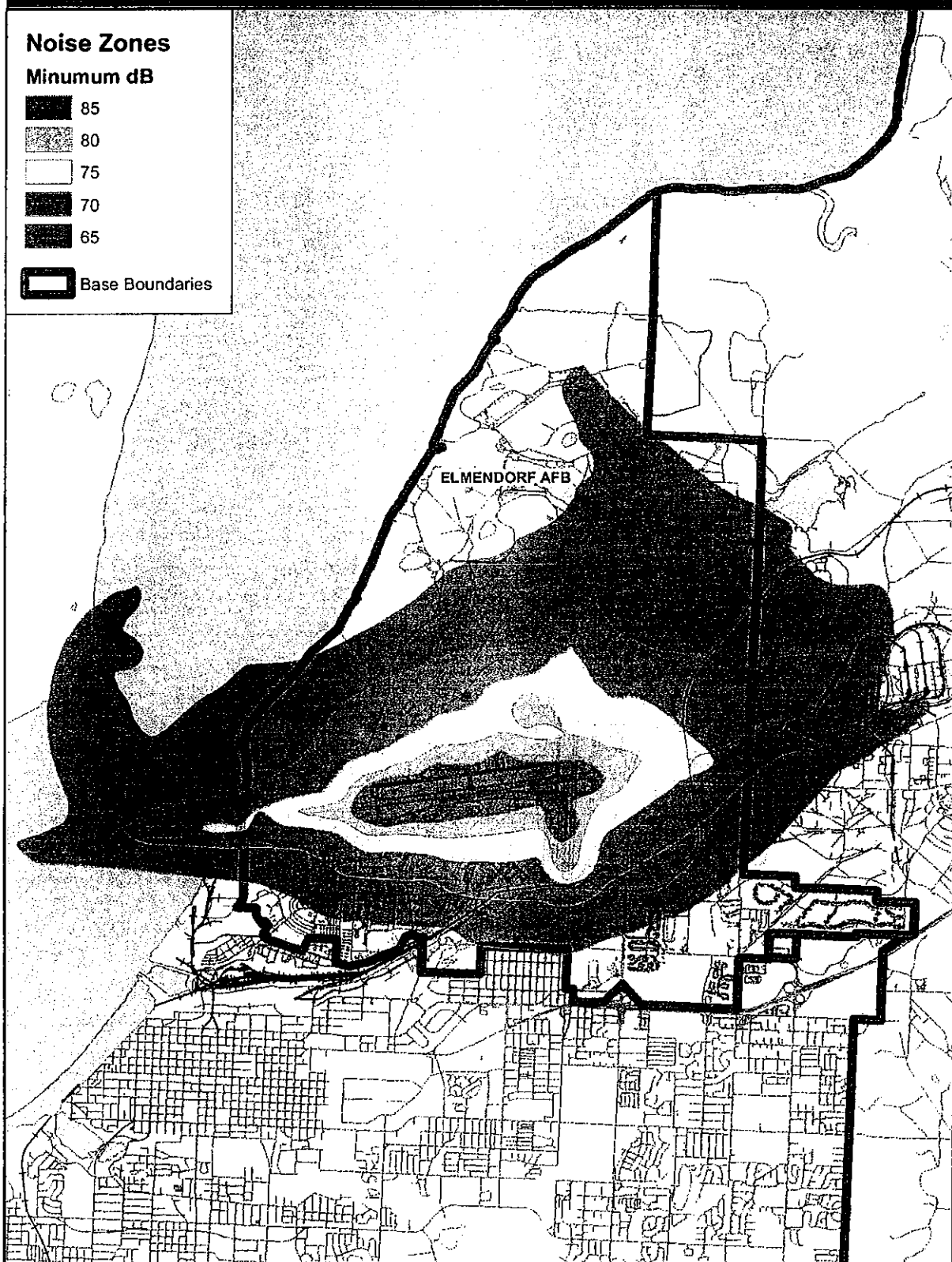
026

Noise Zones for Alaska Army National Guard



October 2006
B. Anderson, GeoBase EAFB

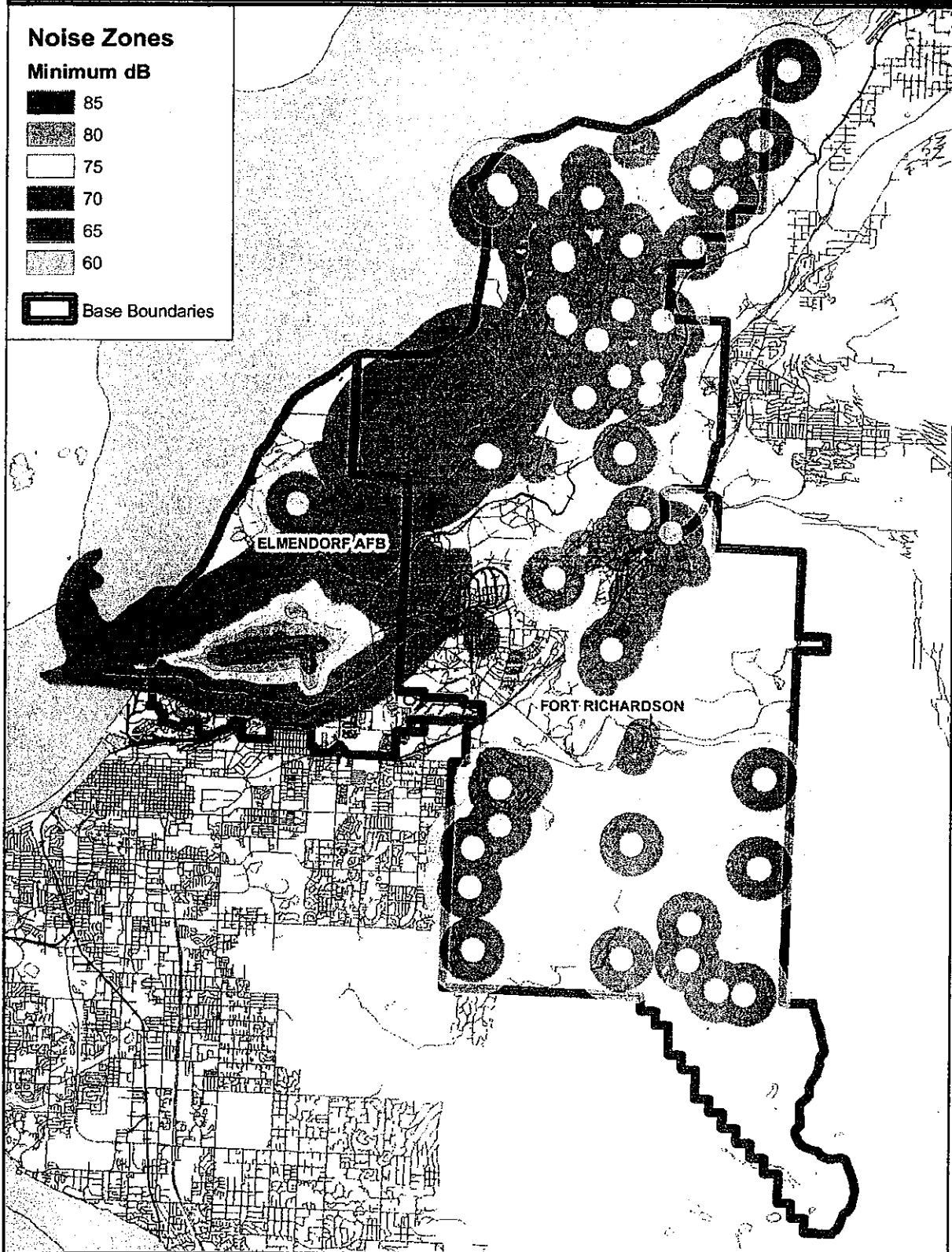
Noise Zones for Elmendorf Air Force Base



October 2006
B. Anderson, GeoBase EAFB

0 0.5 1 2 3 Miles

Noise Zones for Elmendorf AFB, Ft. Richardson, and ANG



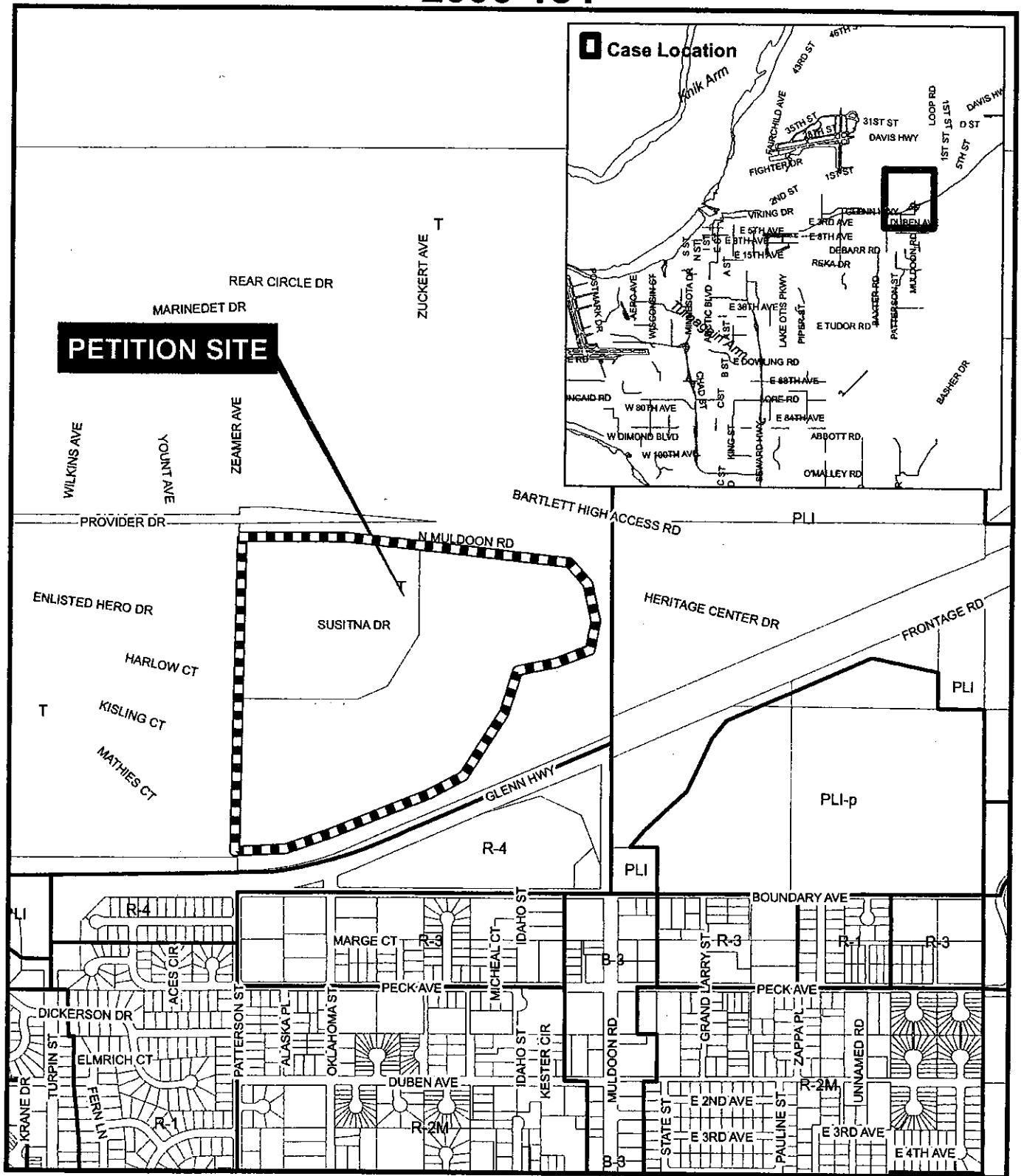
October 2006
B. Anderson, GeoBase EAFB

0 0.5 1 2 3 4 5 Miles



029

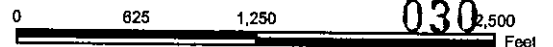
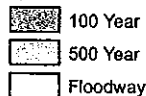
REZONE 2006-154



Municipality of Anchorage
Planning Department

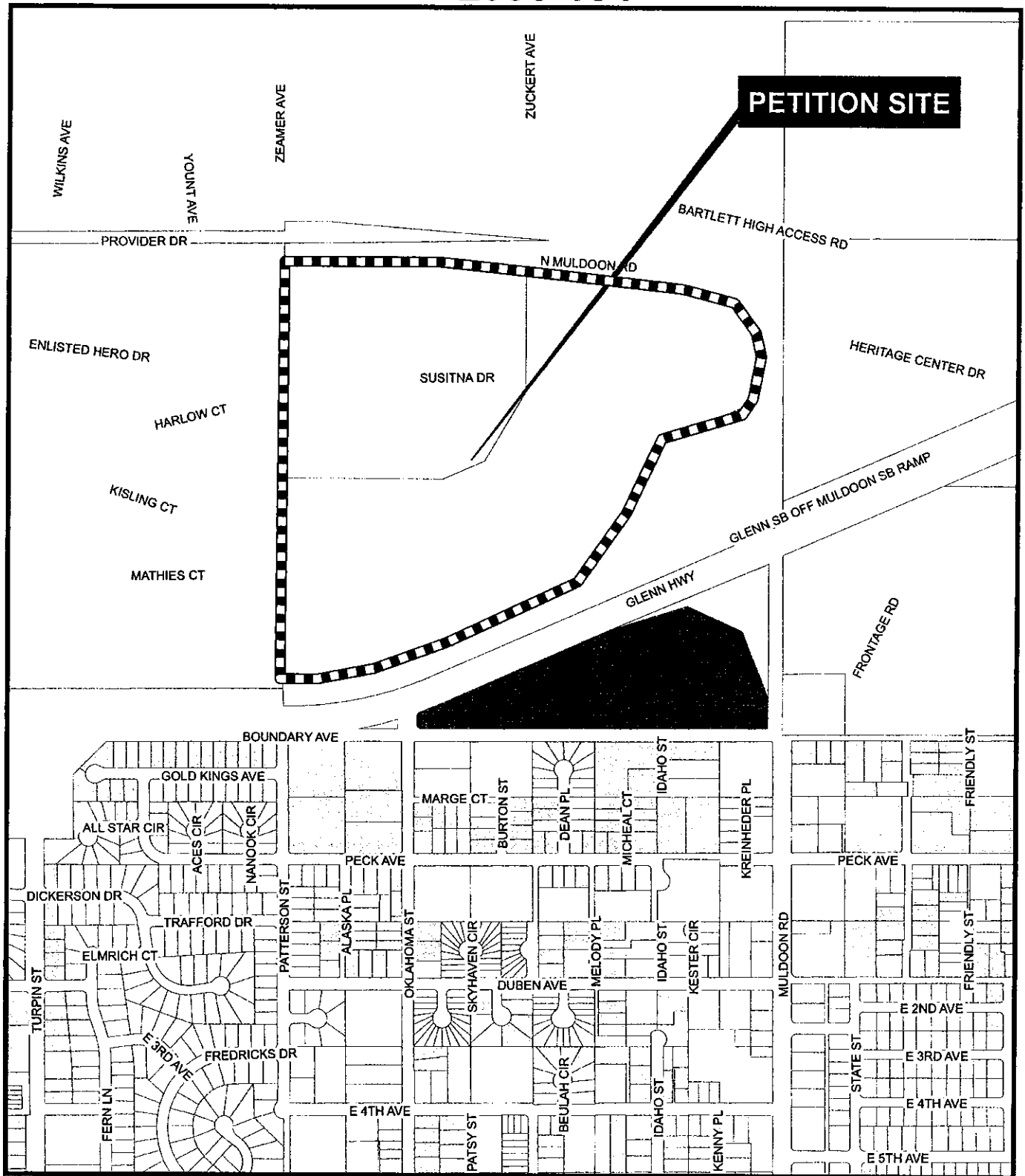
Date: October 19, 2006

Flood Limits






SITE PLAN REVIEW

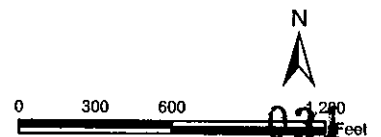
2006-154



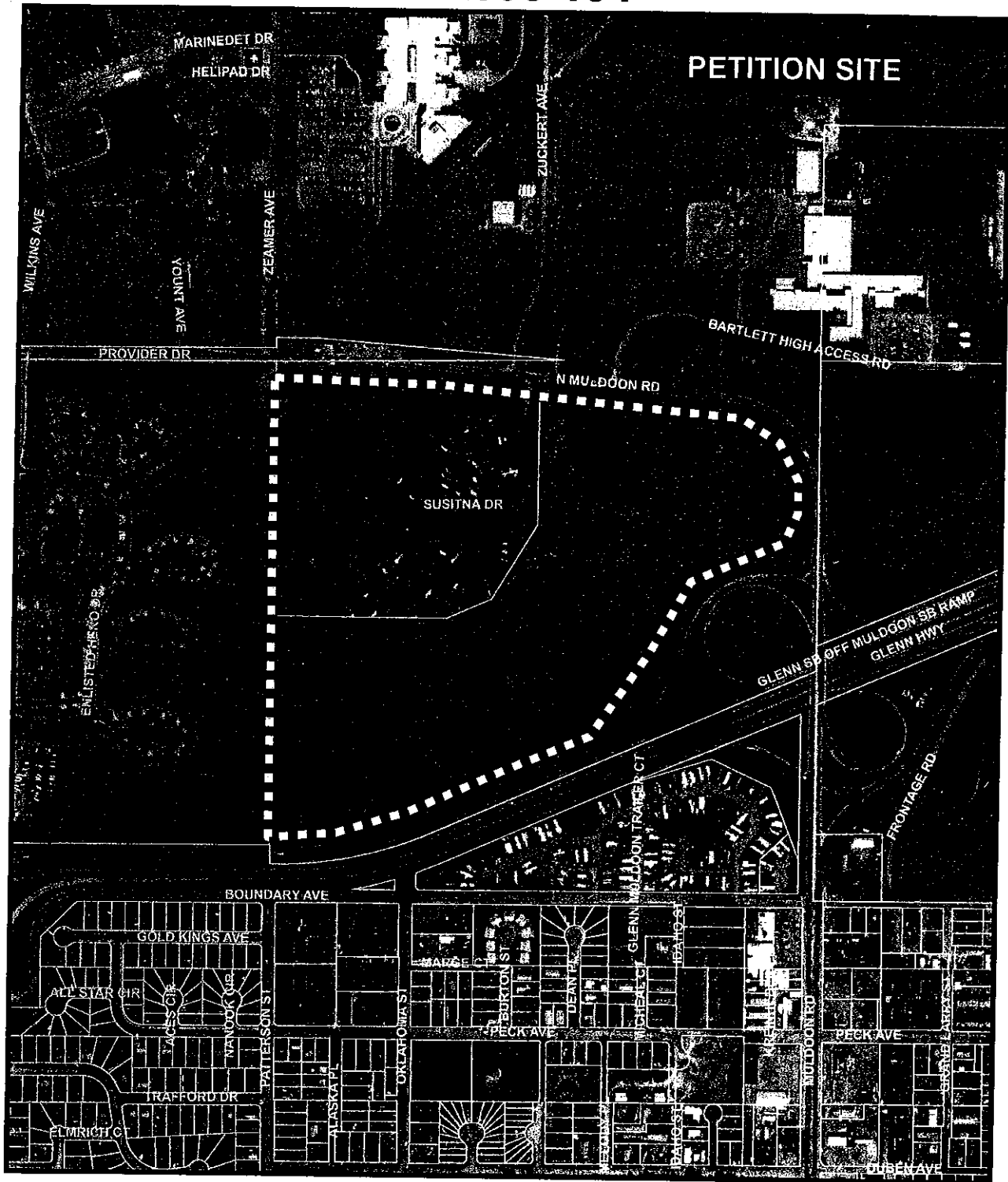
Municipality of Anchorage
Planning Department

Date: October 19, 2006

-  Single Family
-  Multi-Family
-  Mobile Home Park

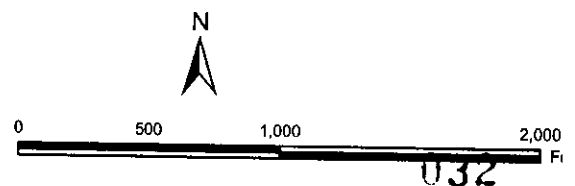


2006-154



Municipality of Anchorage
Planning Department

Date: October 19, 2006



Pierce, Eileen A

From: Chambers, Angela C.
Sent: Wednesday, January 17, 2007 10:40 AM
To: Pierce, Eileen A
Subject: FW: CIRI/Browman Development Issues for Commenting

2006-154
2006-155
S11549
S11550

For the four files - Legal is Elmendorf "95".

Angela C. Chambers, AICP

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

From: Payne Valerie L Civ 3 CES/CECD [mailto:Valerie.Payne@ELMENDORF.af.mil]
Sent: Wednesday, January 17, 2007 9:41 AM
To: Chambers, Angela C.
Cc: Walters Kenneth Civ 3 MSG/CD-I
Subject: RE: CIRI/Browman Development Issues for Commenting

Angela,

Recently members of the Municipality of Anchorage Planning Department (MOA), State of Alaska Department of Transportation (DOT), DOWL Engineers (DOWL) and Elmendorf Air Force Base (Elmendorf) held informal discussions and conducted a base tour regarding the proposed development by Cook Inlet Regional, Inc. (CIRI)/Browman Development Company, Inc. (collectively "the proponent") outside Elmendorf's Muldoon Gate. Our understanding of the scope of the proposal is based upon verbal discussions with the proponent, MOA, DOT, and DOWL and a single-page draft site plan (presented without narrative, by DOWL). In response to your initial request for preliminary comments regarding the subject proposal, and based upon the currently available information, Elmendorf Air Force Base, 3rd Civil Engineering Squadron, Base Development Office, offers the following:

1) Concerning relocation of the Muldoon Gate inward toward Elmendorf, to relieve queuing impacts - design of the Muldoon Gate has been previously evaluated by Elmendorf engineers for efficiency and ease of traffic flow and, while some improvements to the area are warranted, moving the gate from its current location would create a domino effect of impacts. Relocating the Muldoon Gate inward would force an unacceptable scenario where the Provider/Zeamer intersection would reside outside of our secure perimeter. Significant and costly road realignments that would be within our boundary would be necessary in order to maintain direct access to the joint military hospital. Impacts to the recently proposed and approved Veteran's Administration (VA) Medical Clinic development would require assessment. Furthermore, movement of a government facility would require analysis under the National Environmental Policy Act which may take some time to accomplish. There is concern regarding the potential negative impact to the security of the base if the gate is moved. Any proposals from the proponent, in this regard, will be reviewed and evaluated for efficiency.

2) The proponent had, at one time, inquired into their ability to connect to utility lines within the JL Properties lease area and whether any connections to our utilities would be feasible. Any proposed hookups to existing Elmendorf utility lines would require

specific flow data and design plans in order to adequately evaluate the request. Complexities would be incurred by connecting to our water and/or sewer system. We are supplied water by Fort Richardson and are connected to the Municipal water system only as a back up. This proposed development, as well as our entire east side of the base, are at the upper end of the sewage system (all sewage is collected and accumulates to a single connection to AWWU towards the west end of the base). Our existing sewer system capacity would be in question.

3) The subject property contains an "accident potential zone easement," restricting the use and occupancy of approximately 11.62 acres of the property to specific uses, as outlined in the patent documents dated 31 Oct 1991. The proponent has proposed vacating the easement, in whole or in part, to assist with unimpeded access and development of their property. Elmendorf has agreed to evaluate the request and the developers were advised that this request would be made to the Department of Interior, Bureau of Land Management (BLM). Our concerns for this type of request would be specific to public and flight safety within an accident potential zone, and would require further evaluation including, but not limited to, the impacts from building heights, communications towers, commercial advertising (balloons, banners, etc., to name but a few. The proponent also indicated this area may be proposed for infiltration basins to capture storm water runoff. This drainage infrastructure is proposed for the southwest corner of their development and could extend into Air Force property. This type of infrastructure could create bird/aircraft strike hazards in an area of military aircraft operations. Any potential use of Air Force property will need to be carefully evaluated.

4) A Traffic Impact Analysis (TIA) was prepared by DOWL, on behalf of the proponent. The TIA requires approval by the State of Alaska, DOT. To date, DOT has not granted approval of the TIA, as currently presented, and additional information has been requested from DOWL, to resolve concerns associated with the TIA. Our concerns relate to impacts to our mission and quality of life due to increased congestion along Muldoon (Oilwell Road). It is important to note that there are significant developments in the immediate area of the Muldoon Gate. The Muldoon Gate is the first entry/exit point for personnel traveling from Eagle River and the Valley. There have also been significant on-base housing developments in that area. In addition, the VA intends to build a medical clinic on the north side of Muldoon (Oilwell). These additions compound traffic issues when you consider the traffic created by Bartlett High School and the Alaska Native Heritage Center. The MOA Planning Department has advised that additional information should be available from DOWL by January 12, 2007 and, to date, Elmendorf has not received that information. Absent more specific information, comments to the TIA cannot be made at this time.

Note: Elmendorf contracted independently with DOWL to conduct a TIA, on behalf of the Air Force, to evaluate traffic impacts at the Muldoon Gate area. This study was due to the Air Force on 22 Dec 2006 and, to date, has not been received. Upon receipt, the Air Force will provide copy to the MOA, as requested. Elmendorf, in turn, requests copies of any TIA prepared on behalf of the proponent.

5) The proponent proposes to develop right up to the Elmendorf Air Force Base boundary. Furthermore, the area closest to the boundary would be "industrial." Noise and visual impacts to military housing units, as well as security and force protection impacts, at the southeast boundary are of concern. A vegetation buffer currently exists between military housing units and the west side of the proposed development. Specific information is lacking to adequately evaluate the impacts to military members. Previous experience with delivery operations at the Joint Military Base Exchange (BX)/Commissary would indicate that noise of this type would lessen the quality of life to military housing occupants. Our experience has demonstrated that a small vegetation buffer was inadequate to alleviate noise concerns, and an earthen berm was constructed behind the BX/Commissary to mitigate noise impacts to military housing occupants.

6) A potential impact to our military quality of life might be that increased competition from new "big box" discount retailers could negatively impact our BX/Commissary. There is precedent in the Air Force where similar competition from nearby retailers forced the closure of the on-base retailers. We cannot evaluate this potential impact yet, as we do not know the specific retailers that might reside in the new development.

Our expectation is that the end state development will be mitigated such that the military installations will experience no degradation in mission, assets, or quality of life

These comments are based upon the limited amount of information regarding the proposed

retail development. Therefore, we reserve the right to further comment once a detailed proposal is provided. We look forward to further discussions with you on this topic.

//SIGNED//

Valerie Payne, DAF
Community Planner

3 CES/CECD
6326 Arctic Warrior Drive
Elmendorf AFB AK 99506-2850

Phone: (907) 552-3376
Fax: (907) 552-7882
E-mail: valerie.payne@elmendorf.af.mil

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

From: Chambers, Angela C. [mailto:ChambersAC@ci.anchorage.ak.us]
Sent: Thursday, December 28, 2006 10:55 AM
To: Payne Valerie L Civ 3 CES/CECD; Tanya S. Hickok, P.E.
Cc: O'Brien, Margaret R.; Ferguson, Sharon D.; Weaver Jr., Jerry T.
Subject: CIRI/Browman Development Issues for Commenting

Valerie,

As promised here are the list of issues to assist Elmendorf in commenting on the proposed retail project at the southwest corner of Oilwell Road and Muldoon Road, on the north side of the Glenn Highway. The public hearings have been postponed to January 29. Thus, we will need comments between January 12 and 17th. DOWL is to have the APZ easement and TIA resolved or close enough to resolution by January 12th. Thus, you should have more information by then to comment. If you or any of your group have questions, please advise. Margaret and I are available for teleconference or meetings, and Jerry will be in the office after the 8th as well.

- 1) Moving the gate on Oilwell Road - how far? DOWL will provide the information soon.
- 2) Water/sewer connect on JL's lease area. The petitioner is not proposing this anymore, but they would like to work with you on their drainage, and will work directly with you if they decide they would like to pursue a letter of non-objection for storm water drainage over the property lines. However, that will not be an issue for this case for now. A drainage plan is a requirement of the submittals, but drainage will be reviewed and approved through the permitting arm of MOA.
- 3) Petitioner to resolve APZ issue by January 12th. DOWL said CIRI is in contact with BLM.
- 4) Petitioner to resolve TIA and impact mitigation by end of January. MOA would also like a copy of Elmendorf's TIA if possible, if Elmendorf can get us one when it is delivered.
- 5) Mitigating impacts of west side of structures in relation to military housing impacts, i.e. noise, visual. There seems to be quite a bit of vegetation and buffer space between the two uses, but this will be reviewed by MOA staff, and we'd appreciate it if you'd look at this particular site and the adjacent housing in relationship to that.

Angela C. Chambers, AICP

Senior Planner
Municipality of Anchorage
Planning Department
4700 Bragaw Street
PO Box 196650
Anchorage, AK 99519-6650

chambersac@muni.org
tel. (907) 343-7940
fax (907) 343-7927

Chambers, Angela C.

From: Payne Valerie L Civ 3 CES/CECD [Valerie.Payne@ELMENDORF.af.mil]
Sent: Tuesday, February 06, 2007 2:52 PM
To: Chambers, Angela C.
Cc: Walters Kenneth Civ 3 MSG/CD-I; Whittington John Capt 3 WG/JA
Subject: CIRI/Browman Development

Angela,

Regarding the proposed CIRI/Browman development, the following two comments are submitted in addition to Elmendorf Air Force Base comments provided to the Municipality of Anchorage (MOA), Planning Department on 17 Jan 07:

1) At present, a navigation easement, 800 feet or above in height, exists over the entire parcel. This easement is for airspace and there will be no use allowed within the easement which might interfere with the taking off and landing of aircraft from Elmendorf Air Force Base or which otherwise constitutes an airport hazard. The proponent, in verbal discussions, has indicated they would impose a building height restriction of 100 feet over the entire parcel, so as not to interfere with airspace and airport operations. Ceiling height requirements are currently under review with Terminal Approach Procedures and Airfield Operations personnel.

2) The proponent, in verbal discussions, requested a "letter of non-objection" from Elmendorf, pertaining to the compatibility of their proposed uses within the existing "accident potential zone easement" (see comment #3 of comments submitted 17 Jan 2007 to the Municipality of Anchorage). To date, Elmendorf has not received any correspondence from the proponent, outlining their specific request for our review. Please note that any such review would require some time for local review, and may also require review from higher headquarters staff, as well.

Thank you for the opportunity to provide further comment on the proposed CIRI/Browman development. We look forward to reviewing a copy of the Municipality's Staff Report on this subject.

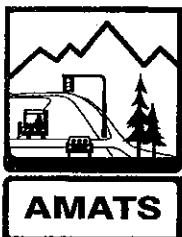
On another note - Elmendorf is in receipt of the Elmendorf Air Force Base, Alaska, DRAFT Traffic Engineering Study 5-Year and 50-Year Plans. Dowl Engineers has informed us they will be providing copies of this document to Robert Kniefel, MOA Traffic, and Scott Thomas, State of Alaska, Department of Transportation, to assist in your planning efforts.

Please contact me with any questions.

//SIGNED//
Valerie Payne, DAF
Community Planner

3 CES/CECD
6326 Arctic Warrior Drive
Elmendorf AFB AK 99506-2850

Phone: (907) 552-3376
Fax: (907) 552-7882
E-mail: valerie.payne@elmendorf.af.mil



Anchorage
Metropolitan
Area
Transportation
Solutions

2006-134
2006-135
S-11549 S-11550
MUNICIPALITY OF ANCHORAGE
Traffic Department
Non-Motorized Transportation Coordinator
Permit & Development Center, 4700 South Bragaw Street
P.O. Box 196650, Anchorage, AK 99519-6650
voice (907) 343-8368, facsimile (907) 343-8088
e-mail: schanchele@muni.org

RECEIVED

DEC 14 2006

Municipality of Anchorage
Zoning Division

DATE: December 13, 2006
TO: Bob Kniefel, Traffic Engineer
FROM: Lori Schanche, Non-Motorized Transportation Coordinator
SUBJECT: TIA Review – Northeast Anchorage Retail Development
Revised

We have reviewed the TIA for the subject project and have the following comments.

Section 4.2.3 Trip Redistribution (Frontage Road Access)

This section discusses traffic and vehicular access to the development, but completely ignores any mention of the existing Glenn Highway Trail nor discusses impacts to this trail the access road will have or mitigation of impacts. We fail to see how this can be termed the Preferred Alternative without this information. This is not the MOA Preferred Alternative.

Lack of Parking Analysis

The TIA is lacking in parking analysis which we feel should be reviewed. We have concerns with the amount of parking proposed since it reduces pedestrian connections to the site and within the site.

The total number of parking spaces proposed on the plans differs (4,759 on SP1, and 4,765 on C1.0) and appear to be over the current required parking spaces (3,172 on SP1 or 4,373 on C1.0). The building data reflects gross area and we understand that one of the large retailers is including storage space within their store. The storage space should not count as retail space for parking calculations which makes proposed parking over the required amount. It is my understanding that new draft Title 21 would require a maximum of 135% of retail square footage.

This overage of parking is a negative impact to both the development and the Municipality. Walking areas between stores is increased, affecting both pedestrians and transit users. Allowing overages on parking also increases

maintenance, is a waste of resources and affects street drainage and creeks by adding additional runoff. Parking overages with this project alone adds well over 12 acres of additional asphalt paving to the project, and that is not using confirmed retail space amounts. (1,587 parking spaces x 180 sf (9x20 stall) plus aisles).

Municipal Plans also support keeping parking at the required amounts. *Anchorage 2020* Policy 21 notes, "All new commercial development shall be located and designed to contribute to improving Anchorage's overall land use efficiency, traffic flow, transit use, pedestrian access and appearance."

Chapter 5 of the *Anchorage 2020*, Plan Implementation terms excess of surface parking as "ugly sprawl". In an effort to become more efficient in the use of the land, more favorable to pedestrians and transit, and more attractive overall, Anchorage 2020 strategies seek to encourage alternatives to surface parking such as parking garages.

We recommend that parking analysis be submitted to confirm maximum parking requirements based on current standards. Any reduction of parking will allow the development to accommodate pedestrian paths/walkways, circulation and other comments as noted in our October 24 2006 Site Plan Review comments (attached).

We also request additional vegetative buffer space between the parking area to screen the development from the bike trail and the highway. This can be more easily accommodated with reduction of parking.

Cc: Craig Lyon, AMATS Coordinator
Angela Chambers, MOA Planning
Tom Davis, Physical Planning
Glenda Radvansky, PM&E Private Development
Kristi Bischofberger, Water Quality



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



Short Plat Comments

RECEIVED

DEC 11 2006

**Municipality of Anchorage
Zoning Division**

DATE: November 16, 2006
TO: Eileen Pierce, P&Z
FROM: Glenda Radvansky, PM&E
SUBJECT: Comments for Case Numbers:

2006-154

2006-155

S-11549

S-11550

Petitioner shall enter into a subdivision agreement with Private Development to for any public infrastructure required as a result of the development prior to recording final plat.

Prior to final plat approval the petitioner shall submit to PM&E a comprehensive site grading and drainage plan to resolve the need for drainage easements and drainage improvements and to demonstrate that post development drainage will not adversely impact adjacent properties or rights of way.

The petitioner shall provide a groundwater hydrology analysis of the subject area to determine the seasonal high groundwater table elevation and to resolve the need for footing drains and stub-outs to all lots within the proposed subdivision.

The petitioner shall submit to PM&E sufficient information about required infrastructure to ensure the proposed infrastructure can be constructed in conformance with Title 21 and the DCM prior to recording final plat.

Project Management and Engineering recommends approval subject to the above conditions.



MUNICIPALITY OF ANCHORAGE
Traffic Department



MEMORANDUM

NOV 29 2006

Municipality of Anchorage
Zoning Division

DATE: October 12, 2006
TO: Jerry T. Weaver, Platting Supervisor, Planning Department
THRU: Leland R. Coop, Associate Traffic Engineer
FROM: Mada Angell, Assistant Traffic Engineer
SUBJECT: Traffic Engineering and Transportation Planning Comments for the
December 4, 2006 Planning and Zoning Commission

06-150 Anchorage Airport; Conditional Use; Grid 2023

Traffic Engineering and Transportation Planning have no comment.

**06-151 Sec 24; Eklutna Rock Quarry; Conditional Use for a gravel
extraction; Grid NW2165**

Traffic Engineering and Transportation Planning have no comment.

**06-154 & 06-155 Elmendorf "95"; Rezoning from T(ransition) to B-3; Grid
1140**

A project of this magnetite requires an approved Traffic Impact Analysis before any meaningful comments can be provided. Traffic Engineering and Transportation Planning require that the case be postponed until there is an approved TIA. The TIA will have to be approved by the Municipality and the State DOT.

NECC

North East Community Council

Resolution 1

2006-154
2006-155
811549
811550

TO: MOA Planning: Zoning & Platting Division & Urban Design Commission
Mayor Mark Begich
Tim Potter, DOWL Engineers
Greg Jones, CIRI
Vic De Melo, Browman Development

RECEIVED

NOV 20 2006

Municipality of Anchorage
Zoning Division

FROM: Peggy Robinson, President, North East Community Council

SUBJECT: CIRI Shopping & Entertainment Center Platting, Zoning & Site Plan

At the NECC general membership meeting of November 14, 2006, Tim Potter of DOWL Engineers, Vic De Melo of Browman Development, and representatives from Target, Inc. gave a comprehensive presentation on the proposed Shopping and Entertainment Center to be located on North Muldoon Road across from Bartlett High School. This included providing answers, to the best of their ability, to the 35 questions that were previously developed by a subcommittee of NECC and sent to them before the meeting. They had previously met with both the NECC Executive Board and the membership in September, providing us with an overview of their proposed development.

Members of NECC made the following motion in support of the proposed shopping & entertainment center proposed by CIRI and Browman Development Corp:

NECC November 16, 2006 Motion (1):

The NECC generally supports the retail and entertainment center proposed by CIRI and Browman Development Corp. This includes rezoning of the property from T to B3, and the proposed site plan, platting, and landscape plan as presented to the NECC on 11/16/2006.

Motion passed; 12 in favor, 2 opposed, 3 abstaining.

We ask that you consider our motion as you make decisions in the best interests of the NECC and the community of Anchorage as a whole. Please contact me if you have any questions.

Signed:

November 19, 2006



Peggy Robinson, President
632-6436



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



Short Plat Comments

DATE: November 16, 2006
TO: Eileen Pierce, P&Z
FROM: Glenda Radvansky, PM&E
SUBJECT: Comments for Case Numbers:
2006-154
2006-155
S-11549
S-11550

RECEIVED

NOV 17 2006

**Municipality of Anchorage
Zoning Division**

Petitioner shall enter into a subdivision agreement with Private Development to for any public infrastructure required as a result of the development prior to recording final plat.

Prior to final plat approval the petitioner shall submit to PM&E a comprehensive site grading and drainage plan to resolve the need for drainage easements and drainage improvements and to demonstrate that post development drainage will not adversely impact adjacent properties or rights of way.

The petitioner shall provide a groundwater hydrology analysis of the subject area to determine the seasonal high groundwater table elevation and to resolve the need for footing drains and stub-outs to all lots within the proposed subdivision.

The petitioner shall submit to PM&E sufficient information about required infrastructure to ensure the proposed infrastructure can be constructed in conformance with Title 21 and the DCM prior to recording final plat.

Project Management and Engineering recommends approval subject to the above conditions.



FLOOD HAZARD REVIEW SHEET for PLATS

RECEIVED

Date: 11-09-06

Case: 2006-154

Flood Hazard Zone: C

Map Number: 0235

NOV 13 2006

Municipality of Anchorage
Zoning Division

☐ 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

✓

Pierce, Eileen A

From: Staff, Alton R.
Sent: Tuesday, November 07, 2006 4:19 PM
To: Stewart, Gloria I.; Pierce, Eileen A
Cc: Taylor, Gary A.; Bergt, Randy; Karcz, Jody M.
Subject: Zoning and Plat Case Reviews

RECEIVED

NOV 08 2006

**Municipality of Anchorage
Zoning Division**

Plat Case No. S11549, S11550 People Mover anticipates extending bus service out to the new Veteran's Hospital to be built immediately across Muldoon Road/Oilwell Road from this plat. With this in mind, eastbound off street bus stops with convenient pedestrian access should be incorporated into the plans far-side of the northwest entrance and also far-side of the main entrance road to the Ciri-Gateway subdivision.

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

S11533-1
S11540-1
S11544-1
S11545-1
S11546-1
S11547-1
S11548-1
S11551-1
S11552-1

Zoning Case No. 2006-155, (2006-154) People Mover anticipates extending bus service out to the new Veteran's Hospital to be built immediately across Muldoon Road/Oilwell Road from this plat. With this in mind, eastbound off street bus stops with convenient pedestrian access should be incorporated in the plans far-side of the northwest entrance and also far-side of the main entrance road to the Ciri-Gateway subdivision

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

2006- 138
164

Thank you for the opportunity to review.

Alton Staff, Operations Supervisor
People Mover 343-8230

045

MUNICIPALITY OF ANCHORAGE
Anchorage Water & Wastewater Utility

M E M O R A N D U M

RECEIVED

NOV 07 2006

Municipality of Anchorage
Zoning Division

DATE: November 6, 2006

TO: Jerry Weaver, Zoning Division Administrator, Planning Department

FROM: Sandy Notestine, Engineering Technician, AWWU

SUBJECT: **Zoning Case Comments**
Planning & Zoning Commission Hearing December 4, 2006
Agency Comments Due November 6, 2006

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

2006-150 Anchorage Airport Subd. Lots 9 & 10, B 23, Lease ADA-31326 (Cond. Use for Hangar in PL1 zone) Grid SW2023

1. If public water and sanitary sewer is, or will be, desired then the petitioner should resolve connection issues with AWWU Planning and AWWU Field Services.

2006-151 Section 24, T16N R1W Parcel B (Cond. Use for Natural resource extraction) Grid NW2165

1. The quarry is within the AWWU water service area but is not benefited by mains at this time.
2. The quarry is outside of existing AWWU sewer drainage boundaries.
3. No specifics are provided as to where the materials are to be transported and placed off-site. Ballast, riprap and fines should not be stockpiled atop existing AWWU mains.

2006-154 Elmendorf "95" Subdivision (Zoning T to B3) Grid SW1140

1. AWWU has no objection to the rezone.

2006-155 Elmendorf "95" Subdivision (Site Plan Review) Grid SW1140

1. There are existing on-property private water lines serving Tract B, extended from the public water main to the North of the Tract. Changes to on-site water and any installation of sewer service lines will require private system reviews by AWWU. Extension of sanitary sewer mainline will require the property owner to enter into a mainline extension agreement with AWWU.
2. Water mainline service to Tract A must come from the existing main to the north (HGL 327) vs. Patterson Street (HGL 424). On-property private water and sanitary sewer extensions will require private system reviews by AWWU. Extension of sanitary sewer

**Municipality of Anchorage
MEMORANDUM**

RECEIVED

OCT 30 2006

Municipality of Anchorage
Zoning Division

DATE: October 30, 2006

TO: Jerry Weaver, Manager, Zoning and Platting Division

FROM: Brian Dean, Code Enforcement Manager

SUBJECT: Land Use Enforcement Review Comments, Planning and Zoning Commission case for the meeting of December 4, 2006.

Case #: 2006-154

Type: Rezoning

Subdivision: Elmendorf "95", Tract A

Grid: SW 1140

Tax ID #: 006-441-02

Zoning: T

Platting: 96-31, filed May 10, 1996

Lot area and width: AMC 21.40.180.F: "Minimum lot requirements are as follows:

1. Residential uses: As provided in section 21.40.060.F.
2. All other uses, including residential uses associated with other uses:
 - a. Width: 50 feet.
 - b. Area: 6,000 square feet."

The lot meets the minimum area and width requirements.

Minimum lot dimensions: The lot meets the width, depth, and width-to-depth ratio requirements of AMC 21.80.300.

OS&HP setbacks: Glenn Highway is a class V freeway. AMC 21.45.140 requires a 75 foot from centerline development setback in addition to the zoning district setback. Municipal right-of-way maps show sufficient dedication. A development setback is not required.

Yard requirements: AMC 21.40.180.G: "Minimum yard requirements are as follows:

1. Residential uses: As provided in section 21.40.060.G.
2. All other uses:

- a. Front yard: Ten feet.
- b. Side yard: ... none, provided that all buildings on the lot shall have a wall on the lot line or shall be set back from the lot line at least ten feet.
- c. Rear yard: ... none."

Submit an as-built survey to Land Use Enforcement to verify compliance with yard setbacks.

Lot coverage: AMC 21.40.180.H: "Maximum lot coverage is as follows:

- 1. Residential: As provided in section 21.40.060.H.
- 2. All other uses: Unrestricted."

Separation between buildings: AMC 21.45.030.B requires ten feet of separation between principal and detached accessory buildings.

Clear vision area: Clear vision areas apply to this property.

Legal nonconformities: None have been established with Land Use Enforcement.

Enforcement actions: No land use cases are listed in CETS.

Use determination: Property tax records indicate a 3,208 square foot clubhouse built in 1996.

Building height: AMC 21.40.180.I: "Maximum height of structures is unrestricted, except that no structure shall exceed the standards of section 21.65.050."

The property is not within any established Airport Height Zone. A portion of the property is affected by an "aircraft accident potential zone" related to operations on Elemendorf AFB.

Off-street parking: AMC 21.45.080.X.7: "The off-street parking area, including all points of ingress and egress, shall be constructed in accordance with the following standards:

- a. A parking area related to any use within an urban or suburban use district, as defined in section 21.85.020, shall be paved with a concrete or asphalt compound to standards prescribed by the traffic engineer."

Parking requirements will be addressed during the building permit process when the property is developed.

Off-street loading: Loading requirements will be addressed during the building permit process when the property is developed.

Landscaping requirements: AMC 21.40.180.N: "Landscaping ...

- 2. Perimeter landscaping. Except adjacent to collector or arterial streets, visual enhancement landscaping shall be planted along the perimeter of all outdoor areas used for vehicle circulation, parking, storage or display.
- 3. Arterial landscaping. Arterial landscaping shall be planted along all collector or arterial streets.

4. Visual enhancement landscaping. All areas not devoted to buildings, structures, drives, walks, off-street parking facilities or other authorized installations shall be planted with visual enhancement landscaping.

5. Maintenance. All landscaping shall be maintained by the property owner or his designee."

AMC 21.45.080.X.4.f requires refuse containers located within or on the same pavement as the parking area to be screened by a wall, fence or landscaping constructed in accordance with criteria established by the refuse collection agency.

Under the only codified definition of "adjacent" (AMC 21.45.200.B), the property does not adjoin a residential district.

Landscaping requirements per AMC 21.40 and 21.45.080 will be addressed during the building permit process when the property is developed.

Screening along major highways: This property is subject to the provisions of AMC 21.45.130.A.2: "Except as provided in subsection 3 of this subsection, the requirements in this section apply to all lots in the ... B-3 ... and T use districts: ...

b. Adjacent to the right-of-way of the Glenn Highway, or to streets serving as its frontage roads, east of Boniface Parkway and west of Peters Creek."

Fences: AMC 21.45.110.A: "A fence may be constructed at the lot line, provided, however, that front yard fences in residential zoning districts shall not exceed four feet in height"

Signs: All signs shall conform to the requirements of AMC 21.47.

Access: Public streets about the property. Principal access to them would meet the requirements of AMC 21.45.040.

Stream protection setbacks: The property does not adjoin any stream protected by AMC 21.45.210.

Wetlands: Map 6 shows the property as uplands.

Seismic hazard: The property is not within an area of high ground failure susceptibility.

Recommendations: If approval of this case is granted, Land Use Enforcement recommends the following:

Submit an as-built survey to Land Use Enforcement to verify compliance with yard setbacks.

(Reviewer: Don Dolenc)



MUNICIPALITY OF ANCHORAGE

Development Services Department
Right of Way Division



MEMORANDUM

DATE: October 30, 2006
TO: Planning Department, Zoning and Platting Division
THRU: Jack L. Frost, Jr., Right of Way Supervisor *L*
FROM: Lynn McGee, Senior Plan Reviewer *L*
SUBJ: Request for Comments on Planning and Zoning Commission case(s) for the Meeting of December 4, 2006.

RECEIVED

OCT 30 2006

Municipality of Anchorage
Zoning Division

Right of Way has reviewed the following case(s) due November 6, 2006.

- 06-154** Elmendorf "95", Tract A & B, grid 1140
(Rezoning Request, B-3 to T Transition District)
Right of Way Division has no comments at this time.
Review time 15 minutes.
- 06-155** Elmendorf "95", Tract A & B, grid 1140
(Site Plan Review, Large Retail/Commercial Establishment)
Right of Way Division has no comments at this time.
Review time 15 minutes.
- S-11549-1** Ciri – Gateway, Tract A, grid 1140
Provide additional Utility and Drainage Easements as required
Review time 15 minutes.
- S-11550-1** Ciri – Gateway, Tract A, grid 1140
Provide additional Utility and Drainage Easements as required
Review time 15 minutes.



MUNICIPALITY OF ANCHORAGE
Traffic Department



MEMORANDUM

DATE: 11-21-06

TO: Scott Thomas, ADOT Traffic Engineer

THRU: Bob Kniefel, Traffic Engineer, P.E.

THRU: Lee Coop, Associate Traffic Engineer

FROM: Jennifer Satterfield, Assistant Traffic Engineer

SUBJECT: **Traffic Impact Analysis for Northeast Anchorage Retail Development**

The purpose of this Traffic Impact Analysis (TIA) is to determine the transportation related impacts of a 95-acre Northeast Retail Development in Anchorage. The property is owned by Cook Inlet Region, Inc. (CIRI) and is located in the northwest corner of the Muldoon Road/Glenn Highway interchange. The proposed development includes approximately 950,000 square feet of retail space. The initial construction for the proposed development will begin in 2007 with completion in 2008.

MOA Traffic Department has the following comments. We are asking for a return of the TIA to the developer for update to reflect the following:

1. Table 1: Site Generated Trips needs to be re-calculated. Incorrect Peak Hour Distribution percentages used in table.
2. *ITE trip Generation Manual* Shopping Center land use studies show a very wide range of rates (.68 to 29.27). In order to provide better data for Anchorage local data should be generated at a comparable facility such as Dimond Mall. Gather local data for Site Generated Trips for a multiplex theater and shopping center. In addition, we would like to see copies of the five most recent regional center proposals from the developer for centers at other locations in the USA in the 750,000+ GFA to see the rates used in those proposals.
3. Figure 5: Site Generated Traffic needs to be re-calculated (site traffic does not add up between the site driveways).
4. During peak periods for shopping, such as holidays, site traffic can congest site driveways. Site entrances must consider holiday traffic in design. This will allow better traffic flow entering/exiting the site during the peak hour of the generator and during holiday rush time while reducing congestion for the traffic by-passing the site.
5. Additional access options need to be considered. Two major access points with only one signalized to handle the 2,700 vehicles per hour needs to be reviewed.
6. A major pedestrian movement will occur between the Bartlett High School area and this site (lunch breaks, work opportunities).
7. The construction on Oilwell Road seems to suggest an eventual five lane section. It would seem better to state the final roadway configuration as a five lane rather than adding an east and westbound lane.

If you have any questions or comments, please call Lee Coop at 343-8479.

Stewart, Gloria I.

From: Notestine, Sandy D.
Sent: Monday, January 22, 2007 12:32 PM
To: O'Brien, Margaret R.; Pierce, Eileen A; Stewart, Gloria I.; Weaver Jr., Jerry T.
Cc: craigsmith2@yahoo.com; b.rinckey@lounsburyinc.com
Subject: 2006-154 155 S11549 and S11550.pdf

RECEIVED

JAN 22 2007

**MUNICIPALITY OF ANCHORAGE
PLATTING DIVISION**

Attached are the AWWU comments that were apparently due at the Planning Department on January 1, 2007. AWWU did not receive the request until January 18, 2007. The Zoning Commission Hearing is scheduled for January 29th.

Our comments were previously submitted on November 6, 2006. (See attached).

If you have questions regarding these comments, please call me.

Sandy Notestine

Engineering Technician
AWWU
3000 Arctic Blvd
Anchorage, AK 99503
Phone: 564-2757

2006-154 & 155
S11549 & S11550
GP to 2-12-07

052

1/23/2007

MUNICIPALITY OF ANCHORAGE
Anchorage Water & Wastewater Utility

RECEIVED

MEMORANDUM

JAN 22 2007

MUNICIPALITY OF ANCHORAGE
PLATTING DIVISION

DATE: January 19, 2007
TO: Jerry Weaver, Zoning Division Administrator, Planning Department
FROM: Sandy Notestine, Engineering Technician, AWWU *DAB For SDN*
SUBJECT: **Zoning Case Comments**
Planning & Zoning Commission Hearing January 29, 2007
Agency Comments Due January 1, 2007

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

2006-154, 155 Plats S11549, S11550 Elmendorf 95 Subd TR A & B Grid SW1140

1. All previous zoning and plat comments submitted for cases 2006-154, 2006-155, S11549 and S11550 for the December 4, 2006 hearing apply.

If you have questions pertinent to public water and sanitary sewer, you may call me at 564-2757 or the AWWU Planning Section at 564-2739, or email sandy.notestine@awwu.biz.

Cc: email: North Crown Properties craigfsmieth2@yahoo.com
Lounsbury, Inc. b.rinckey@lounsburyinc.com
FAX: KUA Inc. 1-808-943-3140

pl to 2-12-07

**MUNICIPALITY OF ANCHORAGE
Anchorage Water & Wastewater Utility**

M E M O R A N D U M

RECEIVED

JAN 22 2007

**MUNICIPALITY OF ANCHORAGE
PLATTING DIVISION**

DATE: November 8, 2006

TO: Jerry Weaver, Zoning Division Administrator, Planning Department

FROM: Sandy Notestine, Engineering Technician, AWWU

SUBJECT: **Zoning Case Comments - Amended**
Planning & Zoning Commission Hearing December 4, 2006
Agency Comments Due November 6, 2006

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

2006-150 Anchorage Airport Subd. Lots 9 & 10, B 23, Lease ADA-31326 (Cond. Use for Hangar in PL1 zone) Grid SW2023

1. If public water and sanitary sewer is, or will be, desired then the petitioner should resolve connection issues with AWWU Planning and AWWU Field Services.

2006-151 Section 24, T16N R1W Parcel B (Cond. Use for Natural resource extraction) Grid NW2165

1. The quarry is within the AWWU water service area but is not benefited by mains at this time.
2. The quarry is outside of existing AWWU sewer drainage boundaries.
3. No specifics are provided as to where the materials are to be transported and placed off-site. Ballast, riprap and fines should not be stockpiled atop existing AWWU mains.

2006-154 Elmendorf "95" Subdivision (Zoning T to B3) Grid SW1140

1. AWWU has no objection to the rezone.

2006-155 Elmendorf "95" Subdivision (Site Plan Review) Grid SW1140

1. There are existing on-property private water lines serving Tract B, extended from the public water main to the north of the tract. Changes to on-site water and any installation of sewer service lines will require private system reviews by AWWU.
2. Extension of sanitary sewer or water mainlines will require the property owner to enter into a mainline extension agreement(s) with AWWU.
3. Owner is to resolve water main service issues with AWWU.

11/06/2006
Zoning Case Review
Hearing Date 12/04/2006
Page 2 of 2

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JAN 22 2007

**MUNICIPALITY OF ANCHORAGE
PLATTING DIVISION**

4. All public sanitary sewer that has potential to serve the developments is to the south across the Glenn Highway. Any proposed public sanitary sewer main must cross the Glenn Highway.

S-11549 CIRI-Gateway Subd. Tract A (Elmendorf "95" Subdivision Tract A & Tract B), (Plat for a large retail/commercial establishment) Grid SW1140

1. A 42-inch water transmission main is located within the 150-foot utility easement on the northern property line of the proposed Tract. A 12-inch water main is also located within the utility easement. The proposed Tract can only be served by the 12-inch main.
2. Sanitary sewer is not available to the proposed Tract. If the petitioner desires sanitary sewer service or it is required by the platting authority in accordance with AMC 21.85.170 the petitioner must enter into a mainline extension agreement with AWWU. All public sanitary sewer that has potential to serve the tract is to the south across the Glenn Highway. Any proposed public sanitary sewer main must cross the Glenn Highway.
3. Existing private system on-property water lines serve Tract B. Any changes or additions to the existing private system water lines must be reviewed approved and inspected by AWWU Field Services.

S-11550 CIRI-Gateway Subd. Tract A (Elmendorf "95" Subdivision Tract A & Tract B), (Plat for a large retail/commercial establishment) Grid SW1140

1. All comments above for proposed plat S-11549 apply to the subject platting action case.
2. AWWU objects to any permanent structures proposed within the 150-foot Utility easement. (Note specifically areas in Frag Lots 1, 2, 5 & 7.)

If you have questions pertinent to public water and sanitary sewer service, you may call me at 564-2757 or the AWWU Planning Section at 564-2739, or email sandy.nolestine@awwu.biz.

4

APPLICATION

Application for Zoning Map Amendment

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




Please fill in the information asked for below.

PETITIONER*	PETITIONER REPRESENTATIVE (IF ANY)
Name (last name first) Cook Inlet Region Inc. (CIRI)	Name (last name first) DOWL Engineers
Mailing Address 2525 C Street, Suite 500 40 Anchorage, AK 99503	Mailing Address 4041 B Street Anchorage, AK 99503
Contact Phone: Day: 274-8638 Night:	Contact Phone: Day: 562-2000 Night:
FAX: 279-8836	FAX: 563-3953
E-mail:	E-mail: spaine@dowl.com

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

PROPERTY INFORMATION
Property Tax #(000-000-00-000): 006-441-02; 006-441-03
Site Street Address: 1100 & 1200 North Muldoon Road
Current legal description: (use additional sheet if necessary) Tract A and Tract B, Elmendorf "95" Subdivision
Zoning: T(Transition) Acreage: 63.1 and 32.1 Grid # SW 1140

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

October 18, 2006	
Date	Signature (Agents must provide written proof of authorization)

Accepted by: 	Received by: 	Number: 20-002
--	--	----------------

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

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

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

Eagle River-Chugiak-Peters Creek Land Use Classification: ^{N/A}

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

Girdwood- Turnagain Arm

N/A

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

ENVIRONMENTAL INFORMATION (All or portion of site affected)

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

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

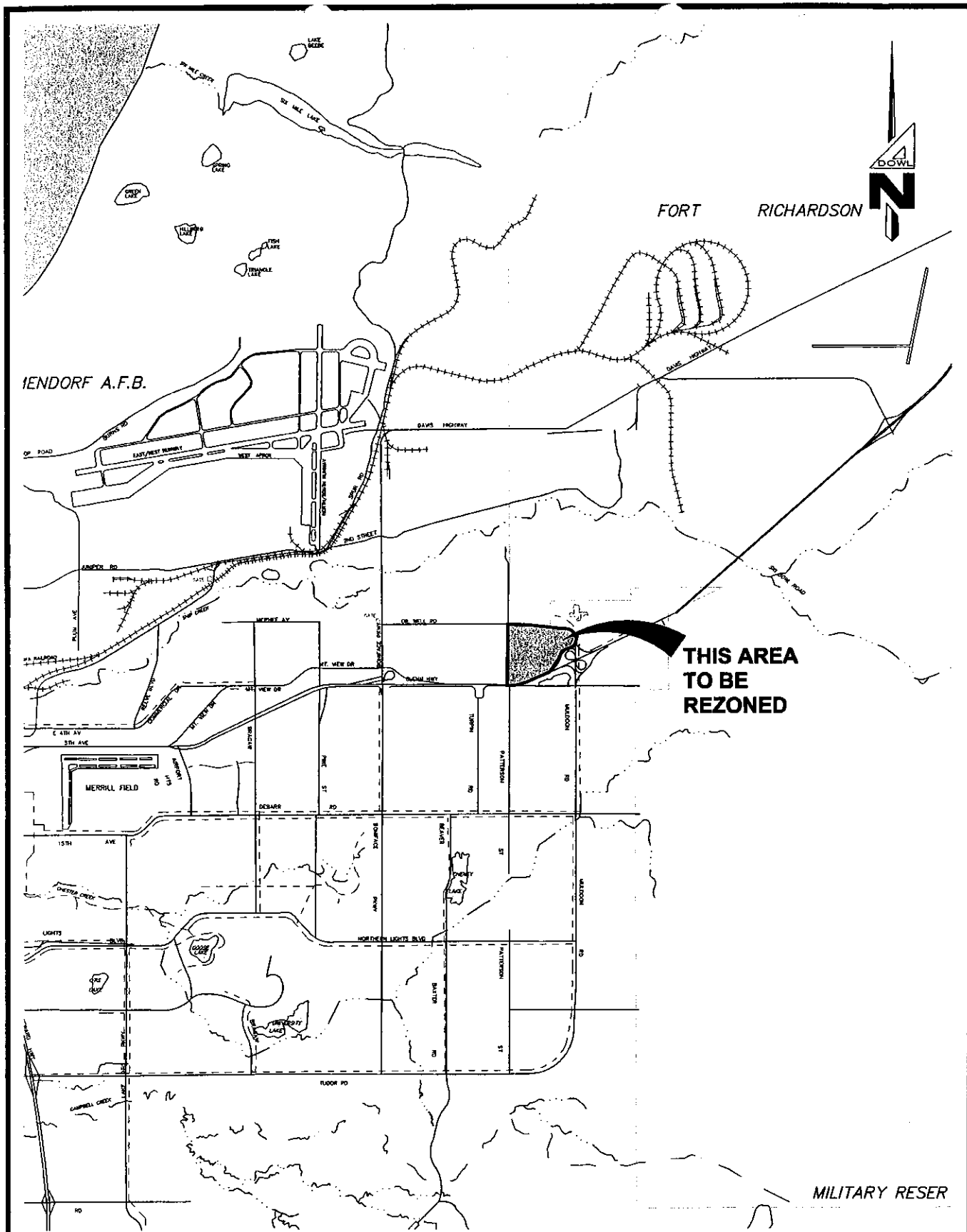
- ☐ Rezoning - Case Number:
☒ Preliminary Plat ☐ Final Plat - Case Number(s): *Concurrently with this application*
☐ Conditional Use - Case Number(s):
☐ Zoning variance - Case Number(s):
☐ Land Use Enforcement Action for
☐ Building or Land Use Permit for
☐ Wetland permit: ☐ Army Corp of Engineers ☐ Municipality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

APPLICATION ATTACHMENTS

- Required: ☒ Area to be rezoned location map ☒ Signatures of other petitioners (if any)
☒ Narrative statement explaining need and justification for the rezoning; the proposed land use and development; and the probable timeframe for development.
☐ Draft Assembly ordinance to effect rezoning.
- Optional: ☐ Building floor plans to scale ☐ Site plans to scale ☐ Building elevations
☐ Special limitations ☐ Traffic impact analysis ☐ Site soils analysis
☐ Photographs

APPLICATION CHECKLIST

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



W.O. D59479



Vicinity Map
TRACTS A & B, ELMENDORF "95" SUBVIDISION

059



TRACT A

TRACT B

EL '808' BARTLEY SCHOOL SITE

NORTH MULDOON ROAD

CENTENNIAL PARK

THIS AREA
TO BE
REZONED

TRACT A

TRACT B

OILWELL ROAD

GLENN HIGHWAY

TRACT C

GLENN MULDOON

BOUNDARY AVENUE

LD KINGS AVE

PATTERSON ST.

OKLAHOMA ST.

W.O. D59479



Location Map
TRACTS A & B, ELMENDORF "95" SUBDIVISION

060

SEE ATTACHED

STANDARDS FOR ZONING MAP AMENDMENTS

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

A. Conformance to Comprehensive Plan.

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

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

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

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

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

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

SEE ATTACHED

a. Environment:

b. Transportation:

c. Public Services and Facilities:

d. Land Use Patterns:

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

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

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

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

NORTHEAST RETAIL DEVELOPMENT

RESPONSES TO THE STANDARDS FOR ZONING MAP AMENDMENT

- A.1.c. The proposed zoning amendment request is from the existing "T", or Transition Zone to B-3. The 95-acre site lies contiguous to residential-zoned land (R-4, south of Glenn Highway) and is only permitted in accordance with provisions and standards of the least intensive land use zone within a 1,000 foot radius of the boundary of the existing T-zoned property. In this case the least intensive zoned land within a 1,000 foot radius is R-1. The R-1 district does not permit large retail establishments, the proposed use for this site. Therefore, rezoning the site to B-3, which permits large retail establishment, would put this use in conformity with AMC Title 21.

The proposed zoning amendment conforms to the land use classification map that recently received concept approval by the Planning and Zoning Commission. The land use map designates this area at the intersection of the Glenn Highway and Muldoon Road as a "Regional Commercial Center". A Regional Commercial Center is described as a conglomeration of large-scale retail uses that form major centers of commercial activity.

The commercial retail development proposed for this site complies with the 2020 Anchorage Bowl Comprehensive Plan (ABC 2020 Plan). Tract A, the vacant lot, is identified as being suitable for development in the plan (pg. 24-26 ABC 2020 Plan).

- A.2.a. The Northeast subarea, where this project is situated, according to the 2020 Anchorage Bowl Comprehensive Plan, is the most populous area in the Anchorage Bowl. West of this proposed development is more "T" zoned property owned by the military. They have identified this area as crash zone for aircraft that only allows lower-density, single-family dwellings and other uses, which do not tend to congregate people. Noise levels related to the military air base may pose a problem for any future high density housing in this area.
- b. This development has no impact on current residential density as this is existing vacant land.
- c. N/A
- B.1.a. It is anticipated that the proposed B-3 zoning will have no impact to the environment.
- b. A Traffic Impact Analysis (TIA) is currently being executed for the large retail establishment submittal. It is in draft form being reviewed by the Municipal Traffic Engineer. We anticipate a completed final draft by the first week in November 2006.
- c. All public services and facilities are available and can be successfully connected to the site.
- d. The rezone request is consistent with land use patterns in the surrounding area. The land north and west of the property is zoned "T" and is owned by the military. The land east of this site is zoned PLI, which contains a high school. The land south, across the Glenn Highway is zoned R-4. Muldoon Road, which provides access to the site, is considered a transit-supportive development corridor in the 2020 ABC Plan.

- B.2. The majority of the vacant land in the general area does not have the same "T" zoning as this site, except for the military property. Most of the vacant land is zoned PLI or R-3.
- B.3. The proposed development anticipates an initial phase of the project beginning in spring 2007. The grand opening of the initial phase will be fall 2008, while the remaining build-out will be phased during the following three years.
- B.4. N/A

D59479.NE Retail Rezone Responses to the Standards.SAP.101806.mas

Chambers, Angela C.

From: Susie A. Paine [spaine@dowl.com]
Sent: Thursday, November 16, 2006 2:19 PM
To: Chambers, Angela C.
Cc: Tanya S. Hickok, P.E.
Subject: NE Retail

Angela,

This is in response to the zoning standards for the NE Retail Development zoning amendment, specifically item B.2 on page 2 of the rezone application. We identified the "T" zoned areas in the vicinity, but not the B-3, or commercial areas.

In review of the zoning map for B-3 zoned areas, we found very few. All the land along the north side of the Glenn Highway, directly west and north of the proposed project site, within a one-mile radius is zoned "T" and is owned by the military. The parcels less than a mile to the east are zoned PLI, but beyond that the land is zoned "T."

The area south of the Glenn Highway is where there is a greater variety of zoning, but most of it is developed, not vacant land, and is zoned residential.

There are a few exceptions:

K-T Square Subdivision at the intersection of DeBarr Road and Muldoon. Fred Meyer is the supercenter there as well as the controversial rezoning of the property just west of that for a proposed Sams Club and WalMart.

There is also some B-3 zoned parcels in the southeast corner at the intersection of the Glenn Highway and Boniface Parkway, in Oneill Subdivision. The uses in that B-3 area include storage or warehouse, bar/lounge, and strip mall.

The other existing B-3 parcels are adjacent and scattered along the Muldoon Road corridor, south of this site. These are mostly one lot deep, and transition into residential.

The other parcel that was recently rezoned to B-3 is at the intersection of the Glenn Highway and Mountain View Drive. This is approximately two-miles away, not in the one-mile radius of B-3 zones we are identifying. This site was recently approved for a large retail establishment.

Let me know if you need anything further,
Susie

Susie A. Paine
Land Use Planner



(907) 562-2000

DOWL Engineers
4041 B Street
Anchorage, AK 99503
Fax (907) 563-3953
www.dowl.com

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11/16/2006

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November 13, 2006
W.O. D59479

Ms. Angela Chambers
Municipality of Anchorage
Planning Department
4700 South Bragaw Street
Anchorage, Alaska 99519

Subject: Northeast Anchorage Retail Development
Tracts A and B, Elmendorf "95" Subdivision
Re-submittal for Large Retail Establishment Site Plan Review
Major Highway Screening Review, Preliminary Plat, Fragment Lot Site Plan,
and Zoning Map Amendment

Dear Ms. Chambers:

DOWL Engineers (DOWL), on behalf of Browman Development Company, Inc. (BDC), is re-submitting information for the Large Retail Establishment Site Plan Review, Major Highway Screening Review, Preliminary Plat, Fragment Lot Site Plan, and Zoning Map Amendment as requested by the Municipality of Anchorage (MOA) on October 31, 2006. As mentioned in our Post-Application meeting with the MOA on November 6, 2006 we would like to maintain the December 11, 2006 Planning and Zoning Commission hearing date and the December 13, 2006 Urban Design Commission hearing date.

DOWL has gone through each identified MOA comment and has provided a statement on how we have responded our responses our listed in italics. Please see below for further information:

1. Finalized TIA. The accesses to the Glenn drive the site layout significantly.

DOWL is in the process of finalizing the TIA for submittal to the MOA Traffic Department and DOT&PF Monday November 13 2006.

2. 14 copies of the full size landscape plan with planting details

Revised landscape plans attached for your review.

3. SF per building, use of each building, and parking counts (required vs. provided) for each building and its associate frag lot. Info needs to be on the frag lot site plan and on the full size site plan for the large retail establishment review.

A spreadsheet with the above information has been prepared and is attached for your review. There are a few fragment lots that do not provide the required parking, but it is clear that the total parking required is provided over the entirety of the parcel.

4. Full size final topo, drainage and grading plans for each file except rezone, along with 8 ½ x 11 for said files.

Copies have been made and are attached for your review.

5. Highway screening cannot be removed if existing, cannot have gaps in it for views into the site and cannot have signage in the screening area.

Developer will pursue UDC Approval and subsequent ZBEA Approval for selective trimming.

Signage will not be within the highway screening easement.

6. Need elevations in color and that are not so small – need to be readable.

The elevations have been revised to be in color and at a larger scale. Please see attached.

7. Address concerns of having multiple accesses over the bike trail along the Glenn. How many crossings and what type. This is for the LRE application.

The bike trails will have a combination of either stop controlled access or they will be grade separated bike trails.

The details will be worked out when/if the Glenn Highway frontage road access becomes actual.

8. Where are the outdoor storage and display areas, and what are the screening materials? Include in narrative and show on the plan for the LRE application.

The container storage area has been labeled on the site plan and is discussed in the narrative.

The outdoor storage area has been labeled on the site plan and is discussed in the narrative.

9. Need blow ups of the community spaces and show locations on the site plan.

A typical community space blow up drawing is attached for your review.

10. Address snow storage and removal in narrative and show temporary storage locations on the site.

The snow storage area has been labeled on the site plan and addressed in the narrative in more detail.

11. Can't tell where the drainage retention or detention ponds are on the site plan.

The storm water ponds have been labeled on the site plan.

12. Go through the standards for a large retail establishment and address them more completely, and show on the site plan, where appropriate, how you are providing these items. Examples are community spaces, ped access, etc.

The site plan has been revised to label appropriate areas as requested.

13. Phasing plan for the LRE and address the need for a phasing plan for the frag lot site plan. We've had trouble in the past with these not being phased as the additional buildings come in and the site layout changes.

A phasing plan drawing has been attached for your review.

Ms. Angela Chambers
Municipality of Anchorage
Planning Department
November 13, 2006
Page 3

14. Show which buildings are coming in first on the site plan.

See #13 above.

15. Rezone narrative needs further information. Address the standards. Address the Comp Plan further. The draft land use plan map is not an adopted element for use in guiding rezonings. May need to address mixed use concept and why it is or is not appropriate for this location. Address more thoroughly and specifically in relationship to AMC 21.20.

The rezone narrative has been revised and is attached for your review.

16. Address why there is no parking garage, or be prepared for said discussion at the post application meeting.

The Developer will discuss this issue with the Planning Department staff at the scheduled November 16th meeting.

17. Ped access is likely necessary across the larger expanses of parking from east to west, especially from the building on the west side, leading to the boulevard style drive.

The site plan has been revised to show additional pedestrian access, as well as a pedestrian circulation drawing, both are attached for your review.

18. Need an exterior sign plan.

An exterior site plan has been prepared and is attached for your review.

19. Need the outdoor lighting plan.

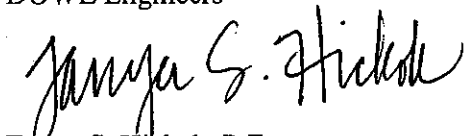
Outdoor lighting has been added to the site plan.

20. Discuss the project's northern design elements.

The narrative (page 8) describes in detail the northern design elements of this project. We have also added the extent of heated sidewalks to the site plan.

Should you have any questions regarding the information provided please feel free to give me a call at your convenience. Thank you for your time and cooperation in this matter.

Sincerely,
DOWL Engineers



Tanya S. Hickok, P.E.
Civil Engineer

Attachments: As stated

Northeast Anchorage Retail Development

Fragment Lot Site Plan Parking Required vs. Parking Provided

Fragment Lot	Parking Required	Parking Provided	% Provided
1	691	973	141%
2	N/A	N/A	N/A
3	38	38	100%
4	28	28	100%
5	520	502	97%
6	58	58	100%
7	58	142	245%
8	84	426	507%
9	60	73	122%
10	60	60	100%
11	143	146	102%
12	25	37	148%
13	25	25	100%
14	120	120	100%
15	143	144	101%
16	30	30	100%
17	68	68	100%
18	68	68	100%
19	30	34	113%
20	130	133	102%
21	260	244	94%
22	45	31	69%
23	45	49	109%
24	183	143	78%
25	150	108	72%
26	25	29	116%
27	40	37	93%
28	294	187	64%
29	30	19	63%
30	200	107	54%
31	N/A	N/A	N/A
32	805	522	65%
33	83	79	95%
34	N/A	N/A	N/A
35	0	86	N/A
TOTALS	4539	4746	105%

RESPONSES TO THE STANDARDS FOR ZONING MAP AMENDMENT

- A.1.c. The proposed zoning amendment request is from the existing "T", or Transition Zone to B-3. The 95-acre site lies contiguous to residential-zoned land (R-4, south of Glenn Highway) and is only permitted in accordance with provisions and standards of the least intensive land use zone within a 1,000 foot radius of the boundary of the existing T-zoned property. In this case the least intensive zoned land within a 1,000 foot radius is R-1. The R-1 district does not permit large retail establishments, the proposed use for this site. Therefore, rezoning the site to B-3, which permits large retail establishment, would put this use in conformity with AMC Title 21.

The proposed zoning amendment conforms to the land use classification map that recently received concept approval by the Planning and Zoning Commission. The land use map designates this area at the intersection of the Glenn Highway and Muldoon Road as a "Regional Commercial Center". A Regional Commercial Center is described as a conglomeration of large-scale retail uses that form major centers of commercial activity.

The commercial retail development proposed for this site complies with the 2020 Anchorage Bowl Comprehensive Plan (ABC 2020 Plan). Tract A, the vacant lot, is identified as being suitable for development in the plan (pg. 24-26 ABC 2020 Plan).

This project adheres to the Planning Principles in the ABC 2020 Plan, including, but not limited to: designing and installing public spaces; improving the architectural quality of commercial development that is also responsive to our northern climate; and designing roads, bus stops, and sidewalks for year-round use. These will be achieved by implementing strategies from Policy Numbers 21, 35, 43, 80, and 81 of the ABC 2020 plan.

Policy 21 - The proposed development contributes to Anchorage's land use efficiencies and compatibilities. The area is designated as a Regional Commercial Center on the Land Use Plan Map, and the project incorporates architectural and site design standards, such as breaking up the façade and roofline of the building to reduce the appearance of massive scale.

Policy 35 - A traffic impact analysis has been performed and submitted to the MOA and the State of Alaska Department of Transportation and Public Facilities (DOT&PF). This will allow for an assessment of traffic impacts.

Policy 43 - This project is being reviewed for a large retail establishment site plan review.

Policy 80 - Utilities will be located underground, and storm water will be directed to catch basins throughout the site and piped and transmitted to a detention/retention pond via bioswales and pipes.

Policy 81 - Snow will be plowed and removed from the site or stored in overflow parking areas in order to maximize pedestrian and vehicular movement and safety.

- A.2.a. The Northeast subarea, where this project is situated, according to the 2020 Anchorage Bowl Comprehensive Plan, is the most populous area in the Anchorage Bowl. West of this proposed development is more "T" zoned property owned by the military. They have identified this area as crash zone for aircraft that only allows lower-density, single-family dwellings and other uses, which do not tend to congregate people. Noise levels

related to the military air base may pose a problem for any future high density housing in this area.

- b. This development has no impact on current residential density as this is existing vacant land.

- c. N/A

B.1.a. It is anticipated that the proposed B-3 zoning will have no impact to the environment.

- b. A Traffic Impact Analysis (TIA) is currently being executed for the large retail establishment submittal. It is in draft form being reviewed by the Municipal Traffic Engineer. We anticipate a completed final draft by the third week in November 2006.

- c. All public services and facilities are available and can be successfully connected to the site.

- d. The rezone request is consistent with land use patterns in the surrounding area. The land north and west of the property is zoned "T" and is owned by the military. The land east of this site is zoned PLI, which contains a high school. The land south, across the Glenn Highway is zoned R-4. Muldoon Road, which provides access to the site, is considered a transit-supportive development corridor in the 2020 ABC Plan.

B.2. The majority of the vacant land in the general area does not have the same "T" zoning as this site, except for the military property. Most of the vacant land is zoned PLI or R-3.

B.3. The proposed development anticipates an initial phase of the project beginning in spring 2007. The grand opening of the initial phase will be fall 2008, while the remaining build-out will be phased during the following three years.

B.4. N/A

D59479.NE Retail Rezone Responses to the Standards.SAP.111006.tla

EXHIBIT E
UNIFORM SIGN PROGRAM

Retail Sign Criteria

NWC Glenn Highway & North Muldoon Rd.
Anchorage, Alaska

SHOPS ELEVATIONS: Shops/Pad Buildings

These criteria have been established for the Shops Building Elevations labeled as "Shops" or "Pad" on the Exhibit E-1 Site Plan attached hereto. The purpose of these criteria is to assure a coordinated sign program and to maintain a continuity of quality and aesthetics throughout the Shopping Center for the mutual benefit of all tenants. Conformance will be strictly enforced. Any installed non-conforming or unapproved sign must be brought into conformance at the non-conforming tenant's expense. These Sign Criteria are subject to change based on the Municipality of Anchorage's and Landlord and Major Anchor's approval. It is agreed by Tenant to adhere to any future changes. It is agreed that this Retail Sign Criteria shall remain in force as written.

The Shopping Center Property Manager shall administer and interpret sign criteria, but is not empowered to authorize any departure from criteria without written approval of Landlord.

Landlord requires all sign manufacturers/installers to submit with their sign drawings a Certificate of Insurance for Workman's Compensation, Property Damage and Public Liability. The minimum public liability limit shall be One Million Dollars (\$1,000,000.00) per occurrence which shall insure the sign contractor, Tenant and Landlord against property damage or liability claims caused by or connected with the installation, use, or structural sufficiency of the sign. A Certificate of Insurance shall be provided to the Landlord.

GENERAL REQUIREMENTS

All signs shall be constructed and installed at the Tenant's expense.

1. Tenant will not permit any signs, advertisement, banners, pennants, insignia, trademarks, or notices to be displayed, inscribed upon or affixed to any part of the outside or interior of any premises, without the prior sole and absolute approval of Landlord.
2. Prior to applying for Municipality approval or a Municipality permit and prior to sign fabrication, Tenant shall submit to the Landlord for written approval, either a). two (2) copies of detailed shop drawings (one (1) in full color) indicating the location, size, layout, design, color, illumination, materials, and method of attachment, or b). a pdf / jpeg sign rendering packing in color detailing the prospective building elevations, signage materials, length, width, overall sign area, and color specifications. These sign drawings shall include location, size, style of lettering, materials, type of illumination, installation details, color selection, logo design and method of attachment. At least one of the plans submitted for approval shall be in color.
3. All permits for signs and their installation shall be obtained by the Tenant, Tenant's sign contractor, or their representative prior to installation.
4. The Tenant and/or sign contractor shall be responsible for the fulfillment of all requirements and specifications prior to installation.
5. Tenant shall be responsible for the installation and maintenance of the sign in good working order once the installation is complete which shall include, but not be limited to, replacement of damaged letters and burned out neon tubing at Tenant expense. In the event Landlord notifies Tenant of an existing defect and

Tenant fails to cure said defect within thirty (30) days after notification by Landlord, Landlord may cause the defect to be repaired. Tenant hereby agrees to reimburse Landlord for the cost of any such repairs within ten (10) days after receipt of an invoice setting forth those costs incurred by Landlord.

6. Each Tenant shall be fully responsible for the operation of the Tenant's sign contractor, or any other subcontractor, and shall indemnify, defend and hold harmless Landlord from all damage, liability, costs, expenses, causes of action, mechanic's liens and stop notices on account thereof.

7. Tenant must have signs completely installed (including connection of sign display and primary wiring in the sign band area stipulated by Landlord on the canopy and/or under the canopy) prior to opening for business.

8. No exposed crossovers of conduit will be permitted.

9. Signing for Tenants, located in the Building Area labeled "Shops" or "Pad" on the attached Exhibit E-1 shall be consistent with the architecture of the building, and shall be subject to the Design Requirements included in this agreement as listed below and all governing agencies having jurisdiction over the shopping center.

10. All signs and their installation shall comply with all building codes, electrical codes, other applicable laws, ordinances, rules and regulations, agencies and utilities having jurisdiction over building signs. Signs not installed in strict accordance with said codes and/or without having received Landlord's previous approval plans and specifications shall be corrected by the Tenant, at Tenant's cost and expense, upon demand by the Landlord. If not corrected within thirty (30) days, the sign(s) may be corrected by Landlord at Tenant's expense.

11. Erection of any sign shall be promptly and safely completed with as little disruption to business and traffic as possible and with minimum of inconvenience to the Landlord and the other tenants.

12. All signs shall be reviewed by Landlord for conformance with this criteria and overall design quality. The approval or disapproval of a sign submittal based on aesthetics shall remain the sole right of Landlord or its authorized representative.

13. Tenant will be allowed signage on its sign band area only unless otherwise specified.

DESIGN REQUIREMENTS

1. All signs shall consist of individual internally illuminated letters. Color and style of face can be selected by Tenant, but design, color style, and spacing of letters must be approved by Landlord at Landlord's sole and absolute discretion. One logo per Tenant will be allowed according to the same criteria as applied to sign letters per this Retail Sign Criteria.

2. All sign copy must be approved by Landlord prior to permitting. All canopy fascia signs shall be permitted only within the area designated "Sign Band" with "Sign Band" defined as either a 36" or 48" band centered within each tenant's designated sign area.

3. Each Tenant shall be assigned a sign area to be indicated on an illustrative plan prior to sign approval.

4. The maximum height of any individual upper case letter shall be 36". The maximum height of any individual lower case letter shall be 30". The length of sign area shall not exceed 70% of shop lineal frontage, including logo. Additionally, dependent on Tenant's sign area frontage, Tenant may stack one sign above another sign as long as the total individual letter height for each sign does not exceed 30".

5. Each Tenant shall install one sign on the sign fascia in front of Tenant's space. Subject to Landlord

and Major Anchor approval, Each in-line tenant (2 frontages) shall be allowed one additional sign that faces a public roadway or an internal project driveway. Each end cap tenant (3 frontages), subject to Landlord and Major Anchor approval, will be allowed a total of three (3) signs on each of its building frontages.

6. Each Tenant shall be permitted to place upon each entrance of their premises not more than 144 square inches of painted, gold leaf or decal application. Lettering not to exceed two inches in height; lettering will indicate name of firm and hours of business, emergency telephone numbers. No credit system or other miscellaneous decals are permitted on the storefront glass. Painted lettering on doors or on show windows may not be illuminated on either exterior or interior of the storefront glass.

7. Should Tenant lease an area larger than one standard unit as designated on the original plan the Landlord may, at the Landlord's sole option, grant that Tenant the use of sign areas in excess of those specified elsewhere within this sign criteria.

8. All companies bidding to manufacture Tenant signs shall be advised that no substitutes will be accepted whatsoever, unless so indicated in the specifications and approved by Landlord in writing. Any deviation from these specifications may result in Landlord's refusal to accept same. All manufacturers shall also be advised that prior to acceptance and final payment, each unit may be inspected for conformance by an authorized representative of Landlord. Any signs found not in conformance will be rejected and removed at Tenant's expense.

CONSTRUCTION REQUIREMENTS

1. Sign construction shall be individual aluminum pan channel letters, 5" deep aluminum returns and 3/4" gold trim cap. Letter faces shall be 3/16" thick plexiglass as manufactured by Acrylite or Rohm & Haas for outdoor use. Interior neon tubing will be 3" on center or less. Neon the same color as plexiglass face. No labels visible on signs except U.L. label and county sticker, no sign company name to be visible from ground. All signs shall be fabricated using full welded construction.

2. A raceway shall consist of 24 ga. sheet metal cabinet, 8" high, 6" deep, primed with paintlok, finished to match the color the sign fascia, which color is available at the jobsite for inspection. Raceway shall run concealed behind the sign building fascia. Transformers shall be housed in the raceway. One conduit for 120V power shall enter the raceway from the existing junction box on the backside of sign fascia. This requirement subject to approval of all governing bodies.

3. Letter cabinets shall be made of 24 ga. sheet metal cabinets, 5" deep. Letter cabinets shall be primed with paintlok and shall be finished to match color of the storefront aluminum, which color is available at jobsite for inspection. Letter cabinets shall be fastened to the sign fascia, and shall be centered on the sign fascia.

4. All electrical signs shall bear the U.L. label, and their installation must comply with all local building and electrical codes.

5. Electrical service to all signs shall be on Tenant's separate meters and shall be part of Tenant's construction and operation cost and shall not be a part of the common area operation costs.

6. All bolts, fastenings, clips, etc., shall be galvanized iron, stainless steel, aluminum, brass or bronze. Black iron materials of any type are not permitted.

7. All penetrations of the building structure required for sign installation shall be neatly sealed in a watertight condition.

8. Upon removing any sign or termination of lease, Tenant agrees to remove old sign, fill holes, replaster and repair the sign band building fascia (including replacement of any building materials to like new condition, including stone veneer, brick veneer, and/or plaster) removal of all debris and painting the entire sign band area and/or old building fascia consistent with the original color palette of the sign band area, to its original condition at its sole cost and expense.

9. A sign shall consist of internally illuminated individual letters. Internally illuminated individual letters shall consist of (1) a raceway, (2) metal letter channel, (3) illumination, (4) plastic face, and (5) 3/4" gold trim cap.

GUARANTEE

The entire display of each Tenant shall be guaranteed for one (1) year from date of installation against defects in material and workmanship.

RESTRICTIONS

1. Advertising devices such as attraction boards, posters, banners and flags will not be permitted other than as specified.
2. Flashing, animated, audible, revolving or signs that otherwise create an illustration of animation will not be permitted.
3. No exposed lamps, exposed neon or bulbs will be permitted.
4. Spotlighted or floodlighted signs will not be permitted.
5. No floor signs, such as inserts into terrazzo, etc. shall be permitted.
6. Painted signs not permitted on sign band area.
7. No Exposed Raceway.

PROTECTION OF PROPERTY

1. Tenant's sign contractor shall design and erect his sign in such a manner that it will not overstress, deface or damage any portion of the building or grounds.
2. Any sign, temporary or permanent, capable of exerting damaging pressures on the building due to its size, weight or design shall have its design examined by a structural engineer and shall have his written approval verifying that no unsafe condition will be imposed upon the building, or other structure, to which the sign may be attached.
3. All exposed parts of any sign or sign support subject to corrosion or other similar damage shall be protected in an acceptable manner.
4. Any sign on which stains or rust appear, or which becomes bent, or which in any manner whatsoever is not maintained properly, shall be promptly repaired. Landlord may remove and store, at Tenants' expense, any signs not maintained properly or not in accordance with these criteria.

MAJOR OR CHAIN STORE TENANTS

The provisions of this Exhibit, except as otherwise expressly provided in this Exhibit, shall not be applicable to the identification of signs for markets, drug stores, cinemas, major retailers, major restaurants or other occupants designated by the Landlord as a "Major or Chain Store Tenant" that may be located in the shopping center; it being understood and agreed that such occupants may install their usual identification signs on the walls of their premises, as the same exist from time to time on similar buildings operated by them in California; provided, however, there shall be no rooftop signs which are flashing, moving or audible and provided said sign is architecturally compatible and has been approved by the Landlord/Developer and any authorizing governmental agencies.

MONUMENT SIGN

Major or Chain Store Tenants, a Cinema and/or Pad Tenants approved by Landlord may attach Landlord approved identification signs to the Monument Signs shown on the attached Exhibit E-3 to be erected in the monument sign locations shown on the attached Exhibit E-1 site plan.

BLADE SIGNS

Blade signs are also known as "Projecting" signs. This sign type is perpendicular to the building façade and is mounted on the building wall by a metal bracket. Due to their positioning, blade signs are very visible to pedestrians as they approach a business along the sidewalk. Businesses with blade signs usually have additional signage, such as a window or wall sign. Only one blade sign is allowed per customer entrance into a Tenant's space.

Design and Materials Suggestions:

Blade signs can be made with a variety of materials such as wood, metal or high-quality composite materials. Blade signs can be designed in a variety of shapes. Traditional shapes might be representative of the merchandise or service sold by the business. Other shapes such as circles, ovals and free forms may also be appropriate.

Signs must be securely mounted.

Blade signs must be attached to or suspended from a bracket in a "fixed" manner. Metal rods and bolts may be used for this purpose. Blade signs that sway in the wind will not be allowed.

Location/Size:

Blade signs should be placed near store entrances, to either side, or suspended from and awning or canopy above.

Blade signs may also be mounted on pilasters between storefronts or windows.

Blade signs should always be mounted high enough to be out of the reach of pedestrians.

Blade signs shall not exceed 5 square feet in area and shall be hung a minimum of 8 feet above the sidewalk.

Illumination:

Blade signs may be internally or externally illuminated.

All wiring and junction boxes must be carefully concealed or camouflaged.

EDGE SIGNS:

Edge signs are sign panels that can either be supported from above, hang downward, or be pinned upward, usually at the leading edge of an overhang. Edge signs can be a decorative way to place signage on facades with canopies.

Design and Material Suggestions:

Individual letters pinned up or down from canopies can be very effective. Consider the impact of color and font. Signs framed in unusual or flowing shapes can be dynamic when suspended from a canopy.

Location/Size:

Edge signs are usually centered on canopies or centered over the storefront opening.

Special care should be taken to avoid blocking any architectural features of the building with the sign.

The area of an edge sign shall not exceed 10 percent of the wall area upon which it is placed.

No individual edge sign shall exceed 250 square feet.

Illumination:

External light sources such as gooseneck light fixtures can be used; they can be mounted up or down.
Internally lit channel letters may be allowed.
Shield all light sources to prevent glare from interfering with passing motorists and adversely affecting adjacent residences.
All wiring and junction boxes must be carefully concealed or camouflaged.

SUSPENDED TRANSOM SIGNS:

Suspended transom signs are hung in an architectural opening, suspended from the soffit above the entrance to a tenant space. These signs should not be too large, as their objective is to be seen by pedestrians and slow-moving vehicles.

Design and Material Suggestions:

Possible suspended transom sign materials include paint, gold leaf, metal, ceramic tile, wood and high density plastic.
Suspended transom signs should be complementary to the building's style, while projecting the business' image. Creative uses of material, color and font is encouraged.
Suspended transom signs may consist of painted text and graphics, fabricated signboards, illuminated or non-illuminated individual letters, halo-lit letters or some effective combination of the above.
Suspended signs must be attached to or suspended from a bracket in a "fixed" manner. Metal rods and bolts may be used for this purpose. Suspended transom signs that sway in the wind will not be allowed.

Location/Size:

Suspended transom signs are hung in the opening above an entrance, centered in the opening.
The bottom of a suspended transom sign must be a minimum of 8'0" above the floor.
Suspended transom signs should complement the architectural style of the building, not overwhelm it.
The area of a suspended transom sign shall not exceed 10 percent of the area of the wall on which it is hung.
No individual suspended transom sign shall exceed 250 square feet.
Suspended transom signs may only be mounted on a wall facing a street.

Illumination:

Decorative light fixtures are excellent ways to externally illuminate signage.
Halo-lit letters are an effective way to highlight simple signs consisting of individual letters.
Internally illuminated channel letters are allowed.
All light sources should be shielded to prevent glare.
Minimize light spill over. Make sure to illuminate only those areas that need to be displayed.
All wiring and junction boxes must be carefully concealed or camouflaged.

WALL SIGNS:

Wall signs are types of signs that are mounted or painted on the blank wall of a tenant space. Wall signs are most successful when they play a symbolic role – such as displaying a business' logo. Three-dimensional or raised images can add interest to wall signs.

Design and Material Suggestions:

Possible wall sign materials include paint, gold leaf, material, ceramic tile, wood and high-density plastic.
Wall signs should be complementary to the building's style, while projecting the business' image. Creative uses of material, color, size and font is encouraged.
Wall signs may consist of painted text and graphics, fabricated sign boards, illuminated or non-illuminated individual letters, halo-lit letters, push through letters, or some effective combination of the above.

Location/Size:

Wall signs should be located below the eave or parapet line of the façade.

If placed above storefronts, the wall sign should be centered. If there is a recessed or framed area on the upper façade, the wall sign should be placed within it.

Wall signs should complement the architectural style of the building, not overwhelm it.

The area of the wall sign shall not exceed 10 percent of the area of the wall on which it is placed.

No individual wall sign shall exceed 250 square feet.

Wall signs may be mounted only on walls that face a street.

Illumination:

Decorative light fixtures are excellent ways to externally illuminate signage. Gooseneck light fixtures are particularly appropriate for wall signs.

Halo-lit letters are an effective way to highlight simple wall signs consisting of individual letters.

Internally illuminated channel letters are allowed.

All light sources should be shielded to prevent glare from interfering with passing motorists.

Minimize light spill over. Make sure to illuminate only those areas that need to be displayed.

All wiring and junction boxes must be carefully concealed or camouflaged.

WINDOW SIGNS

Window signs are placed either directly on the window glass or behind it. These signs typically give the name of the store, a logo, or other decorative feature. Hours of operation can also be placed on the window as signage, but it is preferred that this type of information be distinctly separate from the decorative window sign.

Design and Material Suggestions:

Materials such as vinyl, paint or gold leaf may be applied directly to the glass on the interior.

Sandblasting of the glass itself may sometimes be appropriate.

Three-dimensional images, such as plaques, may be mounted on the inside of the glass.

Window signs typically consist of text and graphics.

Artistic signage is always encouraged.

Window signs made of paper are not allowed. Window signage should be durable and attractive.

Temporary sales signs or notices are not allowed.

Location/Size:

Window signs should be carefully placed for best effect, and should not block the view of the interior. The top or bottom area of the window is usually the most appropriate.

The area of a decorative window sign should not exceed 10 percent of the area of the window on which it is placed.

Illumination:

Illumination is not generally needed for window signs, as they are meant to be viewed at close range.

If illumination is used, such as in a shadow box or as an accent to glazed or stained glass, all wired and transformers should be concealed.

Neon window signs are discouraged.

REAR DOOR SIGNS

Rear door signs will be allowed on the rear doors of certain tenant spaces. The purpose of rear door signage is to facilitate deliveries to the proper address of each tenant.

Design and Material Suggestions:

The rear door signs should be complimentary to the building's style, while projecting the business' image in a discrete manner.

The rear door signs can be made with a variety of materials, such as wood, metal, or a high-quality composite material.

Location/Size:

These signs must be small and discrete, such as a suite number and/or tenant name.

Illumination:

These signs may be illuminated by an external light source.

FUTURE CHANGES TO CRITERIA

This sign criteria may be amended or changed in order to accommodate the requirements of the Municipality or other governing bodies with regard to the final approval of the Uniform Sign Program for the Shopping Center. If any such changes are required, this criteria will be amended to incorporate the required changes and Tenant agrees to abide by the new or amended requirements of the sign criteria.

**A Retail Project
NWC North Muldoon & Glenn Highway
A Browman/CIRI Development**

**Design Development Guidelines
Anchorage, AK
November 13, 2006**

Location

This retail development is located at the northwest quadrant of the North Muldoon & Glenn Highway.

Introduction and Intent

This project is being developed under the Municipality of Anchorage, Alaska Large Retail Establishment Site Plan Review Process.

The intent of these standards is to describe the architectural theme and site development plans which will guide the future development of this site relative to architectural compatibility, site design, landscape features, and signage concepts. These Development standards shall be flexible to allow creative freedom and diversity, which is necessary for national tenants to be attracted to this regional shopping center and the development of the best possible project. This document outlines the guidelines under which all business can coexist in a competitive market.

Development Guideline Format

These guidelines are organized as follows:

- Section 1: Allowable Uses
- Section 2: Site Development Concept/Landscape Concepts and Guidelines
- Section 3: Architectural Concepts and Guidelines
- Section 4: Sign Design Guidelines
- Section 5: Utilities and Appurtenant Uses / Devices

Section 1: Allowable Uses

This 95 acre site is being re-zoned to B-1.

Uses allowed within this Development shall include without limitation a mix of commercial and/or retail big box anchors, medium size anchors, shop space, restaurants including drive-thru lanes, commercial recreation and entertainment uses (including without limitation cinema and health club), a grocery store, a pharmacy with a drive thru, banks with drive thru lanes, offices, service offices (including real estate offices, banks or other financial institutions, title companies,

credit unions), fuel station, car wash, convenience market, liquor store, wine shop, hotel, lodging, office, residential and all other uses which are supportive of retail. i.e. daycare. In addition, any other Development uses which are allowed by the Municipality zoning ordinance in Commercial Districts shall be permitted.

Section 2a: Site Development Concept

The site development plan consists of four retail areas, created by the pattern of vehicular roadways which bisect the site N/S from the main east/westbound drive (to be named) at the center of the site.

Building areas on the site plan may be moved around, expanded, reduced, combined on the site plan as long as it does not increase the maximum building area on the overall site by more than 7.5% in the aggregate. The guidelines shall provide the applicant the flexibility to modify the site plan (including, without limitation, the orientation of buildings) in order to resolve conflicts with site constraints (whether known or unknown at the time of approval) in an economically feasible and realistic manner to the applicant.

Two entries shall be provided from North Muldoon Rd. Four curb cuts shall be provided from North Muldoon Rd. The Development will be designed to accommodate future additional access from a highway frontage road and/or the Glenn Highway.

The main vehicular entry on North Muldoon Rd. shall be provided with landscaped medians for a minimum of 150 feet.

All building structures along the Glenn Highway shall respect a 30' minimum setback.

All building structures along North Muldoon Rd shall respect a 20' minimum setback.

All service areas fronting on public streets shall be screened by landscaping, berms, screens or walls, at the discretion of Applicant.

Special paving, scored concrete or striping shall be provided at key intersections in the site.

Pedestrian walks shall be provided connecting retail structures to the parking areas. Walkways which cross traffic lanes shall have special striping and/or markings.

90 degree parking shall be permitted. Alternatively, the Development shall permit angled parking.

Cross access easements shall be provided throughout the Development.

Emergency vehicle access shall be provided throughout the Development.

All future changes to the plans shall be submitted for review and substantial conformance with these Development Guidelines which shall be determined by the Planning Director.

Proposed improvements within this Development may be phased at discretion of Applicant. Improvements constructed within each phase shall provide the services necessary to support the commercial uses constructed and open to the public including utilities, roadways, parking, landscaping and signage.

Section 2b: Landscape and Lighting Concepts and Guidelines

Landscape

The design and location of all landscaping shall be substantially consistent with the landscape and development plan established for the Development as such plan may be amended from time to time as set forth in Section 2a.

Plants shall be selected on the basis of color combinations, compatibility to the area, growth patterns, low maintenance and water conservation characteristics. At time of installation, all trees shall have a container size of 15 gallons.

An average thirty foot wide landscape area shall be provided adjacent to Glenn Highway. An average twenty foot wide landscape strip shall be provided adjacent to North Muldoon Road. Encroachment into these areas shall be permitted where (i) applicant determines that it is necessary to resolve conflicts with site constraints (whether known or unknown at the time of approval) in an economically feasible and realistic manner to applicant, or (ii) it can be substantiated that provision of the thirty foot and twenty foot areas are impracticable or (iii) an alternative method would provide similar or better aesthetics or also solve a practical problem or (iv) inability to encroach would result in a hardship to the development or an impractical result. Provided the average landscape width exceeds the foregoing requirements, encroachment shall be granted and shall not exceed sixty percent of the required landscape width. Acceptable mitigation for reductions in landscape setbacks shall include, without limitation, additional landscape planting, denser planting, an earthen berm or screen wall, or an overall average landscape width exceeding the required minimum average landscape width for Glenn Highway or North Muldoon Road, as the case may be.

The main project entrance at North Muldoon Road shall be well landscaped and serve as a focal point.

Where feasible, landscaping shall be used to soften the appearance of fences and walls and front elevations of large scale retail buildings which lack fenestration or other architectural detailing.

The design of the exterior building lighting shall be compatible with the architectural style of the Development.

Lighting

Parking lot lighting shall be consistent throughout the Development. The maximum pole height of the lighting shall be forty feet.

All lighting shall be shielded and directed in such a manner so as not to directly cast light on neighboring properties.

Parking and Loading/Circulation

Attempts shall be made to screen the main parking field from public view on North Muldoon Rd. through the use of berming, hedge row planting, shrubs, trees, or any combination thereof. At time of installation, shrub plantings shall be five-gallon size, trees shall be 15 gallon size, accents and ground cover shall be 1 gallon size.

In order to facilitate on-site traffic flow and vehicle and pedestrian safety, efforts shall be made to eliminate parking stalls located directly adjacent to the front of a major use occupying one hundred thousand square feet or more floor area.

Parking areas shall be designed to include provision for pedestrian walkways for access to building entrances. Walkways that cross traffic lanes shall have special striping.

Reciprocal access and shared parking between properties shall be used, whenever possible.

Loading areas and docks shall be screened from view on the Glenn Highway to the south of the project by landscaping or a screening structure. If screen wall is used, it shall be architecturally treated. Screen structures may be made of post, wood, cement, block, wire or various other materials.

Cross access easements shall be provided throughout the Development.

Drive aisles shall allow for complete circulation within the Development, with sufficient width for emergency vehicles.

Shared access easements and driveways shall be provided.

Section 3: Architectural Concepts

The architectural concept shall create a campus of retail structures which vary in character, massing, materials, and colors. Each structure shall be complementary but shall maintain its own uniqueness as though designed and constructed at different times. If entertainment uses are included, they shall be designed as featured elements which may include some or all of the following: neon tower, marquee, theater lights and statement lobby glazing.

The development shall include tower features, bold cornices, and undulating facades, and a variety of materials, colors and storefronts. Awnings, banners, light sconces, site lighting, and/or street furniture shall be provided.

The general character of all building exteriors shall be consistent with the style of theme established for the Development.

The location of all physical improvements shall be substantially consistent with the Development plan established for the Development as such plan may be modified pursuant to Section 2a.

No building within the Development shall exceed forty five feet in height except for tower features and the cinema which shall not exceed 60'. Other height allowances must be as otherwise authorized by the Planning Director.

Parapet walls shall vary in height. Flat rooflines shall be allowed.

Large, continuous structures shall incorporate breaks in horizontal planes by varying architectural features and designs and recessing windows and entrances, to provide substance and scale.

Windows shall be enhanced by use of various sizes and shapes, mullions and/or highlighted by the use of accent trim (e.g. molding, pop-out or wood trim). The design shall be complementary to the architectural style of the Development.

Building design shall be compatible with the immediate adjacent building and provide harmonious transition between various uses.

No mechanical equipment shall be exposed on the wall surface of any building.

Gutters and downspouts located on the exterior wall shall be treated or painted to blend into the façade to which it is attached, unless used as a major design element, in which case the color shall be consistent with the color schemes of the building.

Any outdoor storage of goods, materials or equipment shall be limited to twelve feet in height and located in an enclosed fenced area. The fencing shall be designed as an integral part of the building design and site layout and consistent with the architecture of the shopping center.

Trash enclosures shall be constructed of solid material, and shall be a minimum of six feet in height, with solid view obstructing gates. Trash enclosures shall be located in inconspicuous locations.

Fences and walls shall be designed to be compatible with the surrounding landscape and architectural style of the Development.

Provisions for connecting driveways and walkways between adjacent properties within the Development are to be provided.

Easements for the installation and maintenance of utilities, walkways, roads, shared driveways, parking and drainage facilities shall be recorded as part of any subdivision map or lot line adjustment.

Section 4: Sign Design Guidelines

This Development shall utilize two 50' high freeway signs along the Glenn Highway and two 30' high monument signs along North Muldoon Rd. Smaller 6'-15' tall monument signs shall be permitted for tenant identification within the Shopping Center.

Tenant identification signs will be allowed on the sides of buildings that are visible to Glenn Highway, North Muldoon Rd or the parking lot.

A uniform sign program identifying locations of signs shall be prepared for review and approval of the Planning Department as part of the Architectural and Site Plan Review process. Individually mounted, channel letters shall be utilized for building attached signs. Building attached signs for uses less than 5,000 square feet shall be limited to the name and logo of the business only except for signs related to drive thru uses. The Shopping Center Sign Criteria and freestanding sign renderings are attached.

Signs shall have design elements and colors consistent with the architecture proposed

Section 5: Utilities and Appurtenant Uses / Devices

A detention pond or ponds or an interlinked detention pond system with outfalls shall be used to serve the Development. The detention pond(s) can be located within any setback area or outside a setback area.

Attempts shall be made to soften the appearance of backflow devices, fire risers and check valves with landscaping.

Uses within the Development that utilize shopping carts shall provide indoor or outdoor screened storage of the carts and shall provide for collection areas throughout the parking lots.



September 15, 2006

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

Subject: Letter of Authorization

Dear Mr. Nelson:

Cook Inlet Region, Inc. is the current owner of Tracts A and B, Elmendorf "95" Subdivision, located at 1100 and 1200 North Muldoon Road, in Anchorage, Alaska. Tract A parcel number is 006-441-02 and is 63.1 acres. Tract B parcel number is 006-441-03 and is 32.1 acres.

We authorize Browman Development Company, Inc. to submit applications for a Zoning Amendment, a Large Retail Site Plan Review, a Major Highway Screening Review, a Replat, and a Fragment Lot Site Plan for these parcels, and have DOWL Engineers represent them in processing the submittal, in accordance with Anchorage Municipal Code 21.20.050.A.7.

Sincerely,



Greg Jones

Vice President, Business Development



4041 B Street, Anchorage, Alaska 99503
 (907) 562-2000 (voice)/(907) 563-3953 (fax)
 www.dowl.com

CF ☐ RF ☐

Date: November 14, 2006		W.O. #: D59479	
To: Municipality of Anchorage Planning Department 4700 South Bragaw Street Anchorage, Alaska 99507		Attention: Angela Chambers	
		Regarding: NE Anchorage Retail Development Draft Traffic Impact Analysis	

We are sending you ☐ Attached ☐ Under Separate Cover Via courier the following items:

<input type="checkbox"/> Shop drawings	<input type="checkbox"/> Prints	<input type="checkbox"/> Plans	<input type="checkbox"/> Specifications
<input type="checkbox"/> Copy of letter	<input type="checkbox"/> Change order	<input checked="" type="checkbox"/> Other	<input type="checkbox"/> Samples

Copies	Date	No.	Description
1			Draft Traffic Impact Analysis - unbound

These are transmitted as indicated below:

<input type="checkbox"/> For approval	<input type="checkbox"/> Approved as submitted	<input type="checkbox"/> Resubmit	_____ copies for approval
<input checked="" type="checkbox"/> For your use	<input type="checkbox"/> Approved as noted	<input type="checkbox"/> Submit	_____ copies for distribution
<input checked="" type="checkbox"/> As requested	<input type="checkbox"/> Returned for corrections	<input type="checkbox"/> Return	_____ corrected prints
<input type="checkbox"/> For review & comment			
<input type="checkbox"/> Bids due		<input type="checkbox"/> Prints returned after loan to us	

Remarks: Hello Angela,

Attached is an unbound copy of the Draft Traffic Impact Analysis for the Northeast Anchorage Retail Development project. Should you have any questions or comments please let me know.

Thank you,

Copy to: David Post, DOT&PF

Typed Name: Tanya S. Hickok, P.E.

Signature:

Tanya S. Hickok

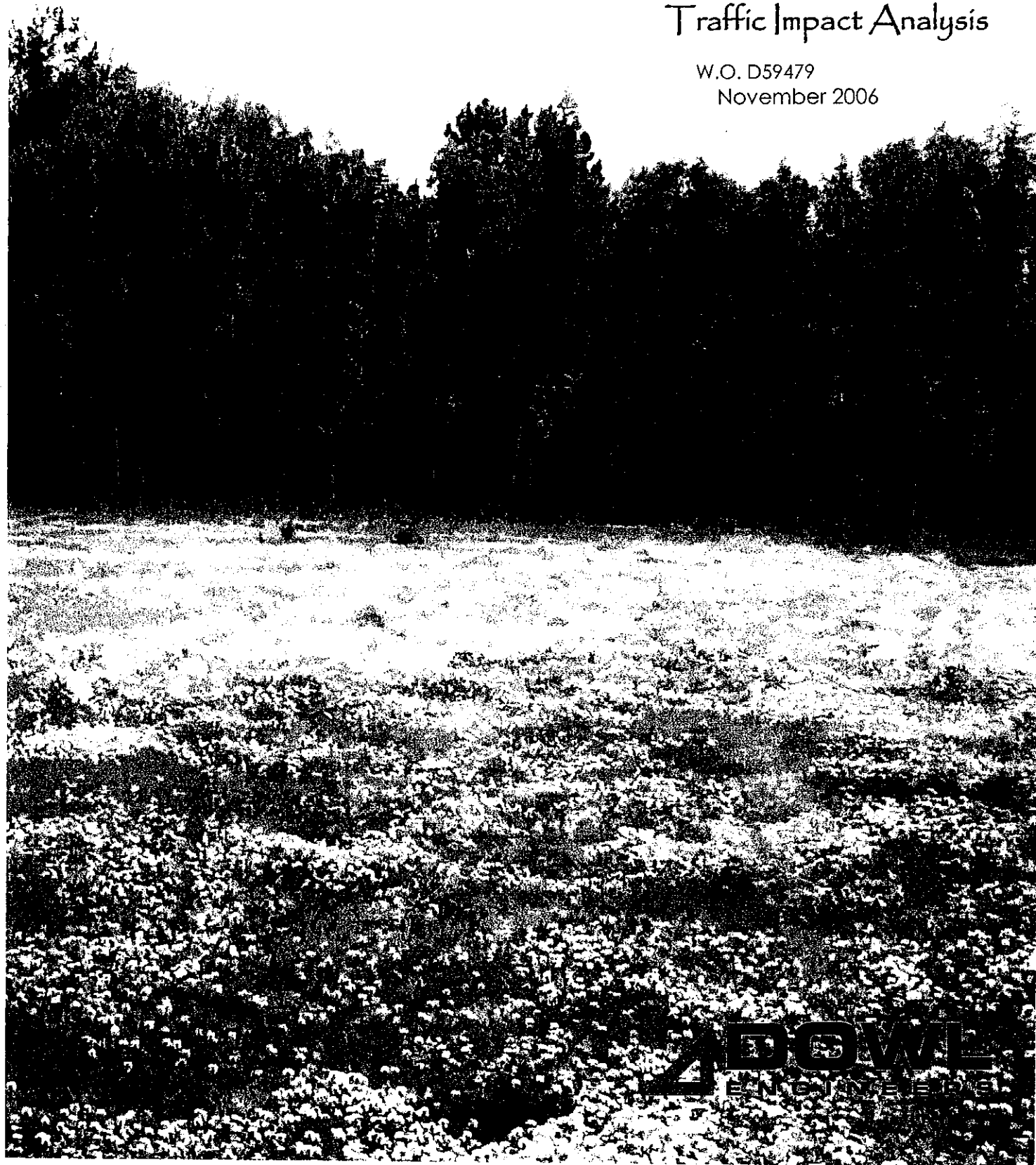
Northeast Anchorage Retail Development

DRAFT

Traffic Impact Analysis

W.O. D59479

November 2006



DOWL
ENGINEERS

**NORTHEAST ANCHORAGE RETAIL DEVELOPMENT
DRAFT TRAFFIC IMPACT ANALYSIS**

Prepared for:

Browman Development Company
100 Swan Way, Suite 206
Oakland, California 94621-9761

Prepared by:

DOWL Engineers
4041 B Street
Anchorage, Alaska 99503

W.O. D59479

November 2006

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APPENDICES

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LIST OF ACRONYMS

AADT	annual average daily traffic
AWSC	all-way stop-controlled
BDC	Browman Development Company
CIRL	Cook Inlet Region, Inc.
DOWL	DOWL Engineers
EAFB	Air Force Base
ITE	Institute of Transportation Engineers
LOS	level of service
LRTP	Long Range Transportation Plan
MOA	Municipality of Anchorage
OSHP	Official Streets and Highway Plan
ROW	right-of-way
RV	recreational vehicle
TIA	Traffic Impact Analysis
TWSC	two-way stop-controlled
VA	United States Department of Veteran Affairs

1.0 INTRODUCTION

The purpose of this Traffic Impact Analysis (TIA) is to determine the transportation related impacts of a 95-acre Northeast Anchorage Retail Development in Anchorage, Alaska. The project will be developed in a partnership between Browman Development Company (BDC) and Cook Inlet Region, Inc. (CIRI). The property is owned by CIRI and located in the northwest corner of the Muldoon Road/Glenn Highway interchange (see Figure 1).

The proposed development includes approximately 950,000 square feet of retail space. The scope of this TIA is based on the conceptual site plan shown on Figure 2, the requirements of the 2004 Driveway Regulations for the State of Alaska Department of Transportation and Public Facilities (DOT&PF), and discussions with the Municipality of Anchorage (MOA) and DOT&PF Traffic and Planning Departments. The initial construction for the proposed development will begin in 2007 with completion in 2008.

In addition to Northeast Anchorage Retail Development, the United States Department of Veteran Affairs (VA) owns the property immediately north of the development and is planning to expand the existing clinic beginning in 2007. The approved TIA for the VA expansion included combining the VA driveway with the main Bartlett High School driveway to eliminate one driveway on Oilwell Road, also known as North Muldoon Road, and install a traffic signal. The south approach to the new signalized intersection of North Muldoon Road and Oilwell Road is where the main access for the BDC and CIRI development is proposed.

The transportation issues discussed in this TIA include:

- existing traffic conditions in the vicinity of the proposed development during weekday afternoon (high school dismissal time) and p.m. peak hours;
- 2008 and 2018 background traffic conditions;
- 2008 and 2018 total traffic conditions, assuming full build-out of the proposed development in 2008;
- other planned developments and transportation improvements within the study area;

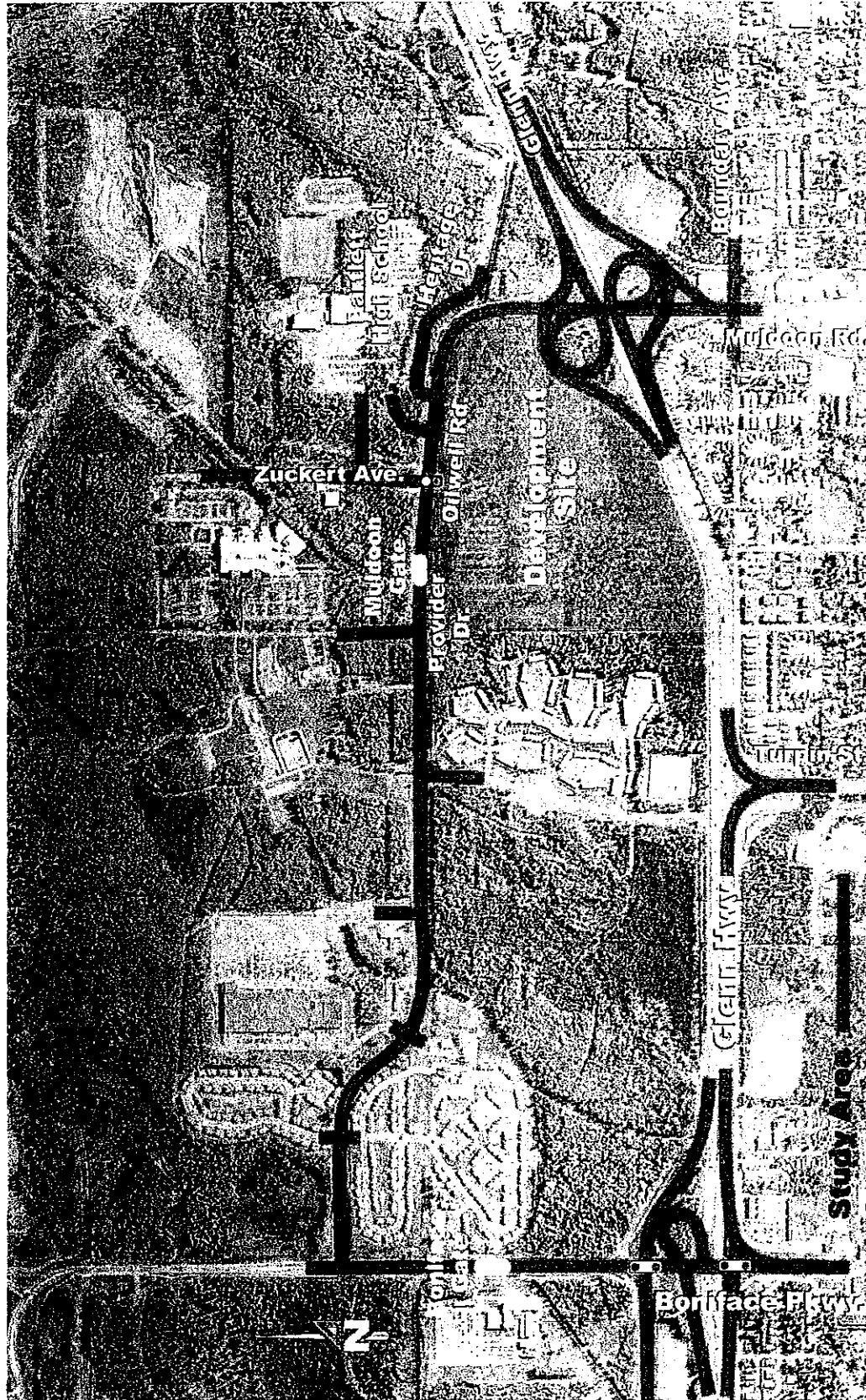


Figure 1: Location/Vicinity Map

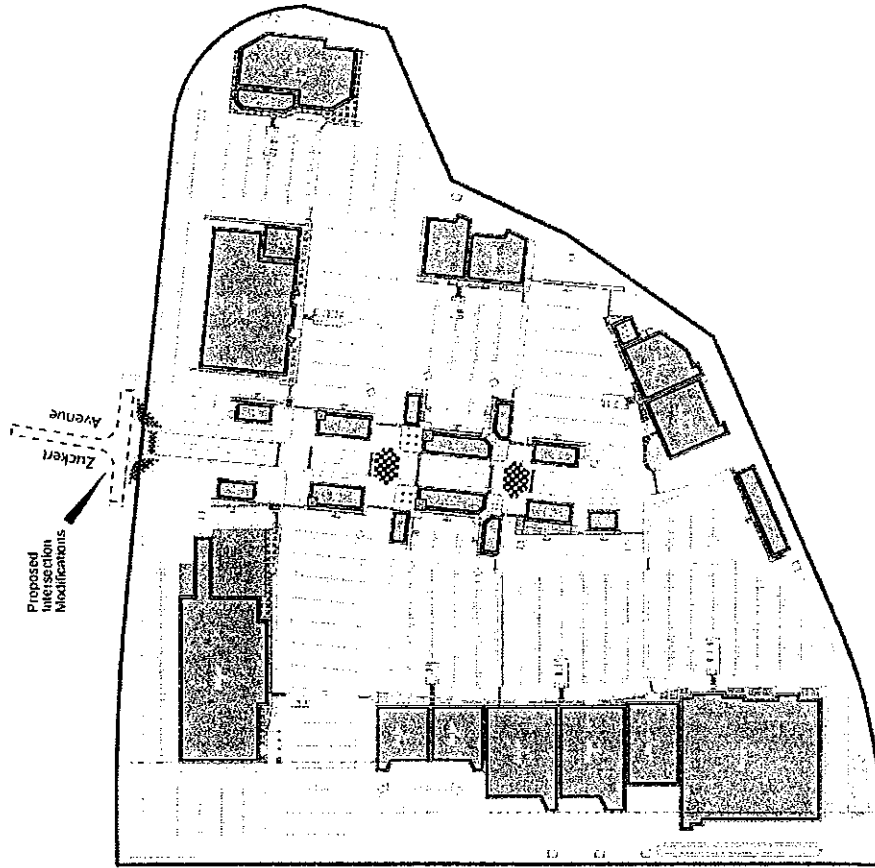


Figure 2: Conceptual Site Plan

- roadway improvements associated with the proposed development necessary to achieve minimum level of service (LOS) per DOT&PF requirements; and
- additional access other than Oilwell Road.

The objectives of this TIA include:

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

The following interchanges were included in this TIA:

- Muldoon Road/Glenn Highway, and
- Boniface Parkway/Glenn Highway.

The following signalized intersections were also included in this TIA:

- Zuckert Avenue (realigned VA Clinic driveway)/Oilwell Road,
- Muldoon Road/Boundary Avenue,
- Boniface Parkway/Mountain View Drive,
- Provider Drive and Vandenberg Avenue,
- Provider Drive and Vossler Avenue,
- Provider Drive and Westover Avenue, and
- Provider Drive and Walmsley Avenue.

2.0 AREA CONDITIONS

2.1 Transportation Network Study Area

2.1.1 Site Access

The project site is currently accessed off of Oilwell Road by a small driveway across from the VA Clinic's driveway (Zuckert Avenue). The small driveway is the access for a recreational vehicle (RV) park that exists in the northwest corner of the site. The current road that accesses the RV parking is unpaved. There are no other access roads onto the site.

2.1.2 Area Roadway System

According to MOA's Official Streets and Highway Plan (OSHP) Oilwell Road (North Muldoon Road) is classified as a Class II minor arterial maintained by the MOA within a 100-foot right-of-way (ROW) from Elmendorf Air Force Base (EAFB) Muldoon Gate to the Glenn Highway. Oilwell Road between Zuckert Avenue and the Glenn Highway is a paved three-lane, two-way roadway with a posted speed of 35 miles per hour. The three-lane roadway consists of two lanes in the northbound/westbound direction and one lane in the eastbound/southbound direction. The Glenn Highway is classified as a Class V freeway, and Muldoon Road south of the Glenn Highway is classified as a Class III, Major Arterial (divided). Glenn Highway, Muldoon Road, and Oilwell Road are maintained by the DOT&PF.

The 2004 annual average daily traffic (AADT) volumes for the area roadway system are shown on Figure 3.

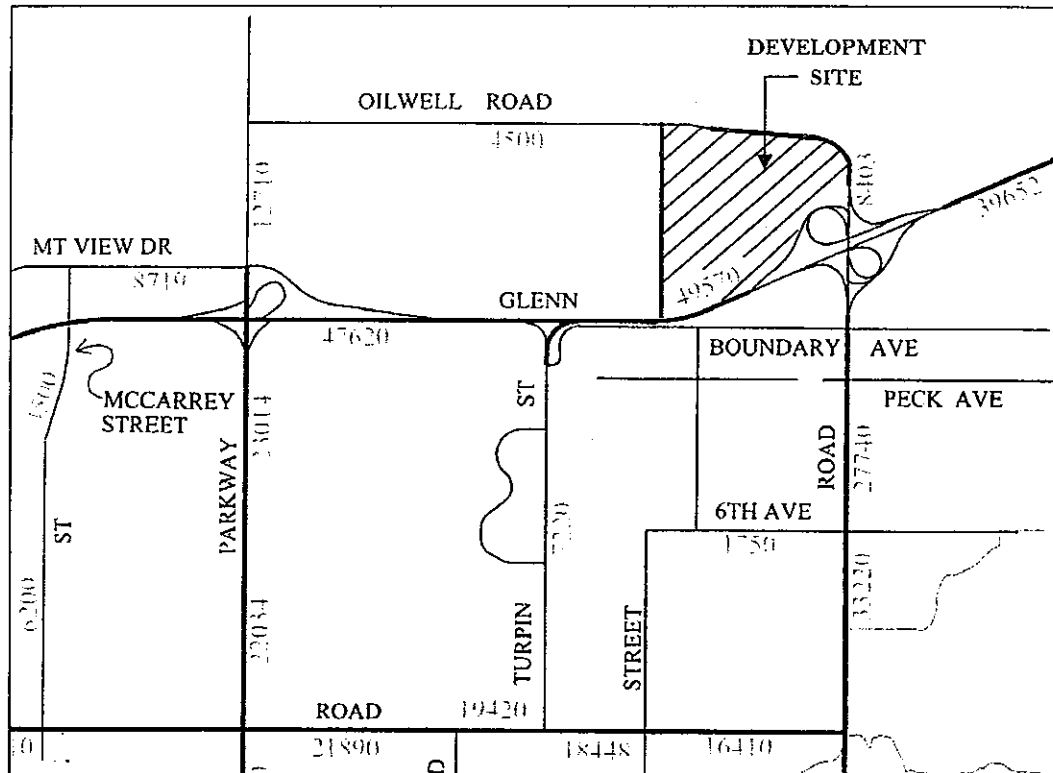


Figure 3: 2004 DOT&PF Annual Average Daily Traffic (AADT)

2.1.3 Transit Service

People Mover Route 75 runs along the east side of the development. Based on discussions with the Public Transportation Department, it is possible that a future stop could exist within the project site. Currently Route 75 travels north on Muldoon Road passing along the east side of the site before turning right onto Heritage Road where it turns around and heads back south along Muldoon Road.

2.1.4 Pedestrian Trails

The Glenn Highway currently has a multi-purpose trail along the north side that runs through a tunnel under Muldoon Road. After going under Muldoon Road, the trail splits into two; one that follows the Glenn Highway to the east, and another that routes north along the east side of Muldoon Road and the north side of Oilwell Road. Multi-use trails from Bartlett High School connect to the trail along Oilwell Road.

2.1.5 Area of Significant Traffic Impact

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

1. intersections on highways where traffic on any approach is expected to increase as a result of the proposed development by at least 5 percent of the approach's capacity;
2. segments of highways between intersections where total traffic is expected to increase as a result of the proposed development by at least 5 percent of the segments' capacity;
3. state highways and intersections where the safety of the facilities will deteriorate as a result of the traffic generated by the development;
4. each driveway or approach road that will allow egress from or ingress to a highway for the proposed development;
5. parking and circulation routes within the proposed development, to the extent necessary to ensure that traffic does not back up onto a highway; and
6. pedestrian and bicycle facilities that are part of the highway facilities to which a permit applicant seeks access.

Based on the above criteria and a preliminary LOS analysis of the entire study area, the following intersections, including the segments in between the intersections, are required to be analyzed for potential off-site mitigation as part of the Northeast Anchorage Retail Development (see Appendix A for preliminary LOS analysis of entire study area):

- Zuckert Avenue (main site driveway/VA Clinic driveway)/Oilwell Road;
- Northeast site driveway/Oilwell Road;
- Muldoon Road/westbound Glenn Highway on-ramp;
- Muldoon Road/eastbound Glenn Highway on-ramp; and
- Muldoon Road/Boundary Avenue.

2.2 Study Area – Adjacent Land Use

2.2.1 Existing Land Uses

The CIRI Property is currently used as an RV park during the summer season. The driveway connects to Oilwell Road east of an existing electrical substation. Other traffic destinations along Oilwell Road/North Muldoon Road are the VA Clinic, Alaska Native Heritage Center, Bartlett High School, and the EAFB (Muldoon Gate entrance). The Alaska Native Heritage Center is a popular stop for visitors during the summer with frequent tour bus stops throughout the season. Heritage Drive provides access to the Heritage Center and a city transit route with stops near Muldoon Road and at the Center. Two driveways provide access to Bartlett High School from Muldoon Road. The east driveway is located approximately 300 feet west of the Heritage Drive/Oilwell Road intersection. Zuckert Avenue is located less than 200 feet west of the Bartlett High west driveway. It currently provides rear access to the VA Hospital. The Muldoon Gate is only another 1,000 feet to the west and provides access to EAFB.

Provider Drive, formerly known as Oilwell Road, connects to the Muldoon Gate and ends at Vandenberg Avenue, formerly Boniface Parkway, to the west. Traffic generators along Provider Drive consist of the VA Hospital, BX, Commissary, convenience store with gas station, fire station, and military housing. Provider Drive is currently one-lane in each direction with left-turn lanes at signalized intersections. The intersection at Vandenberg Avenue has dual left-turn lanes and a channelized right-turn lane. Provider Drive eastbound at Vandenberg Avenue is two lanes for 300 feet. Vandenberg Avenue connects to the Boniface Gate to the south, and provides visitor access to the base. Vandenberg Avenue is two lanes in each direction, with double southbound left-turn lanes and a right-turn lane at Provider Drive. The intersection is signalized.

2.2.2 Anticipated or Approved Future Uses

Two traffic impact analyses were conducted within the study area since 2003. The first, completed in May 2003, was initiated by the Anchorage School District. The project was to evaluate the safety of the two driveways at Bartlett High School and to recommend alternative configurations. The study found that the current conditions did not warrant the installation of a traffic signal. However, it was recommended that channelized right-turn

lanes off of Oilwell Road into the two school driveways and a pedestrian path from the high school to the city transit bus stop on Heritage Drive be installed, and to reevaluate the intersections if traffic patterns are modified in the future.

The VA initiated a TIA that was completed in July 2005. The report assumed a mixed development of high-density residential and commercial uses on the CIRI property would materialize in two to five years. It was determined that a traffic signal is warranted by current conditions for the Oilwell Road/West Bartlett High Entrance intersection, and by the design year an additional signal would be warranted at the Zuckert Avenue/Oilwell Road intersection. Thus, the following recommendations were made:

"Because the existing electrical substation directly across from the existing Zuckert Avenue precludes the use of Zuckert Avenue intersection as a four-way intersection, combine the Bartlett High School (BHS) West Driveway with the VA Driveway or construct a realigned combined driveway that intersects Oilwell Road at the CIRI RV Park driveway. Combining the VA Clinic driveway and BHS West Driveway would require the construction of a short section of roadway from each property to intersect the realigned Zuckert Avenue approximately 300 yards north of the intersection with Oilwell Road [North Muldoon Road]."

This past summer (2006), DOT&PF made some minor roadway and lighting improvements to Oilwell Road. Roadway and pedestrian lighting was installed in front of the two Bartlett High School entrances and dedicated right-turn pocket was added to the main school entrance.

2.2.3 Traffic Counts

Traffic counts for all existing study intersections were obtained from data provided by MOA Traffic and supplemented by manual traffic counts that were performed by DOWL Engineers (DOWL). All traffic counts were conducted on a Tuesday, Wednesday, or Thursday in July 2006 during the evening (4:00 p.m. and 6:00 p.m.) peak period. Since school was out for the summer, afternoon peak hour traffic volumes were obtained from the VA Traffic Study. The traffic counts revealed that the weekday evening peak hour is the critical analysis period

(highest traffic volumes) for all study intersections. Appendix A contains the raw traffic count data collected for this analysis. Existing weekday p.m. peak hour traffic volumes, LOS, average delay, and volume-to-capacity ratio for all study intersections are summarized on Figure 4. All LOS analyses described in this TIA were performed using Trafficware's Synchro, Version 6, and McTrans' HCS2000 software in accordance with the Highway Capacity Manual, 2000.

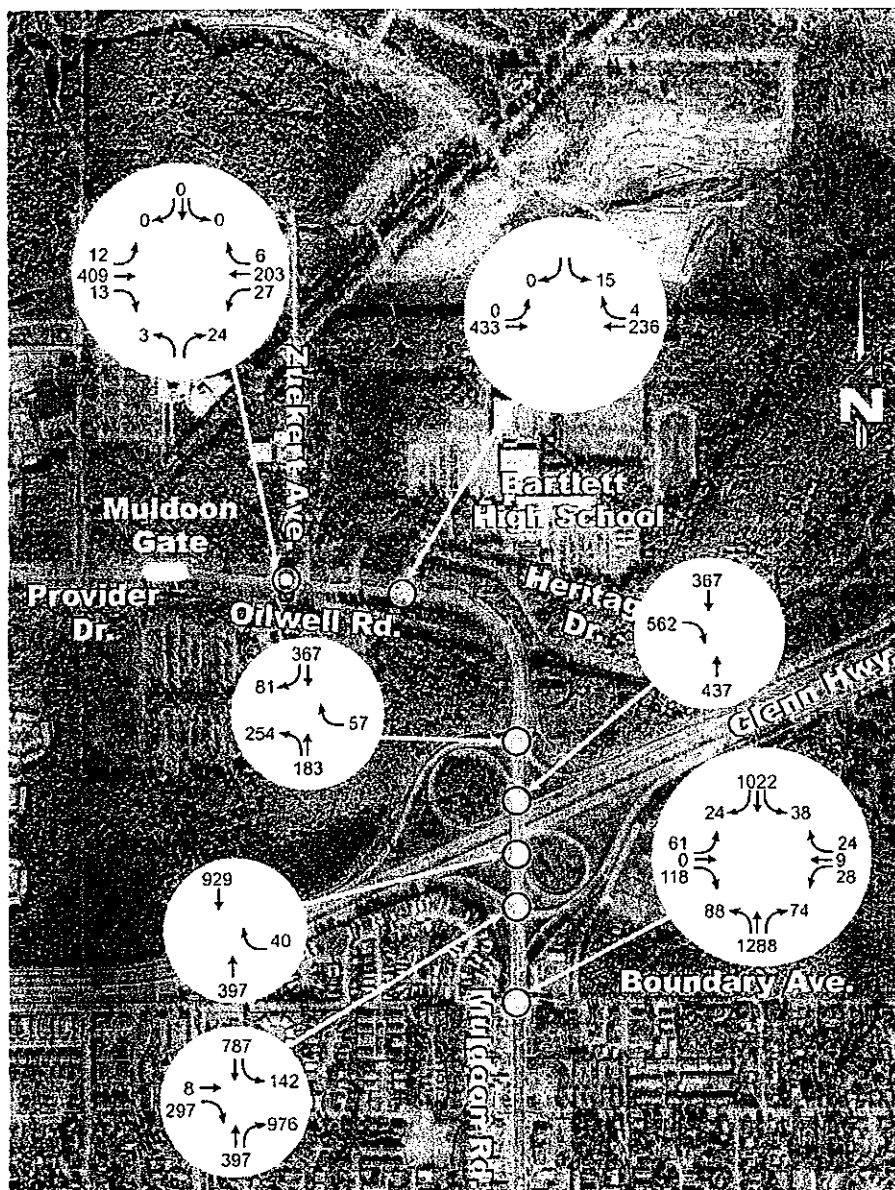


Figure 4: Existing P.M. Peak Traffic Volumes

2.2.4 Existing Area Transportation Deficiencies

The Glenn Highway is the only highway route between Anchorage and Interior Alaska, Canada, and the Lower 48. The Glenn Highway/Muldoon Road interchange is one of the oldest interchanges in the MOA and does not meet current standards. One example is that the bridge height does not accommodate oversized trucks to travel underneath the Muldoon Road overpass. Thus, these trucks must exit the Glenn Highway at Muldoon Road, travel to the neighboring Bartlett High School parking lot and then turn around and get back onto the Glenn Highway using the Muldoon Road on-ramp. This situation combines heavy commercial traffic with school traffic, creating potential safety concerns and is inefficient for freight companies.

Based on discussions with the DOT&PF Traffic Engineer, it is our understanding that the interchange on- and off-ramps have been identified for improvement, but plans are not yet in place to reconstruct the Muldoon overpass. The ramp upgrades are not included in the State's current Transportation Improvement Program.

3.0 PROJECTED TRAFFIC

This TIA identifies how the study area's transportation system operates, as well as how it will operate when the proposed development is completed and at the design year. The design year is defined by DOT&PF Driveway Regulations as 10 years from development completion. For purposes of this report, it was assumed that the Northeast Anchorage Retail Development would be completed in 2008 (hereafter referred to as the "construction year"). Thus, the design year is 2018.

The following methods were used to estimate future traffic volumes:

- P.M. peak hour estimates for construction and design year conditions (years 2008 and 2018) without site build-out (referred to as "background" traffic volumes) were used as the basis for comparison. These estimates reflect the future traffic operations that are likely to occur without the proposed development.
- Assuming full build-out of the proposed development in 2008, the number of weekday p.m. peak period trips generated by the site and directional distribution

(entering/exiting) were estimated based on the *Institute of Transportation Engineers' (ITE) Trip Generation Manuals*;

- 2008 and 2018 background traffic volumes were projected from existing 2006 p.m. peak hour traffic volumes using the growth rates provided by the MOA for the study area;
- A trip distribution pattern was derived through the review of the existing conditions, circulation patterns, area land use, MOA trip distribution model and previous traffic studies;
- Predicted site-generated traffic from the proposed development was added to the 2008 and 2018 background traffic volumes to determine the total traffic volumes at each of the study intersections.

3.1 Site Traffic

3.1.1 Trip Generation

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

New trips are trips that would not have existed within the study area without the proposed development minus the existing trips generated by developments displaced by the proposed development. Existing trips in the area are associated with the RV park.

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

Diverted trips are trips that exist in the study area roadways (other than Oilwell Road and Zuckert Avenue) that are re-routed to visit the proposed development. The diverted trips reduce the net new trips on the Glenn Highway, but do not impact the net new trips on Oilwell Road, and thus are not included in Table 1; however, they are considered in the trip distribution.

Internal trips are trips generated by other developments with the Northeast Anchorage Retail Development and only require internal driveways to access the specific development. Internal trips do not represent additional trips on the surrounding study area transportation network.

Trip generation rates for the proposed development were based on data published in *ITE's Trip Generation Manual, 7th Edition*. ITE's trip generation rates assume full build out of the proposed development as shown in Table 1. For this TIA, full-build out is assumed to be construction year 2008. At full build-out, the development area is expected to generate 2,657 total p.m. peak hour trips of which about 2,157 are net new trips to the study area transportation system.

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

Land Use	Quantity	Units	ITE Code	P.M. Peak Hour	P.M. Hour Trips	Peak Hour Distribution			
						Enter		Exit	
						%	Vol.	%	Vol.
Multiplex Movie Theatre	2,800	seats	445	0.08	240	52	116	48	108
Shopping Center	890	1,000 ft ²	820	2.86	2,545	47	1,196	53	1,349
Gross Project Trips					2,769	47	1,312	53	1,457
Displaced Trips (Campground)					-67	60	-40	40	-27
Theater Internalization	20%				-45	52	-23	48	-22
Net New Site Trips					2,657	47	1,249	53	1,408
Pass-by Trips (Oilwell Road)	18%				-500	50	-250	50	-250
Net New Trips					2,157	46	999	54	1,158

3.1.2 Trip Distribution and Assignment

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

- type and size of proposed development,
- MOA's TransCad model, and
- surrounding land uses and population,
- discussions with MOA Planning staff.

The MOA's TransCad model was used as a basis for the site generated trip distribution and modified based on the above factors to get the final distribution patterns for 2008 and 2018 during the weekday p.m. peak hours as shown on Figure 5. The corresponding distribution of the 2008 and 2018 site-generated trips is shown on Figure 6.

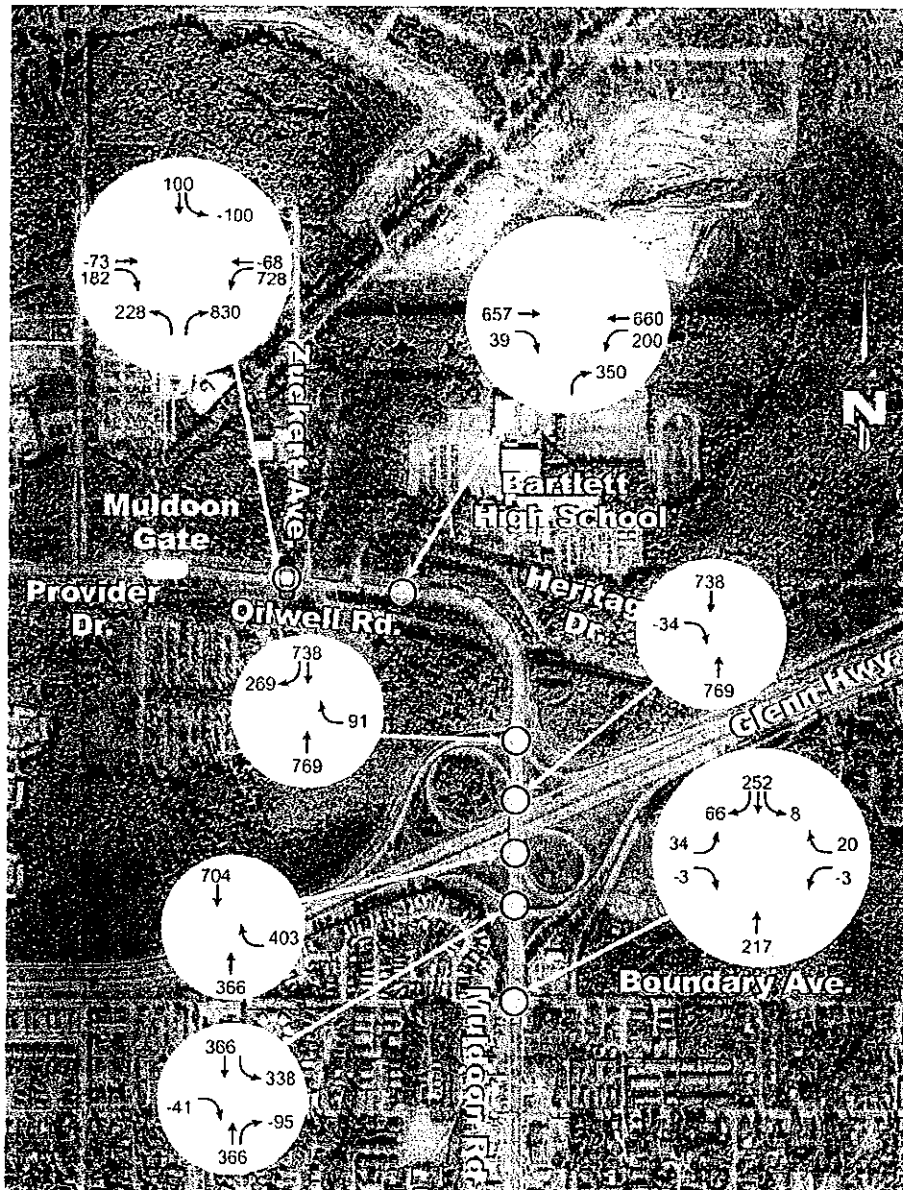


Figure 5: 2008/2018 Site-Generated Traffic Weekday P.M. Peak Hour

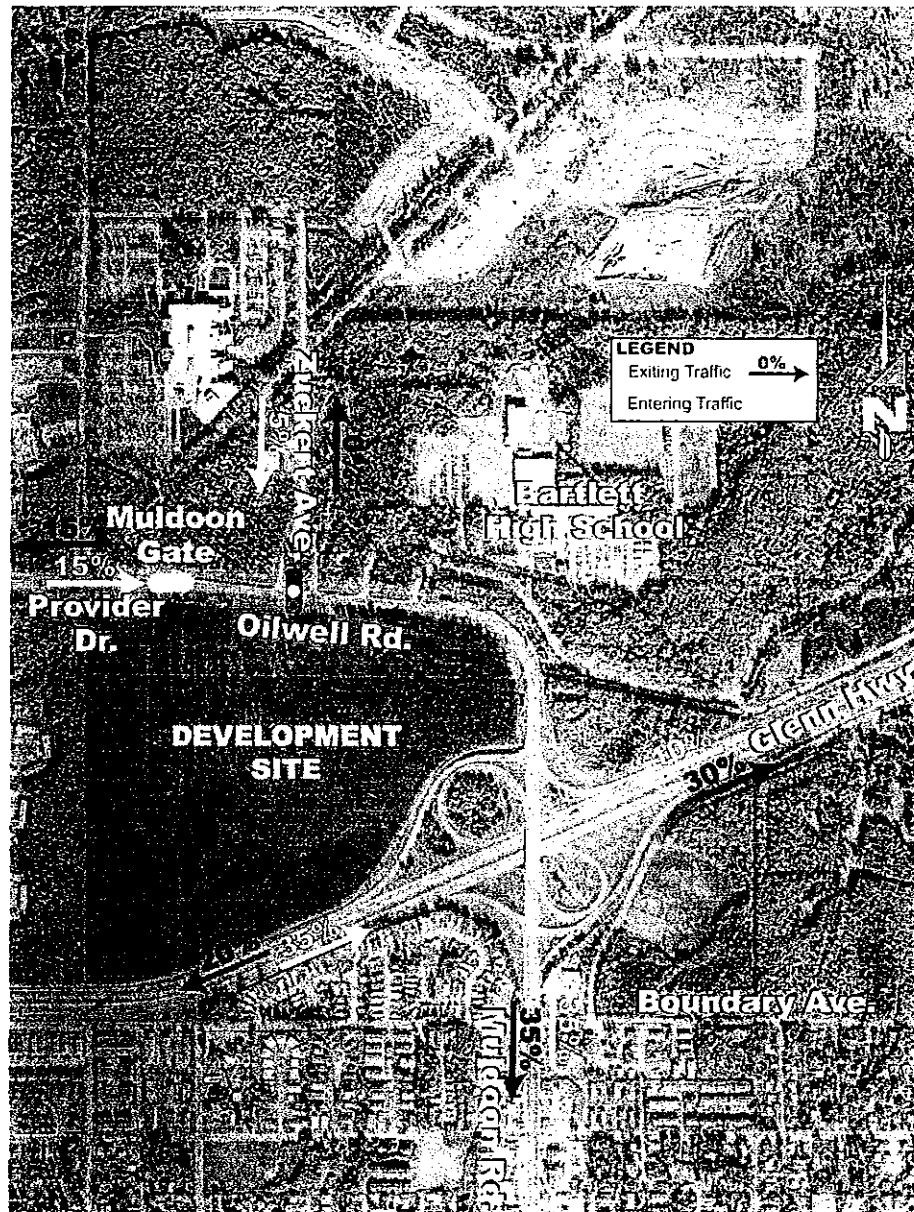


Figure 6: Site Generated Trip Distribution Pattern

3.2 Traffic Growth Rate

The annual traffic growth rate applicable to this TIA was not evaluated herein. A zero percent local annual growth rate was used for Oilwell Road and Muldoon Road based on projections from the MOA's Long Range Transportation Plan (LRTP). The LRTP shows a decrease in AADT along Oilwell Road and Muldoon Road due to short-/long-term

improvements planned in the LRTP. Thus, a zero percent growth rate is considered to be conservative. An annual growth rate of two percent was used for the Glenn Highway.

3.3 Other Traffic

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

As previously stated, the VA Clinic across Oilwell Road from this project area is scheduled to be expanded in 2007. The VA expansion will add approximately 250 additional trips to Oilwell Road during the p.m. peak period. EAFB is planning for additional housing units in close vicinity to the Muldoon Gate which could result in additional trips on Oilwell Road. However, EAFB has also discussed closing the Muldoon Gate, which would reduce the traffic volumes on Oilwell Road. Because of the uncertainty of the EAFB, it was assumed the volumes in and out of the gate would be consistent with the existing volumes obtained when the gate was open.

3.4 Total Future Traffic

3.4.1 Background Conditions

The background conditions analysis identified how the study area's transportation system will operate in the construction year and design year without site-generated traffic from the proposed Northeast Anchorage Retail Development. Background conditions include inflationary growth and traffic growth resulting from other development within the study area.

The 2008 and 2018 background traffic volumes were estimated by applying the MOA supplied annual growth rates to the 2006 existing conditions and adding the additional traffic volume from the proposed 2007 VA Clinic expansion. Since the growth rate on all volumes shown was 0 (zero) percent, 2008 and 2018 background volumes are the same. The background traffic volumes and LOS data for 2008 and 2018 is shown on Figure 7.

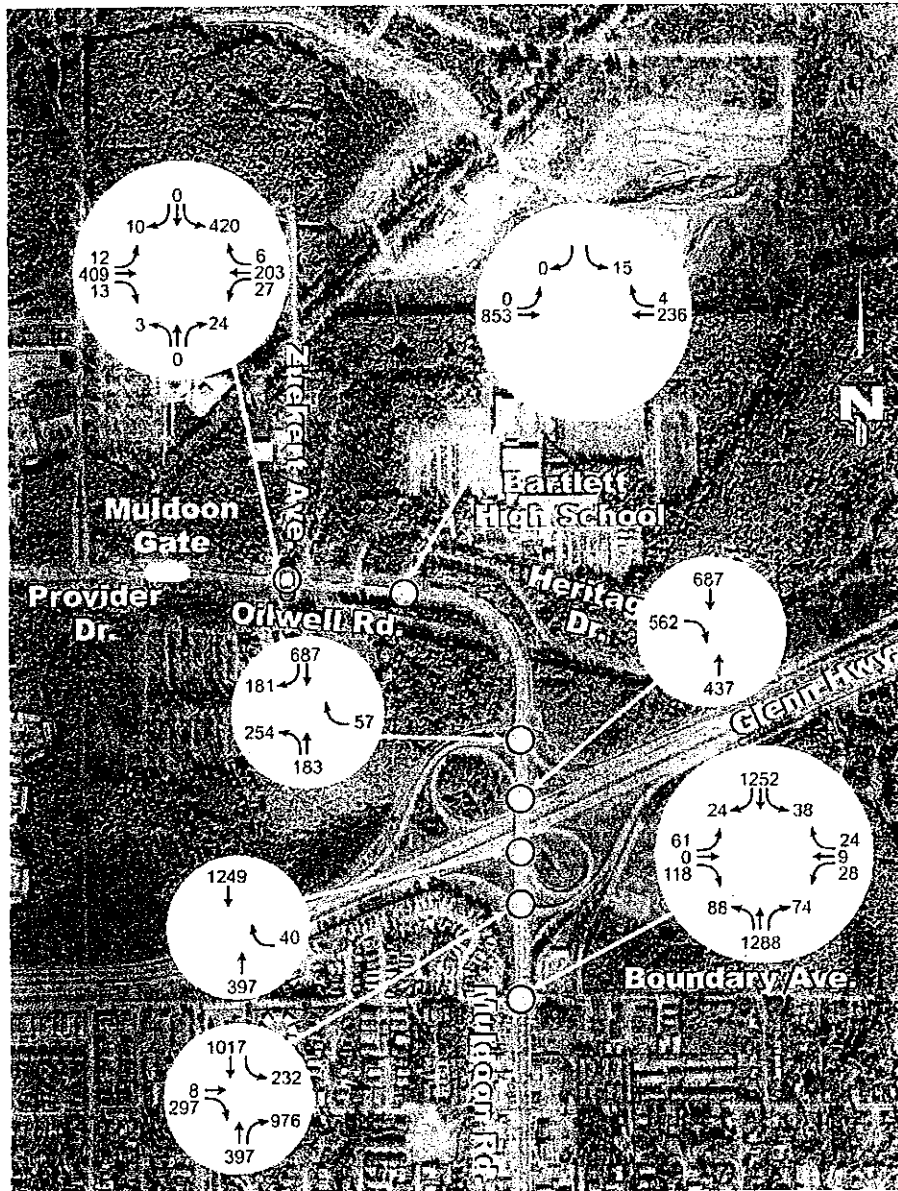


Figure 7: 2008/2018 Background Volumes Weekday P.M. Peak Hour

3.4.2 Total Future Traffic Conditions

The total traffic is defined as the sum of the background and site-generated traffic. Figure 8 constitutes the summation of traffic volumes from Figures 6 and 7.

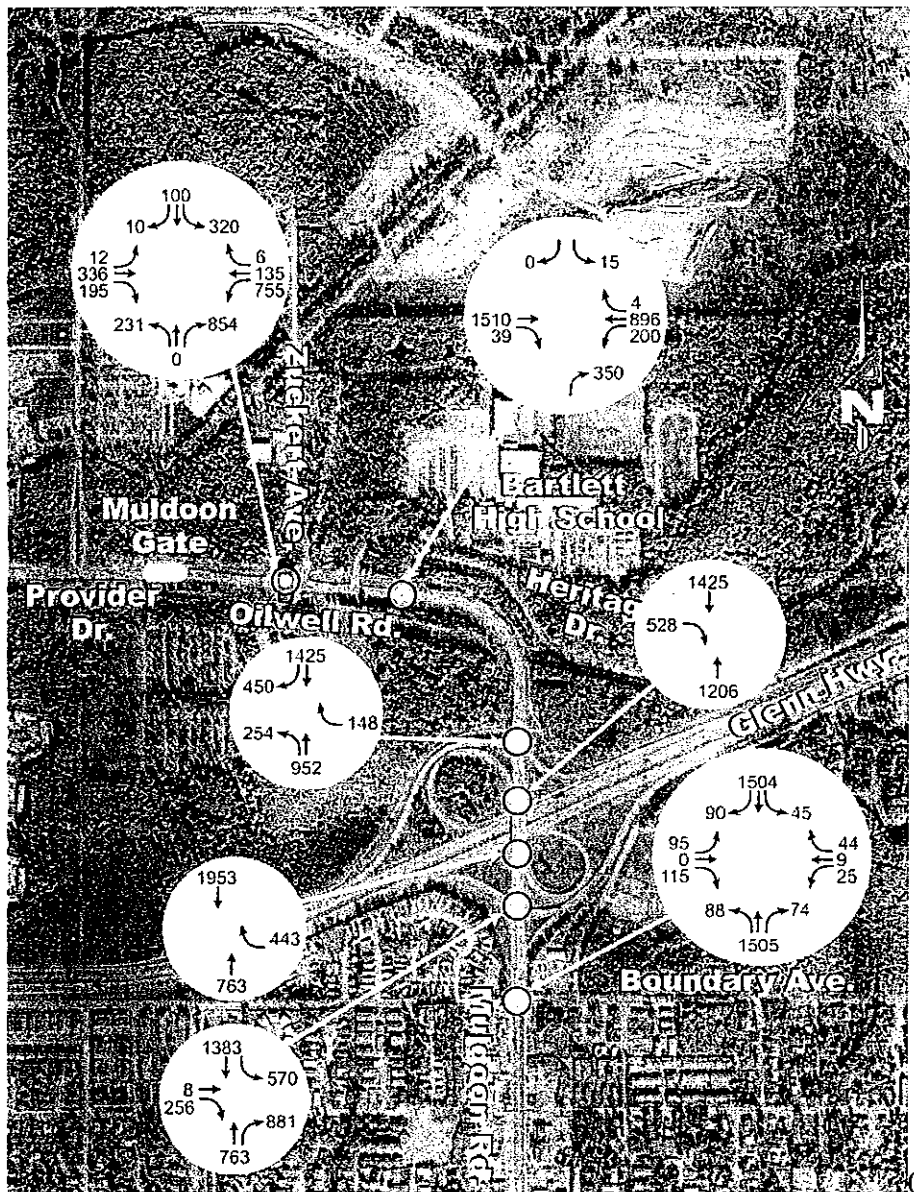


Figure 8: 2008/2018 Total Traffic Volumes Weekday P.M. Peak Hour

4.0 TRAFFIC ANALYSIS

4.1 Traffic Model

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

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

4.2 Capacity and Level of Service at the Study Intersection

4.2.1 Minimum Level of Service Criteria

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

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

Part B: LOS D if the LOS on the date of application is LOS D or poorer. However, if the LOS is poorer than LOS D, a lower minimum LOS is acceptable if the operation of the highway does not deteriorate more than 10 percent in terms of delay time or other appropriate measures of effectiveness from the LOS before the development's opening date. (See Appendix C for DOT&PF's Driveway Design Standards and Regulations).

4.2.2 Level of Service Summary

Table 2 summarizes the LOS and delay for 2006 existing condition and 2008 and 2018 background and total traffic conditions during the p.m. peak hour. Detailed analysis data from HCS-2000 and Synchro 6 is included in Appendix A.

Table 2: Weekday P.M. Level of Service and Delay Summary - Oilwell Road

Intersection		Oilwell Road Access					
		Existing Traffic		Background Traffic		Total Traffic*	
		2006		2008/2018		2008/2018	
		LOS	Delay	LOS	Delay	LOS	Delay
Zuckert Avenue/ Oilwell Road	Unsignalized	B	11.9	N/A		N/A	
	Signalized	N/A		B	11.9	C**	34.1
Muldoon Road/ WB Glenn On-Ramp	Unsignalized	A	9.1	B	11.2	C	24.7
NE Site Driveway/ Oilwell Road	Unsignalized	N/A		N/A		C	25.0
Muldoon Road/ EB Glenn On-Ramp	Unsignalized	A	8.7	A	9.1	C	23.3
Muldoon Road/ Boundary Avenue	Signalized	B	10.7	B	11.3	B	14.4

* Under total traffic conditions, Oilwell Road is assumed to have two lanes in each direction

** LOS at the Zuckert Avenue intersection is LOS F without a dedicated southbound left-turn lane and an additional eastbound through lane.

The following conclusions can be drawn from the information in Table 2:

- With a dedicated southbound left-turn lane at the Zuckert Avenue/Oilwell Road intersection and an additional eastbound lane from Zuckert Avenue to westbound Glenn Highway on-ramp, all intersections within the study area operate at an acceptable LOS C or better assuming Oilwell Road is the only access point to development.

4.2.3 Trip Redistribution (Frontage Road Access)

A second site access option was reviewed for the proposed development that reconstructs the westbound Glenn Highway on-ramp to include a frontage road along the Glenn Highway with possible relocation of the on-ramp to the west (see Figure 9). This option promotes the reduction of vehicle trips and related congestion on Oilwell Road by providing alternative and desirable ingress/egress points that are independent of Oilwell and Muldoon Roads. This option would provide secondary access to the site, accommodate times of heightened security that cause increased congestion at the gate, and leave ample capacity on Oilwell Road in the event that traffic generation on EAFB or on the proposed site exceeds the forecast included in this TIA.

As shown in Figure 9, the frontage road could be provided by simply constructing a new frontage road and maintaining the existing on-ramp, or by relocating the on-ramp to the west of the site so that the frontage road would not have to be constructed all the way to Boniface Parkway. The DOT&PF Central Region Traffic Engineer has indicated that he believes a full frontage road from Muldoon Road to Boniface Road be the preferred alignment based on DOT&PF's initial review. The rationale for this decision is that the on-ramp is located in the intuitive location, and that relocating the ramp west of the site would mix higher speed freeway entrance traffic with lower speed site access traffic. This level of improvement is clearly beyond what is necessary for the proposed retail development and presents private ROW and cost impacts that are not likely feasible for the property owner/developer to absorb in the project. Figure 9 shows the frontage road access concept, and Table 3 identifies the LOS (compare with Table 2 for the Oilwell Road access concept). The alignment of the frontage road and the on-ramp location will require additional analysis to resolve DOT&PF concerns should funding for these modifications become available.

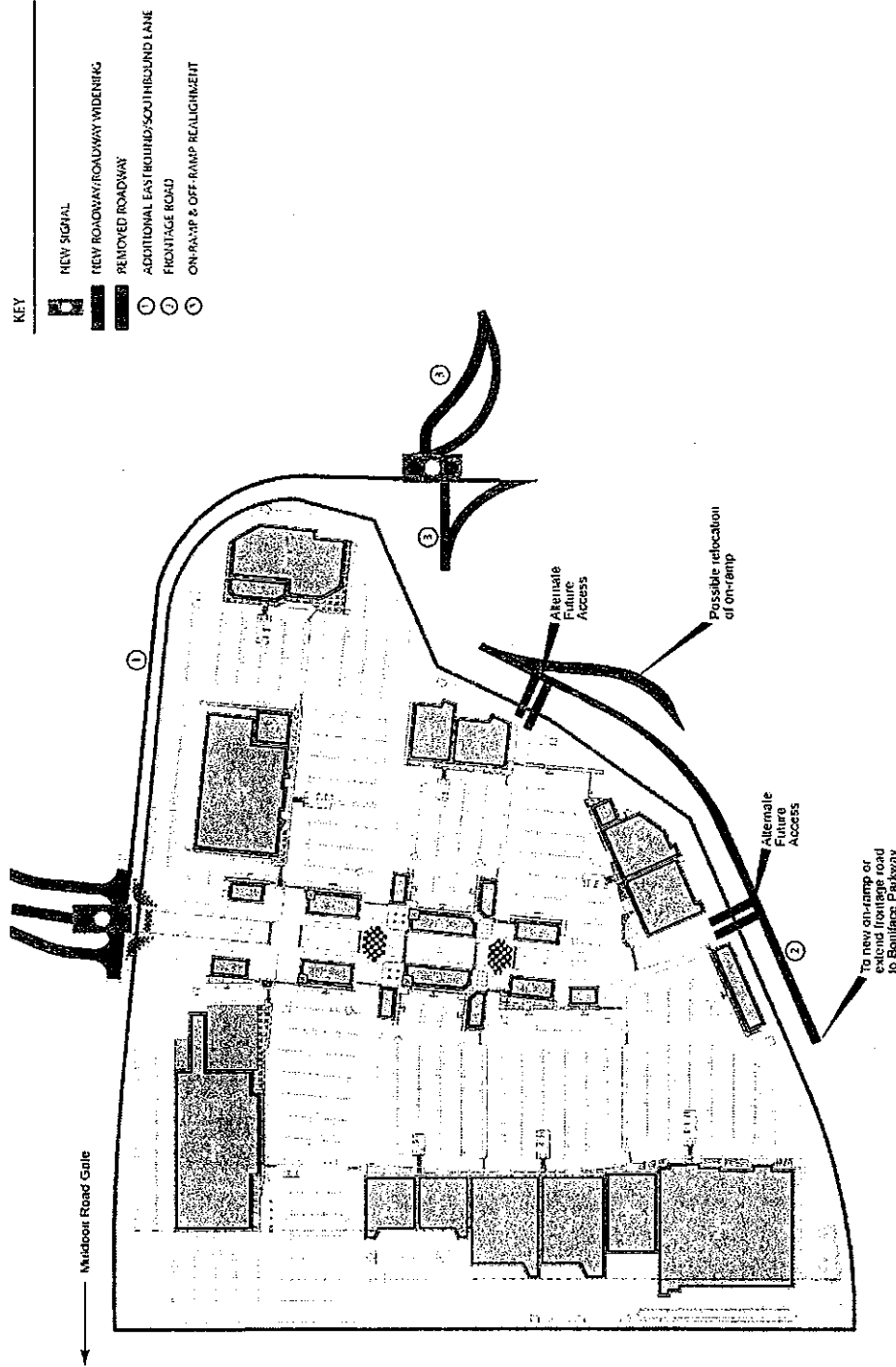


Figure 9: Frontage Road Access Layout Concept

Table 3: Weekday P.M. Level of Service and Delay Summary - Frontage Road

Intersection		Existing Traffic		Frontage Road Access			
				Background Traffic		Total Traffic*	
				2008/2018		2008/2018	
		2006		2008/2018		2008/2018	
		LOS	Delay	LOS	Delay	LOS	Delay
Zuckert Avenue/ Oilwell Road	Unsignalized	B	11.9	N/A		N/A	
	Signalized	N/A		B	11.9	B	16.1
Muldoon Road/ WB Glenn On-Ramp	Unsignalized	A	9.1	C	11.2	F	>100
	Signalized**	N/A		N/A		B	15.0
NE Site Driveway/ Oilwell Road	Unsignalized	N/A		N/A		C	17.3
Muldoon Road/ EB Glenn On-Ramp	Unsignalized	A	8.7	A	9.1	C	23.3
Muldoon Road/ Boundary Avenue	Signalized	B	10.7	B	11.3	B	13.9

* Under total traffic conditions, Oilwell Road is assumed to have two lanes in each direction

** When Muldoon Road/westbound Glenn on-ramp is signalized, it is assumed that the westbound/southbound Glenn off-ramp has to yield at Muldoon Road and the southbound movement at the intersection has two through lanes.

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

- If a frontage road is constructed along the south side of the site, a traffic signal or roundabout at the Muldoon Road/westbound Glenn Highway on-ramp would likely be necessary to improve the LOS as well as reduce the northbound queue length. A signal/roundabout at this location also allows DOT&PF to realign the westbound/northbound Glenn Highway off-ramp to allow oversized trucks to avoid using the Bartlett High School parking lot to get back on the highway.
- The LOS and delay along Oilwell Road decrease with the alternative access when compared to Oilwell Road access only. The alternative south access would reduce the site-generated trips along Oilwell Road by 35 to 40 percent (800 trips during the peak hour).

4.3 Traffic Signal Warrant Analysis

In accordance with the *Manual on Uniform Traffic Control Devices*, a traffic signal warrant analysis for the construction year (2008) and design year (2018) is required for unsignalized study intersections with an intersection LOS D or greater. Since the intersection of Zuckert

Avenue/Oilwell Road is assumed to be signalized based on the VA's TIA, no intersections operate below LOS C and no additional signal warrant analysis was required.

Signal warrants were also evaluated for the Frontage Road access concept shown on Figure 9. When the volumes are redistributed, the LOS along Oilwell Road improves, however the LOS at the intersection of Muldoon Road/Westbound Glenn Highway on-ramp deteriorates to LOS F as noted in Table 3. Under this alternative traffic distribution, the Muldoon Road/westbound Glenn Highway on-ramp meets signal warrants and a signal or roundabout is needed to satisfy mitigation requirements. Refer to Appendix A for signal warrant analysis worksheets and evaluation criteria.

4.4 Oilwell Road Configuration

Based on the projected total traffic volumes, the AADT volume along Oilwell Road between Zuckert Avenue and westbound Glenn Highway on-ramp in design year (2018) will be approximately 18,000 to 20,000 vehicles per day, with the site generated traffic representing about 65 percent of the total AADT on Oilwell Road. According to the MOA's Minor Arterials Roadway Characteristics (*Design Criteria Manual* Table 1-3), a roadway with Oilwell Road's minor arterial classification should have two to four lanes with a two-way-left-turn lane and an AADT between 10,000 and 20,000. Experience at comparable roads in Anchorage (15th Avenue, Arctic Boulevard, and Denali Street) shows that a three-lane section peaks out at about 15,000 to 18,000 vehicles per day. A three-lane section will be marginal for accommodating the design year traffic, and a four- or five-lane section will likely be necessary by the time the project is 80 to 90 percent complete. Oilwell Road will also require left-turn pockets at major driveways to maintain adequate LOS.

4.5 Site Vehicle Circulation and Parking

The proposed project is to have internal driveways that travel east and west through the development and connects to the two external access points on the north, Zuckert Avenue (signalized) and northeast site driveway.

Site circulation serving the project site is intended to provide adequate LOS and circulation using Oilwell Road, but to include options for improved access should the frontage road option become feasible. Thus, the individual retail buildings and internal streets have been

- All other intersections/roadway segments within the study area will continue to operate at an acceptable LOS C or better. Thus, no other off-site mitigation is required based on the results of this TIA for the Northeast Anchorage Retail Development.
- Options for frontage road access are evaluated herein, but are not required to meet minimum LOS criteria or to allow adequate access to the site. These options should be considered in discussions regarding the need to reconstruct the interchange and frontage road.

APPENDIX A

Analysis Worksheets

PROJECT TRIP GENERATION ESTIMATES

Item	Quantity	Units	ITE Code	PM Peak Hour	PM Hour Trips	Peak Hour Distribution			
						Enter		Exit	
						%	Vol	%	Vol
Multiplex Movie Theatre	2800	seats	445	0.08	224	52%	116	48%	108
Shopping Center	890	1000 ft ²	820	2.86	2545	47%	1196	53%	1349
Gross Project Trips					2769	47%	1312	53%	1457
Displaced Trips (Campground)					-67	60%	-40	40%	-27
Theater Internalization ¹	20%				-45	52%	-23	48%	-22
Net New Site Trips					2657	47%	1249	53%	1408
Pass-by Trips (Oilwell Road) ²	18%				-500	50%	-250	50%	-250
Subtotal					2157	46%	999	54%	1158
Diverted Trips ³ (Entire Study Area ⁴)	31%				-872	52%	-453	48%	-419
Net New Study Area Trips					1285	42%	546	58%	739

Notes:

¹ Theater internalization accounts for vehicles that visit both the Theater and Shopping Center during one trip

² Pass-by trips accounts for vehicles already traveling along Oilwell Road that will visit the site

³ Diverted trips accounts for vehicles that are within the study area but not on Oilwell Road that will visit the site.

⁴ The study area includes the Glenn Hwy (Muldoon Rd. to Boniface Pkwy), Boniface Pkwy/Vandenberg Ave. (Glenn Hwy to Provider Dr.), Muldoon Rd. (Boundary Ave. to Oilwell Road), and Oilwell Road/Provider Dr. (Muldoon Rd. to Boniface Pkwy/Vandenberg Ave).

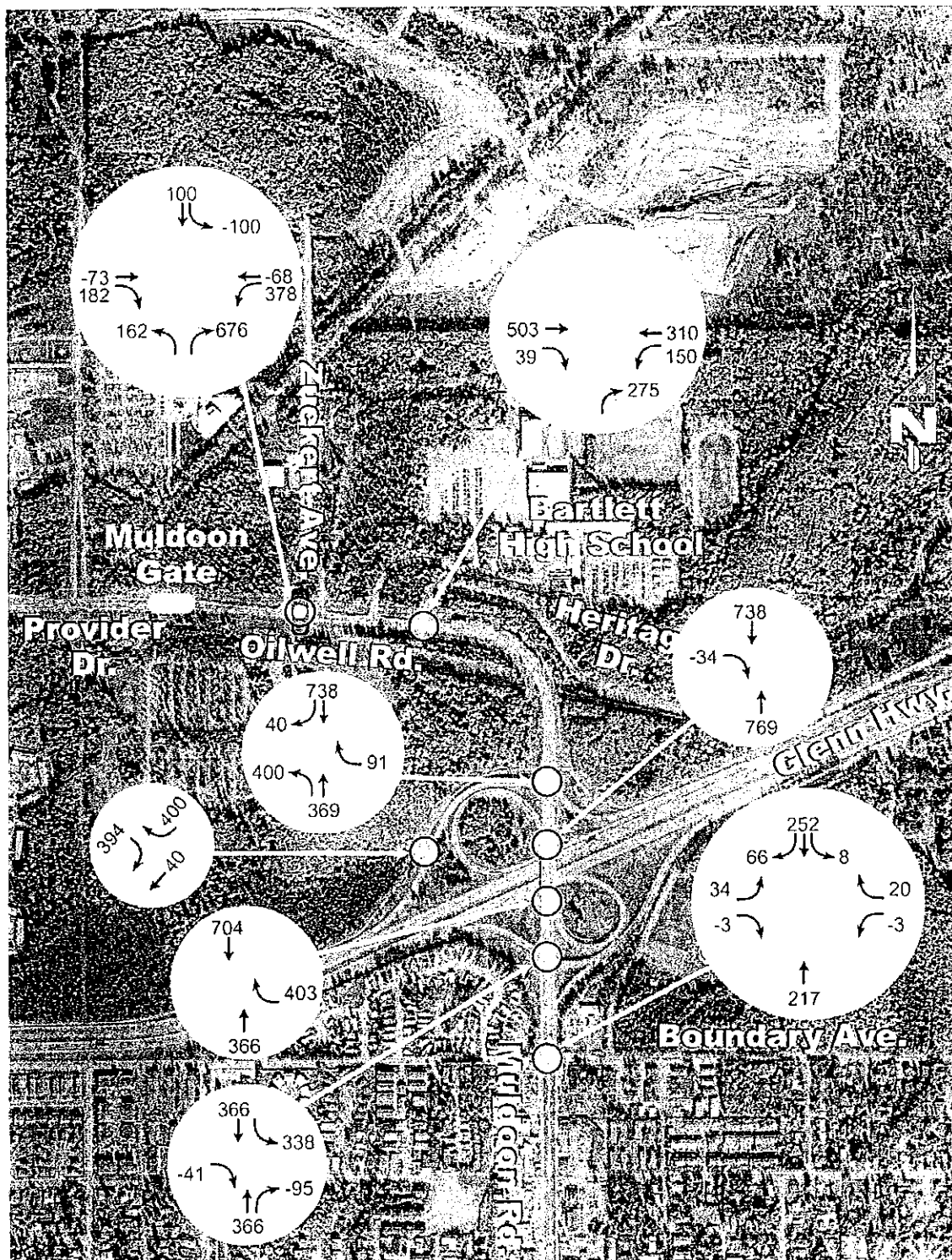


Figure 1: 2008/2018 Site-Generated Traffic Weekday P.M. Peak Hour

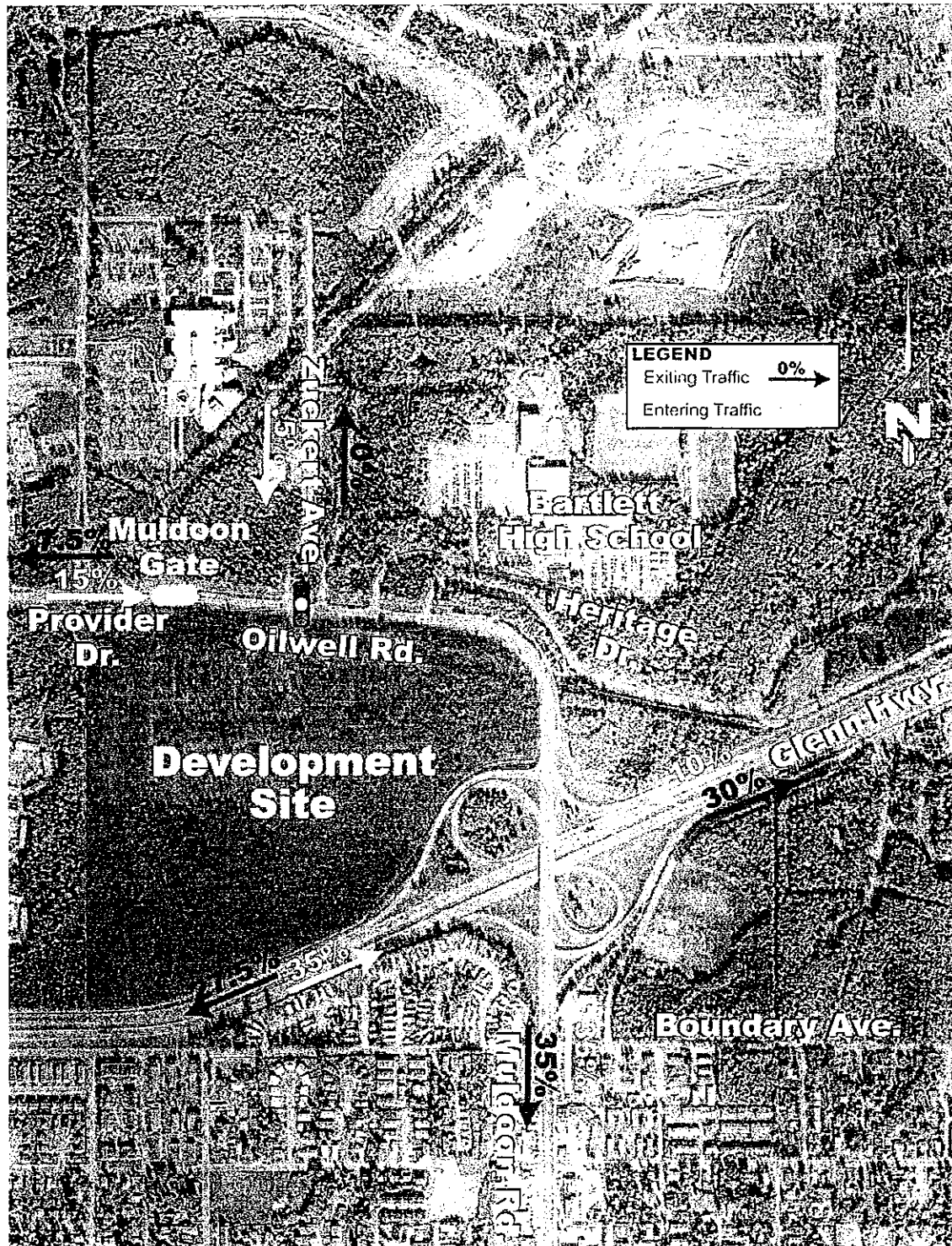


Figure 2: Site Generated Trip Distribution Pattern with Frontage Road Access

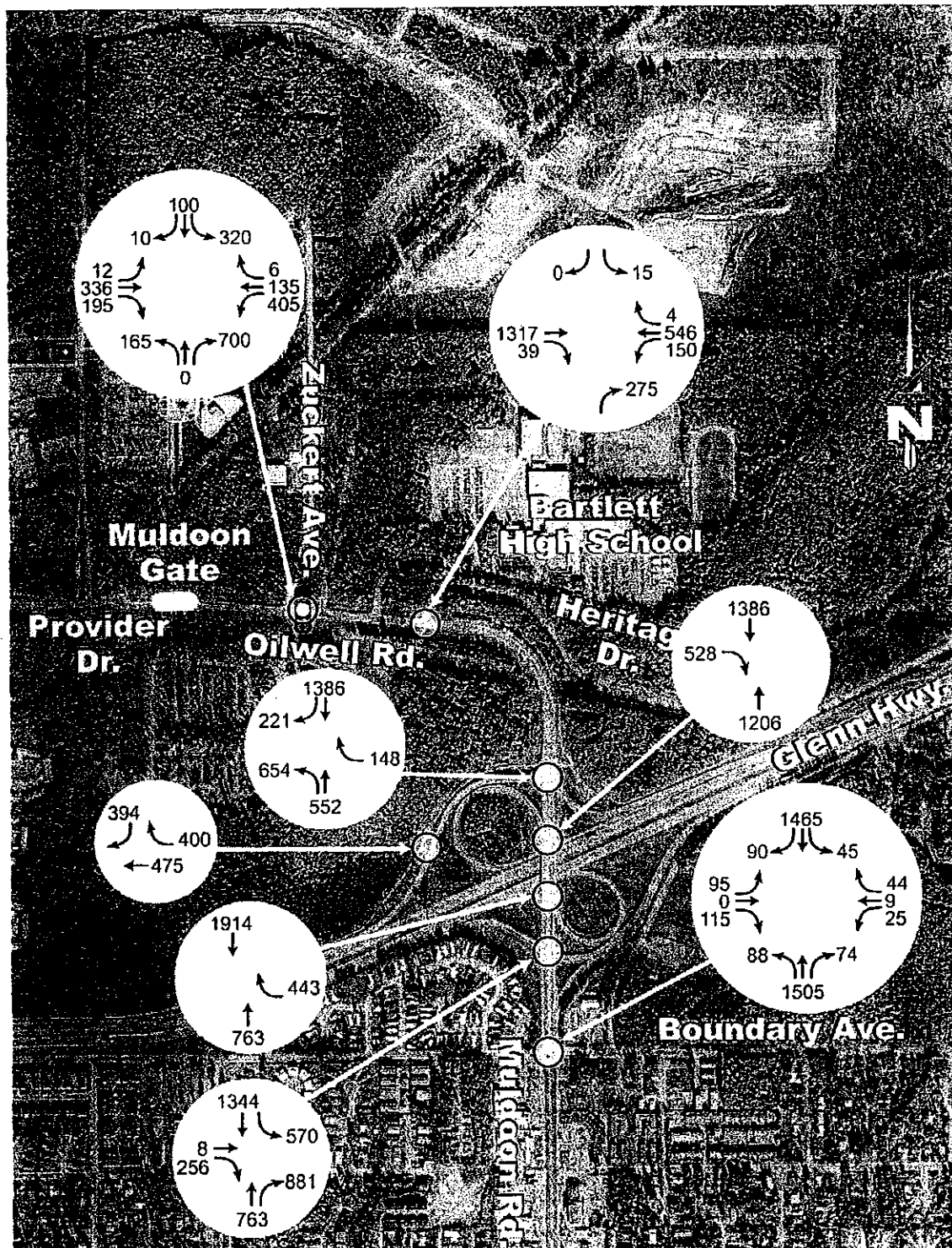


Figure 3: 2008/2018 Total Traffic Volumes Weekday P.M. Peak Hour with Access Via Oilwell Road and Frontage Road

NE Anchorage Retail
26: Muldoon Road & Zuckert Avenue

2018 Total Traffic - Oilwell Only
11/3/2006



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰	↱		↰	↱	↱	↰	↱	↱	↰	↱	↱
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	0.95		1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00
Frt	1.00	0.94		1.00	1.00	0.85	1.00		0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95		1.00	0.95	1.00	1.00
Satd. Flow (prot)	1770	3344		1770	1863	1583	1770		1583	1770	1863	1583
Flt Permitted	0.66	1.00		0.20	1.00	1.00	0.69		1.00	0.61	1.00	1.00
Satd. Flow (perm)	1236	3344		376	1863	1583	1279		1583	1144	1863	1583
Volume (vph)	12	336	195	755	135	6	231	0	854	320	100	10
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	13	365	212	821	147	7	251	0	928	348	109	11
RTOR Reduction (vph)	0	82	0	0	0	2	0	0	0	0	0	10
Lane Group Flow (vph)	13	495	0	821	147	5	251	0	928	348	109	1
Turn Type	Perm			pm+pt		Perm	pm+pt		Free	pm+pt		Perm
Protected Phases		4		3	8		5	2		1	6	
Permitted Phases	4			8		8	2		Free	6		6
Actuated Green, G (s)	16.1	16.1		60.1	60.1	60.1	19.2		92.4	23.2	10.9	10.9
Effective Green, g (s)	15.8	15.8		59.8	59.8	59.8	18.6		92.4	22.6	10.6	10.6
Actuated g/C Ratio	0.17	0.17		0.65	0.65	0.65	0.20		1.00	0.24	0.11	0.11
Clearance Time (s)	3.7	3.7		3.7	3.7	3.7	3.7			3.7	3.7	3.7
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0			3.0	3.0	3.0
Lane Grp Cap (vph)	211	572		847	1206	1024	311		1583	361	214	182
v/s Ratio Prot		0.17		c0.42	0.08		0.09			c0.13	0.06	
v/s Ratio Perm	0.01			c0.21		0.00	0.08		0.59	c0.11		0.01
v/c Ratio	0.06	0.87		0.97	0.12	0.00	0.81		0.59	0.96	0.51	0.01
Uniform Delay, d1	32.1	37.3		20.2	6.2	5.8	34.4		0.0	33.6	38.5	36.2
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00
Incremental Delay, d2	0.1	12.9		23.3	0.0	0.0	14.2		1.6	37.6	1.9	0.0
Delay (s)	32.2	50.2		43.6	6.3	5.8	48.6		1.6	71.3	40.4	36.3
Level of Service	C	D		D	A	A	D		A	E	D	D
Approach Delay (s)		49.8			37.7			11.6			63.2	
Approach LOS		D			D			B			E	

Intersection Summary

HCM Average Control Delay	34.1	HCM Level of Service	C
HCM Volume to Capacity ratio	0.94		
Actuated Cycle Length (s)	92.4	Sum of lost time (s)	8.0
Intersection Capacity Utilization	91.8%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			

NE Anchorage Retail
53: Muldoon Road & Bartlett High

2018 Total Traffic - Oilwell Only
11/3/2006

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑		↵	↑↑				↑	↵		↑
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Volume (veh/h)	0	1471	39	198	896	4	0	0	0	0	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	1599	42	215	974	4	0	0	0	0	0	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												10
Median type							None			None		
Median storage (veh)												
Upstream signal (ft)		686										
pX, platoon unblocked												
vC, conflicting volume	978			1641			2538	3029	821	2206	3048	489
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	978			1641			2538	3029	821	2206	3048	489
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			45			100	100	100	100	100	100
cM capacity (veh/h)	701			390			8	6	318	14	6	525

Direction/Lane #	EB 1	EB 2	WB 1	WB 2	WB 3	NB 1	SB 1
Volume Total	1066	575	215	649	329	0	0
Volume Left	0	0	215	0	0	0	0
Volume Right	0	42	0	0	4	0	0
cSH	1700	1700	390	1700	1700	1700	1700
Volume to Capacity	0.63	0.34	0.55	0.38	0.19	1.20	1.53
Queue Length (ft)	0	0	80	0	0	0	0
Control Delay (s)	0.0	0.0	25.0	0.0	0.0	0.0	0.0
Lane LOS			C			A	A
Approach Delay (s)	0.0		4.5			0.0	0.0
Approach LOS						A	A

Intersection Summary

Average Delay	1.9		
Intersection Capacity Utilization	59.5%	ICU Level of Service	B
Analysis Period (min)	15		

NE Anchorage Retail
32: WB Glenn Muldoon On Ramp & Muldoon Road

2018 Total Traffic - Oilwell Only
11/3/2006

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Yield			Free			Free	
Grade		0%			0%			0%			0%	
Volume (veh/h)	0	0	0	0	0	148	254	952	0	0	1360	450
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	0	0	0	161	276	1035	0	0	1478	489
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	2548	3065	1478	3065	3065	517	1478			1035		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	2548	3065	1478	3065	3065	517	1478			1035		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	100	100	100	68	39			100		
cM capacity (veh/h)	5	5	115	3	5	503	452			667		

Direction, Lane #	WB 1	NB 1	NB 2	NB 3	SB 1	SB 2
Volume Total	161	276	517	517	1478	489
Volume Left	0	276	0	0	0	0
Volume Right	161	0	0	0	0	489
cSH	503	452	1700	1700	1700	1700
Volume to Capacity	0.32	0.61	0.30	0.30	0.87	0.29
Queue Length (ft)	34	100	0	0	0	0
Control Delay (s)	15.5	24.7	0.0	0.0	0.0	0.0
Lane LOS	C	C				
Approach Delay (s)	15.5	5.2			0.0	
Approach LOS	C					

Intersection Summary						
Average Delay		2.7				
Intersection Capacity Utilization		107.5%		ICU Level of Service		G
Analysis Period (min)		15				

NE Anchorage Retail
40: EB Glenn On Ramp - Muldoon & Muldoon Road

2018 Total Traffic - Oilwell Only
11/3/2006



























Movement	WBL	WBR	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SER
Lane Configurations				↑		↑	↑↑		↑	↑
Sign Control	Stop			Free			Free		Stop	
Grade	0%			0%			0%		0%	
Volume (veh/h)	0	0	0	763	0	570	1344	0	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	0	829	0	620	1461	0	0	0
Pedestrians										
Lane Width (ft)										
Walking Speed (ft/s)										
Percent Blockage										
Right turn flare (veh)										
Median type	None								None	
Median storage veh										
Upstream signal (ft)				565						
pX, platoon unblocked										
vC, conflicting volume	2799	3529	1461			829			3529	730
vC1, stage 1 conf vol										
vC2, stage 2 conf vol										
vCu, unblocked vol	2799	3529	1461			829			3529	730
tC, single (s)	7.5	6.5	4.1			4.1			6.5	6.9
tC, 2 stage (s)										
tF (s)	3.5	4.0	2.2			2.2			4.0	3.3
p0 queue free %	100	100	100			22			100	100
cM capacity (veh/h)	3	1	459			798			1	365

Direction, Lane #	NB 1	SB 1	SB 2	SB 3	SE 1	SE 2
Volume Total	829	620	730	730	0	0
Volume Left	0	620	0	0	0	0
Volume Right	0	0	0	0	0	0
cSH	1700	798	1700	1700	1700	1700
Volume to Capacity	0.49	0.78	0.43	0.43	6.58	0.76
Queue Length (ft)	0	193	0	0	Err	0
Control Delay (s)	0.0	23.3	0.0	0.0	0.0	0.0
Lane LOS		C			A	A
Approach Delay (s)	0.0	6.9			0.0	
Approach LOS					A	

Intersection Summary					
Average Delay		5.0			
Intersection Capacity Utilization		85.1%	ICU Level of Service		E
Analysis Period (min)		15			

NE Anchorage Retail
36: Boundary & Muldoon Road

2018 Total Traffic - Oilwell Only
11/3/2006

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0		4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00		1.00	1.00	1.00	1.00	1.00	0.95		1.00	0.95	
Frt	1.00		0.85	1.00	1.00	0.85	1.00	0.99		1.00	0.99	
Flt Protected	0.95		1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770		1583	1770	1863	1583	1770	3514		1770	3508	
Flt Permitted	0.75		1.00	0.76	1.00	1.00	0.09	1.00		0.10	1.00	
Satd. Flow (perm)	1399		1583	1410	1863	1583	172	3514		178	3508	
Volume (vph)	95	0	115	25	9	44	88	1505	74	45	1465	90
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	103	0	125	27	10	48	96	1636	80	49	1592	98
RTOR Reduction (vph)	0	0	105	0	0	40	0	4	0	0	5	0
Lane Group Flow (vph)	103	0	20	27	10	8	96	1712	0	49	1685	0
Turn Type	Perm		Perm	Perm		Perm	pm+pt			pm+pt		
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4		4	8		8	2			6		
Actuated Green, G (s)	9.1		9.1	9.1	9.1	9.1	46.9	41.8		43.9	40.3	
Effective Green, g (s)	11.3		11.3	11.3	11.3	11.3	48.2	43.4		45.2	41.9	
Actuated g/C Ratio	0.16		0.16	0.16	0.16	0.16	0.69	0.62		0.65	0.60	
Clearance Time (s)	6.2		6.2	6.2	6.2	6.2	3.7	5.6		3.7	5.6	
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	226		256	228	301	256	228	2179		190	2100	
v/s Ratio Prot					0.01		c0.03	c0.49		0.01	0.48	
v/s Ratio Perm	0.07		0.08	0.02		0.03	0.26			0.15		
v/c Ratio	0.46		0.08	0.12	0.03	0.03	0.42	0.79		0.26	0.80	
Uniform Delay, d1	26.6		24.9	25.1	24.7	24.7	9.4	9.9		8.3	10.9	
Progression Factor	1.00		1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Incremental Delay, d2	1.5		0.1	0.2	0.0	0.0	1.3	2.9		0.7	3.4	
Delay (s)	28.0		25.1	25.3	24.8	24.8	10.7	12.8		9.0	14.2	
Level of Service	C		C	C	C	C	B	B		A	B	
Approach Delay (s)		26.4			25.0			12.7			14.1	
Approach LOS		C			C			B			B	

Intersection Summary

HCM Average Control Delay	14.4	HCM Level of Service	B
HCM Volume to Capacity ratio	0.67		
Actuated Cycle Length (s)	70.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	70.2%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

NE Anchorage Retail
27: Muldoon Road & Zeamer

2018 Total Traffic - Oilwell Only
11/3/2006



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↰	↑	↑	↑	↰	↑
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Volume (veh/h)	65	430	345	30	128	169
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	71	467	375	33	139	184
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type					None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	408				984	375
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	408				984	375
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	94				46	73
cM capacity (veh/h)	1151				259	671

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	SB 1	SB 2
Volume Total	71	467	375	33	139	184
Volume Left	71	0	0	0	139	0
Volume Right	0	0	0	33	0	184
cSH	1151	1700	1700	1700	259	671
Volume to Capacity	0.06	0.27	0.22	0.02	0.54	0.27
Queue Length (ft)	5	0	0	0	73	28
Control Delay (s)	8.3	0.0	0.0	0.0	34.0	12.4
Lane LOS	A				D	B
Approach Delay (s)	1.1		0.0		21.7	
Approach LOS					C	

Intersection Summary			
Average Delay	6.0		
Intersection Capacity Utilization	38.9%	ICU Level of Service	A
Analysis Period (min)	15		

NE Anchorage Retail
18: Muldoon Road & Westover

2018 Total Traffic - Oilwell Only
11/3/2006



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↰	↑	↑	↑	↰	↑
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	1.00	0.85	1.00	0.85
Flt Protected	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (prot)	1770	1863	1863	1583	1770	1583
Flt Permitted	0.64	1.00	1.00	1.00	0.95	1.00
Satd. Flow (perm)	1194	1863	1863	1583	1770	1583
Volume (vph)	419	180	170	345	348	286
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	455	196	185	375	378	311
RTOR Reduction (vph)	0	0	0	225	0	187
Lane Group Flow (vph)	455	196	185	150	378	124
Turn Type	Perm		Perm		Perm	
Protected Phases	4		8		6	
Permitted Phases	4		8		6	
Actuated Green, G (s)	16.0	16.0	16.0	16.0	16.0	16.0
Effective Green, g (s)	16.0	16.0	16.0	16.0	16.0	16.0
Actuated g/C Ratio	0.40	0.40	0.40	0.40	0.40	0.40
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	478	745	745	633	708	633
v/s Ratio Prot		0.11	0.10		0.21	
v/s Ratio Perm	0.38			0.24		0.20
v/c Ratio	0.95	0.26	0.25	0.24	0.53	0.20
Uniform Delay, d1	11.6	8.0	8.0	8.0	9.2	7.8
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	29.2	0.2	0.2	0.2	2.9	0.7
Delay (s)	40.8	8.2	8.2	8.1	12.0	8.5
Level of Service	D	A	A	A	B	A
Approach Delay (s)		31.0	8.2		10.4	
Approach LOS		C	A		B	

Intersection Summary			
HCM Average Control Delay	16.8	HCM Level of Service	B
HCM Volume to Capacity ratio	0.74		
Actuated Cycle Length (s)	40.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	61.4%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

NE Anchorage Retail
17: Provider & Muldoon Road

2018 Total Traffic - Oilwell Only
11/3/2006

Movement	EBL	EBR	NBL	NBR	NWL2	NWL	NWR	SWL2	SWL	SWR
Lane Configurations										
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0				4.0		4.0		4.0
Lane Util. Factor	1.00	1.00				1.00		1.00		1.00
Frt	1.00	0.85				1.00		1.00		0.85
Flt Protected	0.95	1.00				0.95		0.95		1.00
Satd. Flow (prot)	1770	1583				1771		1770		1583
Flt Permitted	0.27	1.00				0.95		0.76		1.00
Satd. Flow (perm)	500	1583				1771		1410		1583
Volume (vph)	11	590	0	0	0	500	8	7	0	20
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	12	641	0	0	0	543	9	8	0	22
RTOR Reduction (vph)	0	0	0	0	0	1	0	0	0	13
Lane Group Flow (vph)	12	641	0	0	0	551	0	8	0	9
Turn Type	custom			Perm	Perm		custom			
Protected Phases		4	2			8				
Permitted Phases	4			2	8			6		6
Actuated Green, G (s)	16.0	16.0				16.0		16.0		16.0
Effective Green, g (s)	16.0	16.0				16.0		16.0		16.0
Actuated g/C Ratio	0.40	0.40				0.40		0.40		0.40
Clearance Time (s)	4.0	4.0				4.0		4.0		4.0
Vehicle Extension (s)	3.0	3.0				3.0		3.0		3.0
Lane Grp Cap (vph)	200	633				708		564		633
v/s Ratio Prot		c0.40				0.31				
v/s Ratio Perm	0.02							0.01		0.01
v/c Ratio	0.06	1.01				0.78		0.01		0.01
Uniform Delay, d1	7.4	12.0				10.5		7.2		7.2
Progression Factor	1.00	1.00				1.00		1.00		1.00
Incremental Delay, d2	0.1	39.0				5.4		0.0		0.0
Delay (s)	7.5	51.0				15.8		7.3		7.3
Level of Service	A	D				B		A		A
Approach Delay (s)	50.2		0.0			15.8			7.3	
Approach LOS	D		A			B			A	
Intersection Summary										
HCM Average Control Delay			33.8			HCM Level of Service			C	
HCM Volume to Capacity ratio			0.52							
Actuated Cycle Length (s)			40.0			Sum of lost time (s)		8.0		
Intersection Capacity Utilization			46.5%			ICU Level of Service		A		
Analysis Period (min)			15							
c Critical Lane Group										

NE Anchorage Retail
16: Provider & Vossler

2018 Total Traffic - Oilwell Only
11/3/2006

	↖	→	↘	↙	←	↖	↙	↑	↗	↘	↓	↙
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗			↖	↗		↖	↗
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0			4.0	4.0		4.0	4.0
Lane Util. Factor	1.00	1.00		1.00	1.00			1.00	1.00		1.00	1.00
Frt	1.00	0.99		1.00	0.99			1.00	0.85		1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00			0.95	1.00		0.95	1.00
Satd. Flow (prot)	1770	1837		1770	1845			1770	1583		1779	1583
Flt Permitted	0.29	1.00		0.26	1.00			0.75	1.00		0.85	1.00
Satd. Flow (perm)	548	1837		481	1845			1389	1583		1590	1583
Volume (vph)	19	550	55	39	450	30	32	0	38	16	1	22
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	21	598	60	42	489	33	35	0	41	17	1	24
RTOR Reduction (vph)	0	9	0	0	6	0	0	0	24	0	0	14
Lane Group Flow (vph)	21	649	0	42	516	0	0	35	17	0	18	10
Turn Type	Perm			Perm			Perm		Perm	Perm		Perm
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2		2	6		6
Actuated Green, G (s)	15.5	15.5		15.5	15.5			16.0	16.0		16.0	16.0
Effective Green, g (s)	15.5	15.5		15.5	15.5			16.0	16.0		16.0	16.0
Actuated g/C Ratio	0.39	0.39		0.39	0.39			0.41	0.41		0.41	0.41
Clearance Time (s)	4.0	4.0		4.0	4.0			4.0	4.0		4.0	4.0
Vehicle Extension (s)	3.0	3.0		3.0	3.0			3.0	3.0		3.0	3.0
Lane Grp Cap (vph)	215	721		189	724			563	641		644	641
v/s Ratio Prot		c0.36			0.28							
v/s Ratio Perm	0.04			0.09				0.03	0.03		0.01	0.02
v/c Ratio	0.10	0.90		0.22	0.71			0.06	0.03		0.03	0.02
Uniform Delay, d1	7.6	11.3		8.0	10.1			7.2	7.1		7.1	7.0
Progression Factor	1.00	1.00		1.00	1.00			1.00	1.00		1.00	1.00
Incremental Delay, d2	0.2	14.1		0.6	3.3			0.2	0.1		0.1	0.0
Delay (s)	7.8	25.4		8.6	13.5			7.4	7.1		7.2	7.1
Level of Service	A	C		A	B			A	A		A	A
Approach Delay (s)		24.8			13.1			7.3			7.1	
Approach LOS		C			B			A			A	
Intersection Summary												
HCM Average Control Delay		18.4			HCM Level of Service				B			
HCM Volume to Capacity ratio		0.48										
Actuated Cycle Length (s)		39.5			Sum of lost time (s)				8.0			
Intersection Capacity Utilization		48.9%			ICU Level of Service				A			
Analysis Period (min)		15										
c Critical Lane Group												

NE Anchorage Retail
15: Provider & Boniface Parkway

2018 Total Traffic - Oilwell Only
11/3/2006



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↰↱	↱	↕↕	↱	↰↱	↕↕
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	0.97	1.00	0.95	1.00	0.97	0.95
Frt	1.00	0.85	1.00	0.85	1.00	1.00
Flt Protected	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (prot)	3433	1583	3539	1583	3433	3539
Flt Permitted	0.95	1.00	1.00	1.00	0.56	1.00
Satd. Flow (perm)	3433	1583	3539	1583	2030	3539
Volume (vph)	250	250	288	185	440	656
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	272	272	313	201	478	713
RTOR Reduction (vph)	0	204	0	98	0	0
Lane Group Flow (vph)	272	68	313	103	478	713
Turn Type	Perm		Perm		Perm	
Protected Phases	8		2			6
Permitted Phases		8		2	6	
Actuated Green, G (s)	8.5	8.5	17.4	17.4	17.4	17.4
Effective Green, g (s)	8.5	8.5	17.4	17.4	17.4	17.4
Actuated g/C Ratio	0.25	0.25	0.51	0.51	0.51	0.51
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	861	397	1816	813	1042	1816
v/s Ratio Prot	0.08		0.09			0.20
v/s Ratio Perm		0.17		0.13	0.24	
v/c Ratio	0.32	0.17	0.17	0.13	0.46	0.39
Uniform Delay, d1	10.3	9.9	4.4	4.3	5.3	5.0
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.2	0.2	0.2	0.3	1.5	0.6
Delay (s)	10.5	10.2	4.6	4.6	6.7	5.7
Level of Service	B	B	A	A	A	A
Approach Delay (s)	10.3		4.6			6.1
Approach LOS	B		A			A

Intersection Summary			
HCM Average Control Delay	6.8	HCM Level of Service	A
HCM Volume to Capacity ratio	0.53		
Actuated Cycle Length (s)	33.9	Sum of lost time (s)	8.0
Intersection Capacity Utilization	37.6%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

NE Anchorage Retail
1: Mtn View & Boniface Parkway

2018 Total Traffic - Oilwell Only
11/3/2006



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰		↱	↰↱	↑	↱	↰	↑↑			↑↑	↱
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0		4.0	4.0	4.0	4.0	4.0	4.0			4.0	4.0
Lane Util. Factor	1.00		1.00	0.97	1.00	1.00	1.00	0.95			0.95	1.00
Frt	1.00		0.85	1.00	1.00	0.85	1.00	1.00			1.00	0.85
Flt Protected	0.95		1.00	0.95	1.00	1.00	0.95	1.00			1.00	1.00
Satd. Flow (prot)	1770		1583	3433	1863	1583	1770	3539			3539	1583
Flt Permitted	0.95		1.00	0.95	1.00	1.00	0.23	1.00			1.00	1.00
Satd. Flow (perm)	1770		1583	3433	1863	1583	432	3539			3539	1583
Volume (vph)	37	0	706	292	93	180	159	254	0	0	850	50
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	40	0	767	317	101	196	173	276	0	0	924	54
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	40	0	767	317	101	196	173	276	0	0	924	54
Turn Type	Prot		Free	Prot		Free pm+pt						Free
Protected Phases	7			3	8		5	2			6	
Permitted Phases			Free			Free	2					Free
Actuated Green, G (s)	5.6		120.0	23.5	12.5	120.0	87.8	87.8			68.0	120.0
Effective Green, g (s)	5.3		120.0	23.2	13.9	120.0	88.8	88.8			70.0	120.0
Actuated g/C Ratio	0.04		1.00	0.19	0.12	1.00	0.74	0.74			0.58	1.00
Clearance Time (s)	3.7			3.7	5.4		3.7	5.0			6.0	
Vehicle Extension (s)	3.0			3.0	3.0		3.0	3.0			3.0	
Lane Grp Cap (vph)	78		1583	664	216	1583	485	2619			2064	1583
v/s Ratio Prot	0.02			0.09	0.05		0.04	0.08			0.26	
v/s Ratio Perm			0.48			0.12	0.22					0.03
v/c Ratio	0.51		0.48	0.48	0.47	0.12	0.36	0.11			0.45	0.03
Uniform Delay, d1	56.1		0.0	43.0	49.6	0.0	6.5	4.4			14.1	0.0
Progression Factor	1.00		1.00	1.00	1.00	1.00	0.36	0.33			1.00	1.00
Incremental Delay, d2	5.6		1.1	0.5	1.6	0.2	0.4	0.1			0.7	0.0
Delay (s)	61.7		1.1	43.6	51.2	0.2	2.8	1.5			14.8	0.0
Level of Service	E		A	D	D	A	A	A			B	A
Approach Delay (s)		4.1			31.0			2.0			14.0	
Approach LOS		A			C			A			B	

Intersection Summary

HCM Average Control Delay	12.9	HCM Level of Service	B
HCM Volume to Capacity ratio	0.48		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	0.0
Intersection Capacity Utilization	53.9%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

NE Anchorage Retail
3: EB Glenn - Boniface Exit & Boniface Parkway

2018 Total Traffic - Oilwell Only
11/3/2006



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰	↑	↱					↑↑	↱	↰	↑↑	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0					4.0	4.0	4.0	4.0	
Lane Util. Factor	1.00	1.00	1.00					0.95	1.00	1.00	0.95	
Frt	1.00	1.00	0.85					1.00	0.85	1.00	1.00	
Flt Protected	0.95	1.00	1.00					1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1770	1863	1583					3539	1583	1770	3539	
Flt Permitted	0.95	1.00	1.00					1.00	1.00	0.37	1.00	
Satd. Flow (perm)	1770	1863	1583					3539	1583	698	3539	
Volume (vph)	69	6	152	0	0	0	0	428	457	786	943	0
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	75	7	165	0	0	0	0	465	497	854	1025	0
RTOR Reduction (vph)	0	0	148	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	75	7	17	0	0	0	0	465	497	854	1025	0
Turn Type	Perm		Perm							Free pm+pt		
Protected Phases			4							2	1	6
Permitted Phases	4		4							Free	6	
Actuated Green, G (s)	10.1	10.1	10.1							44.7	120.0	97.9
Effective Green, g (s)	12.1	12.1	12.1							46.7	120.0	99.9
Actuated g/C Ratio	0.10	0.10	0.10							0.39	1.00	0.83
Clearance Time (s)	6.0	6.0	6.0							6.0	3.7	6.0
Vehicle Extension (s)	3.0	3.0	3.0							3.0	3.0	3.0
Lane Grp Cap (vph)	178	188	160							1377	1583	1021
v/s Ratio Prot		0.00								0.13		c0.34
v/s Ratio Perm	0.04		0.10								0.31	c0.35
v/c Ratio	0.42	0.04	0.10							0.34	0.31	0.84
Uniform Delay, d1	50.7	48.7	49.0							25.8	0.0	10.5
Progression Factor	1.00	1.00	1.00							1.00	1.00	0.89
Incremental Delay, d2	1.6	0.1	0.3							0.7	0.5	5.6
Delay (s)	52.3	48.8	49.3							26.4	0.5	15.0
Level of Service	D	D	D							C	A	B
Approach Delay (s)		50.2		0.0						13.0		8.3
Approach LOS		D		A						B		A

Intersection Summary

HCM Average Control Delay	13.1	HCM Level of Service	B
HCM Volume to Capacity ratio	0.85		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	69.2%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

NE Anchorage Retail
26: Muldoon Road & Zuckert Avenue

2018 Background Traffic - Oilwell Only
11/3/2006















Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰	↰↱		↰	↰	↰	↰	↰	↰	↰	↰	↰
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0	4.0	4.0		4.0	4.0		4.0
Lane Util. Factor	1.00	0.95		1.00	1.00	1.00	1.00		1.00	1.00		1.00
Frt	1.00	1.00		1.00	1.00	0.85	1.00		0.85	1.00		0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95		1.00	0.95		1.00
Satd. Flow (prot)	1770	3523		1770	1863	1583	1770		1583	1770		1583
Flt Permitted	0.62	1.00		0.49	1.00	1.00	0.76		1.00	0.43		1.00
Satd. Flow (perm)	1155	3523		908	1863	1583	1410		1583	810		1583
Volume (vph)	12	409	13	27	203	6	3	0	24	420	0	10
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	13	445	14	29	221	7	3	0	26	457	0	11
RTOR Reduction (vph)	0	5	0	0	0	5	0	0	22	0	0	6
Lane Group Flow (vph)	13	454	0	29	221	2	3	0	4	457	0	5
Turn Type	Perm			Perm		Perm	Perm		Perm	pm+pt		Perm
Protected Phases	4			8		8	2		2	6		6
Permitted Phases	4			8		8	2		2	6		6
Actuated Green, G (s)	9.4	9.4		9.4	9.4	9.4	5.7		5.7	15.7		15.7
Effective Green, g (s)	9.1	9.1		9.1	9.1	9.1	5.4		5.4	15.4		15.4
Actuated g/C Ratio	0.28	0.28		0.28	0.28	0.28	0.17		0.17	0.47		0.47
Clearance Time (s)	3.7	3.7		3.7	3.7	3.7	3.7		3.7	3.7		3.7
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0		3.0	3.0		3.0
Lane Grp Cap (vph)	323	986		254	522	443	234		263	561		750
v/s Ratio Prot		c0.13			0.12					c0.15		
v/s Ratio Perm	0.01			0.03		0.00	0.00		0.02	c0.24		0.01
v/c Ratio	0.04	0.46		0.11	0.42	0.00	0.01		0.02	0.81		0.01
Uniform Delay, d1	8.5	9.7		8.7	9.6	8.4	11.3		11.3	6.4		4.5
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00		1.00	1.00		1.00
Incremental Delay, d2	0.1	0.3		0.2	0.6	0.0	0.0		0.0	8.9		0.0
Delay (s)	8.6	10.0		8.9	10.1	8.4	11.3		11.4	15.3		4.5
Level of Service	A	B		A	B	A	B		B	B		A
Approach Delay (s)		10.0			9.9			11.4			15.0	
Approach LOS		A			A			B			B	

Intersection Summary

HCM Average Control Delay	11.9	HCM Level of Service	B
HCM Volume to Capacity ratio	0.66		
Actuated Cycle Length (s)	32.5	Sum of lost time (s)	8.0
Intersection Capacity Utilization	55.0%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

NE Anchorage Retail
53: Muldoon Road & Bartlett High

2018 Background Traffic - Oilwell Only
11/3/2006

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑		↵	↑↑				↵	↵		↵
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Volume (veh/h)	0	853	0	0	236	4	0	0	0	15	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	927	0	0	257	4	0	0	0	16	0	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												10
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)		686										
pX, platoon unblocked												
vC, conflicting volume	261			927			1055	1188	464	722	1186	130
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	261			927			1055	1188	464	722	1186	130
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			100			100	100	100	95	100	100
cM capacity (veh/h)	1301			733			180	187	545	314	187	895
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	WB 3	NB 1	SB 1					
Volume Total	618	309	0	171	90	0	16					
Volume Left	0	0	0	0	0	0	16					
Volume Right	0	0	0	0	4	0	0					
cSH	1700	1700	1700	1700	1700	1700	246					
Volume to Capacity	0.36	0.18	0.00	0.10	0.05	0.70	0.07					
Queue Length (ft)	0	0	0	0	0	0	5					
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	20.7					
Lane LOS						A	C					
Approach Delay (s)	0.0		0.0			0.0	20.7					
Approach LOS						A	C					
Intersection Summary												
Average Delay			0.3									
Intersection Capacity Utilization			33.6%	ICU Level of Service				A				
Analysis Period (min)			15									

NE Anchorage Retail
32: WB Glenn Muldoon On Ramp & Muldoon Road

2018 Background Traffic - Oilwell Only
11/3/2006



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations						↑	↑	↑↑			↑	↑
Signi Control		Stop			Yield			Free			Free	
Grade		0%			0%			0%			0%	
Volume (veh/h)	0	0	0	0	0	57	254	183	0	0	687	181
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	0	0	0	62	276	199	0	0	747	197
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	1398	1498	747	1498	1498	99	747			199		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1398	1498	747	1498	1498	99	747			199		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	100	100	100	93	68			100		
cM capacity (veh/h)	70	82	356	63	82	937	857			1371		


Direction, Lane #	WB 1	NB 1	NB 2	NB 3	SB 1	SB 2
Volume Total	62	276	99	99	747	197
Volume Left	0	276	0	0	0	0
Volume Right	62	0	0	0	0	197
cSH	937	857	1700	1700	1700	1700
Volume to Capacity	0.07	0.32	0.06	0.06	0.44	0.12
Queue Length (ft)	5	35	0	0	0	0
Control Delay (s)	9.1	11.2	0.0	0.0	0.0	0.0
Lane LOS	A	B				
Approach Delay (s)	9.1	6.5			0.0	
Approach LOS	A					

Intersection Summary					
Average Delay		2.5			
Intersection Capacity Utilization		112.2%	ICU Level of Service	H	
Analysis Period (min)		15			

NE Anchorage Retail
40: EB Glenn On Ramp - Muldoon & Muldoon Road

2018 Background Traffic - Oilwell Only

11/3/2006

























										
Movement	WBL	WBR	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SER
Lane Configurations				↑		↑	↑↑		↑	↑
Sign Control	Stop			Free			Free		Stop	
Grade	0%			0%			0%		0%	
Volume (veh/h)	0	0	0	397	0	232	1017	0	8	297
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	0	432	0	252	1105	0	9	323
Pedestrians										
Lane Width (ft)										
Walking Speed (ft/s)										
Percent Blockage										
Right turn flare (veh)										
Median type	None								None	
Median storage (veh)										
Upstream signal (ft)				565						
pX, platoon unblocked										
vC, conflicting volume	1493	2041	1105			432			2041	553
vC1, stage 1 conf vol										
vC2, stage 2 conf vol										
vCu, unblocked vol	1493	2041	1105			432			2041	553
tC, single (s)	7.5	6.5	4.1			4.1			6.5	6.9
tC, 2 stage (s)										
tF (s)	3.5	4.0	2.2			2.2			4.0	3.3
p0 queue free %	100	100	100			78			80	32
cM capacity (veh/h)	19	43	627			1124			43	477

Direction, Lane #	NB 1	SB 1	SB 2	SB 3	SE 1	SE 2
Volume Total	432	252	553	553	9	323
Volume Left	0	252	0	0	0	0
Volume Right	0	0	0	0	0	323
cSH	1700	1124	1700	1700	43	477
Volume to Capacity	0.25	0.22	0.33	0.33	0.20	0.68
Queue Length (ft)	0	22	0	0	16	125
Control Delay (s)	0.0	9.1	0.0	0.0	108.1	26.9
Lane LOS		A			F	D
Approach Delay (s)	0.0	1.7			29.1	
Approach LOS					D	

Intersection Summary			
Average Delay		5.6	
Intersection Capacity Utilization		53.2%	ICU Level of Service
Analysis Period (min)		15	A

NE Anchorage Retail
36: Boundary & Muldoon Road

2018 Background Traffic - Oilwell Only
11/3/2006

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0		4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00		1.00	1.00	1.00	1.00	1.00	0.95		1.00	0.95	
Frt	1.00		0.85	1.00	1.00	0.85	1.00	0.99		1.00	1.00	
Flt Protected	0.95		1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770		1583	1770	1863	1583	1770	3511		1770	3529	
Flt Permitted	0.75		1.00	0.76	1.00	1.00	0.12	1.00		0.12	1.00	
Satd. Flow (perm)	1399		1583	1410	1863	1583	219	3511		215	3529	
Volume (vph)	61	0	118	28	9	24	88	1288	74	38	1252	24
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	66	0	128	30	10	26	96	1400	80	41	1361	26
RTOR Reduction (vph)	0	0	109	0	0	22	0	5	0	0	2	0
Lane Group Flow (vph)	66	0	19	30	10	4	96	1475	0	41	1385	0
Turn Type	Perm		Perm	Perm		Perm	pm+pt			pm+pt		
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4		4	8		8	2			6		
Actuated Green, G (s)	7.2		7.2	7.2	7.2	7.2	44.0	38.5		40.6	36.8	
Effective Green, g (s)	9.4		9.4	9.4	9.4	9.4	45.3	40.1		41.9	38.4	
Actuated g/C Ratio	0.14		0.14	0.14	0.14	0.14	0.70	0.62		0.64	0.59	
Clearance Time (s)	6.2		6.2	6.2	6.2	6.2	3.7	5.6		3.7	5.6	
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	202		229	204	269	229	277	2166		222	2085	
v/s Ratio Prot					0.01		c0.03	c0.42		0.01	0.39	
v/s Ratio Perm	0.05		0.08	0.02		0.02	0.21			0.11		
v/c Ratio	0.33		0.08	0.15	0.04	0.02	0.35	0.68		0.18	0.66	
Uniform Delay, d1	25.0		24.1	24.3	23.9	23.8	5.8	8.2		5.8	9.0	
Progression Factor	1.00		1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.9		0.2	0.3	0.1	0.0	0.8	1.8		0.4	1.7	
Delay (s)	25.9		24.2	24.6	24.0	23.9	6.5	10.0		6.2	10.7	
Level of Service	C		C	C	C	C	A	A		A	B	
Approach Delay (s)		24.8			24.2			9.8			10.5	
Approach LOS		C			C			A			B	

Intersection Summary												
HCM Average Control Delay		11.3		HCM Level of Service						B		
HCM Volume to Capacity ratio		0.65										
Actuated Cycle Length (s)		65.0		Sum of lost time (s)						12.0		
Intersection Capacity Utilization		61.3%		ICU Level of Service						B		
Analysis Period (min)		15										
c Critical Lane Group												

NE Anchorage Retail
26: Muldoon Road & Zuckert Avenue

2006 Existing Traffic - Oilwell Only
11/3/2006

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↰			↰	↱		↰			↰	↱
Signi Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Volume (veh/h)	12	409	13	27	203	6	3	0	24	0	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	13	445	14	29	221	7	3	0	26	0	0	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												6
Median type								None			None	
Median storage veh												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	227			445			757	764	452	757	750	221
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	227			445			757	764	452	757	750	221
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	99			97			99	100	96	100	100	100
cM capacity (veh/h)	1341			1116			315	322	608	302	328	819

Direction, Lane #	EB 1	WB 1	WB 2	NB 1	SB 1
Volume Total	472	250	7	29	0
Volume Left	13	29	0	3	0
Volume Right	14	0	7	26	0
cSH	1341	1116	1700	551	1700
Volume to Capacity	0.01	0.03	0.00	0.05	Err
Queue Length (ft)	1	2	0	4	Err
Control Delay (s)	0.3	1.2	0.0	11.9	0.0
Lane LOS	A	A		B	A
Approach Delay (s)	0.3	1.2		11.9	0.0
Approach LOS				B	A

Intersection Summary

Average Delay	1.1		
Intersection Capacity Utilization	42.0%	ICU Level of Service	A
Analysis Period (min)	15		

NE Anchorage Retail
53: Muldoon Road & Bartlett High

2006 Existing Traffic - Oilwell Only
11/3/2006

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↰			↰↱					↰		↰
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Volume (veh/h)	0	433	0	0	236	4	0	0	0	15	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	471	0	0	257	4	0	0	0	16	0	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												10
Median type							None			None		
Median storage (veh)												
Upstream signal (ft)		686										
pX, platoon unblocked												
vC, conflicting volume	261			471			599	732	471	729	729	130
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	261			471			599	732	471	729	729	130
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			100			100	100	100	95	100	100
cM capacity (veh/h)	1301			1087			385	347	539	310	348	895

Direction, Lane #	EB 1	WB 1	WB 2	SB 1
Volume Total	471	171	90	16
Volume Left	0	0	0	16
Volume Right	0	0	4	0
cSH	1301	1700	1700	243
Volume to Capacity	0.00	0.10	0.05	0.07
Queue Length (ft)	0	0	0	5
Control Delay (s)	0.0	0.0	0.0	20.9
Lane LOS				C
Approach Delay (s)	0.0	0.0		20.9
Approach LOS				C

Intersection Summary			
Average Delay		0.5	
Intersection Capacity Utilization	32.8%	ICU Level of Service	A
Analysis Period (min)	15		

NE Anchorage Retail
32: WB Glenn Muldoon On Ramp & Muldoon Road

2006 Existing Traffic - Oilwell Only
11/3/2006


	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Movement												
Lane Configurations												
Sign Control		Stop			Yield			Free			Free	
Grade		0%			0%			0%			0%	
Volume (veh/h)	0	0	0	0	0	57	254	183	0	0	367	81
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	0	0	0	62	276	199	0	0	399	88
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	1051	1150	399	1150	1150	99	399			199		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1051	1150	399	1150	1150	99	399			199		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	100	100	100	93	76			100		
cM capacity (veh/h)	138	150	601	125	150	937	1156			1371		

Direction, Lane #	WB 1	NB 1	NB 2	NB 3	SB 1	SB 2
Volume Total	62	276	99	99	399	88
Volume Left	0	276	0	0	0	0
Volume Right	62	0	0	0	0	88
cSH	937	1156	1700	1700	1700	1700
Volume to Capacity	0.07	0.24	0.06	0.06	0.23	0.05
Queue Length (ft)	5	23	0	0	0	0
Control Delay (s)	9.1	9.1	0.0	0.0	0.0	0.0
Lane LOS	A	A				
Approach Delay (s)	9.1	5.3			0.0	
Approach LOS	A					

Intersection Summary						
Average Delay		3.0				
Intersection Capacity Utilization		76.2%		ICU Level of Service		D
Analysis Period (min)		15				

NE Anchorage Retail
40: EB Glenn On Ramp - Muldoon & Muldoon Road

2006 Existing Traffic - Oilwell Only
11/3/2006

										
Movement	WBL	WBR	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SER
Lane Configurations				↑		↙	↑↑		↙	↗
Sign Control	Stop			Free			Free		Stop	
Grade	0%			0%			0%		0%	
Volume (veh/h)	0	0	0	397	0	142	787	0	8	297
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	0	432	0	154	855	0	9	323
Pedestrians										
Lane Width (ft)										
Walking Speed (ft/s)										
Percent Blockage										
Right turn flare (veh)										
Median type	None								None	
Median storage veh										
Upstream signal (ft)				565						
pX, platoon unblocked										
vC, conflicting volume	1172	1596	855			432			1596	428
vC1, stage 1 conf vol										
vC2, stage 2 conf vol										
vCu, unblocked vol	1172	1596	855			432			1596	428
tC, single (s)	7.5	6.5	4.1			4.1			6.5	6.9
tC, 2 stage (s)										
tF (s)	3.5	4.0	2.2			2.2			4.0	3.3
p0 queue free %	100	100	100			86			90	44
cM capacity (veh/h)	54	91	780			1124			91	575
Direction, Lane #	NB 1	SB 1	SB 2	SB 3	SE 1	SE 2				
Volume Total	432	154	428	428	9	323				
Volume Left	0	154	0	0	0	0				
Volume Right	0	0	0	0	0	323				
cSH	1700	1124	1700	1700	91	575				
Volume to Capacity	0.25	0.14	0.25	0.25	0.10	0.56				
Queue Length (ft)	0	12	0	0	8	86				
Control Delay (s)	0.0	8.7	0.0	0.0	48.6	19.0				
Lane LOS		A			E	C				
Approach Delay (s)	0.0	1.3			19.7					
Approach LOS					C					
Intersection Summary										
Average Delay			4.4							
Intersection Capacity Utilization			46.8%		ICU Level of Service		A			
Analysis Period (min)			15							

NE Anchorage Retail
36: Boundary & Muldoon Road

2006 Existing Traffic - Oilwell Only
11/3/2006

	↖	→	↘	↙	←	↖	↘	↑	↗	↘	↓	↙
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↑	↗	↖	↑	↗	↖	↑↗	1900	↖	↑↗	1900
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0		4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00		1.00	1.00	1.00	1.00	1.00	0.95		1.00	0.95	
Frt	1.00		0.85	1.00	1.00	0.85	1.00	0.99		1.00	1.00	
Flt Protected	0.95		1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770		1583	1770	1863	1583	1770	3511		1770	3527	
Flt Permitted	0.75		1.00	0.76	1.00	1.00	0.18	1.00		0.12	1.00	
Satd. Flow (perm)	1399		1583	1410	1863	1583	339	3511		215	3527	
Volume (vph)	61	0	118	28	9	24	88	1288	74	38	1022	24
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	66	0	128	30	10	26	96	1400	80	41	1111	26
RTOR Reduction (vph)	0	0	109	0	0	22	0	5	0	0	2	0
Lane Group Flow (vph)	66	0	19	30	10	4	96	1475	0	41	1135	0
Turn Type	Perm		Perm	Perm		Perm	pm+pt			pm+pt		
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4		4	8		8	2			6		
Actuated Green, G (s)	7.2		7.2	7.2	7.2	7.2	44.0	38.5		40.6	36.8	
Effective Green, g (s)	9.4		9.4	9.4	9.4	9.4	45.3	40.1		41.9	38.4	
Actuated g/C Ratio	0.14		0.14	0.14	0.14	0.14	0.70	0.62		0.64	0.59	
Clearance Time (s)	6.2		6.2	6.2	6.2	6.2	3.7	5.6		3.7	5.6	
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	202		229	204	269	229	351	2166		222	2084	
v/s Ratio Prot					0.01		c0.02	c0.42		0.01	0.32	
v/s Ratio Perm	0.05		0.08	0.02		0.02	0.17			0.11		
v/c Ratio	0.33		0.08	0.15	0.04	0.02	0.27	0.68		0.18	0.54	
Uniform Delay, d1	25.0		24.1	24.3	23.9	23.8	4.3	8.2		5.8	8.0	
Progression Factor	1.00		1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.9		0.2	0.3	0.1	0.0	0.4	1.8		0.4	1.0	
Delay (s)	25.9		24.2	24.6	24.0	23.9	4.7	10.0		6.2	9.1	
Level of Service	C		C	C	C	C	A	A		A	A	
Approach Delay (s)		24.8			24.2			9.7			9.0	
Approach LOS		C			C			A			A	

Intersection Summary												
HCM Average Control Delay		10.7		HCM Level of Service				B				
HCM Volume to Capacity ratio		0.64										
Actuated Cycle Length (s)		65.0		Sum of lost time (s)				12.0				
Intersection Capacity Utilization		61.3%		ICU Level of Service				B				
Analysis Period (min)		15										
c Critical Lane Group												



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰	↰↱		↰	↰	↰	↰	↰	↰	↰	↰	↰
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	0.95		1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00
Frt	1.00	0.94		1.00	1.00	0.85	1.00		0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95		1.00	0.95	1.00	1.00
Satd. Flow (prot)	1770	3344		1770	1863	1583	1770		1583	1770	1863	1583
Flt Permitted	0.66	1.00		0.25	1.00	1.00	0.69		1.00	0.66	1.00	1.00
Satd. Flow (perm)	1236	3344		466	1863	1583	1279		1583	1226	1863	1583
Volume (vph)	12	336	195	405	135	6	165	0	700	320	100	10
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	13	365	212	440	147	7	179	0	761	348	109	11
RTOR Reduction (vph)	0	121	0	0	0	3	0	0	0	0	0	9
Lane Group Flow (vph)	13	456	0	440	147	4	179	0	761	348	109	2
Turn Type	Perm			pm+pt			Perm pm+pt			Free pm+pt		Perm
Protected Phases		4		3	8		5	2		1	6	
Permitted Phases	4			8		8	2		Free	6		6
Actuated Green, G (s)	12.3	12.3		30.4	30.4	30.4	13.6		56.5	16.4	11.0	11.0
Effective Green, g (s)	12.0	12.0		30.1	30.1	30.1	13.0		56.5	15.8	10.7	10.7
Actuated g/C Ratio	0.21	0.21		0.53	0.53	0.53	0.23		1.00	0.28	0.19	0.19
Clearance Time (s)	3.7	3.7		3.7	3.7	3.7	3.7			3.7	3.7	3.7
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0			3.0	3.0	3.0
Lane Grp Cap (vph)	263	710		574	993	843	326		1583	392	353	300
v/s Ratio Prot		0.17		c0.19	0.08		0.04			c0.08	0.06	
v/s Ratio Perm	0.01			c0.22		0.00	0.09		0.48	c0.17		0.01
v/c Ratio	0.05	0.64		0.77	0.15	0.00	0.55		0.48	0.89	0.31	0.01
Uniform Delay, d1	17.7	20.3		9.4	6.7	6.2	18.7		0.0	19.2	19.7	18.6
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00
Incremental Delay, d2	0.1	2.0		6.1	0.1	0.0	1.9		1.0	20.8	0.5	0.0
Delay (s)	17.8	22.3		15.5	6.8	6.2	20.6		1.0	40.0	20.2	18.6
Level of Service	B	C		B	A	A	C		A	D	C	B
Approach Delay (s)		22.2			13.2			4.8			34.9	
Approach LOS		C			B			A			C	

Intersection Summary

HCM Average Control Delay	16.1	HCM Level of Service	B
HCM Volume to Capacity ratio	0.76		
Actuated Cycle Length (s)	56.5	Sum of lost time (s)	8.0
Intersection Capacity Utilization	72.4%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

NE Anchorage Retail
53: Muldoon Road & Bartlett High

2018 Total Traffic - Oilwell AND FRONTAGE ROAD ACCESS

11/3/2006



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑		↑	↑↑				↑	↑		↑
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Volume (veh/h)	0	1317	39	150	546	4	0	0	275	15	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	1432	42	163	593	4	0	0	299	16	0	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												10
Median type								None			None	
Median storage veh												
Upstream signal (ft)		686										
pX, platoon unblocked												
vC, conflicting volume	598			1474			2076	2377	737	1936	2396	299
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	598			1474			2076	2377	737	1936	2396	299
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			64			100	100	17	0	100	100
cM capacity (veh/h)	975			453			22	22	361	5	21	697

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	WB 3	NB 1	SB 1
Volume Total	954	520	163	396	202	299	16
Volume Left	0	0	163	0	0	0	16
Volume Right	0	42	0	0	4	299	0
cSH	1700	1700	453	1700	1700	361	4
Volume to Capacity	0.56	0.31	0.36	0.23	0.12	0.83	4.26
Queue Length (ft)	0	0	40	0	0	185	Err
Control Delay (s)	0.0	0.0	17.3	0.0	0.0	48.5	Err
Lane LOS			C			E	F
Approach Delay (s)	0.0		3.7			48.5	Err
Approach LOS						E	F

Intersection Summary

Average Delay	70.7		
Intersection Capacity Utilization	68.0%	ICU Level of Service	C
Analysis Period (min)	15		

NE Anchorage Retail

2018 Total Traffic - Oilwell AND FRONTAGE ROAD ACCESS

32: WB Glenn Muldoon On Ramp & Muldoon Road

11/3/2006



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations						↑	↑	↑↑			↑↑	↑
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)						4.0	4.0	4.0			4.0	4.0
Lane Util. Factor						1.00	1.00	0.95			0.95	1.00
Frt						0.86	1.00	1.00			1.00	0.85
Flt Protected						1.00	0.95	1.00			1.00	1.00
Satd. Flow (prot)						1611	1770	3539			3539	1583
Flt Permitted						1.00	0.17	1.00			1.00	1.00
Satd. Flow (perm)						1611	324	3539			3539	1583
Volume (vph)	0	0	0	0	0	148	654	552	0	0	1386	221
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	0	0	161	711	600	0	0	1507	240
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	0	0	0	0	161	711	600	0	0	1507	240
Turn Type						Free	pm+pt					Free
Protected Phases							5	2			6	
Permitted Phases						Free	2					Free
Actuated Green, G (s)						40.0	36.3	40.0			19.3	40.0
Effective Green, g (s)						40.0	36.0	40.0			19.0	40.0
Actuated g/C Ratio						1.00	0.90	1.00			0.48	1.00
Clearance Time (s)							3.7	3.7			3.7	
Vehicle Extension (s)							3.0	3.0			3.0	
Lane Grp Cap (vph)						1611	762	3539			1681	1583
v/s Ratio Prot							c0.30	0.17			0.43	
v/s Ratio Perm						0.10	c0.54					0.15
v/c Ratio						0.10	0.93	0.17			0.90	0.15
Uniform Delay, d1						0.0	9.5	0.0			9.6	0.0
Progression Factor						1.00	1.00	1.00			1.00	1.00
Incremental Delay, d2						0.1	18.2	0.0			6.7	0.2
Delay (s)						0.1	27.7	0.0			16.3	0.2
Level of Service						A	C	A			B	A
Approach Delay (s)		0.0			0.1			15.0			14.1	
Approach LOS		A			A			B			B	

Intersection Summary

HCM Average Control Delay	13.8	HCM Level of Service	B
HCM Volume to Capacity ratio	0.90		
Actuated Cycle Length (s)	40.0	Sum of lost time (s)	4.0
Intersection Capacity Utilization	112.3%	ICU Level of Service	H
Analysis Period (min)	15		
c Critical Lane Group			



Movement	WBL	WBR	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SER
Lane Configurations				↑		↖	↑↑		↖	↑
Sign Control	Stop			Free			Free		Stop	
Grade	0%			0%			0%		0%	
Volume (veh/h)	0	0	0	763	0	570	1344	0	8	256
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	0	829	0	620	1461	0	9	278
Pedestrians										
Lane Width (ft)										
Walking Speed (ft/s)										
Percent Blockage										
Right turn flare (veh)										
Median type	None								None	
Median storage veh										
Upstream signal (ft)				565			1006			
pX, platoon unblocked	0.92	0.92	0.92						0.92	0.92
vC, conflicting volume	2803	3529	1461			829			3529	730
vC1, stage 1 conf vol										
vC2, stage 2 conf vol										
vCu, unblocked vol	2874	3664	1413			829			3664	619
tC, single (s)	7.5	6.5	4.1			4.1			6.5	6.9
tC, 2 stage (s)										
tF (s)	3.5	4.0	2.2			2.2			4.0	3.3
p0 queue free %	0	100	100			22			0	30
cM capacity (veh/h)	0	1	440			798			1	397

Direction, Lane #	NB 1	SB 1	SB 2	SB 3	SE 1	SE 2
Volume Total	829	620	730	730	9	278
Volume Left	0	620	0	0	0	0
Volume Right	0	0	0	0	0	278
cSH	1700	798	1700	1700	1	397
Volume to Capacity	0.49	0.78	0.43	0.43	8.83	0.70
Queue Length (ft)	0	193	0	0	Err	130
Control Delay (s)	0.0	23.3	0.0	0.0	Err	32.8
Lane LOS		C			F	D
Approach Delay (s)	0.0	6.9			334.8	
Approach LOS					F	

Intersection Summary

Average Delay	34.6		
Intersection Capacity Utilization	85.1%	ICU Level of Service	E
Analysis Period (min)	15		

NE Anchorage Retail
36: Boundary & Muldoon Road

2018 Total Traffic - Oilwell AND FRONTAGE ROAD ACCESS
11/3/2006

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰	↑	↱	↰	↑	↱	↰	↑	↱	↰	↑	↱
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0		4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00		1.00	1.00	1.00	1.00	1.00	0.95		1.00	0.95	
Flt Protected	1.00		0.85	1.00	1.00	0.85	1.00	0.99		1.00	0.99	
Satd. Flow (prot)	1770		1583	1770	1863	1583	1770	3514		1770	3508	
Flt Permitted	0.75		1.00	0.76	1.00	1.00	0.09	1.00		0.10	1.00	
Satd. Flow (perm)	1399		1583	1410	1863	1583	172	3514		178	3508	
Volume (vph)	95	0	115	25	9	44	88	1452	74	45	1440	90
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	103	0	125	27	10	48	96	1578	80	49	1565	98
RTOR Reduction (vph)	0	0	105	0	0	40	0	4	0	0	5	0
Lane Group Flow (vph)	103	0	20	27	10	8	96	1654	0	49	1658	0
Turn Type	Perm		Perm		Perm		Perm pm+pt		pm+pt		pm+pt	
Protected Phases			4		8		5		2		1	
Permitted Phases	4		4		8		2		6		6	
Actuated Green, G (s)	9.1		9.1		9.1		46.9		41.8		43.9	
Effective Green, g (s)	11.3		11.3		11.3		48.2		43.4		45.2	
Actuated g/C Ratio	0.16		0.16		0.16		0.69		0.62		0.65	
Clearance Time (s)	6.2		6.2		6.2		3.7		5.6		3.7	
Vehicle Extension (s)	3.0		3.0		3.0		3.0		3.0		3.0	
Lane Grp Cap (vph)	226		256		228		256		228		2179	
v/s Ratio Prot					0.01		c0.03		0.47		0.01	
v/s Ratio Perm	0.07		0.08		0.02		0.03		0.26		0.15	
v/c Ratio	0.46		0.08		0.12		0.03		0.42		0.76	
Uniform Delay, d1	26.6		24.9		25.1		24.7		24.7		9.1	
Progression Factor	1.00		1.00		1.00		1.00		1.00		1.00	
Incremental Delay, d2	1.5		0.1		0.2		0.0		0.0		1.3	
Delay (s)	28.0		25.1		25.3		24.8		24.8		10.4	
Level of Service	C		C		C		C		B		B	
Approach Delay (s)	26.4				25.0				12.0		13.7	
Approach LOS	C				C				B		B	

Intersection Summary

HCM Average Control Delay	13.9	HCM Level of Service	B
HCM Volume to Capacity ratio	0.70		
Actuated Cycle Length (s)	70.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	69.5%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

APPENDIX B

Level of Service (LOS) Concept Description

Level of Service Concept Description

Level of service (LOS) is a qualitative measure that describes the operating conditions within an intersection or roadway section, and the perception of those conditions by the facility's users. The factors used to measure the level of service provided by any given facility, might include any or all of the following:

- User comfort
- Convenience
- Travel time
- Maneuverability
- Interruptions in traffic
- Speed
- Cost
- Number of stops
- Fuel consumption

Every type of facility (intersection, freeway segment, arterial, or pedestrian) has different operating parameters that are used to determine its level of service. For intersections, the primary operating parameter is average control delay per vehicle defined in units of seconds per vehicle. There are six levels of service defined for each facility type. Each level has a letter identification from A to F with LOS A representing the best operating conditions and LOS F the worst.

Signalized Intersections

The delay experienced by motorists in a signalized intersection is effected by a number factors related to geometrics, traffic, control, and incidents. The total delay is defined as difference between the actual travel time and travel time that would result from ideal conditions. An ideal signalized intersection has 12-foot (3.6 meter) lane widths, level grade, no curb parking, only passenger cars in the traffic stream, no turning movements, green signal available all the time, and is located outside the central business district. For signalized intersections, only the portion of the total delay associated with control is

measured. This delay is referred to as control delay and includes the following: initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay. Table 1 summarizes the *1997 Highway Capacity Manual's* description of the six LOSs for a signalized intersection.

Table 1: Level of Service Criteria for Signalized Intersections

LOS	Average Delay per Vehicle
A	Very low control delay 10 or less seconds per vehicle; progression is very favorable; most vehicles arrive during the green signal; most vehicles do not stop. Short cycle lengths may also contribute to low delay.
B	Control delay greater than 10 and up to 20 seconds per vehicle; progression is good and/or cycle lengths are short. More vehicles stop than for LOS A, causing higher levels of average delay.
C	Control delay greater than 20 and up to 35 seconds per vehicle; progression is fair and/or cycle lengths are longer. Individual cycle failures may begin to appear at this level. The number of vehicles stopping is significant, though many vehicles still pass through without stopping.
D	Control delay greater than 35 and up to 55 seconds per vehicle; progression is unfavorable, cycle lengths are long, or has a high flow rate to capacity ratio. Many vehicles stop, and the proportion of vehicles not stopping diminishes. Individual cycle failures are obvious.
E	Control delay greater than 55 and up to 80 seconds per vehicle; progression is poor, cycle lengths are long, and has a high flow rate to capacity ratio. Individual cycle failures are frequent occurrences.
F	Control delay greater than 80 seconds per vehicle; progression is very poor, cycle lengths are long. Many individual cycle failures. Arrival flow rates exceed the capacity of the intersection. This level is considered unacceptable to most drivers.

Unsignalized Intersections

The two types of unsignalized intersections include two-way stop-controlled (TWSC) and all-way stop-controlled (AWSC) intersections. The LOS for a TWSC intersection is defined by control delay for each minor approach and major street left-turn movement rather than the overall intersection. The LOS for an AWSC intersection is defined by control delay for the intersection as a whole. The delay range for unsignalized intersections are different from those for signalized intersections primarily due to driver expectation. The expectation is that signalized intersections are designed to carry higher volumes of traffic and therefore higher levels of delay are acceptable. Table 2 summarizes the *1997 Highway Capacity Manual's* description of the six LOSs for an unsignalized intersection.

Table 2: Level of Service Criteria for Unsignalized Intersections

LOS	Average Delay per Vehicle
A	Very low control delay 10 or less seconds per vehicle. All drivers find freedom of operation. Very rarely more than one vehicle in queue.
B	Control delay greater than 10 and up to 15 seconds per vehicle. Some drivers begin to consider the delay troublesome. Seldom there is more than one vehicle in queue.
C	Control delay greater than 15 and up to 25 seconds per vehicle. Most drivers feel restricted, but tolerably so. Often there is more than one vehicle in queue.
D	Control delay greater than 25 and up to 35 seconds per vehicle. Drivers feel restricted. Most often, there is more than one vehicle in queue.
E	Control delay greater than 35 and up to 50 seconds per vehicle. Drivers find delays approaching intolerable levels. There is frequently more than one vehicle in queue. This level denotes a state in which the demand is close or equal to the probable maximum number of vehicles that can be accommodated by the movement.
F	Control delay in excess of 50 seconds per vehicle. Very constrained flow. Represents an intersection failure situation that is caused by geometric and/or operational constraints external to the intersection.

Summary

The average control delay for signalized and unsignalized intersections is summarized in Table 3.

Table 3: Summary of Average Control Delay per Vehicle (in seconds) for Signalized and Unsignalized Intersections

LOS	Unsignalized Intersection	Signalized Intersections
A	≤ 10	≤ 10
B	> 10 and ≤ 15	> 10 and ≤ 20
C	> 15 and ≤ 25	> 20 and ≤ 35
D	> 25 and ≤ 35	> 35 and ≤ 55
E	> 35 and ≤ 50	> 55 and ≤ 80
F	> 50	> 80

APPENDIX C

State of Alaska Department of Transportation and Public Facilities (DOT&PF) Driveway Design Standards and Regulations

17 AAC 10.060. Driveways not part of highway construction

- A. An owner of land must apply for a permit under this section if the:
1. land is serviced by a driveway or approach road
 - a. that was constructed as part of a highway construction project after January 1, 2000, and for which a permit was issued before January 1, 2000; or
 - b. for which a permit has not been issued; and
 2. owner proposes to
 - a. install a driveway or approach road to provide a new access;
 - b. change the width, grade, slope, or radius of an existing driveway or approach road; or
 - c. change the land use for the land provided access, if the projected increase in traffic onto the land increases
 - i) from fewer than 20 to more than 25 vehicle trips during any hour of the day; or
 - ii) by more than 100 vehicle trips during any hour of the day.
- B. The permit application must be submitted and the permit will be issued on forms prescribed by the department. In the permit the department will incorporate by reference the provisions of 17 AAC 10.020, describe the land served by the driveway or approach road, and bind a permittee and a permittee's heirs, successors in interest, or assignees to the terms of the permit.
- C. If a development is projected to generate more than 100 vehicle trips on a highway during any hour of the day, or the traffic generated is expected to detract from the safety of the highway, an applicant must perform a traffic impact analysis that meets the requirements of 17 AAC 10.070.

D. Except for municipalities where no approval is required under ordinance, unless the access sought is approved by the appropriate planning and zoning authorities, the department will not approve a permit under this section.

17 AAC 10.070. Traffic impact analysis

- A. A traffic impact analysis required under 17 AAC 10.060(c) must compute traffic generated by a development in accordance with the Institute of Traffic Engineers' *Trip Generation Handbook* (1997). The department will, in its discretion, require a traffic impact analysis based upon local traffic generation values. A traffic impact analysis must be prepared by an engineer licensed under AS 08.48 and must be submitted to the department for review and comment under (e) of this section.
- B. Level of service (LOS) and operational analysis for a traffic impact analysis prepared under this section must be performed in accordance with the Transportation Research Board's publication *Special Report 209, Highway Capacity Manual* (1997 Update). The minimum acceptable LOS at intersections and on road segments both on the development's opening date and in the design year is
1. LOS C, if the LOS on the date of application is LOS C or better; or
 2. LOS D, if the LOS on the date of application is LOS D or poorer; however, if the LOS is poorer than LOS D, a lower minimum LOS is acceptable if the operation of the highway does not deteriorate more than 10 percent in terms of delay time or other appropriate measures of effectiveness from the LOS before the development's opening date.
- C. A traffic impact analysis prepared under this section must address
1. intersections on highways where traffic on any approach is expected to increase as a result of the proposed development by at least five percent of the approach's capacity;
 2. segments of highways between intersections where total traffic is expected to increase as a result of the proposed development by at least five percent of the segments' capacity;

3. state highways and intersections where the safety of the facilities will deteriorate as a result of the traffic generated by the development;
 4. each driveway or approach road that will allow egress from or ingress to a highway for the proposed development;
 5. parking and circulation routes within the proposed development, to the extent necessary to ensure that traffic does not back up onto a highway; and
 6. pedestrian and bicycle facilities that are part of the highway facilities to which a permit applicant seeks access.
- D. Except for a development expected to generate 250 or more vehicle trips during the peak traffic hour of an adjacent highway, a traffic impact analysis prepared under this section must consider
1. projected traffic at the development's anticipated opening date, excluding the traffic generated by the development; and
 2. projected traffic at the development's anticipated opening date, including the traffic generated by the development.
- E. A traffic impact analysis prepared under this section for a development expected to generate 250 or more vehicle trips during the peak traffic hour of the adjacent highway must, in addition to the projected traffic volumes before and after the completion of the proposed development, consider
1. the projected traffic in the design year for the proposed development, excluding traffic generated by the development; and
 2. the projected traffic for the design year for the proposed development including the traffic generated by the development.
- F. A traffic impact analysis prepared under this section must identify

1. locations where road improvements are necessary to mitigate traffic impacts, including locations where the LOS is less than acceptable under (b) of this section
 - a. due to the development at either the opening date or the design year; or
 - b. at either the opening date or the design year without the development and improvements are necessary to prevent the LOS from deteriorating further;
 2. road improvement alternatives that will achieve an acceptable LOS or minimize degradation of service below an already unacceptable LOS
 - a. on the opening date of the development; and
 - b. in the design year of the development, for a development expected to generate 250 or more vehicle trips during the peak hour of the adjacent highway on the opening date of the development;
 3. bicycle or pedestrian improvements necessary to accommodate bicycle and pedestrian traffic as negotiated between the department and the applicant; and
 4. improvements needed for internal circulation and parking plans.
- G. The department will review and comment upon a traffic impact analysis prepared under this section and submitted for a proposed development. The department will, in its discretion, request clarification or further analysis of the impacts that it considers necessary to adequately consider the risks presented to the traveling public by the proposed development. If alternative means are proposed by an applicant for mitigation of the traffic impacts of a proposed development, the department will select the alternative that provides the greatest public benefit, at the least private cost, and that meets the appropriate LOS on an impacted state highway. If the department accepts a means of mitigation, the mitigation must be successfully completed before the issuance of a permit under 17 AAC 10.080.

History: Eff. 5/4/2000, Register 154

Authority:

AS 19.05.020

AS 19.05.040

AS 19.30.051

AS 19.30.121

AS 19.40.065

AS 44.42.030

Editor's note: The *Special Report 209, Highway Capacity Manual* (1997 Update) and the *Trip Generation Handbook* (1997), adopted by reference in 17 AAC 10.070, may be viewed at the department's regional offices in Anchorage, Fairbanks, or Juneau. *Special Report 209, Highway Capacity Manual* (1997 Update) may be obtained from the Transportation Research Board, Lockbox 289, Washington, D.C. 20055. The *Trip Generation Handbook* (1997) may be obtained from the Institute of Transportation Engineers, 525 School Street, S.W., Suite 410, Washington, D.C. 20024-2797.

17 AAC 10.075. Traffic impact mitigation

- A. A permittee shall make improvements to a highway or intersection to maintain an acceptable LOS if a highway or intersection has an
1. acceptable LOS under 17 AAC 10.060(b) without traffic generated by the development; and
 2. unacceptable LOS under 17 AAC 10.060(b) , with traffic generated by the development
 - a. at the opening date of the development; or
 - b. in the design year of the development, for a development expected to generate 250 or more vehicle trips during the peak hour of the adjacent highway on the opening date of the development.
- B. If a highway has an unacceptable LOS under 17 AAC 10.060(b) without traffic generated by the development, either at the opening date of the development or in the design year of the development, a permittee shall make improvements to the highway so the operation of the highway does not deteriorate more than 10 percent in terms of delay time or other appropriate measures of effectiveness with the addition of the traffic generated by the development at the opening date of the development or in the design year.
- C. A permittee for which a traffic impact analysis report has been approved shall use signs and markings on approaches to highways within the development that conform with the *Alaska Traffic Manual*. The department adopts by reference the *Alaska Traffic Manual*, consisting of the *Manual on Uniform Traffic Control Devices for Streets and Highways*, 1988 edition, including revisions 1 through 7, issued by the United States Department of Transportation, Federal Highway Administration, and the department's *Alaska Supplement*, as revised as of January 27, 1992. Internal circulation and parking layout must provide sufficient queuing distance within the development between the highway

and potential internal block points to ensure no traffic backs up onto the highway, including bicycle or pedestrian facilities.

- D. If a traffic impact analysis discloses impacts upon pedestrian and bicycle traffic, a permittee shall take steps to mitigate the impact.
- E. The department will, in its discretion, relax the requirements for mitigation under this section, if it finds in writing that the
 - 1. highway facilities only marginally achieve an acceptable LOS under 17 AAC 10.070(b) without the traffic generated by the development and would likely fall below an acceptable LOS within five years;
 - 2. traffic generated by the development results in an unacceptable LOS under 17 AAC 10.070(b) ; and
 - 3. cost of mitigating the impacts is disproportionate to the cost of the development.

History: Eff. 5/4/2000, Register 154

Authority:

AS 19.05.020

AS 19.05.040

AS 19.30.051

AS 19.30.121

AS 19.40.065

AS 44.42.030

Editor's note: The *Alaska Traffic Manual*, adopted by reference in 17 AAC 10.075, may be viewed at the department's regional offices in Anchorage, Fairbanks, or Juneau. Copies of the *Manual on Uniform Traffic Control Devices for Streets and Highways* may be obtained by writing the Superintendent of Documents, United States Government Printing Office, Washington, D.C. 20402. Copies of the *Alaska Supplement* may be obtained by writing the Division of Statewide Design and Engineering Services, Department of Transportation and Public Facilities, 3132 Channel Drive, Juneau, AK 99801-7898.

17 AAC 10.080. Permit issuance

- A. The department will, in its discretion, issue a permit for a driveway or approach road that does not require a traffic impact analysis under 17 AAC 10.060(c) upon the payment of the \$500 performance deposit required under 17 AAC 10.065 by an applicant.
- B. The department will issue a permit for a driveway or approach road that requires a traffic impact analysis under 17 AAC 10.060(c) when the applicant has performed the mitigation in a manner acceptable to the department under 17 AAC 10.070.

History: Eff. 5/4/2000, Register 154

Authority:

AS 19.05.020

AS 19.05.040

AS 19.30.051

AS 19.30.121

AS 19.40.065

AS 44.42.030

17 AAC 10.095. Cooperative traffic impact analysis

If a proposed development within a municipality, along a road that is not on the state highway system, has an impact upon a highway on the state highway system, the department will cooperate with the appropriate municipal planning and zoning authority in the preparation of a traffic impact analysis. A traffic impact analysis under this section must be in substantial compliance with the provisions of 17 AAC 10.070 and result in mitigation of adverse impacts upon a road under state administration that are in substantial compliance with the provisions of 17 AAC 10.075.

History: Eff. 5/4/2000, Register 154

Authority:

AS 19.05.020

AS 19.05.040

AS 19.30.051

AS 19.30.121

AS 19.40.065

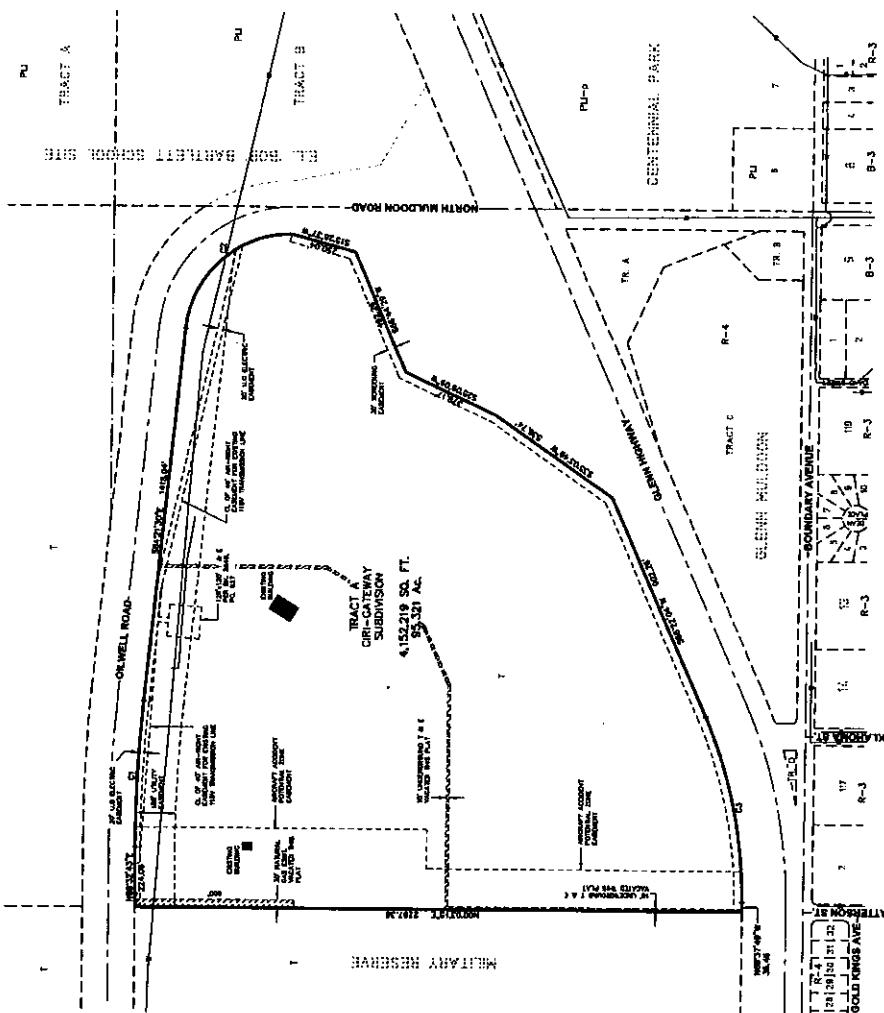
AS 44.42.030

[illegible][illegible][illegible]

PERSONALLY APPEARED _____
 NOTARY PUBLIC _____
 BY COMMISSION EXPIRES _____

[illegible]

CURVE	DELTA	RADIUS	LENGTH	CHORD	CHORD BEARING
E1	08°38'44"	543.80	534.70'	354.17'	M8707.22°
E2	04°30'11"	366.14	547.38'	333.04'	S4208.64°E
A1	08°38'44"	543.80	534.70'	354.17'	M8707.22°

[illegible]

DEPT. OF JUSTICE

PLANTING OFFICER	DATE
MUNICIPAL SUPERVISOR	DATE

TAX CERTIFICATION

PLAT APPROVAL _____
PLAT APPROVED BY THE MUNICIPAL PLATTING
AUTHORITY THIS DAY OF _____, 20____

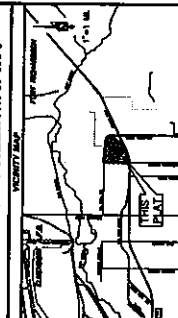
AUTHORIZED OFFICIAL

THE MUNICIPALITY OF ANCHORAGE HEREBY ACCEPTS
THE PUBLIC USES AND FOR PUBLIC PURPOSES THE
REAL PROPERTY DESIGNATED ON THIS PLAN, INCLUDING
BUT NOT LIMITED TO THE EASEMENTS, RIGHTS OF
WAY, ALLEYS, RIGHTWAYS, THROUGHFARES AND
MARKS SHOWN HEREON.

MAILED AT ANCHORAGE, ALASKA, THE DAY OF

NUMBER OF ANSWERS	NOTES
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REVISED PRELIMINARY



LOCATED UNDER THE SW 1/4, SEC. 12, T34N, R34W, S1

ONE-GATEWAY SUBDIVISION, TRACT A
PLAT OF
A 63.371 ACRE RESUBDIVISION OF
TRACTS A AND B, ELEMENT "D" SUBDIVISION
FOR PLAT 88-31
THE SW 1/4, SEC. 12, T.1N, R.2W, S.4E, AX
LOCALITY: 1000'

A DOWL

NAME: BOY	CNIC:	S.O. 008479	DOWN FILE NO:
SCALE: 1'-200'	FRM:	CIRCU 1149	
DATE: DEC-27-2008	SUPPLIER:		
P.P. PWT NO. 00000201	MOA CASE FILE:		
			SHEET 1 OF 1

5

POSTING AFFIDAVIT




AFFIDAVIT OF POSTING

511550 511549

Case Number: 2006-155 2006-154

I, Chris Harrington, hereby certify that I have posted a **Notice of Public Hearing** as prescribed by Anchorage Municipal Code 21.15.005 on the property that I have petitioned for REPLAT REZONE SITE PLAN REVIEW. The notice was posted on 10 November 2006 which is at least 21 days prior to the public hearing on this petition. I acknowledge this Notice(s) must be posted in plain sight and displayed until all public hearings have been completed.

Affirmed and signed this 27th day of November, 2006


Signature

LEGAL DESCRIPTION

Tract or Lot A AND B
Block
Subdivision ELMENDORF 95 Sub.

6

HISTORICAL INFORMATION

2006-154
The United States of America

To all to whom these presents shall come, Greeting:

AA-60709

GRANTOR:
UNITED STATES OF AMERICA
C/O BLM
222 W. 7TH AVENUE #13
ANCHORAGE, ALASKA 99513

WHEREAS

Cook Inlet Region, Inc.

is entitled to a patent pursuant to Sec. 12 of the Act of January 2, 1976, 43 U.S.C. 1611 n., as amended and per I.C. (2)(a) of the Terms and Conditions for Land Consolidation and Management in the Cook Inlet Area, as clarified August 31, 1976, 90 Stat. 1835, of the surface and subsurface estates in the following-described lands:

Seward Meridian, Alaska

T. 13 N., R. 3 W.,
Sec. 12, Lot 9.

Containing 95.10 acres, as shown on plat of survey officially filed on December 13, 1989.

NOW KNOW YE, that there is, therefore, granted by the UNITED STATES OF AMERICA, unto the above-named corporation the surface and subsurface in the lands above described; TO HAVE AND TO HOLD the said estates with all the rights, privileges, immunities, and appurtenances, of whatsoever nature, thereunto belonging, unto the said corporation, its successors and assigns, forever.

EXCEPTING AND RESERVING TO THE UNITED STATES from the lands so granted:

Pursuant to Sec. 17(b) of the Alaska Native Claims Settlement Act of December 18, 1971, 43 U.S.C. 1601, 1616(b), the following public easements are reserved to the United States. They are referenced by easement identification number (EIN) on the easement map, a copy of which will be found in case file AA-60709-EE. All easements are subject to applicable Federal, State or Municipal corporation regulation. The following is a listing of uses allowed for each type of easement. Any uses which are not specifically listed are prohibited.

- a. (EIN 1 B) An aviation easement 800 feet or above in height over the entire parcel in Sec. 12, T. 13 N., R. 3 W., Seward Meridian. This easement is for airspace and there will be no use allowed within the easement which might interfere with the taking off and landing of aircraft from Elmendorf Air Force Base or which otherwise constitutes an airport hazard.

- b. (EIN 2 B) A noise easement over the entire parcel within Sec. 12, T. 13 N., R. 3 W., Seward Meridian. This easement allows for noise disturbance emanating from the Elmendorf Air Force Base, and no use will be allowed within the easement which interferes with the landing and taking off of aircraft from Elmendorf Air Force Base or which otherwise constitutes an airport hazard.
- c. (EIN 3 B) An easement for an existing gas line 600 feet in length and 30 feet in width southerly from the northwest corner of the parcel in Sec. 12, T. 13 N., R. 3 W., Seward Meridian along the section line. The uses allowed are those activities associated with the construction, operation and maintenance of the gas line.
- d. (EIN 4 L) An easement for a 40 foot air-right for the existing 115KV electric transmission line in Sec. 12, T. 13 N., R. 3 W., Seward Meridian (see EIN 5 B, L). Construction to up-grade the line to 230KV is planned within the next 5 years at which time the air-right easement will increase to 70 feet to continue in conformance with National Electric Safety Code Standards. The allowable use is for airspace.
- e. (EIN 5 B, L) An easement 150 feet in width for existing utilities from the northwest boundary of the parcel in Sec. 12, T 13 N., R. 3 W., Seward Meridian, easterly along the parcel's northern boundary to the east boundary of the parcel. The uses allowed are those activities associated with the construction, operation and maintenance of the gas line, multi-product pipeline, sewer line and electric line.

- f. (EIN 6 B) An accident potential zone easement (APZ II) restricting the use and occupancy of approximately 11.62 acres of land to be conveyed. This portion is more particularly described as follows:

A parcel of land being a portion of Lot 9 located within the W $\frac{1}{2}$ SW $\frac{1}{4}$ of Section 12, Township 13 N., Range 3 W., Seward Meridian, Anchorage Recording District, State of Alaska; said parcel being more particularly described as follows:

Commencing at the section corner common to Sections 11, 12, 13 and 14 of said township and range;

thence N. 0°03'15" E., between Sections 11 and 12, 3.787 chains (294.94 feet) to Witness Point 1 (WP1), on line between Secs. 11 and 12, the Point of Beginning.

thence continuing N. 0°03'15" E., between Sections 11 and 12, 34.658 chains (2287.43 feet) to WP 2; on line between Sections 11 and 12;

thence S. 89°59'30" E., 3.369 chains (222.35 feet) to the Angle Point (AP10) identical with a Point of Curvature (PC);

thence along the arc of a curve to the right having a radius of 85.297 chains (5629.60 feet), a central angle of 0°46'27", (Long Chord bears S. 89°36'08" E., 1.152 chains) for an arc distance of 1.152 chains (76.03 feet) to a point;

thence S. 0°03'15" W., 16.667 chains (1100.02 feet);

thence S. 89°56'45" W., 2.248 chains (148.37 feet);

thence S. 0°03'15" W., 17.956 chains (1185.10 feet); to a point on a curve to the right;

thence along said curve, having a radius of 26.286 chains (1734.88 feet), a central angle of 3°45'07", (Long Chord bears S. 88°09'31" W., 1.721 chains) for an arc distance of 1.721 chains (113.59 feet) to Angle Point 1 (AP 1);

thence N. 89°58'00" W., 0.553 chains (36.50 feet) to the Point of Beginning.

Contains 11.62 acres, more or less.

All uses are allowed except as follows:

No two- to four-family or multi-family residential dwellings, group quarters, residential hotels, mobile home parks or courts. Residential dwellings are restricted to one or two single-family dwellings per acre. Planned Unit Development is restricted to 20 percent maximum lot coverage per acre. No industrial and manufacturing uses involving apparel, chemicals, or allied products, petroleum refining or related industries, rubber or miscellaneous plastic goods, professional, scientific and controlling instruments. No commercial and retail trade involving eating and drinking places. No public and quasi-public service uses utilizing meeting places, auditoriums or other than low-density offices. No public and quasi-public services involving educational services, cultural activities, medical or other health services, non-profit organizations, churches or chapels. No outdoor recreation involving spectator sports or arenas, resort and group camps, entertainment assembly and other than low-density community and regional parks.

THE GRANT OF THE ABOVE-DESCRIBED LANDS IS SUBJECT TO:

1. Valid existing rights therein, if any, including but not limited to those created by any lease, contract, permit, right-of-way, or easement, and the right of the lessee, contractee, permittee, or grantee to the complete enjoyment of all rights, privileges, and benefits thereby granted to him. Further, pursuant to Sec. 17(b)(2) of the Alaska Native Claims Settlement Act of December 18, 1971 (ANCSA), 43 U.S.C. 1601, 1616(b)(2), any valid existing right recognized by ANCSA shall continue to have whatever right of access as is now provided for under existing law.

AA-60709

2. A right-of-way, A-010021, for a water pipeline, dam and reservoir site and a road, under the Act of February 16, 1901 (31 Stat. 790; 43 U.S.C. 959).

RECORDED IN THE ANCHORAGE RECORDING DISTRICT, THIRD JUDICIAL DISTRICT,
STATE OF ALASKA.

RETURN TO GRANTEE:

COOK INLET REGION, INC.
ATTN: LAND DEPARTMENT
P. O. BOX 93330
ANCHORAGE, ALASKA 99509-3330



IN TESTIMONY WHEREOF, the undersigned authorized officer of the Bureau of Land Management, in accordance with the provisions of the Act of June 17, 1948 (62 Stat. 476), has, in the name of the United States, caused these letters to be made Patent, and the Seal of the Bureau to be hereunto affixed.

GIVEN under my hand, in ANCHORAGE, ALASKA
the THIRTY-FIRST day of OCTOBER
in the year of our Lord one thousand nine hundred and
NINETY-ONE and of the Independence of the
United States the two hundred and SIXTEENTH.

By Janice R. Prutz
Janice R. Prutz, Acting Chief
Branch of Cook Inlet and
Ahtna Adjudication



Patent Number 50-92-0050

177

**MUNICIPALITY OF ANCHORAGE
PLANNING DEPARTMENT**

D.5.a.

MEMORANDUM

DATE: December 4, 2006
TO: Planning and Zoning Commission
THRU:  Jerry T. Weaver, Jr., Zoning Division Administrator
FROM:  Angela C. Chambers, AICP, Senior Planner
SUBJECT: 2006-154, 2006-155, S-11549, S-11550
Postponement Request

This memorandum is to advise the Commission that the Department requests a postponement of the public hearing for Case 2006-154, 2006-155, S-11549 and S-11550 to allow the petitioner time to finalize a Traffic Impact Analysis, which is required for these requests. If approved by the Commission, the cases will be rescheduled for January 8, 2007.

**MUNICIPALITY OF ANCHORAGE
PLANNING DEPARTMENT**

D.5.a.

MEMORANDUM

DATE: January 8, 2006
TO: Planning and Zoning Commission
FROM: *AC* Angela C. Chambers, AICP, Senior Planner
SUBJECT: 2006-154 2006-155, S-11549, S-11550
Postponement Request

This memorandum is to advise the Commission that the Department requests a postponement of the public hearing for Case 2006-154, 2006-155, S-11549 and S-11550 to allow the petitioner time to finalize a Traffic Impact Analysis, which is required for these requests. If approved by the Commission, the cases will be rescheduled for January 29, 2007.

21.50.085.b.4 that says "The restoration plan for the site ensures that, after extraction operations cease, the site will be left in safe, stable, and aesthetically acceptable condition." She believed that was the intent of the Staff condition. She did not support the motion as amended.

CHAIR JONES stated she strongly supports restoration plans in traditional natural resource extractions, such as the Sand Lake gravel pits. This is an area where all of the extraction was completed some time ago. Her main concern with this site is safety, the plan to address the overhang areas, and the removal of the material. She understood that the ultimate property owner does not want the site to be revegetated.

Main Motion

AYE: Cotten, Pease, Fredrick, Josephson, Jones, Isham, Palmer, Phelps

NAY: Pease

ABSTAIN: Wang

PASSED

3. **2006-154**

Cook Inlet Region, Inc. A request to rezone approximately 95.32 acres from T (Transition Zone) to B-3 (General Business). Elmendorf "95" Subdivision, Tracts A & B. Located at 1100 and 1200 Muldoon Road.

POSTPONED TO JANUARY 27, 2007

4. **2006-155**

Cook Inlet Region, Inc. A Site Plan Review for a Large Retail Establishment (Big Box Review) for Elmendorf "95" Subdivision, Tracts A & B. Located at 1100 and 1200 N Muldoon Road.

POSTPONED TO JANUARY 27, 2007

5. **S-11549**

Cook Inlet Region, Inc. To subdivide two (2) tracts of land into one (1) tract of land with vacation of a 10 ft. underground T & E easement falling within Tract A. Elmendorf "95" Subdivision, Tracts A & B. Located at 1100 and 1200 N Muldoon Road.

POSTPONED TO JANUARY 27, 2007

6. **S-11550**

Cook Inlet Region, Inc. A commercial tract fragment lot site plan to create thirty-five (35) lots from two (2) tracts of land.

Elmendorf "95" Subdivision, Tracts A & B.
Located at 1100 & 1200 N. Muldoon Road.

POSTPONED TO JANUARY 27, 2007

E. UNFINISHED BUSINESS AND ACTIONS ON PUBLIC HEARINGS

1. **2006-147** Municipality of Anchorage. An Ordinance amending Anchorage Municipal Code Title 21 to add a new Chapter 21.01 General Provisions; a new Chapter 21.02 Boards, Commissions, and Municipal Administration; a new Chapter 21.08 Subdivision Standards; and a new Chapter 21.13 Enforcement. This is for the first four chapters of the rewrite of the Title 21 Land Use Code. The code rewrite is part of the city's multi-year process of updating land use regulations that haven't changed significantly in more than 35 years. The proposed new code has over a dozen chapters, some that set out basic provisions, and some that propose significant changes to development standards. The above four chapters are proposed for review and approval before the end of 2006. The remaining chapters will be released after an economic impact analysis is completed in early 2007.

CHAIR JONES asked that Mr. Nelson identify the documents the Commission should use in its deliberations this evening. Staff member TOM NELSON explained that the Commission should consider the Public Hearing Draft of chapters 21.01, 21.02, 21.08, and 21.13, the Issue-Response from November 27, 2006, and amendments to the recommendations based on that Issue-Response, including the recommendations of the Platting Board. In addition, he had distributed an Errata Sheet with four issues to which slight amendments are recommended. He noted that the Issue-Response Summary contained a number of issues that were on hold. Five of those have been resolved and ten others were not. He recommended that action be taken on December 11, 2006 on the ten issues upon which there is no resolution. MR. NELSON described the four major issues on the Errata Sheet. The first adds language that had been recommended to delete. The second deals with language in avalanche zones to refer to "other avalanche studies" rather than map amendments. The third amends the time extension length to three years rather than two years. The fourth is an

PARCEL INFORMATION

APPRAISAL INFORMATION

Legal ELMENDORF "95"
TR A

Parcel 006-441-02-000
Owner COOK INLET REGION INC



Descr VACANT LAND
Site Addr 1100 N MULDOON RD

LAND DEPARTMENT
PO BOX 93330
ANCHORAGE

AK 99509 3330

RELATED CAMA PARCELS

Related Parcel(s)	XRef Type	Leased Parcels

Cross Reference (XRef) Type Legend

Econ. Link	Replat	Uncouple
E = Old to New	R = Old to New	U = Old to New
I = New to Old	F = New to Old	Q = New to Old
Renumber	Combine	Lease
N = New to Old	C = New to Old	L = GIS to Lease
X = Old to New	P = Old to New	M = Lease to GIS

Get "Type" explanation

Bring up this form focused on the related parcel

REZONE



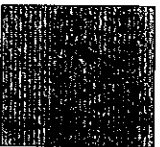
Case Number 2006-154 # of Parcels 2 Hearing Date 01/29/2007
Case Type Rezoning to B-3 General business district
Legal A request to rezone approximately 95.32 acres from T (Transition Zone) to B-3 (General Business). Elmendorf "95" Subdivision, Tracts A & B. Located at 1100 and 1200 Muldoon Road.

PLAT



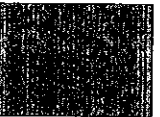
Case Number S11549 Grid SW1140 Proposed Lots 2 Existing Lots 2
Action Type Subdivision & Vacation Action Date 09/04/2006
Legal Elmendorf "95" Subdivision, Tracts A and B (Plat 96-31), located within the SW 1/4 of Section 12, T13N, R3W, S.M., Alaska

PERMITS



Permit Number
Project
Work Desc
Use

BZAP



Action No.
Action Date
Resolution
Status
Type

ALCOHOL LICENSE



Business Address
License Type
Status

Applicants Name
Conditions



PARCEL INFORMATION

OWNER
 COOK INLET REGION INC

LAND DEPARTMENT
 PO BOX 93330
 ANCHORAGE AK 99506 3330

Deed 2211 0000509
 CHANGES: Deed Date Jan 01, 1984
 Name Date May 31, 1996
 Address Date Jan 01, 1984

PARCEL
 Parcel ID 006-441-02-000
 Status
 Renumbr ID 006-441-01-00000
 Site Addr 1100 N MULDOON RD
 Comm Concl NORTHEAST
 Comments REF 006-441-01

01

TAX INFO
 2007 Tax 0.00 Balance 0.00 District 001

LEGAL
 ELMENDORF "95"
 TR A

Unit SQFT 2,752,937
 Plat 960031
 Zone T Grid SW1140

HISTORY

	Year	Building	Land	Total
Assmt Final	2005	0	0	0
Assmt Final	2006	0	0	0
Assmt Final	2007	0	0	0
Exemptions	NATIVE CLAIM			0
State Credit				0
Tax Final				0

PROPERTY INFO

#	Type	Land Use
01	RESIDENTIAL	VACANT LAND

SALES DATA

Mon	Year	Price	Source	Type

LAND & COMMON PARCEL INFORMATION

APPRAISAL INFORMATION

Legal ELMENDORF "95"
TR A

Parcel 006-441-02-000

01 of 01

Owner COOK INLET REGION INC

Site Addr 1100 N MULDOON RD

LAND DEPARTMENT
PO BOX 93330
ANCHORAGE

AK 99509

LAND INFORMATION

Land Use VACANT LAND
Class RESIDENTIAL
Living Units 000
Community Council 017 NORTHEAST
Entry: Year/Quality 12 1996 EXTERIOR
01 1980 0
Access Quality GOOD
Access Type
Leasehold (Y=Leasehold)
Drainage GOOD
Front Traffic HIGH
Street PAVED
Topography EVEN LEVEL
Utilities NONE
Wellsite N
Wet Land

CONDOMINIUM INFORMATION

Common Area 0
Undivided Interest 0.00

RESIDENTIAL INVENTORY

APPRAISAL INFORMATION

Legal ELMENDORF "95"
 Site Addr 1100 N MULDOON RD
 Property Info # Descr VACANT LAND

Parcel 006-441-02-000 # 01 of 01
 Owner COOK INLET REGION INC

01

RESIDENTIAL STRUCTURE INFORMATION

Style	Story Height
Exterior Walls	Total Rooms
Year Built	Bed Rooms
Remodeled	Recreation Rooms
Effective Year Built	Full Baths
Heat Type	Half Baths
Heat System	Additional Fixtures
Fuel Heat Type	Fireplace Stacks
Extra Value	Openings
Grade	Free Standing
Cost&Design Factor	E-Z Set Fireplace
Condition	

AREA

1st Floor
 2nd Floor
 3rd Floor
 Half Floor
 Attic Area
 Recroom Area
 Basement
 Finished Basement
 Basement Garage
 Total Living Area

CONDOMINIUM INFO

Condo Style
 Condo Level

ADDITIONS

Basement	1st Floor	2nd Floor	3rd Floor	Area

OTHER BUILDINGS & YARD IMPROVEMENTS

Type	Qty	Yr Built	Size	Grade	Condition

COMMERCIAL INVENTORY

APPRAISAL INFORMATION

Legal ELMENDORF "95"
TR A

Parcel 006-441-02-000

01 of 01

01

Owner COOK INLET REGION INC

LAND DEPARTMENT
PO BOX 93330
ANCHORAGE

AK 99509

Site Addr 1100 N MULDOON RD
Prop Info # VACANT LAND

BUILDING INFORMATION

Structure Type
Building SQFT
Year Built
Grade

Effective Year Built

Property Information # 01
Building Number
Identical Units
Number of Units

INTERIOR DATA

Floor	Level	Partitions	Heat System	Air Conditioner	Plumbing	Physical Condition	Functional

EXTERIOR DATA

Floor	Level	Size	Perim	Use Type	Hgt	Wall Type	Const Type

BUILDING OTHER FEATURES - ATTACHED IMPROVEMENTS

Type	Qty	Size1	Size2

OTHER BUILDINGS AND YARD IMPROVEMENTS

Type	Size/Amt	Units	Yr/Built	Condition	Funct/Utility

BUILDING PERMIT INFORMATION

APPRAISAL INFORMATION

Legal ELMENDORF "95"
TR A

Parcel 006-441-02-000

01 of 01

01

Owner COOK INLET REGION INC

Prop Info # VACANT LAND
Site Addr 1100 N MULDOON RD

LAND DEPARTMENT
PO BOX 93330
ANCHORAGE

AK 99509

BUILDING PERMITS

Permit #

Class Type

Class Use

Date

Address

Cond Occ/Occ

Certification

Contract Type

Name

E-mail

Phone () -

Fax () -

Address

City/State/Zip

Project

Sewer / Water

Work Type

Work

Description

CASES

2006-154

2006-155

2006-156

S11549

Case Number 2006-154

of Parcels 2

Hearing Date Monday, January 29, 2007

PERMIT COMMENT

OWNER HISTORY

APPRAISAL INFORMATION

Legal ELMENDORF "95"
TR A

Parcel 006-441-02-000

01 of 01

01

Property Info # Descr VACANT LAND

Site Address 1100 N MULDOON RD

#

Current 01/01/84

COOK INLET REGION INC

LAND DEPARTMENT

PO BOX 93330

ANCHORAGE

AK 99509 3330

3rd

//

Prev

//

4th

//

2nd

//

5th

//

ON-SITE WATER \ WASTE WATER

APPRAISAL INFORMATION

Legal ELMENDORF "95"
TR A

Parcel 006-441-02-000 # 01 of 01

Owner COOK INLET REGION INC

#

Site Addr 1100 N MULDOON RD
Land Use VACANT LAND

LAND DEPARTMENT
PO BOX 93330
ANCHORAGE AK 99509

ON-SITE PERMITS

Permit id

Permit Number
Date Issued
Permit Bedrooms
Permit Type ID
Private Well Request
Privy Request
Receipt #
Septic Tank Request
Status ID
Total Bedrooms

AS BUILT

AS Built Permit
Date Completed
Date Inspected
Well Permit Type
Well Depth
Well H2O Level
Well Yield
Well Distance to Septic
Well Distance to Absorp
Well Distance to Hold
Tank Type
Bedroom Count

SPECIAL ASSESSMENTS

APPRAISAL INFORMATION

Legal ELMENDORF '95"
TR A

Parcel 006-441-02-000 # 01 of 01

Owner COOK INLET REGION INC

Site Addr 1100 N MULDOON RD
Prop Info # VACANT LAND

LAND DEPARTMENT
PO BOX 93330
ANCHORAGE AK 99509

ASSESSMENT

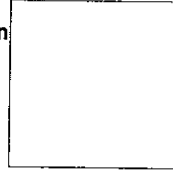
Assessment



Description
Assessment Area
Original Assessment
Original Principal
Annual Payment
YTD Payment
Delinquent Payment
Unbilled Payment

RESOLUTION

Resolution



PLAT
960031

Status
Total Area

LAST PAYMENT INFORMATION

Date
Principal
Payment
Delinquent Interest
Penalty
Bond Interest
Cost

PARCEL INFORMATION

APPRAISAL INFORMATION

Legal ELMENDORF "95"
TR B

Parcel 006-441-03-000
Owner ALASKA HERITAGE TOURS INC

#



Descr CLUB HOUSE
Site Addr 1200 N MULDOON RD

2525 C STREET #405
ANCHORAGE

AK 99503 2681

RELATED CAMA PARCELS

Cross Reference (XRef) Type Legend

Related Parcel(s)	XRef Type	Leased Parcels

Econ. Link
E = Old to New
I = New to Old
Renumbr
N = New to Old
X = Old to New

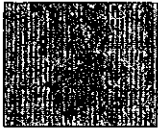
Replat
R = Old to New
F = New to Old
Combine
C = New to Old
P = Old to New

Uncouple
U = Old to New
Q = New to Old
Lease
L = GIS to Lease
M = Lease to GIS

Get "Type" explanation

Bring up this form focused
on the related parcel

REZONE



Case Number
Case Type
Legal

of Parcels

Hearing Date

PLAT



Case Number
Action Type
Legal

Grid

Proposed Lots 0
Action Date

Existing Lots

PERMITS



Permit Number 97 5376

Project

Work Desc "Anchorage R.V. Park" Non Illuminated pole sign 4'x8'

Use SIGN

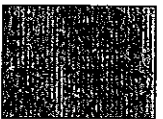
BZAP



Action No.
Action Date
Resolution

Status
Type

ALCOHOL LICENSE



Business
Address

License Type
Status

Applicants Name
Conditions



PARCEL INFORMATION

OWNER ALASKA HERITAGE TOURS INC 2525 C STREET #405 ANCHORAGE AK 99501 2681 Deed 3455 0000329 CHANGES: Deed Date Apr 14, 1999 Name Date May 04, 1999 Address Date Nov 08, 1999	PARCEL Parcel ID 006-441-03-000 Status Renumbr ID 006-441-01-00000 Site Addr 1200 N MULDOON RD Comm Concl NORTHEAST Comments REF 006-441-01 <div style="text-align: right;"># 01</div>																																			
LEGAL ELMENDORF "95" TR B Unit Plat 960031 Zone T SQFT 1,398,936 Grid SW1140	TAX INFO 2007 Tax 55,681.29 Balance 0.00 District 001 HISTORY <table border="1"> <thead> <tr> <th></th> <th>Year</th> <th>Building</th> <th>Land</th> <th>Total</th> </tr> </thead> <tbody> <tr> <td>Assmt Final</td> <td>2005</td> <td>343,500</td> <td>2,717,400</td> <td>3,060,900</td> </tr> <tr> <td>Assmt Final</td> <td>2006</td> <td>341,600</td> <td>3,297,700</td> <td>3,639,300</td> </tr> <tr> <td>Assmt Final</td> <td>2007</td> <td>365,500</td> <td>3,330,700</td> <td>3,696,200</td> </tr> <tr> <td>Exemptions</td> <td></td> <td></td> <td></td> <td>0</td> </tr> <tr> <td>State Credit</td> <td></td> <td></td> <td></td> <td>0</td> </tr> <tr> <td>Tax Final</td> <td></td> <td></td> <td></td> <td>3,696,200</td> </tr> </tbody> </table>		Year	Building	Land	Total	Assmt Final	2005	343,500	2,717,400	3,060,900	Assmt Final	2006	341,600	3,297,700	3,639,300	Assmt Final	2007	365,500	3,330,700	3,696,200	Exemptions				0	State Credit				0	Tax Final				3,696,200
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Tax Final				3,696,200																																
PROPERTY INFO <table border="1"> <thead> <tr> <th>#</th> <th>Type</th> <th>Land Use</th> </tr> </thead> <tbody> <tr> <td>01</td> <td>COMMERCIAL</td> <td>CLUB HOUSE</td> </tr> </tbody> </table>	#	Type	Land Use	01	COMMERCIAL	CLUB HOUSE	SALES DATA <table border="1"> <thead> <tr> <th>Mon</th> <th>Year</th> <th>Price</th> <th>Source</th> <th>Type</th> </tr> </thead> <tbody> <tr> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> </tbody> </table>	Mon	Year	Price	Source	Type																								
#	Type	Land Use																																		
01	COMMERCIAL	CLUB HOUSE																																		
Mon	Year	Price	Source	Type																																

LAND & COMMON PARCEL INFORMATION

APPRAISAL INFORMATION

Legal ELMENDORF "95"
TR B

Parcel 006-441-03-000

01 of 01

Owner ALASKA HERITAGE TOURS INC

Site Addr 1200 N MULDOON RD

2525 C STREET #405
ANCHORAGE

AK 99503

LAND INFORMATION

Land Use CLUB HOUSE
Class COMMERCIAL
Living Units 000
Community Council 017 NORTHEAST
Entry: Year/Quality 01 1980 0
10 1997 EXTERIOR
Access Quality GOOD
Access Type
Leasehold (Y=Leasehold
Drainage GOOD
Front Traffic HIGH
Street PAVED
Topography EVEN LEVEL
Utilities NONE
Wellsite N
Wet Land

CONDOMINIUM INFORMATION

Common Area 0
Undivided Interest 0.00

RESIDENTIAL INVENTORY

APPRAISAL INFORMATION

Legal ELMENDORF "95"
 Site Addr 1200 N MULDOON RD
 Property Info # Descr CLUB HOUSE

Parcel 006-441-03-000 # 01 of 01

Owner ALASKA HERITAGE TOURS INC

01

RESIDENTIAL STRUCTURE INFORMATION

Style	Story Height
Exterior Walls	Total Rooms
Year Built	Bed Rooms
Remodeled	Recreation Rooms
Effective Year Built	Full Baths
Heat Type	Half Baths
Heat System	Additional Fixtures
Fuel Heat Type	Fireplace Stacks
Extra Value	Openings
Grade	Free Standing
Cost&Design Factor	E-Z Set Fireplace
Condition	

AREA

1st Floor
 2nd Floor
 3rd Floor
 Half Floor
 Attic Area
 Recroom Area
 Basement
 Finished Basement
 Basement Garage
 Total Living Area

CONDOMINIUM INFO

Condo Style
 Condo Level

ADDITIONS

Basement	1st Floor	2nd Floor	3rd Floor	Area

OTHER BUILDINGS & YARD IMPROVEMENTS

Type	Qty	Yr Built	Size	Grade	Condition

COMMERCIAL INVENTORY

APPRAISAL INFORMATION

Legal ELMENDORF "95"
TR B

Parcel 006-441-03-000

01 of 01

01

Owner ALASKA HERITAGE TOURS INC

Site Addr 1200 N MULDOON RD
Prop Info # CLUB HOUSE

2525 C STREET #405
ANCHORAGE

AK 99503

BUILDING INFORMATION

Structure Type CLUB HOUSE

Building SQFT 3,208

Year Built 1996

Grade B

Effective Year Built 1996

Property Information # 01

Building Number 01

Identical Units 01

Number of Units 001

INTERIOR DATA

Floor	Level	Partitions	Heat System	Air Conditioner	Plumbing	Physical Condition	Functional
01	01	NORMAL	HOT AIR	NONE	GOOD	NORMAL	NORMAL

EXTERIOR DATA

Floor	Level	Size	Perim	Use Type	Hgt	Wall Type	Const Type
01	01	3,208	336	CLUBHOUSES	12	FRAME T-111	WOOD JOIST(WD & STL)

BUILDING OTHER FEATURES - ATTACHED IMPROVEMENTS

Type	Qty	Size1	Size2
CANOPY- SVC STA	01	2,300	1
FIREPLACE	01	1	1

OTHER BUILDINGS AND YARD IMPROVEMENTS

Type	Size/Amt	Units	Yr/Built	Condition	Funct/Utility
PAVING CONCRETE-AV	3,290	01	1997	NORMAL	NORMAL
UTILITY BLDG FRAME	120	01	1997	NORMAL	NORMAL
MERCURY LIGHT POLE	13	01	1997	NORMAL	NORMAL
STOCKADE FENCE	132	01	1997	NORMAL	NORMAL
PAVING ASPHALT PK	39,600	01	1997	NORMAL	NORMAL

BUILDING PERMIT INFORMATION**APPRAISAL INFORMATION**

Legal ELMENDORF "95"
TR B

Parcel 006-441-03-000

01 of 01

01

Owner ALASKA HERITAGE TOURS INC

Prop Info # CLUB HOUSE
Site Addr 1200 N MULDOON RD

2525 C STREET #405
ANCHORAGE AK 99503

BUILDING PERMITS

Permit # 97 5376
98 5892

Class Type C

Class Use SIGN

Date Apr 29, 1997

Address 7300 OILWELL RD

Cond Occ/Occ 00000000 00000000

Certification

Contract Type OWNER

Name ANCHORAGE R.V. PARK

E-mail

Phone () 263-5173

Fax () -

Address 7300 OILWELL RD.

City/State/Zip ANCHORAGE AK 99504-

Project

Sewer / Water

Work Type NEW

Work "Anchorage R.V. Park" Non Illuminated pole sign 4'x8'

Description

CASES

Case Number

of Parcels

Hearing Date

PERMIT COMMENT

OWNER HISTORY

APPRAISAL INFORMATION Legal ELMENDORF "95" TR B		Parcel 006-441-03-000 # 01 of 01	# <div style="border: 1px solid black; padding: 2px; display: inline-block;">01</div>
Property Info # Descr CLUB HOUSE		Site Address 1200 N MULDOON RD	

Current 04/14/99 ALASKA HERITAGE TOURS INC 2525 C STREET #405 ANCHORAGE AK 99503 2681	3rd 0000 0000 / /
Prev 2211 0000 00/00/00 COOK INLET REGION INC LAND DEPARTMENT PO BOX 93330 ANCHORAGE AK 99509	4th 0000 0000 / /
2nd 0000 0000 / /	5th 0000 0000 / /

ON-SITE WATER \ WASTE WATER

APPRAISAL INFORMATION

Legal ELMENDORF "95"
TR B

Parcel 006-441-03-000 # 01 of 01

Owner ALASKA HERITAGE TOURS INC

01

Site Addr 1200 N MULDOON RD
Land Use CLUB HOUSE

2525 C STREET #405
ANCHORAGE AK 99503

ON-SITE PERMITS

Permit id

Permit Number
Date Issued
Permit Bedrooms
Permit Type ID
Private Well Request
Privy Request
Receipt #
Septic Tank Request
Status ID
Total Bedrooms

AS BUILT

AS Built Permit
Date Completed
Date Inspected
Well Permit Type
Well Depth
Well H2O Level
Well Yield
Well Distance to Septic
Well Distance to Absorp
Well Distance to Hold
Tank Type
Bedroom Count

SPECIAL ASSESSMENTS

APPRAISAL INFORMATION

Legal ELMENDORF "95"
TR B

Parcel 006-441-03-000 # 01 of 01

Owner ALASKA HERITAGE TOURS INC

Site Addr 1200 N MULDOON RD
Prop Info # CLUB HOUSE

2525 C STREET #405
ANCHORAGE AK 99503

ASSESSMENT

Assessment 06

Description WMEA 95

Assessment Area 0

Original Assessment 0.00

Original Principal 0.00

Annual Payment 0.00

YTD Payment 0.00

Delinquent Payment 0.00

Unbilled Payment 0.00

RESOLUTION

Resolution

WMEA95

PLAT

960031

Status ACTIVE

Total Area 1,398,936

LAST PAYMENT INFORMATION

Date Monday, June 16, 1997

Principal 0.00

Payment 0.00

Delinquent Interest 0.00

Penalty 0.00

Bond Interest 0.00

Cost 0.00

Content Information**Content ID :** 004909**Type:** Ordinance - AO

Title: Planning and Zoning Commission, Case 2006-154 recommendation for approval of a rezoning from T (Transition District) to B-3SL (General Business District, with Special Limitations) for Elmendorf "95" Subdivision, Tract A and Tract B, generally located at t

Author: weaverjt**Initiating Dept:** Planning

Description: Planning and Zoning Commission, Case 2006-154 recommendation for approval of a rezoning from T to B-3SL for Elmendorf "95" Subdivision, Tracts A and B, generally located at the northwest corner of North Muldoon Road and the Glenn Highway.

Date Prepared: 3/15/07 4:19 PM**Director Name:** Tom Nelson**Assembly****Meeting Date** 3/27/07**MM/DD/YY:****Public Hearing** 4/17/07**Date MM/DD/YY:**

M.O.A.
2007 MAR 19 AM 11:23
CLEANING OFFICE

Workflow History

<u>Workflow Name</u>	<u>Action Date</u>	<u>Action</u>	<u>User</u>	<u>Security Group</u>	<u>Content ID</u>
AllOrdinanceWorkflow	3/15/07 4:25 PM	Checkin	weaverjt	Public	004909
Planning_SubWorkflow	3/15/07 4:53 PM	Approve	nelsontp	Public	004909
ECD_SubWorkflow	3/15/07 5:00 PM	Approve	thomasm	Public	004909
OMB_SubWorkflow	3/16/07 10:08 AM	Approve	mitsonjl	Public	004909
Legal_SubWorkflow	3/16/07 10:55 AM	Approve	gatesdt	Public	004909
MuniManager_SubWorkflow	3/16/07 2:06 PM	Approve	leblancdc	Public	004909
MuniMgrCoord_SubWorkflow	3/16/07 3:55 PM	Approve	abbottmk	Public	004909