

Submitted by: Chair of the Assembly at  
the Request of the Mayor  
Prepared by: Planning Department  
For reading: November 6, 2007

CLERK'S OFFICE

Anchorage, Alaska

APPROVED

AO 2007-151

Date: 12-11-07

AN ORDINANCE AMENDING ANCHORAGE ZONING ORDINANCE 94-235 (S-1)(AA), AN ORDINANCE THAT REZONED TO PC (PLANNED COMMUNITY) DISTRICT AND MASTER DEVELOPMENT PLAN FOR TRACT A OF THE POWDER RESERVE, MODIFYING THE PRINCIPAL CIRCULATION REQUIREMENTS FOR ACCESS AND STREET CIRCULATION REGARDING INTERNAL COLLECTOR ROAD STANDARDS AND TO INSERT REFERENCES TO TITLE 21 AND THE CURRENT MUNICIPAL DESIGN CRITERIA MANUAL (DCM) STANDARDS FOR COLLECTOR STREETS, GENERALLY LOCATED WITHIN 126+- ACRES SOUTH OF EKLUTNA PARK DRIVE, CONTAINING DEVELOPMENT AREAS M, N, O, P AND Q, GENERALLY LOCATED IMMEDIATELY SOUTHWEST OF THE NORTH EAGLE RIVER INTERCHANGE OF THE NEW GLENN HIGHWAY, LOCATED WITHIN PORTIONS OF SECTIONS 2, 35 AND 36, T15N, R2W, S.M., ALASKA.

(Birchwood/Eagle River Community Council) (Planning and Zoning Commission Case 2007-069)

THE ANCHORAGE ASSEMBLY ORDAINS:

**Section 1.** That the Master Plan for PC (Planned Community) District, as depicted on Exhibit A (attached), for Tract A of the Powder Reserve located within portions of Section 2, 35 and 36, T15N, R2W, S.M., Alaska is hereby amended as set forth in subsequent sections.

**Section 2.** AO 94-235 (S-1)(aa) (as amended) (as corrected 5/4/95) is hereby amended as follows:

Section 2 changes:

Page 3, Line 39, Principal Circulation Requirements, 3.a.2)

All streets, street lighting, sidewalks and bike paths will be designed and constructed to meet or exceed the most recently adopted urban design standards identified in Title 21, the Design Criteria Manual (DCM), and the Official Streets and Highways Plan (OSHP). Residential street right-of-way widths, sidewalk and bike path location, and landscaping shall conform to (PC DISTRICT RESIDENTIAL STREET DESIGN STANDARDS SHOWN IN FIGURES 13A AND 13B OF THE ADOPTED MASTER DEVELOPMENT PLAN) Municipal Street Design Standards and DCM.

Streets shall be constructed in conjunction with subdivision development. A landscape plan shall be approved by the Planning Department.

Page 3. Line 43, Principal Circulation Requirements, 3.a. 3).

(ALL STREETS WITHIN THE PC DISTRICT SHALL BE PLANTED ON BOTH SIDES WITH DECIDUOUS TREES A MINIMUM OF 8 FEET IN HEIGHT (1 INCH CALIPER). TREES SHALL BE PLANTED AT AVERAGE INTERVALS NO GREATER THAN 20 FEET ON CENTER. TREES SHALL BE PLANTED WITHIN 12 MONTHS OF STREET CONSTRUCTION). Trees shall be maintained by the property owner after expiration of any warranty on the landscaping. A landscape plan shall be approved by the Planning Department.

Page 4, PC District Residential Street Design Standards Illustration, addressing Collector W/ Bike Lane and Collector W/O Bike Lane shall be deleted. Illustrations for Major Residential W/Bike Lane, Major Residential W/O Bike Lane, and Major Residential streets are unchanged. Travel lanes shall be 10.5 feet in width or less.

\*\*\* No Change \*\*\*

**Section 3.** The Powder Reserve Master Development Plan, Volume 1 June 2002 as amended by AO 2000-143 (S-2) and AO 2002-7, Section IV Planned Community District Standards, is hereby amended as follows:

Page 38, D.1.b, Principal Circulation Requirements, Access and Street Circulation changes:

All streets, street lighting, sidewalks and bike paths will be designed and constructed to meet or exceed the most recently adopted urban design standards identified in Title 21, the Design Criteria Manual (DCM), and the Official Streets and Highways Plan (OSHP). Residential street right-of-way widths, sidewalk and bike path location, and landscaping shall conform to (PC DISTRICT RESIDENTIAL STREET DESIGN STANDARDS SHOWN IN FIGURES 13A AND 13B OF THE ADOPTED MASTER DEVELOPMENT PLAN) Municipal Street Design Standards and DCM. Streets shall be constructed in conjunction with subdivision development. A landscape plan shall be approved by the Planning Department

Page 38, D. 1.c, Principal Circulation Requirements, Access and Street Circulation 1.c changes:

(ALL STREETS WITHIN THE PC DISTRICT SHALL BE PLANTED ON BOTH SIDES WITH DECIDUOUS TREES A MINIMUM OF 8 FEET IN HEIGHT (1 INCH CALIPER). TREES SHALL BE PLANTED AT AVERAGE INTERVALS NO GREATER THAN 20 FEET ON CENTER. TREES SHALL BE PLANTED WITHIN 12 MONTHS OF STREET

CONSTRUCTION). Trees shall be maintained by the property owner after expiration of any warranty on the landscaping.

Page 40, Illustration Figure 13, PC District Residential Street Design Standard for Collector w/Bike Lane and Collector w/o Bike Lane, is deleted in its entirety.

**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 zoning modifications contained herein. The rezone approval contained herein shall automatically expire and be null and void if the written consent is not received within 120 days after the date on which this ordinance is passed and approved. In the event no special limitations are contained herein, this ordinance is effective immediately upon passage and approval. The Director of the Planning Department shall change the zoning map accordingly.

PASSED AND APPROVED by the Anchorage Assembly this  
11<sup>th</sup> day of December 2007.

ATTEST:

Chair

Beth S. Gwert  
Municipal Clerk

**MUNICIPALITY OF ANCHORAGE**  
**Summary of Economic Effects -- General Government**

AO Number: 2007-151

Title: Planning and Zoning Commission recommendation of approval for an ordinance amending Ordinance 94-235(S-1)(aa), PC (Planned Community) and Master Development Plan for Tract A of the Power Reserve, modifying the internal collector road standards.

Sponsor:

Preparing Agency: Planning Department

Others Impacted:

<b>CHANGES IN EXPENDITURES AND REVENUES:</b>		<b>(In Thousands of Dollars)</b>			
	<b>FY07</b>	<b>FY08</b>	<b>FY09</b>	<b>FY10</b>	
<b>Operating Expenditures</b>					
1000 Personal Services					
2000 Non-Labor					
3900 Contributions					
4000 Debt Service					
<b>TOTAL DIRECT COSTS:</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	
Add: 6000 Charges from Others					
Less: 7000 Charges to Others					
<b>FUNCTION COST:</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	
<b>REVENUES:</b>					
<b>CAPITAL:</b>					
<b>POSITIONS: FT/PT and Temp</b>					

**PUBLIC SECTOR ECONOMIC EFFECTS:**

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

**PRIVATE SECTOR ECONOMIC EFFECTS:**

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

Prepared by:	<u>Jerry T. Weaver, Jr.</u>	Telephone: <u>343-7939</u>
Validated by OMB:	<u></u>	Date: <u></u>
Approved by:	<u></u> (Director, Preparing Agency)	Date: <u></u>
Concurred by:	<u></u> (Director, Impacted Agency)	Date: <u></u>
Approved by:	<u></u> (Municipal Manager)	Date: <u></u>



## MUNICIPALITY OF ANCHORAGE ASSEMBLY MEMORANDUM

No. AM 689 -2007

Meeting Date: November 6, 2007

From: Mayor

Subject: The Planning And Zoning Commission recommendation of approval of an ordinance amending Anchorage zoning ordinance 94-235 (S-1)(aa), an ordinance that rezoned to PC (Planned Community) District and Master Development Plan for Tract A of the Powder Reserve, modifying the Principal Circulation Requirements For Access and Street Circulation Regarding Internal Collector Road Standards and to insert references to Title 21 and the current Municipal Design Criteria Manual (DCM) standards for Collector Streets, generally located within 126+- acres south of Eklutna Park Drive, containing development areas M, N, O, P and Q, generally located immediately southwest of the North Eagle River Interchange of the New Glenn Highway, located within portions of sections 2, 35 and 36, T15N, R2W, S.M., Alaska

1  
2 On September 10, 2007, the Planning and Zoning Commission recommended approval  
3 to amend Anchorage zoning ordinance 94-235 (S-1)(aa), an ordinance that rezoned to  
4 PC (Planned Community) District and Master Development Plan for Tract A of the  
5 Powder Reserve, modifying the Principal Circulation Requirements For Access and  
6 Street Circulation Regarding Internal Collector Road Standards and to insert references  
7 to Title 21 and the current Municipal Design Criteria Manual (DCM) standards for  
8 Collector Streets, generally located within 126+- acres south of Eklutna Park Drive,  
9 containing development areas M, N, O, P and Q, The petitioner is Eklutna, Inc.

10  
11 There have been a series of corrective modifications to the original controlling  
12 ordinance, to make development feasible to construct. For example, A.O. 2000-143 (S-  
13 2) amended the Master Plan by modifying residential streets standards to correspond to  
14 the Municipal Title 21 and Design Criteria Manual (DCM) standards. While the internal  
15 street standards were addressed, the "collector" street standards were not modified.

16  
17 Eklutna believes it was an oversight that the collector standard for Powder Ridge Drive  
18 was not modified with the last ordinance amendment. Eklutna believes that the 80 foot  
19 right-of-way standard is an excessive standard that puts too much pavement on the  
20 ground, requires too much maintenance and snow removal, and does not better address

1 traffic movement. A smaller road width decreases speeds and is appropriate for the  
2 development density. A 2007 Traffic Impact Analysis found that a 70 foot right-of-way  
3 is sufficient for future trip distributions.  
4

5 The 2007 amendments to the *Chugiak Eagle River Official Streets & Highways Plan*  
6 specify Powder Ridge Road as a collector street with a 70 foot right-of-way. The  
7 Municipal Traffic Engineer agrees with Eklutna's 2007 Traffic Impact Analysis  
8 assessment that project traffic from Phases 5, 6 and 7 of Powder Ridge Subdivision can  
9 be served without the completion of the collector street through these phases until plans  
10 for development on Tract C of the Powder Reserve comes forward creating a demand for  
11 a collector street.  
12

13 Project Management & Engineering has no objection to the proposed amendments.  
14 They note that a residential collector needs pedestrian facilities on both sides of the road.  
15

16 Eklutna agreed to a new requirement that a collector street landscape plan will be  
17 reviewed and approved by the Planning Department, and that the baseline count of trees  
18 will be based on buffer landscaping standards with cluster placement where the trees will  
19 have the most benefit to the neighbors. Eklutna also agreed to limit the travel lane to no  
20 more than 10.5 feet in width and that the new standard will apply to the remainder of the  
21 collector road to be developed within the area of development to Phase 7.  
22

23 The Planning and Zoning Commission recommended APPROVAL of the subject  
24 modifications to AO 94-235 (S-1)(aa) to the PC Zoning District and Master development  
25 Plan for Tract A of the Powder Reserve. The vote to approve was eight (8) in favor,  
26 none opposed, and one abstention.  
27

28 THE ADMINISTRATION CONCURS WITH THE PLANNING AND ZONING  
29 COMMISSION RECOMMENDATION FOR THE REZONING REQUEST.  
30

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

32 Concur: Tom Nelson, Director, Planning Department

33 Concur: Mary Jane Michael, Executive Director, Office of Economic and  
34 Community Development

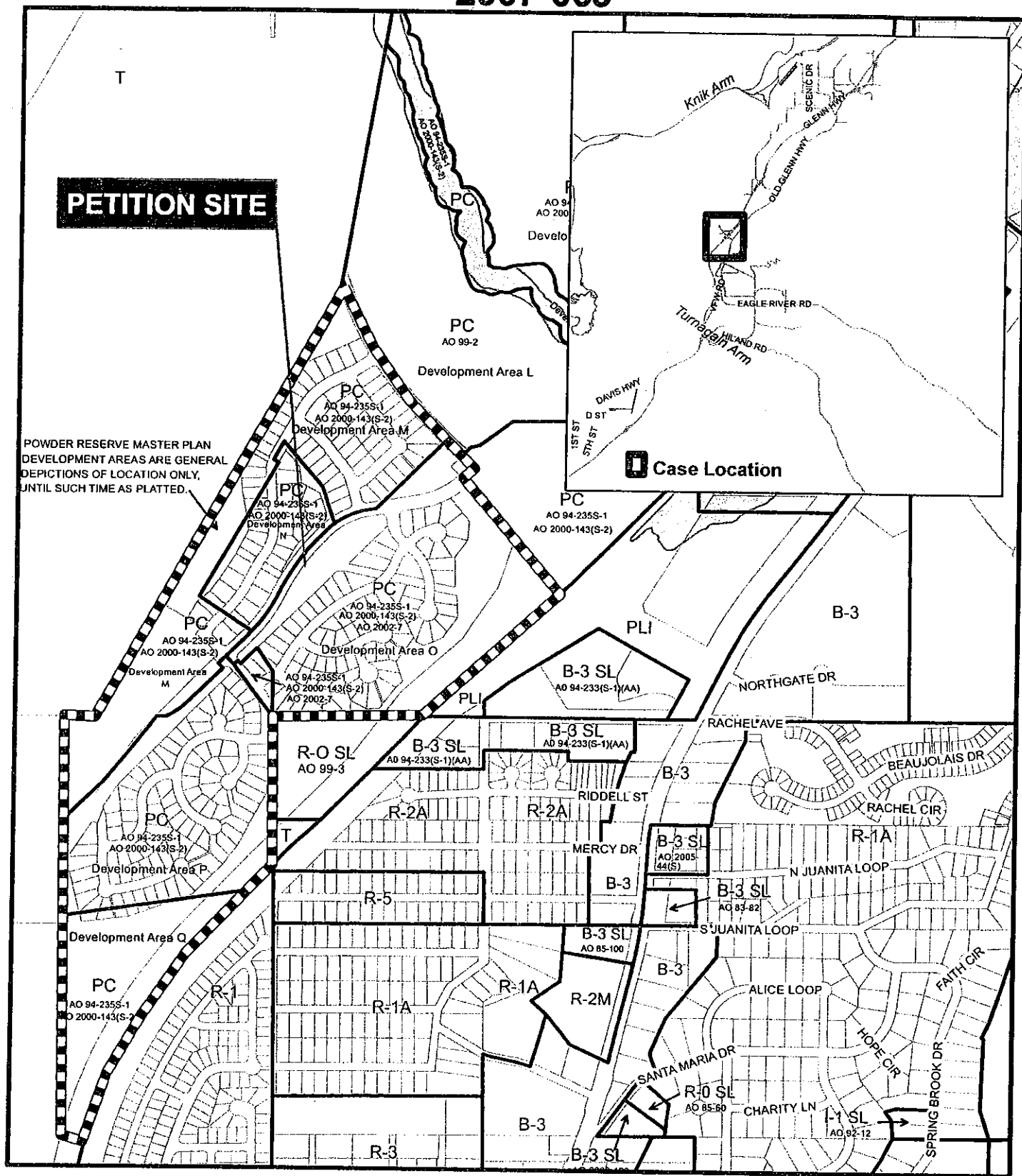
35 Concur: James N. Reeves, Municipal Attorney

36 Concur: Denis C. LeBlanc, Municipal Manager

37 Respectfully submitted, Mark Begich, Mayor  
38  
39  
40

(Case 2007-069)

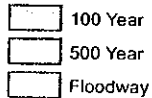
# REZONE AMENDMENT 2007-069

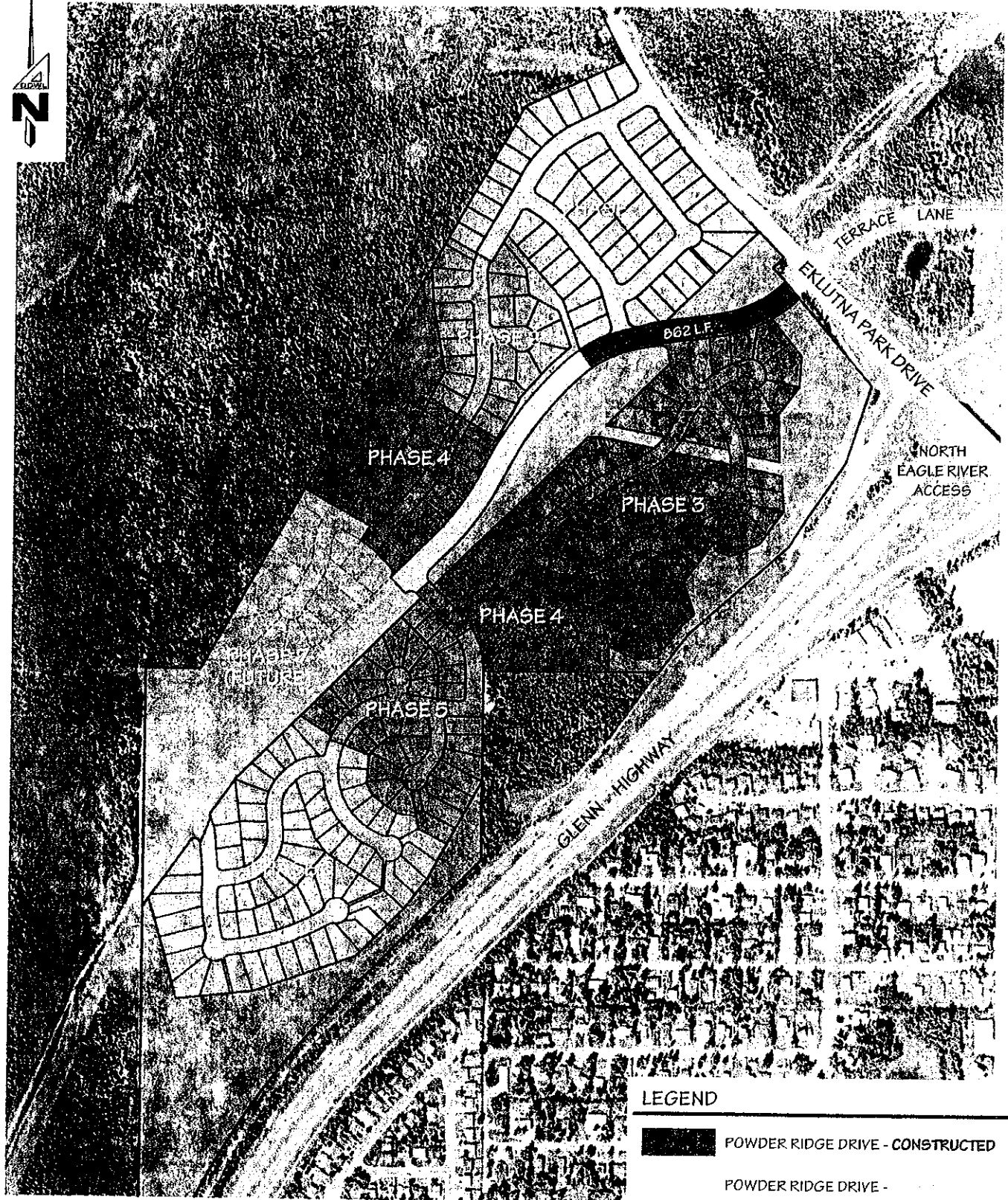


Municipality of Anchorage  
Planning Department

Date: July 19, 2007

## Flood Limits





LEGEND



POWDER RIDGE DRIVE - CONSTRUCTED

POWDER RIDGE DRIVE -

Date: July 24, 2007



**MUNICIPALITY OF ANCHORAGE**  
**PLANNING AND ZONING COMMISSION RESOLUTION NO. 2007-061**

A RESOLUTION RECOMMENDING APPROVAL OF AN ORDINANCE AMENDMENT TO AO 94-235(S-1)(AA) TO THE PLANNED COMMUNITY (PC) ZONING AND MASTER DEVELOPMENT PLAN FOR TRACT A OF THE POWDER RESERVE, MODIFYING THE PRINCIPAL CIRCULATION REQUIREMENTS FOR ACCESS AND STREET CIRCULATION REGARDING INTERNAL COLLECTOR ROAD STANDARDS AND TO INSERT REFERENCES TO TITLE 21 AND THE CURRENT MUNICIPAL DESIGN CRITERIA MANUAL (DCM) STANDARDS FOR COLLECTOR STREETS, GENERALLY LOCATED WITHIN THE APPROXIMATE 126 ACRES SOUTH OF EKLUTNA PARK DRIVE, CONTAINING DEVELOPMENT AREAS M, N, O, P AND Q.

(Case 2007-069)

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WHEREAS, a petition has been received from DOWL Engineers representing Eklutna, Inc. (owner) to amend AO 94-235(s-1)(aa) Planned Community (PC) District) Zoning and Master Development Plan for Tract A of the Powder Reserve, to modify the principal circulation requirements for access and street circulation regarding internal collector road standards, and to insert references to Title 21 and the current Municipal Design Criteria Manual (DCM) standards for collector streets; generally located with the approximate 126 acres south of Eklutna park drive containing Development Areas M, N, O, P and Q, and

WHEREAS, notices were published, posted and mailed and a public hearing was held September 10, 2007.

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

A. The Commission makes the following findings of fact:

1. Master Development Plan for Tract A of the Powder Reserve and Planned Community (PC) Zoning was amended and adopted by the Assembly Ordinance AO 94-235(S-1)(aa) on February 14, 1995 and was subsequently corrected by action of the Assembly on May 4, 1995. There have been a series of corrective modifications to the original controlling ordinance, to make development feasible to construct. For example, A.O. 2000-143 (S-2) amended the Master Plan by modifying residential street standards to correspond to the Municipal Title 21 and Design Criteria Manual (DCM) standards. While the internal street standards were addressed, the collector street standards were not modified.
2. As originally adopted, the rezone and Tract A Powder Reserve Master Development Plan consisted of 530 acres and 17 development areas. Eklutna Park Drive, an east-west road, divides the platted developed areas to the south from the undeveloped areas to the north. In 2007, the Assembly approved AO 2007-6, establishing a new PC Zoning District and Master Development Plan for Tract 40A of the Powder Ridge Subdivision (Plat 98-80), consisting of 404 acres located north of

Eklutna Park Drive, former Development Areas A through L.

3. The remaining 126 acres south of Eklutna Park Drive, Development Areas M, N, O, P and Q, continues to be regulated under the original AO 94-235 (S-1) (aa), and as later amended by AO 2000-143 (S-2) and AO 2002-7.
4. Eklutna believes it was an oversight that the collector standard for Powder Ridge Drive was not modified with the last ordinance amendment. The first part of that road was built as 45-foot wide curb-to-curb collector with separation and trails, encompassing a full 80-foot right-of-way. Eklutna thinks this is an excessive standard that puts too much pavement on the ground, requires too much maintenance and snow removal, and does not better address traffic movement. A smaller road width decreases speeds. A 2007 Traffic Impact Analysis found that a 70-foot right-of-way is sufficient for future trip distributions. The original master plan has a road circulation plan showing Powder Ridge Drive extending from Eklutna Park Drive to Phase 7. The proposed modification calls for landscaping as required for collectors.
5. The proposal to decrease the collector street standard is supported by the 2007 amendments to the *Chugiak-Eagle River Official Streets & Highways Plan* identifying Powder Ridge Road as a collector street having a 70-foot right-of-way. The DCM cross sections calls for a collector street to have 70 feet with a cross-section of two 10'-12' travel lanes, two 3.5' - 5' shoulders with curb and gutter, two 7' landscape separations, and 8' - 10' pathways on both sides of the road.
6. The Municipal Traffic Engineer agreed with Eklutna's 2007 Traffic Impact Analysis assessment that projected traffic from Phases 5, 6 and 7 of Powder Ridge Subdivision can be served without the completion of the collector street through these phases until plans for development on Tract C of the Powder Reserve comes forward creating a demand for a collector street. A previous preliminary plat requires construction of this section of the collector street to standards adopted in the Master Plan.
7. Project Management & Engineering had no objection to the proposed amendments. They note that a residential collector needs pedestrian facilities on both sides of the road. Powder Ridge Drive will be built in accordance to the final outcome of the Assembly's final decision on the amendment to the zoning ordinance and master plan. Powder Ridge Drive from where the pavement ends, in the vicinity of phase 1, to Stephan Valley Drive will be constructed with Phase 7 of Powder Ridge Subdivision. Powder Ridge Drive from Stephan Valley Drive, extended to the military property located within Tract 2 (Plat 2006-105) will remain as future road tract. This section will not be constructed with any phase of the Powder Ridge Subdivision.
8. Specifically, Eklutna's request is to amend (1) AO 94-235 (S-1)(aa), PC

(Planned Community District) zone for Tract A of the Powder Reserve, Section 3.A (3)(a)(2 and 3) reference page 3 and 4; and (2) *Powder Reserve Master Development Plan, Volume I June 2002 as amended by AO 2000-143 (S-2) and AO 2002-7, Section IV.D(1)(b and c) reference page 38 and 40. The proposed amendments are:*

- a. All streets, street lighting, sidewalks and bike paths will be designed and constructed to meet or exceed the most recently adopted urban design standards identified in Title 21, the Design Criteria Manual (DCM), and the Official Streets & Highways Plan (OS&HP). Residential street right-of-way widths, sidewalk and bike path location, and landscaping shall conform to [PC DISTRICT RESIDENTIAL STREET DESIGN STANDARDS SHOWN IN FIGURES 13A AND 13B OF THE ADOPTED MASTER DEVELOPMENT PLAN] MOA Street Design Standards and DCM. Streets shall be constructed in conjunction with subdivision development.
  - b. [ALL STREETS WITHIN THE PC DISTRICT SHALL BE PLANTED ON BOTH SIDES WITH DECIDUOUS TREES A MINIMUM OF 8 FEET IN HEIGHT (1" CALIPER). TREES SHALL BE PLANTED AT AVERAGE INTERVALS NO GREATER THAN 20 FEET ON CENTER. TREES SHALL BE PLANTED WITHIN 12 MONTHS OF STREET CONSTRUCTION.] Trees shall be maintained by the property owner after expiration of any warranty on the landscaping.
  - c. Illustration Figure 13 will be deleted: PC District Residential Street Design Standard for Collector w/Bike Lane and Collector w/o Bike Lane.
9. Ten property owners from the affected area testified, five were opposed and five spoke in favor or had no objection to the modifications. A petition in the packet, signed by 37 residents/homeowners of Powder Ridge Subdivision, opposed the amendments. The following reasons for their objection: (1) Konrad Drive and Vasili Drive were engineered to meet the traffic requirements for the new phases thus negating the need for the road extension; (2) a new road will negatively affect their property values by having traffic located both in front of and behind 30 houses; and (3) loss of natural vegetation and trees. Jeff Timberlake testified (1) that Eklutna wants to downgrade the road and the residents do not want the road at all, (2) the area under discussion is being used by residents as a greenbelt, and (3) a road would cut into this community space.
10. The following reasons were given by those testifying in opposition: when they purchased their homes they understood the future road was either abandoned or not needed, and that they preferred the area remain as community open space and greenbelt; object to having a road in front and behind their lots; children play in this area; it is a place to walk

their dogs; concerned with noise, dust and debris generated by construction of the road; suggestions were made to develop alternative outlets to the Glenn Highway from Phase 6 which would relieve traffic congestion to Eklutna Park Drive, and extending Eklutna Park Drive as an alternate roadway along the back of the development to connect between Phase 4 and Phase 7 to keep traffic off Konrad and Vasili Drives.

11. Those testifying in favor gave the following reasons: there are 185 houses in Phases 1 through 4 and Phases 5 through 7 call for another 279 units with at least two vehicles per house that would go up two feeder roads unless Powder Ridge Drive is extended and constructed whether the road width is 70-feet or 80-feet; Konrad Drive is more of a feeder to those areas than is Vasili Drive; when they purchased their homes they were given a stack of documents stating that Powder Ridge Drive would be developed and included a map showing where roads would be built; recently the Police Department monitored speed on Vasili Drive, which is hazardous due to the way the road is laid out and the topography.
12. The Commission understands there is an approved master plan that shows this road in this location and that the issue before the Commission is a rezone dealing with modifying the collector street design standards in the PC.
13. The Commission understands a traffic impact analysis done in 2005 and amended in 2007 evaluated traffic demand. The conclusions of that TIA suggest that the total number of trips could be accommodated by the parallel road system and when Phase 7 is completed there would be complete a loop. The existing roads can accommodate the trips but there are driveways backing onto them so that is not the optimal situation from a design standpoint. The collector is needed for a connection to the south or southwest.
14. The Commission understands there is an online permitting process to allow access on to Eklutna property while Eklutna begins to develop its long-term plans for a trail system.
15. The Commission finds that in constructing its internal streets Eklutna will comply with the landscape requirements of Title 21 that exist at the time of construction.
16. The petitioner agreed to a requirement for a landscape plan to be approved by the Planning Department but asked that the baseline count of trees be based on buffer landscaping standards with cluster placement where they would most benefit the neighbors.
17. The Commission finds the intent to create a road with an overall smaller scale is appropriate in this area. There has been evidence that the same

width of collector is not needed in this area and developing the road at a smaller width would increase the amount of road friction and increase safety. Developing at current standards would be difficult or impractical because of the terrain and the cost of maintenance. The master plan identifies a collector road in this location.


18. The Commission finds the additional conditions will improve the project by requiring landscaping and reducing travel lanes so it is not attractive to through truck traffic. Developing the collector means that residents of other area streets will not have as much traffic
  19. The Commission moved to approve the amendments as proposed subject to three conditions: travel lanes shall be 10.5 feet in width or less, a landscape plan shall be approved by the planning department, and this rezone applies to the collector road to be developed with the area of the development.
  20. The vote to approve the motion with conditions was approved eight (8) in favor, zero (0) opposed, one (1) abstention.
- B. The Commission recommends amending (1) AO 94-235 (S-1)(aa), PC (Planned Community District) zone for Tract A of the Powder Reserve, Section 3.A (3)(a)(2 and 3) reference page 3 and 4; and (2) *Powder Reserve Master Development Plan, Volume I June 2002 as amended by AO 2000-143 (S-2) and AO 2002-7, Section IV.D(1)(b and c) reference page 38 and 40, subject to the following conditions:*
1. Travel lanes shall be 10.5 feet in width or less.
  2. A landscape plan shall be approved by the Planning Department.
  3. This rezone amendment applies to the collector road to be developed with the area of the development.
  4. The proposed amendments are:
    - a. All streets, street lighting, sidewalks and bike paths will be designed and constructed to meet or exceed the most recently adopted urban design standards identified in Title 21, the Design Criteria Manual (DCM), and the Official Streets & Highways Plan (OS&HP). Residential street right-of-way widths, sidewalk and bike path location, and landscaping shall conform to [PC DISTRICT RESIDENTIAL STREET DESIGN STANDARDS SHOWN IN FIGURES 13A AND 13B OF THE ADOPTED MASTER DEVELOPMENT PLAN] MOA Street Design Standards and DCM. Streets shall be constructed in conjunction with subdivision development.
    - b. [ALL STREETS WITHIN THE PC DISTRICT SHALL BE PLANTED

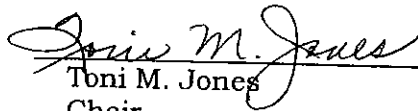
ON BOTH SIDES WITH DECIDUOUS TREES A MINIMUM OF 8 FEET IN HEIGHT (1" CALIPER). TREES SHALL BE PLANTED AT AVERAGE INTERVALS NO GREATER THAN 20 FEET ON CENTER. TREES SHALL BE PLANTED WITHIN 12 MONTHS OF STREET CONSTRUCTION.] Trees shall be maintained by the property owner after expiration of any warranty on the landscaping.

- c. Illustration Figure 13 will be deleted: PC District Residential Street Design Standard for Collector w/Bike Lane and Collector w/o Bike Lane.

PASSED AND APPROVED by the Anchorage Municipal Planning and Zoning Commission this 10th day of September, 2007.

Adopted by the Anchorage Municipal Planning and Zoning Commission this 1st day of October, 2007.

  
\_\_\_\_\_  
Tom Nelson  
Secretary

  
\_\_\_\_\_  
Toni M. Jones  
Chair

MPA

(CASE #2007-069)

**F. REGULAR AGENDA – None**

**G. PUBLIC HEARINGS**

- 1. 2007-069** Eklutna Inc. A rezone amendment to AO 94-235(S-1) regarding street design standards for Tract A of The Powder Ridge Master Development Plan Ordinance. Powder Ridge Subdivision, affecting 1,153 LF of Powder Ridge Drive south of Eklutna Park Road and as modified by AO 2007-006.

Staff member MARY AUTOR stated 232 public hearing notices were mailed, 3 were received in favor, 3 were received against, and a petition with 37 signatures opposing the change was submitted. The vicinity map in the packet shows the approximately 126-acre petition site, which is a portion of the Eklutna Powder Reserve south of Eklutna Park Drive. The portion to the north of Eklutna Park Drive was recently reviewed and a new PC master plan and zoning ordinance was approved thereon. The original zoning for the Powder Reserve included proposed development Tracts M, N, O, P and Q. The proposal is to modify the collector street standards included in the original ordinance that called for an 80-foot width. Eklutna created that standard for the original master plan. The request is to substitute the current Municipal Design Criteria Manual (DCM) standards, which is a 70-foot wide standard. This modification only affects the south 1,150 lineal feet (LF) of Powder Ridge Drive. An 862 LF portion of the street is already constructed. The Traffic Engineer and Municipal Engineer have both reviewed the request and agree with the change. The 2007 amendments to the *Chugiak-Eagle River OS&HP* call for a collector street to have 70 feet with a cross-section of two 10'-12' travel lanes, two 3.5'-5 foot shoulders with curb and gutter, two 7' landscape separation, and 8-10' pathways on both sides of the road. Title 21 requires that front lot lines of residential lots shall not abut a street designated as collector or greater on the OS&HP. None of the lots in phases 2, 3 or 4 have direct access to the collector. Tract C to the west is likely to be developed in a future phase. The platting pattern has been established for this area and it provides for future access to Tract C. She understood the neighborhood objection to the petition regards a desire to not have traffic on internal residential streets with the collector street behind them. None of those lots can legally access onto a collector street. That suggestion would restrict access for future subdivision phases to one road access and is contrary to the Municipal

Fire Marshal's requirement that a secondary road access is required when cumulatively 30 or more lot are served by a single primary access road. The Department supports the petitioner's proposal. MS. AUTOR noted that there was an inquiry whether or not the traffic impact analysis (TIA) considered the R-OSL property of 4.5 acres and both DOWL Engineers and the Traffic Engineer have indicated that the growth factor of traffic from that property was considered and was found compatible with the proposed road standard.

COMMISSIONER PEASE asked that the language on page 5, second paragraph "This results in public involvements which cost more to maintain and encourage speeding" be explained. MS. AUTOR understood that having a wider right-of-way would involve greater public cost to maintain due to the terrain in this area. A wider road also could have involved an additional lane, which would have encouraged speeding. COMMISSIONER PEASE asked whether Staff had considered specifying a 10-foot travel lane, noting that the schematic on page 13 indicates 12-foot travel lanes shall be used only on industrial/commercial collectors or residential/neighborhood collectors with high truck traffic. MS. AUTOR had no objection to such a requirement, but suggested this question also be put to the petitioner.

COMMISSIONER PHELPS understood that part of the justification for the change to the lesser standard is that development projections to the west are adjusted downward. He asked if that is the real reason, or is it simply associated with the change in the standards in the DCM. MS. AUTOR noted that amendments have been made over time that affect the road standards and she believed this change was an oversight the last time such amendments were made. Also, the circulation plan and layout as originally conceived did not adequately take terrain into consideration. COMMISSIONER PHELPS asked if the schematic on page 13 is a 70-foot wide right-of-way. MS. AUTOR replied in the affirmative. COMMISSIONER PHELPS understood that the changes to the language in the ordinance regarding landscaping are not removing landscaping requirements, rather that is replaced by the schematic on page 13. MS. AUTOR indicated this was correct.

The public hearing was opened.

TIM POTTER, representing the petitioner, stated that while this proposed amendment might appear confusing, it is simple. The original master plan in the PC district has been changed multiple times and the last modification



was to change the road standards from the specifics in the PC ordinance to the DCM standards. The road standards required by the ordinance were wide with separations between back of curb and walkways, creating issues in a rolling terrain. He believed it was an oversight that the collector standard for Powder Ridge Drive was not modified with the last amendment. The first part of that road was built as 45-foot wide curb-to-curb collector with separation and trails, encompassing a full 80-foot right-of-way. That is an excessive standard that puts too much pavement on the ground, requires too much maintenance and snow removal, and does not better address traffic movement. The current city standards result in a 29.5-foot wide road section with gutter pans for a total of 32 feet. There are walkways on each side. The pathway will be incorporated into the trail access that runs along under the power line and along the Eklutna Water Line. A smaller road width decreases speeds. The TIA that found the roadway is sufficient for future trip distribution was again studied.

COMMISSIONER ISHAM asked whether there would be a problem transitioning from the older wider road to the new narrower road. MR. POTTER replied that there would not, there would likely be wider landscaped areas.

COMMISSIONER PHELPS understood the approval is for a 1,150 LF section. MR. POTTER stated this was correct. COMMISSIONER PHELPS asked why an extension of the collector to Phase 7 would not be approved at this time, recognizing that could not be done because it has not been advertised. MR. POTTER believed this modification would do that. COMMISSIONER PHELPS asked if a 10.5-foot travel lane width is acceptable. MR. POTTER replied in the affirmative.

JEFF TIMBERLAKE stated he distributed a petition that is contained in the packet. He stated the road is confusing because of lack of planning in the subdivision. DOWL wants to downgrade the road and the residents of the area do not want the road at all. The Fire Marshal requires two accesses for over to 30 houses; there is violation of this now in Areas 5 and 6. There are two accesses into Powder Ridge at this time and this would be a third access to Areas 1, 2, and 3. He noted that Eagle Pointe has one access and a school and Eaglewood has two accesses for over 600 homes. The area under discussion is being used by residents as a greenbelt. Neighbors feel that another road would cut into this community space. People use the area to walk their dogs, ride their bikes, etc. He stated that the development of Tract C is assumed, it has not been planned. If Tract C is developed, Eklutna Park Drive will be the access, not Powder Ridge Drive.

DAN PAGE, resident of Powder Ridge on Konrad Drive, stated his road is an alternate route to Powder Ridge Drive. He stated that all the documentation he got when he bought his house said Powder Ridge Drive would be developed. He also felt it should extend to Phase 7. He stated that the small area of Powder Ridge Drive that has been developed is not too wide, it is sufficient and he would like the standard of that existing road to be maintained. He stated there are 185 houses in Phases 1 through 4 and Phases 5 through 7 calls for another 279 units with at least two vehicles per house that would go up two feeder roads. This is a planned community with one collector road in the middle. He recommended the wider width for that road. He stated that there are residents whose properties back onto the road and they oppose the construction of the road, but the residents on feeder roads object to the road not being built.

COMMISSIONER PEASE asked what is the width of Konrad Drive and does it have sidewalks. MR. PAGE stated he lives at the intersection of Konrad Drive, but he did not know the width. Some roads have sidewalks and some do not. Konrad Drive has sidewalks on both sides and there are driveways on both sides. Vasili Drive on the other side of Powder Ridge Drive is the same.

COMMISSIONER PALMER noted that Mr. page had mentioned that when he bought his house he was given information that Powder Ridge Drive was going through. MR. PAGE acknowledged that this is the case and every document included the map that is in the packet; he assumed that road would be built. Eklutna has always said the road would be built. When Phases 6 and 7 are built, the road will be needed.

RICHARD WATSON, resident on Konrad Drive, agreed with Mr. Page that the road needs to go through at either 70 or 80 feet wide. He stated this is a matter of children's safety on Konrad Drive. Traffic will increase as phases are built out. Konrad Drive is more of a feeder to those areas than is Vasili Drive. When he purchased his home he also understood that Powder Ridge Drive would go through.

BEVERLY CONNOR, resident on Konrad Drive, stated she would be affected by Powder Ridge Drive going behind her. When she purchased her home she understood the road was abandoned because the original PUD was for an outlet mall. The collector road is not needed for a mall that does not exist. Her primary concern is that there is an area in the neighborhood with homes built for persons 55 years and older that have trees behind them and this would put a road 20 feet from their back doors. She felt it did not make sense to build another road to take people that are using existing roads out of the neighborhood. She noted that children should not play in the road. She felt

the neighborhood would be ugly if a road is developed. She stated that if she were a buyer, she would be concerned about living under the power lines.

MARIANNE BELSER stated she lives in Phase 4 and she had her realtor contact Eklutna and they said there would be a greenbelt; she did not understand there would be a road in that area. She was concerned that she has a road in front of her property and if this were developed, she would have a road behind her property as well. She asked if there would only be Powder Ridge Drive and the valley drive as exits to the main road or would there be an exit to the highway from future phases.

JOHN GLASS suggested extending Eklutna Park Drive as the feeder with an alternate roadway along the back of the development to connect between Phase 4 and Phase 7, which would keep the traffic off of the other two roads. He explained that the area of the proposed road is central to the development and it currently serves children.

ALBERT EDWARDS, resident on Vasili Drive, supported building the road through the development. He stated there was a home earlier in the history of this subdivision that burned to the ground in part because of fire access issues. He stated Powder Ridge Drive was planned from the start and it is shown in the paperwork that homeowners received when they purchased their homes. When people in Phases 3 and 4 purchased their homes they should have been aware of this plan. He stated he could put a fence around the back of his yard to protect his children, but while in transit to the school bus and to friends' homes, they are on the street. Recently the Police Department monitored speed on this road and it is a significantly hazardous area. He did not believe that vehicles would speed just because there is a road that facilitates speeding. He also felt that a violation of municipal code is not reason to continue the violation by not building the road.

COMMISSIONER PEASE asked where speed monitoring was done. MR. EDWARDS indicated on the overhead a cul-de-sac off of Vasili Drive where the officers wait with a speed gun. COMMISSIONER PEASE asked if the road is hilly. MR. EDWARDS replied that it is slightly rising toward the south. He noted that there would be a greenbelt adjacent to Powder Ridge Drive if it were built.

RANDY PEGLER, resident of Lot 10 on Vasili Drive, stated the proposed road would come within 25 feet of his rear property line, which is 30 feet from his back door. He was concerned with noise, dust, and debris generated by construction of the road. He explained that Vasili Drive had to be rebuilt after he moved in to remove tree stumps from the construction of the Glenn

Highway. He stated that Eklutna told him there was no need for Powder Ridge Drive and it would not be built. He felt there still is no need for it. There are only two completed homes in Phases 5 and 6 and it will be some time before the remainder of those areas is developed. Speeding traffic on Vasili Drive is a recurring problem. The proposed Powder Ridge Drive would be built 25 feet behind the homes of residents along Vasili Drive. He stated that parents are supposed to be watching out for their children. He indicated that the area behind his house is used by all residents as a greenbelt.

COMMISSIONER JOSEPHSON asked if Lot 10 is screened from Powder Ridge Drive. MR. PEGLER indicated the location of his lot on an aerial site plan. There is a distance of 12 to 25 feet from his property line to the area that was smoothed off after removal of tree stumps. He stated that planting screening landscaping would be ineffective.

TRACY NEAL stated he lives in the middle of the proposed Powder Ridge Drive and he sees children playing in that area every day. He felt comfortable allowing his children to play in that area. He opposed construction of Powder Ridge Drive because he uses that area to walk his dog. He was not aware how many people walk their dogs in that area. If this area were taken away, a vital part of the community would be lost. He stated that approximately 65% of the homes in the area have pets and probably 25% of those have two pets and many owners walk their animals daily. In a developed neighborhood responsible pet owners need somewhere to take their animals and for their children to play. He felt an outlet to the Glenn Highway from Phase 6 would relieve traffic congestion to Eklutna Park Drive.

In rebuttal, MR. POTTER reminded the Commission that the request is to rezone the PC zoning, specifically the language regarding the design of roads. The petitioner's request is to go from what is prescribed in the code to a narrower right-of-way width. He noted that the total number of units south of Eklutna Park Drive is lower in density and nowhere near what was originally envisioned. The outlet mall was in the area of Phases 3 and 4. When that plan failed, the property was rezoned back to residential at a lower density than what was allowed in the master plan. The petitioner wants a road that has always been planned; one that serves circulation needs without overbuilding the infrastructure, covering more ground, and increasing public costs for maintenance. The proposal is for a smaller road in terms of footprint with a trail on one side and a sidewalk on the other. He noted that the area to the south of Phase 6 is wetland that is preserved as open space with military boundary adjacent to it. At one time Eklutna was looking to do a land trade with the military for land in this area in order to

get an access to link the interchange with Artillery Road. The military withdrew from that negotiation.

COMMISSIONER PEASE stated the Commission has not seen the actual configuration for the road, only the typical collector road standard. MR. POTTER stated that typical cross section has been reviewed and discussed with the city. He stated the area within the Eklutna pipeline and power line corridor will be the location of the pathway; it is used at this time. In some areas it will be separated more than 7 to 10 feet from the roadway. He noted that the neighbors were correct that there are no lots fronting directly onto and taking access from Powder Ridge Drive. He remarked that lack of friction invites speed and a wider road with no friction exacerbates that.

COMMISSIONER PHELPS assumed there is an approved master plan that shows this road in this location. MR. POTTER indicated this is correct. COMMISSIONER PHELPS understood that the issue before the Commission is a rezone dealing with design standards. MR. POTTER replied that the issue specifically addresses this collector street in the PC district. COMMISSIONER PHELPS asked if in developing the plan traffic demand was evaluated and, if so, was it through a TIA. MR. POTTER replied that a number of TIAs have been done on this project. The most recent was done in 2005 and amended in 2007. The conclusions of that TIA suggested that the total number of trips could be accommodated by the parallel road system and when Phase 7 is completed there would be complete a loop. The last TIA looked at whether or not this road was even necessary. The existing roads can accommodate the trips, but there are driveways backing onto them, so that is not the optimal situation from a design standpoint. The collector is needed also for a connection to the south or southwest. There is ongoing negotiation between Eklutna and the Alaska Railroad, which owns Tract C. Master planning and appraisal work is being done on that proposal. COMMISSIONER PHELPS understood this road might function for a wider area than the subdivision itself. MR. POTTER replied that is possible and noted that any of that activity would come back to the Commission and Assembly. COMMISSIONER PHELPS remarked that there is no specification of landscaping for the roadway. MR. POTTER stated there are landscaping requirements in the developed area; those trees have been planted twice and have not survived. The road was built in a fashion that did not take the terrain into account. The proposed modification calls for landscaping as required for collectors.

COMMISSIONER FREDRICK noted that public testimony discussed access from Phase 6 to the Glenn Highway and Mr. Potter talked about previous attempts to get land from the military to access Artillery Road. He asked if

there is any practical way to access the Glenn Highway from Phase 6. MR. POTTER replied that access to the Glenn Highway is restricted. There cannot be another access point onto the highway in that location.

COMMISSIONER ISHAM asked if the intention would be to meet the new Title 21 standards if those are adopted before this road is built. MR. POTTER replied in the affirmative.

COMMISSIONER JOSEPHSON asked why the extension abutting Phase 4 is not straighter. MR. POTTER explained that grades and wetlands to the west are the reason for the curve in the roadway. The Eklutna water pipeline and transmission line is in that area and there is a pump station along the water line. The original master plan and circulation plan called for Powder Ridge Drive to go straight up the hill, but it could not be done and meet grade requirements. Special dispensation was given by the City, so the road curves around the high spot. COMMISSIONER JOSEPHSON noted that when this area was before the Commission last October Eklutna had some concerns with trespassing. He asked what Eklutna does to extend the rights to use its undeveloped land to individuals who have purchased lots. MR. POTTER stated in the long-term plans there is a trail system and Eklutna is beginning to develop that. There is a simple online permitting process to allow access on Eklutna property. COMMISSIONER JOSEPHSON noted that during a site visit some members of the Commission drove along the road and he recalled it was in fact a road, albeit not paved. MR. POTTER stated that the Commission drove into the areas on paved roads, but not onto Powder Ridge Drive because the pavement ends; utility vehicles do drive on it.

COMMISSIONER PEASE asked if landscaping is or is not required under municipal standards. MR. POTTER assumed there are requirements for landscaping. Eklutna hopes that streetscape standards will be developed by the time the road is developed. COMMISSIONER PEASE asked if without those there is no requirement to plant trees. MR. POTTER replied that the requirement is to plant a deciduous tree every 20 feet along the side of the road. COMMISSIONER PEASE noted that the cross-section on page 13 shows no landscaping requirement. MS. AUTOR stated that is correct. She added that visual enhancement landscaping is the minimal requirement per AMC 21.45.125. MR. POTTER stated his comment referred to the current requirement to plant a tree every 20 feet; the request is to change that standard and be subject to the same standards as other developers. If other requirements were in place at the time the road is built, the petitioner would conform to those.

COMMISSIONER PHELPS asked what the code requires in terms of landscaping. MS. AUTOR replied that the subdivision standards allow the platting authority to require buffer or screening landscaping.

COMMISSIONER PHELPS asked if the petitioner would oppose a requirement for a landscaping plan to be approved by the Planning Department. MR. POTTER had no objection to that requirement rather than simply being required to conform to buffer standards. He asked that the baseline count of trees be based on buffer landscaping standards with placement where they most benefit the neighbors. MS. AUTOR stated the Department would agree to this.

The public hearing was closed.

COMMISSIONER PHELPS moved for approval of the amendment to AO 94-235(s-1)(as amended) to the PC District and the Master Development Plan for Tract A of the Powder Reserve, Section 3.A.(3)(a.1) Access and Street Circulation, Paragraph 2 and 3, to modify collector road standards and insert references to Title 21 and current Municipal Design Criteria Manual (DCM) standards for collector Streets, subject to the following conditions: 1) "Travel lanes shall be 10.5 feet in width or less"; 2) "A landscape plan shall be approved by the Planning Department"; 3) "This rezone applies to the collector to be developed within the area of the development."

COMMISSIONER ISHAM seconded.

COMMISSIONER PHELPS thought the intent is to create a road with an overall smaller scale, which he felt was appropriate in this area. There has been evidence that the same width of collector is not needed in this area and developing the road at a smaller width would increase the amount of friction and increase safety. Developing at current standards would be difficult or impractical because of the terrain and the cost of maintenance. The action this evening is not to modify the master development plan. That plan identifies a collector road in this location.

COMMISSIONER PEASE supported the motion, finding that the additional conditions have improved the project by requiring landscaping and reducing travel lanes so it is not attractive to through truck traffic. She did not know the terrain in this area well and, if there is fairly level terrain, she felt it was unfortunate that there are three rows of houses that are single lot widths. She thought it was important for those in the public to know that, although they had good ideas how to route traffic through the neighborhood, there was not the ability to do that this evening. She hoped there could be input to Eklutna in future phases regarding the desire for open space.

COMMISSIONER JOSEPHSON stated that, to the extent that traffic is excessive or vehicles are coming by at all hours, there was public comment agreeing to the extension of the roadway, but concerns about how it is happening. He noted that there are conditions on this approval and, if they are violated, the Municipality should be contacted. He stated that developing the collector means that residents of other area streets will not have as much traffic.

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

NAY: None

ABSTAIN: Wang

PASSED

COMMISSIONER PHELPS departed at 9:10 p.m.

**2. 2007-139**

Kimberly Mahoney. A conditional use to allow a State Department of Transportation Facility in the GIP zoning district. Note: (For reconstruction of the DOT facility destroyed by fire). US Survey 3042, Lot 73. Located at 368 Toadstool Drive in Girdwood.

Staff member AL BARRETT stated this request is made to replace a structure and use destroyed in March. The structure may have had some nonconforming rights, but any such rights would have been lost when the structure was destroyed by fire. There were 48 public hearing notices mailed in this case, 2 were returned in support, 0 were returned in opposition and no comments were received from the Girdwood Board of Supervisors. The plot plan and site plan are contained in the packet, as is an elevation of the building. The use is defined as a government services use and general standards apply. It conforms to the *Comprehensive Plan*; this area has long been in use by ADOT for their highway maintenance facility. The use conforms to the general conditional use standards. A minor condition will be proposed regarding landscaping. The use is not out of character for this area, which has large lots. The property is well buffered with natural vegetation and bluffs. The closest residential properties are more than 100 feet away, and that area is covered with vegetation. Some dust and noise will be expected from gravel operations and equipment operation. This use has been in place for many years. This use is in Girdwood, so the code requires that the maximum amount of existing vegetation and ground cover as practicable shall be preserved. The



**MUNICIPALITY OF ANCHORAGE  
PLANNING DEPARTMENT**

**ZONING AMENDMENT  
MEMORANDUM**

**DATE:** September 10, 2007

**CASE NUMBER:** 2007-069

**LAND OWNER:** Eklutna, Inc.  
DOWL Engineers, Representatives

**REQUEST:** Amendment to AO 94-235(s-1)(as amended) to the PC District and the Master Development Plan for Tract A of the Powder Reserve, Section 3.A.(3)(a.1) Access and Street Circulation, Paragraph 2 and 3, to modify collector road standards and insert references to Title 21 and current Municipal Design Criteria Manual (DCM) standards for collector Streets.

**LOCATION:** The south 1,153 LF of Powder Ridge Drive (as depicted on Exhibit A mapping the petition site), located south of Eklutna Park Drive, west of the Glenn Highway and Powder Ridge Drive.

**COMMUNITY COUNCIL:** Birchwood/Eagle River

**TAX NUMBER/  
GRID NUMBER:** NW 451 and NW 452

**DEPARTMENT RECOMMENDATION:** APPROVAL

**BACKGROUND:**

As originally adopted, the PC Zoning and Powder Reserve Master Development Plan, Volume I consisted of 530 acres and 17 development areas. Eklutna Park Drive, an east-west road, divides the platted developed areas to the south from the undeveloped areas to the north. In 2007, the Assembly approved AO 2007-6, establishing a new PC Zoning District and Master Development Plan for Tract 40A of the Powder Ridge Subdivision (Plat 98-80), consisting of 404 acres located north of Eklutna Park Drive, former Development Areas A through L.

The 126 acres south of Eklutna Park Drive, Development Areas M, N, O, P and Q, continues to be regulated under the existing 2002 Master Development Plan

**2007-069**





Date: July 24, 2007



POWDER RESERVE

for Tract A of the Powder Reserve, Volume I, June 2002 (aa) by AO 2000-143 (S-2) and AO 2002-7. The original ordinance was AO 94-235 (S-1) (aa).

**REQUEST:**

This is a request to amend access and street circulation internal collector street design standards, as it applies to the 126 acres south of Eklutna Park Drive, found in the following documents:

- AO 94-235 (S-1) (aa), PC (Planned Community District) zone for Tract A of the Powder Reserve, Section 3.A.(3)(a)(2 and 3) reference page 3 and 4;
- Powder Reserve Master Development Plan, Volume I June 2002 as amended by AO 2000-143 (S-2) and AO 2002-7, Section IV.D(1)((b and c) reference page 38 and 40.

The proposed amendments are:

- All streets, street lighting, sidewalks and bike paths will be designed and constructed to meet or exceed the most recently adopted urban design standards identified in Title 21, the Design Criteria Manual (DCM), and the Official Streets & Highways Plan (OS&HP). Residential street right-of-way widths, sidewalk and bike path location, and landscaping shall conform to [PC DISTRICT RESIDENTIAL STREET DESIGN STANDARDS SHOWN IN FIGURES 13A AND 13B OF THE ADOPTED MASTER DEVELOPMENT PLAN] MOA Street Design Standards and DCM. Streets shall be constructed in conjunction with subdivision development.
- [ALL STREETS WITHIN THE PC DISTRICT SHALL BE PLANTED ON BOTH SIDES WITH DECIDUOUS TREES A MINIMUM OF 8 FEET IN HEIGHT (1" CALIPER). TREES SHALL BE PLANTED AT AVERAGE INTERVALS NO GREATER THAN 20 FEET ON CENTER. TREES SHALL BE PLANTED WITHIN 12 MONTHS OF STREET CONSTRUCTION.] Trees shall be maintained by the property owner after expiration of any warranty on the landscaping.
- Illustration Figure 13 will be deleted: PC District Residential Street Design Standard for Collector w/Bike Lane and Collector w/o Bike Lane.

**PUBLIC COMMENT**

A flawed public hearing notice was erroneously mailed on July 13, 2007 that showed a vicinity map of the 404 acres of the New Powder Reserve Master Development Plan area north of Eklutna Park Drive. A corrected public hearing notice was mailed out on August 16, 2007 to two hundred thirty-two

(232) property owners, showing a corrected vicinity map showing the lower 126 acres south of Eklutna Park Drive and noting that the rezone amendment is to modify the internal "collector" road standards to correspond to the Municipal Title 21 and current Design Criteria Manual standards. The only road affected is a future phase of Powder Ridge Drive.

A petition has been received from residents/homeowners of Powder Ridge Subdivision who border the platted roadway and who object to the extension of road for the new phases. They believe this will lower their property values by having a street in front of and behind their homes. They believe that Konrad Drive and Vasili Drive can meet the traffic requirements for the new phases thus negating the need for the road extension.

### **DISCUSSION:**

There have been a series of corrective modifications to the original controlling ordinance, to make development feasible to construct. For example, A.O. 2000-143 (S-2) amended the Master Plan by modifying residential streets standards to correspond to the Municipal Title 21 and Design Criteria Manual (DCM) standards. While the internal street standards were addressed, the "collector" street standards were not modified.

Initially it was assumed that Tract C of the Powder Reserve to the west (currently owned by Alaska Railroad Corporation) would be developed, creating a demand for a collector street. The "collector" street standards created with the original ordinance, AO 94-235(S-1)(aa), require excessively wide improvements that, when implemented on rolling (non-flat) terrain, force significantly more site disturbance than the standard municipal requirements. This results in public involvements which cost more to maintain and encourage speeding.

Powder Ridge Drive was created by Plat 2003-206 and the first 862 linear feet constructed according to the existing 80-foot wide collector standard. It serves Phase 1, 2 and 3.

Development projections to the west have since been adjusted downward negating a future connection from Powder Ridge Drive. Therefore there is little need to construct to the current 80-foot wide cross section design standard as currently called for in the ordinance and master plan.

The purpose of the subject modifications will eliminate references to the PC District collector road standards in the zoning ordinance and master plan and insert references to Title 21 and current DCM standards for collector streets. This will directly affect construction of the south 1,153 linear feet of Powder Ridge Drive, between Phase 1 of Powder Ridge to the newly constructed

Stephan Valley Drive adjacent to Phases 2, 3, and 4 of Powder Ridge Subdivision.

The 2007, amendments to the Chugiak-Eagle River OS&HP identify Powder Ridge Road as being a collector street having a 70 foot right of way. The DCM cross section calls for two 10'-12' travel lanes, two 3.5'-5 foot shoulders with curb and gutter, two 7' landscape separation, and 8-10' pathways on both sides of the road. The main function of a residential collector street is to conduct traffic from local residential areas to arterials. Land access should be a secondary function of the residential collector, and both curb and driveway access should be discouraged except at those locations where traffic movement patterns may be effectively controlled. Title 21 requires that front lot lines of residential lots shall not abut a street designated as collector or greater on the OS&IHP. None of the lots in Phase 2, 3 or 4 will front onto or have direct driveway access to the collector.

In a letter dated March 1, 2007, the Municipal Traffic Engineer agreed with Eklutna's 2007 Traffic Impact Analysis assessment that projected traffic from Phases 5, 6 and 7 of Powder Ridge Subdivision can be served without the completion of the collector street through these phases until plans for development on Tract C of the Powder Reserve comes forward creating a demand for a collector street.

The letter goes on to note that a previous preliminary plat requires construction of this section of the collector street to standards adopted in the Master Plan. In an effort to resolve this issue and allow for the immediate recordation of Phase 6 plat of Powder Ridge Subdivision, PM&E made the following suggestions:

- Eklutna shall apply for an amendment to the zoning ordinance and master plan to amend the collector road typical section for Powder Ridge Drive. Upon receipt of an application by the Planning Department, the final plat for Powder Ridge Phase 6 may be recorded.
- Powder Ridge Drive will be built in accordance to the final outcome of the Assembly's final decision on the amendment to the zoning ordinance and master plan.
- Powder Ridge Drive from where the pavement ends, in the vicinity of phase 1, to Stephan Valley Drive will be constructed with Phase 7 of Powder Ridge Subdivision.
- Powder Ridge Drive from Stephan Valley Drive, extended to the military property located within Tract 2 (Plat 2006-105) will remain as future

road tract. This section will not be constructed with any phase of the Powder Ridge Subdivision.

Project Management & Engineering has no objection to the proposed amendments. They note that a residential collector needs pedestrian facilities on both sides of the road.

With regard to the comment raised by the homeowner petition that Konrad Drive and Vasili Drive can meet the traffic requirements for the new phases, negating the need for the road extension. This suggestion would restrict access to the future subdivision phases to only one road access and is contrary to the Municipal Fire Marshal's requirement that a secondary road access is required when cumulatively there are more thirty or more lots served by a single primary access road. Moreover, the road is already platted and road construction will be necessary in the future.

**DEPARTMENT RECOMMENDATION:**

The Planning Department finds the request to be a housekeeping amendment and in keeping with the requirements of Title 21 and the Design Criteria Manual. The Department supports the proposed amendments.

Reviewed By:

Prepared by:

  
\_\_\_\_\_  
Tom Nelson  
Director

  
\_\_\_\_\_  
Mary Autor  
Senior Planner

C. PRINCIPAL DRAINAGE REQUIREMENTS

Provisions for storm drainage within the PC district shall comply with requirements under Anchorage Municipal Code 21.45.230 and 21.85.140. Drainage system design shall provide for the preservation of designated high-quality wetlands that are critical to water table levels and wildlife habitat within and surrounding the PC district.

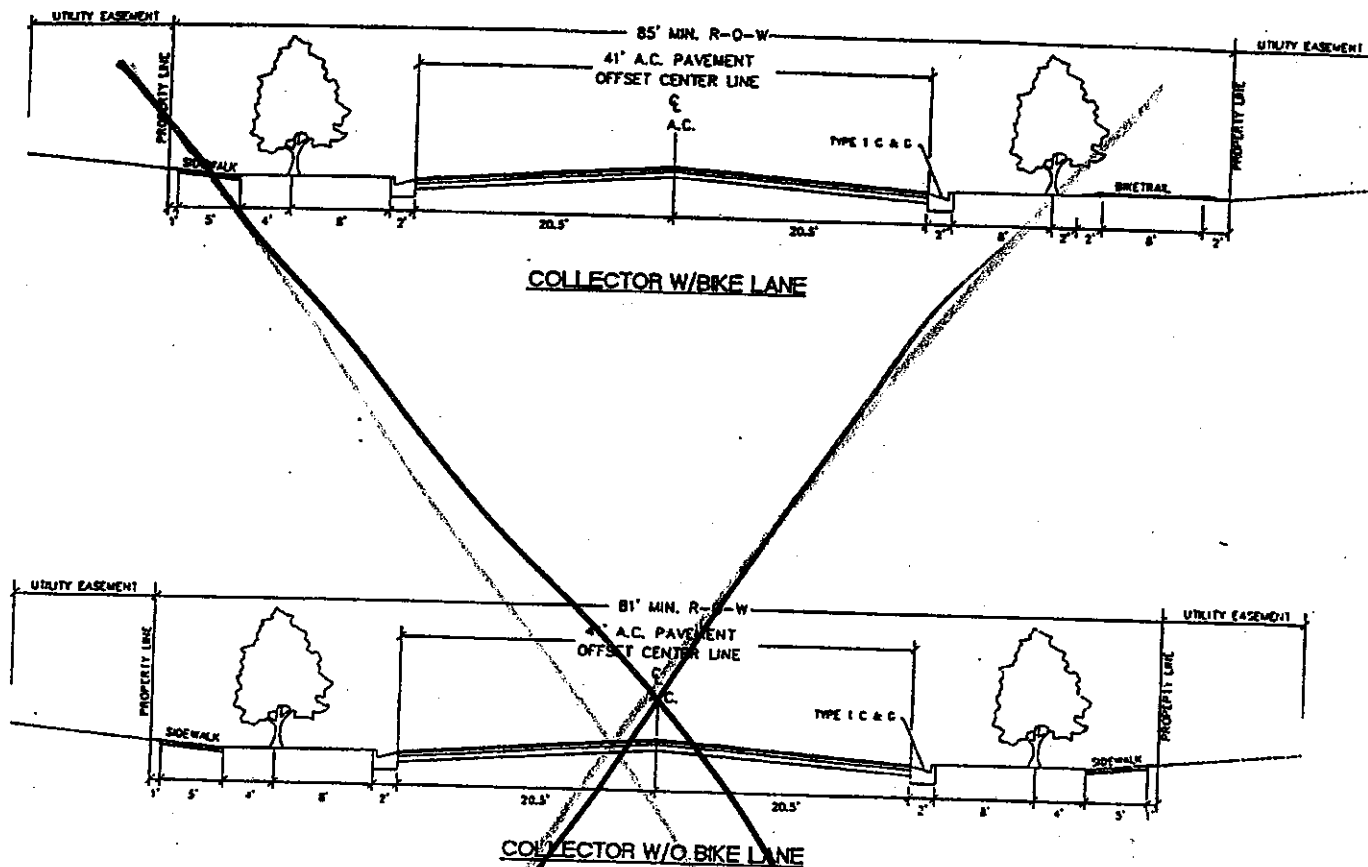
D. PRINCIPAL CIRCULATION REQUIREMENTS

1. Access and Street Circulation

- a. The access and street circulation system for the PC district shall comply with the modified grid network depicted in Figure 10 of the adopted Master Development Plan, except that the platting authority may permit modifications as necessary to integrate street and subdivision design.
- b. All streets, street lighting, sidewalks and bike paths will be designed and constructed to meet or exceed the most recently adopted urban design standards identified in Title 21, the Design Criteria Manual (DCM), and the Official Streets and Highways Plan (OSHP). Collector streets shall conform to ~~PC District street design standards shown in Figure 13.~~ Streets shall be constructed in conjunction with subdivision development.
- c. ~~All collector streets within the PC district shall be planted on both sides with deciduous trees a minimum of 8 feet in height (1 inch caliper). Trees shall be planted at average intervals no greater than 30 feet on center. Trees shall be planted within 12 months of street construction.~~ Trees shall be maintained by the property owner after expiration of any warranty on the landscaping.
- d. All constructed streets within the PC district shall be dedicated to the Municipality for annexation into the Eagle River/Chugiak/Birchwood Rural Road Service Area or its equivalent at the time of annexation.

Not  
Street  
Design  
Standards  
AND DCM





NOTES:

1. THE PLATTING AUTHORITY MAY PERMIT MODIFICATIONS TO ACCOMMODATE SUBDIVISION DESIGN REQUIREMENTS.
2. STREETS, SIDEWALKS AND BIKE PATHS SHALL BE DESIGNED AND CONSTRUCTED TO MEET OR EXCEED THE MOST RECENTLY ADOPTED URBAN DESIGN STANDARDS IDENTIFIED IN TITLE 21, THE DESIGN CRITERIA MANUAL (DCM) AND THE OFFICIAL STREETS AND HIGHWAY PLAN (OSHP). RIGHT-OF-WAY WIDTHS, SIDEWALK AND BIKE PATH LOCATIONS, AND LANDSCAPING SHALL BE AS SHOWN IN THIS FIGURE.
3. ALL STREETS SHALL BE PLANTED ON BOTH SIDES WITH DECIDUOUS TREES A MINIMUM OF 8 FEET IN HEIGHT (1" CALIPER). TREES SHALL BE PLANTED AT AVERAGE INTERVALS NO GREATER THAN 20 FEET ON CENTER.

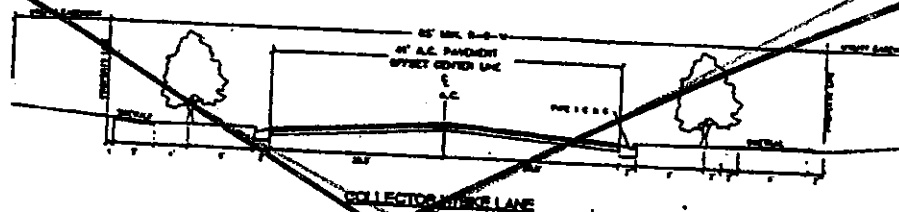
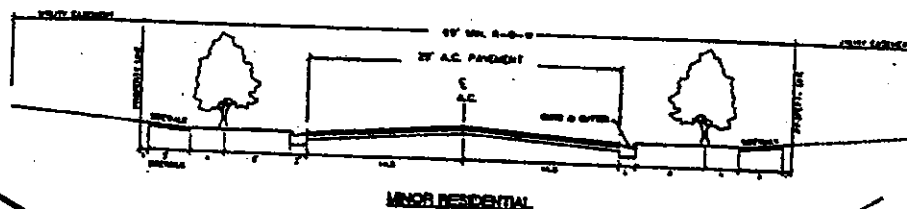
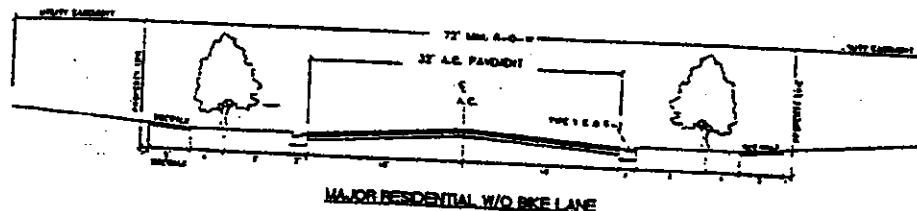
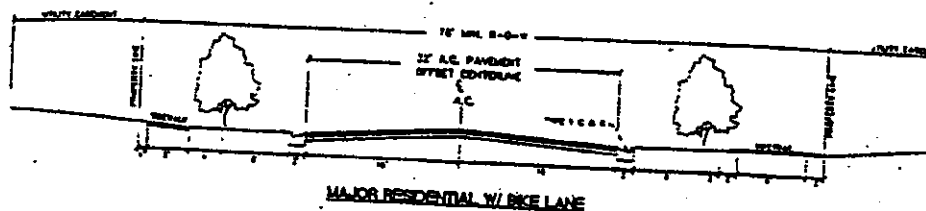
**VOID**

Figure 13. PC District Residential Street Design Standards.

- c. Development Area Plans. Development within the PC district may be proposed and approved in accordance with the provisions of Anchorage Municipal Code 21.40.250.D. Development shall comply with the requirements of the applicable Development Area Standards.
  - d. Land Clearing. Land clearing within the PC district shall comply with the provisions of Anchorage Municipal Code 21.40.250.E.
  - e. Amendments. Certain amendments to the Master Development Plan or to the PC district may be proposed and approved in accordance with the provisions of Anchorage Municipal Code 21.40.250.F. and 21.40.250.G.
  - f. Applicability of Municipal Code. The Anchorage Municipal Code shall apply except where specifically altered or amended in this ordinance. The most recently adopted version of the Anchorage Municipal Code shall apply.
  - g. Tract A shall be annexed into the Chugiak-Birchwood- Eagle River Rural Road Service Area (AMC 27.30.215) and a special assessment district shall be created for street light maintenance, snow removal and disposal with or prior to the recordation of the first subdivision. The mill rate assessment shall be a total of 3.1 mills, including 2.1 mills for annexation to the rural road service area, 0.5 mills for snow hauling and disposal, and 0.5 mills for street light service area.
  - h. Tract A shall be annexed into the Building Safety Service Area (AMC 27.30.040) with or prior to the recordation of the first subdivision plat.
  - i. Tract A shall be annexed into either the Anchorage Fire Service Area (AMC 27.30.050) or the Chugiak Volunteer Fire Service Area with or prior to the recordation of the first subdivision plat.
2. Principal Drainage Requirements. Provisions for storm drainage within the PC district shall comply with requirements under Anchorage Municipal Code 21.45.230. and 21.85.140.. Drainage system design shall provide for the preservation of designated high-quality wetlands that are critical to water table levels and wildlife habitat within and surrounding the PC district.
  3. Principal Circulation Requirements.
    - a. Access and Street Circulation.
      - 1) The access and street circulation system for the PC district shall comply with the modified grid network depicted in Figure 10 of the adopted Master Development Plan, except that the platting authority may permit modifications as necessary to integrate street and subdivision design.
      - 2) All streets, street lighting, sidewalks and bike paths will be designed and constructed to meet or exceed the most recently adopted urban design standards identified in Title 21, the Design Criteria Manual (DCM), and the Official Streets and Highways Plan (OSHP). Residential street right-of-way widths, sidewalk and bike path location, and landscaping shall conform to PC District residential street design standards shown in Figures 13a and 13b of the adopted Master Development Plan. Streets shall be constructed in conjunction with subdivision development.
      - 3) All streets within the PC district shall be planted on both sides with deciduous trees a minimum of 8 feet in height (1" caliper). Trees shall be planted at average intervals no greater than 20 feet on center. Trees shall be planted within 12 months of street construction. Trees shall be maintained by the property owner after expiration of any warranty on the landscaping.

MOA  
STREET  
DESIGN  
STANDARDS  
AND  
DCM

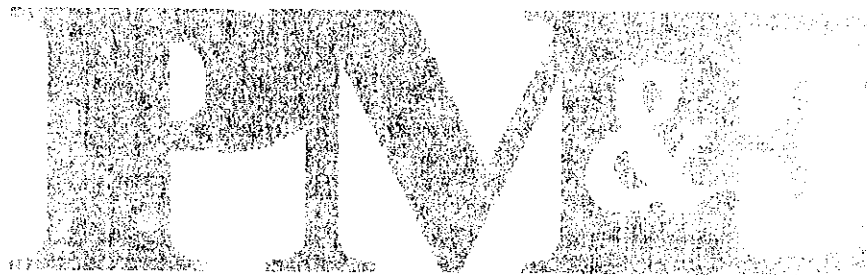
# PC District Residential Street Design Standards\*



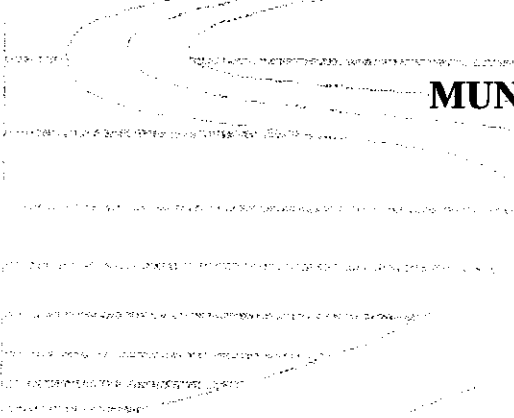
## Notes

1. The Planning Authority may permit modifications to accommodate subdivision design requirements.
2. Streets, sidewalks and bike paths shall be designed and constructed to meet or exceed the most recently adopted urban design standards identified in Title 21, the Design Criteria Manual (DCM) and the Official Streets and Highway Plan (OSHP) rights-of-way widths, sidewalk and bike path locations, and landscaping shall be as shown in this figure.
3. All streets shall be planted on both sides with deciduous trees a minimum of 8 feet in heights (1" caliper). Trees shall be planted at average intervals no greater than 20 feet on center.

\* See Figures 13a and 13b in Master Development Plan Volume I for detail



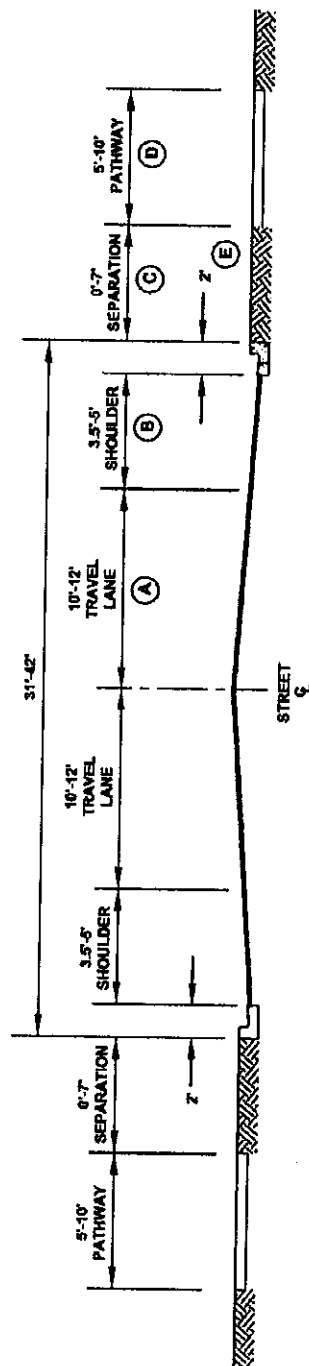
# **DESIGN CRITERIA MANUAL CHAPTER 1 STREETS**



**MUNICIPALITY OF ANCHORAGE**

**PROJECT MANAGEMENT &  
ENGINEERING DEPARTMENT**

**JANUARY 2007**



## NOTES:

- (A) 12-FOOT TRAVEL LANES SHALL BE USED ONLY ON INDUSTRIAL/COMMERCIAL COLLECTORS OR RESIDENTIAL/NEIGHBORHOOD COLLECTORS WITH HIGH TRUCK TRAFFIC.
- (B) A 7-FOOT SHOULDER WILL ONLY BE ALLOWED WHERE THERE IS ON-STREET PARKING ON-STREET PARKING MAY ONLY BE PROVIDED ON ONE SIDE OF A NEIGHBORHOOD OR RESIDENTIAL COLLECTOR ROADWAY. PARKING WILL BE ALLOWED ON ONE OR BOTH SIDES OF AN INDUSTRIAL/COMMERCIAL COLLECTOR.
- (C) THE DESIRABLE SEPARATION FOR PEDESTRIAN FACILITIES ALONG ALL COLLECTORS IS 7 FEET. IN SOME CASES THE PEDESTRIAN FACILITIES MAY BE ATTACHED TO THE BACK OF CURB PROVIDING THERE IS A 5-FOOT SHOULDER. THE MINIMUM MAINTAINABLE WIDTH FOR A VEGETATED BUFFER IS 3 FEET.
- (D) PEDESTRIAN FACILITIES MUST BE PROVIDED ON BOTH SIDES OF A COLLECTOR ROAD. THE MINIMUM WIDTH OF A SIDEWALK IS 5 FEET. MULTI-USE PATHWAYS MAY VARY IN WIDTH BETWEEN 8 TO 10 FEET.
- (E) CURB AND GUTTER MUST BE TYPE 1 (REF. DCM SECTION 1.9F DESIGN COMPONENTS).

FIGURE 1-11 COLLECTOR ROAD TYPICAL SECTION

**DEPARTMENTAL  
COMMENTS**

# Reviewing Agency Comment Summary

## Case No.: 2007-069

<b>Agency</b>	<b>Comments Included in Packet</b>	<b>No Comments and/or Objections</b>	<b>No Response</b>
Agriculture Commission			
Anti-Trafficking			
Arrest Administration			
Art & DOT/PD			
Civil Rights Policy Department			
AVP			
Civil Enforcement			
Development Services			
DHS			
Environmental			
DHS Social			
SANITIZATION			
Community Council			
Public Education			
Tech Support			
MIS			
On-Site Water & Wastewater			
Parish and Recreation			
Physical Planning			
Project Mgmt Engineering	X		
Rail or Way			
Shops District			
Traffic			
Tourism			
Transit & Transportation Planning	X		



**Municipality of Anchorage**  
Project Management & Engineering Department



**P&Z Review Comments**

**RECEIVED**

**AUG 06 2007**

**DATE:** July 30, 2007

**TO:** Jerry Weaver, Platting Officer

**FROM:** Donald C. Keefer, P.E., Private Development

Municipality of Anchorage  
Zoning Division

**SUBJECT:** Comments for hearing date: 08/06/07

**P&Z Case No. 2007-069 Rezone amendment to a Master Development Plan**

Project Management and Engineering has no objection to the proposed "rezone amendment to AO 94-235(S-1) regarding street design standards for Tract A of The Powder Ridge Master Development Plan Ordinance. Powder Ridge Subdivision, affecting 1,153 LF of Powder Ridge Drive south of Eklutna Park Road and as modified by AO 2007-006.

**P&Z Case No. 2007-103 Condition Use, Private School**

Project Management and Engineering has no adverse comment for this case.

**P&Z Case No. 2007-061 Conditional Use, Large Animal Operation**

Project Management and Engineering has no adverse comment for this case.



**Autor, Mary P.**

---

**From:** Schanche, Lori E.  
**Sent:** Tuesday, August 28, 2007 11:28 AM  
**To:** Autor, Mary P.  
**Subject:** RE: South Powder Ridge

Yes, residential collectors need ped facilities both sides. L

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

**From:** Autor, Mary P.  
**Sent:** Tuesday, August 28, 2007 9:25 AM  
**To:** Schanche, Lori E.  
**Subject:** South Powder Ridge

Lori, does Powder Ridge Drive require a trail plus a sidewalk? It is a collector street (residential). Looking at the Trails Plan, it looks to me like there is, but am not sure. Thanks.

Mary Autor  
Senior Planner  
Zoning and Platting Division  
Office: 343-7941

# Zoning and Platting Cases On-line

## View Case Comments

[Submit a Comment](#)

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

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

AUG 14 2007

**1. Select a Case:** 2007-069[View Comments](#)**2. View Comments:****Case Num:** 2007-069

Rezoning Amendment to a Master Development Plan

**Site Address:** POWDER RIDGE DRIVE**Location:** A rezoning amendment to AO 94-235(S-1) regarding street design standards for Tract A of The Powder Ridge Master Development Plan Ordinance. Powder Ridge Subdivision, affecting 1,153 LF of Powder Ridge Drive south of Eklutna Park Road and as modified by AO 2007-006.[Details](#) | [Staff Report](#) | [submit a comment](#)

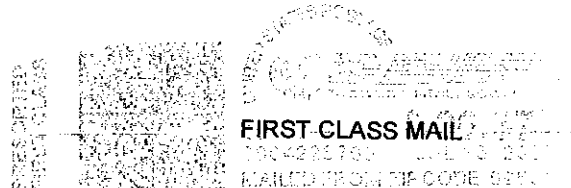
## Public Comments

**8/14/07**

Melissa Timberlake

Dear Sir, The concerned residents/homeowners of Powder Ridge Subdivision recently learned of this plan to extend Powder Ridge Drive beyond Nicoli Place to Stephan Valley Drive, and possibly beyond. We have developed a petition with 100% of the members signing on who have property boarding the area of development. Through informal contact with the Municipality of Anchorage, it is our understanding that Konrad Drive and Vasili Drive have been engineered to meet the traffic requirements for the new phases thus negating the need for the road extension. Our concern is that homeowner property values will be affected by having traffic located both in front of and behind approximately 30 houses. We believe this will result in lower property values that can affect the entire subdivision along with adding cost to the developer and taxpayers in street maintenance. Additionally we are concerned about the environmental impact of losing the natural vegetation and trees currently being enjoyed by our neighbors and Alaskan wildlife. We propose development of the road be halted and a more neighborhood friendly option such as a greenbelt type development with a bike trail be pursued.

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



051-312-36-000  
WELCH JAMES P  
15536 HUSKY DRIVE  
EAGLE RIVER, AK 99577

RECEIVED

JUL 17 2007

Municipality of Anchorage  
Planning Department

# NOTICE OF PUBLIC HEARING - - Monday, August 06, 2007

Planning Dept Case Number: ~~2007-069~~ 2007-069

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

CASE: 2007-069  
PETITIONER: Eklutna Inc  
REQUEST: Rezone Amendment to a Master Development Plan  
TOTAL AREA: 403.5 acres  
SITE ADDRESS:  
CURRENT ZONE: PC Planned community district  
COM COUNCIL(S): 1---Eagle River 2---Birchwood 3---Chugiak

LEGAL/DETAILS: A rezone amendment to AO 94-235(S-1) regarding street design standards for Tract A of The Powder Ridge Master Development Plan Ordinance. Powder Ridge Subdivision, south of Eklutna Park Road and as modified by AO 2007-006.

The Planning and Zoning Commission will hold a public hearing on the above matter at 6:30 p.m., Monday, August 06, 2007 in the Assembly Chambers of the Z. J. Loussac Library, 3600 Denali Street, Anchorage, Alaska.

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

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

Name: James Welch  
Address: 15536 Husky St, Eagle River  
Legal Description: T15N R2W SEC 25 LT 125A  
Comments: From everything I've seen this development is too dense, especially adjacent to an R-6 neighborhood. The roads feed on to steep hill and will be much traffic to be safe do not destroy my neighborhood please

August 15, 2007

Dear Sir,

The concerned residents/homeowners of Powder Ridge Subdivision recently learned of the plan to extend Powder Ridge Drive beyond Nicoli Place to Stephan Valley Drive, and possibly beyond. We have developed a petition with 100% of the members signing, who have property bordering the area of concern.

Through informal contact with the Municipality of Anchorage, it is our understanding that Konrad Drive and Vasili Drive have been engineered to meet the traffic requirements for the new phases thus negating the need for the road extension.

Our concern is that homeowner property values will be affected by having traffic located both in front of and behind approximately 30 houses. We believe this will result in lower property values that can affect the entire subdivision along with adding cost to the developer and taxpayers in street maintenance. Additionally we are concerned about the environmental impact of losing the natural vegetation and trees currently being enjoyed by our neighbors and Alaskan wildlife.

We propose development of the road be halted and a more neighborhood friendly option such as a greenbelt style development with a bike trail be pursued.

Jeff Timberlake  
13324 Konrad Drive  
Eagle River AK 99577

1 Attachment

1) 3 Pages (2 with signatures, 1 map)

## NAME

## ADDRESS

- | NAME                                  | ADDRESS            |
|---------------------------------------|--------------------|
| 1. Jeff Timberlake                    | 13324 Konrad Drive |
| 2. Jack Bronner                       | 13334 Konrad Drive |
| 3. Joe Vermett                        | 16427 Ondala C.R.  |
| 4. Richard S. B.                      | 13333 Konrad Dr.   |
| 5. Valerie Krause                     | 13300 Konrad Dr.   |
| 6. Clint White                        | 13226 Konrad       |
| 7. Amanda Santos                      | 13262 Konrad Dr.   |
| 8. Kathy Campbell                     | 13501 Vasili Dr.   |
| 9. Pauli Hoffman                      | 13509 Vasili Dr.   |
| 10. Bob S.                            | 13508 Vasili Dr.   |
| 11. Bob Martin                        | 13521 Vasili Dr.   |
| 12. Y. S.                             | 13521 Vasili Dr.   |
| 13. Michael Quirk                     | 13535 Vasili Dr.   |
| 14. Domingue <sup>AKA THAVIT LE</sup> | 13312 Konrad Dr.   |
| 15. Ty Sott                           | 13311 Konrad Drive |
| 16. Jimmy B.                          | 13301 Vasili Dr.   |
| 17. Sandra Blum                       | 13301 Vasili Drive |
| 18.                                   |                    |
| 19.                                   |                    |
| 20.                                   |                    |
| 21.                                   |                    |

## NAME

## ADDRESS

- | NAME                               | ADDRESS             |
|------------------------------------|---------------------|
| 1. GEORGE K. MULLANI               | 13348 KONRAD DR.    |
| 2. Tracy Neal/Chantene Martin-Neal | 13250 Konrad Drive  |
| 3. DANA K. & MARY L. BELSER        | 13214 KONRAD DRIVE  |
| 4. Leo M. Hayes                    | 13452 Konrad Drive  |
| 5. Tyla Clark                      | 13526 Konrad dr     |
| 6. Jeff Simons                     | 13500 Konrad Dr     |
| 7. Marc Bailey                     | 16544 Nicolli Way   |
| 8. Brian Raynes                    | 16430 Ondola Circle |
| 9. William Zimmerman               | 16433 ondola Cir    |
| 10. Lisa Zimmerman                 | 16433 Ondola Cir    |
| 11. Candis Olmstead                | 16422 Ondola Cir    |
| 12. Kenneth M. Simpson             | 13238 Konrad DR.    |
| 13. [Signature]                    | 13416 Konrad DR     |
| 14. [Signature]                    | 13460 Konrad Dr.    |
| 15. [Signature]                    | 13360 Konrad Dr     |
| 16. Lucia A. Narez                 | 14751 theodore Dr.  |
| 17. Kristine J. Hilde              | 31514 Konrad Cr.    |
| 18. Melissa A. Bray                | 116741 Theodore Dr. |
| 19.                                |                     |
| 20.                                |                     |
| 21.                                |                     |

1.1.2

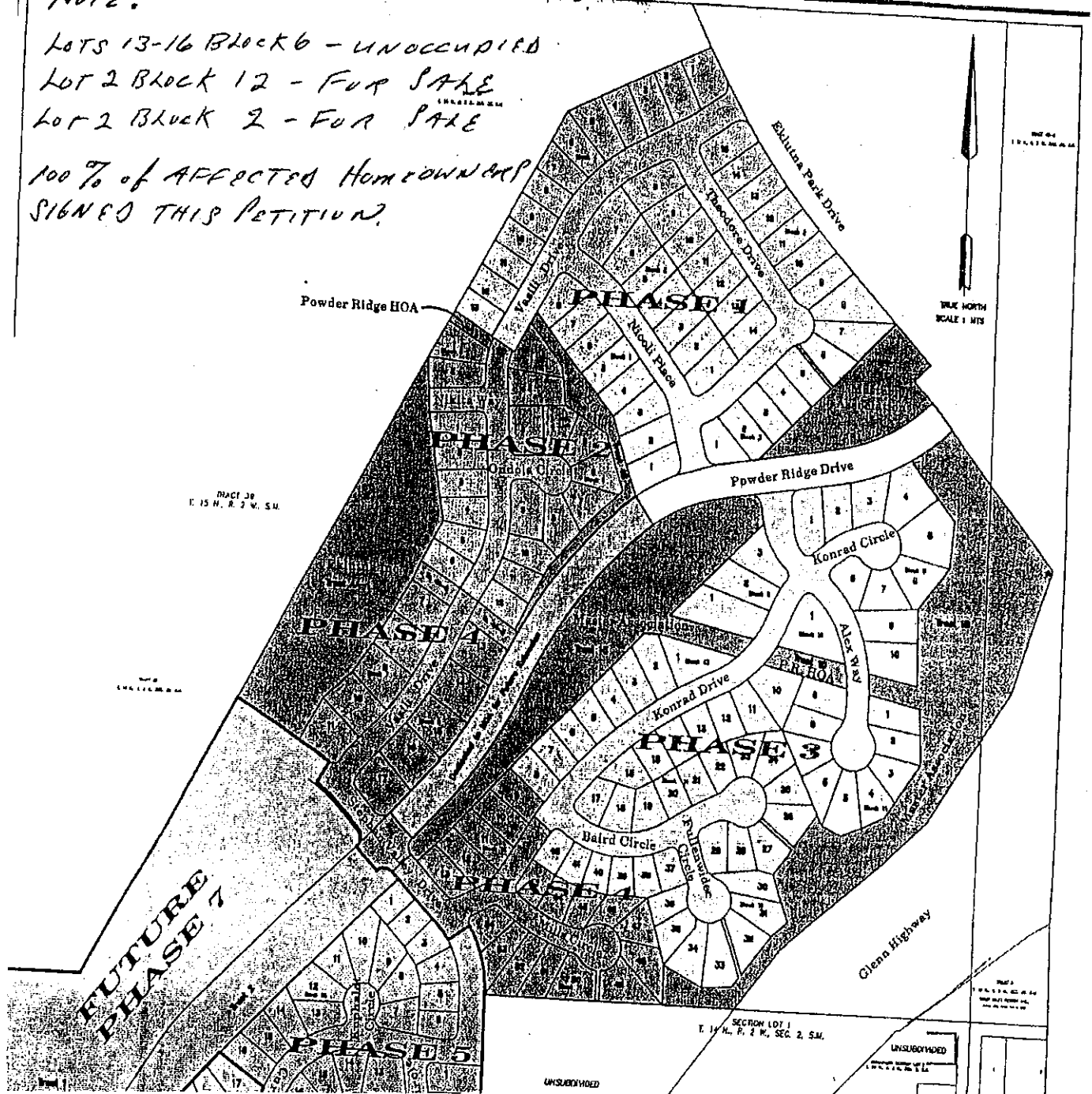
NOTE:

LOTS 13-16 BLOCK 6 - UNOCCUPIED

LOT 2 BLOCK 12 - FOR SALE

LOT 2 BLOCK 2 - FOR SALE

100% of AFFECTED HOMEOWNERS  
SIGNED THIS PETITION.



# **APPLICATION**





March 12, 2007  
W.O. D59236

Mr. Jerry Weaver, Division Manager  
Planning Department  
Municipality of Anchorage  
P.O. Box 196650  
Anchorage, Alaska 99510-6650

Subject: Amendment to Planned Community Master Plan for  
Tract A of the Powder Reserve  
A.O. 2000-143 (S-2) and A.O. 2002-7

Dear Mr. Weaver:

On behalf of our clients, Eklutna, Inc., we are requesting a minor change to the Planned Community (PC) Master Plan Ordinance covering Tract A of the Powder Reserve.

As you are aware, there have been a series of corrective actions, modifications to the controlling ordinance, to make the development feasible to construct. In previous actions, the internal road standards were modified to correspond to the Municipal Title 21 and current Design Criteria Manual (DCM) standards. These changes were, for the most part, necessary to address constructability issues.

While the internal street standards were addressed, the "collector" street standards were not modified. The "collector" street standards created with the original ordinance, A.O. 94-235 (S-1) (as amended), require excessively wide improvements that, when implemented on rolling (non-flat) terrain, force significantly more site disturbance than the standard municipal requirements. This is contrary to Eklutna Inc.'s intended development philosophy in addition to resulting in public involvements which cost more to maintain and encourage speeding.

As we have discussed with you, our intent is to modify the current ordinance by eliminating references to the PC District collector road standards and insert references to Title 21 and current DCM standard for collector streets.

We appreciate your consideration of our request and look forward to working with you and your staff on this ordinance amendment.

Sincerely,  
DOWL Engineers

A handwritten signature in black ink, appearing to read 'Timothy C. Potter'.

Timothy C. Potter  
Director of Planning

Attachments:  
Application for Zoning Map Amendment  
Planned Community Master Plan

D59236.Weaver.SAP.TCP.031207.cam

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# 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)	SKUTNA, INC	Name (last name first)	DOWL ENGINEERS
Mailing Address	16515 CENTERFIELD DR. #201 EAGLE RIVER AK 99577	Mailing Address	4041 'B' STREET ANCHORAGE AK 99503
Contact Phone: Day:	696-2828	Contact Phone: Day:	562-2000
Contact Phone: Night:		Contact Phone: Night:	
FAX:	696-2845	FAX:	763-3953
E-mail:		E-mail:	t.potter@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):		
Site Street Address:		
Current legal description: (use additional sheet if necessary)		
<p>The legal description of the properties subject to this master plan are:</p> <p>A. Powder Ridge Subdivision (Plot 98-80): Tracts 1-7 and 40-A; Lots 1-8, Block 1; Lots 1-14, Block 2; Lots 1-15, Block 3; and Lots 1-13, Block 4, Powder Ridge Subd.</p> <p>B. Patent No. 50-79-0057: Section 2 and the SW 1/4 of the NE 1/4, Section 2, T14N, R2W, S.M., Alaska.</p>		
Zoning:	PC	Grid # NW0652, NW0552
Acreage:	532 acres	

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.

Date	3-11-07	Signature (Agents must provide written proof of authorization)	
------	---------	--	--

44

Accepted by:	Poster & Affidavit:	Fee	960.00	Case Number	2007-069
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**COMPREHENSIVE PLAN INFORMATION**Anchorage 2020 Urban/Rural Services: ☐ Urban ☐ Rural *n/a*Anchorage 2020 West Anchorage Planning Area: ☐ Inside ☐ Outside

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

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

Eagle River-Chugiak-Peters Creek Land Use Classification:

- ☐ Commercial ☐ Industrial ☐ Parks/opens space ☐ Public Land Institutions  
☐ Marginal land ☐ Alpine/Slope Affected ☐ Special Study  
☒ Residential at 3-6 dwelling units per acre ☒ TRANSPORTATION FACILITY

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: 93-022-3 ; 99-001 ; 00-013 ; 2001-103  
☐ Preliminary Plat ☐ Final Plat - Case Number(s):  
☐ Conditional Use - Case Number(s):  
☐ Zoning variance - Case Number(s):  
☐ Land Use Enforcement Action for  
☐ Building or Land Use Permit for  
☐ Wetland permit: ☐ Army Corp of Engineers ☐ Municipality of Anchorage

**APPLICATION ATTACHMENTS**

- Required: ☒ Area to be rezoned location map ☐ Signatures of other petitioners (if any)  
*Master plan* ☐ 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.



16515 Centerfield Dr, Ste 201  
Eagle River, AK 99577  
Phone: 907-696-2828  
Fax: 907-696-2845  
www.eklutnainc.com

March 1, 2007

Mr. Howard Holton  
Municipality of Anchorage  
Planning Department  
4700 Bragaw Street  
Anchorage, Alaska 99507

Subject: Powder Ridge Drive Construction  
Revised Letter of Understanding between Eklutna, Inc., and the Municipality of  
Anchorage

Dear Mr. Holton:

Thank you and your staff for numerous conferences with Eklutna, Inc., and our design consultants (Triad Engineering, Lantech, and DOWL Engineers), to discuss the need to construct that portion of Powder Ridge Drive, between Phase 1 of Powder Ridge to the newly constructed Stephan Valley Drive, as shown on the attached map.

As we have stated, it has been our understanding that this portion of the collector road was not required until plans for development on Tract C of the Powder Reserve (currently owned by Alaska Railroad Corporation [ARRC]) came forward, creating a demand for a collector street.

This contention is supported by the recent Traffic Impact Analysis (TIA) dated January 29, 2007, which indicates that the projected traffic from Phases 5, 6, and 7 of Powder Ridge Subdivision can be served without the completion of the collector street.

However, as you and your staff indicated, there is language in a previous preliminary plat approval that does require construction of this section of the collector street to the standards adopted in the Planned Community Master Plan.

In an effort to resolve this issue and allow the immediate recordation of Phase 6 plat of Powder Ridge Subdivision, you have suggested the following be committed to and confirmed by signature of both parties:

Mr. Howard Holton  
Municipality of Anchorage  
March 1, 2007  
Page 2 of 2


1. Eklutna will make a formal application to the Planning & Zoning Commission and Assembly to amend the Master Plan collector road typical section for Powder Ridge Drive. Upon the Planning Departments receipt of an application the Municipality of Anchorage will immediately record the final plat for Powder Ridge Phase 6
2. Powder Ridge Drive will be built in accordance to the final outcome of the Municipality of Anchorage Assembly's final decision.
3. Powder Ridge Drive from where the pavement ends, in the vicinity of phase 1, to Stephan Valley Drive will be constructed with Phase 7 of Powder Ridge Subdivision.
4. Powder Ridge Drive from Stephan Valley Drive, extended to the military property located within Tract 2 (Plat No. 2006-105) will remain as a future road tract. This section will not be constructed with any phase of the Powder Ridge Subdivision.

We appreciate your cooperation in this matter. If this "letter of understanding" is acceptable to you, please acknowledge by signing below.


Again, thank you for your assistance.

Sincerely,

Concurrence:

  
\_\_\_\_\_  
Michael Curry, President

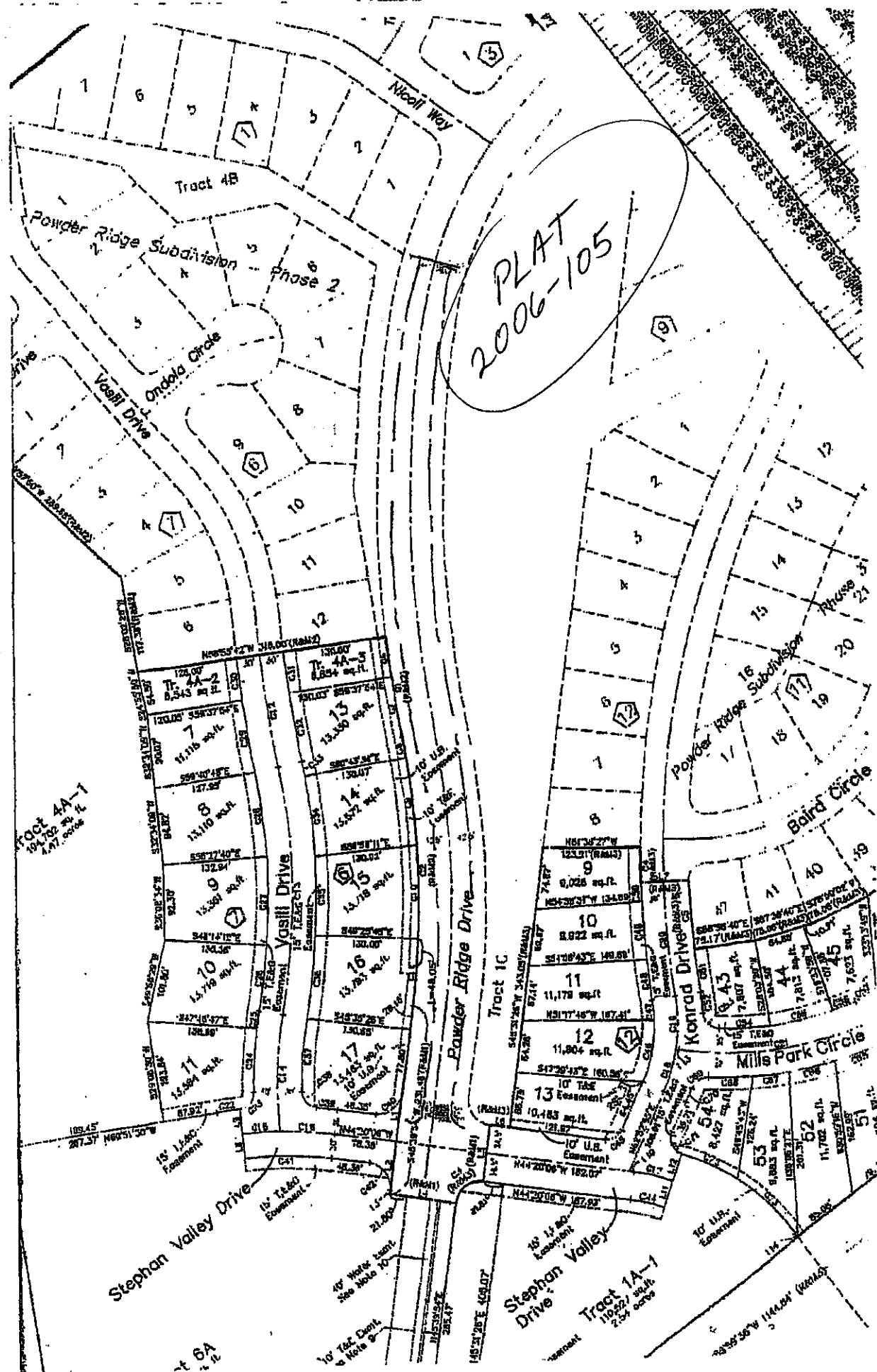
  
\_\_\_\_\_  
Howard Holton  
MOA, Municipal Engineer

  
\_\_\_\_\_  
Maria D.L. Coleman, Corporate Secretary

  
\_\_\_\_\_  
William C. Price, CEO

Attachment(s): As stated

Cc: Jerry Weaver, MOA Planning Department  
Jerry Hansen, MOA Project Management & Engineering  
Tim Potter, DOWL Engineers  
Dave Grenier, Triad Engineering





**POSTING**

**AFFIDAVIT**





# AFFIDAVIT OF POSTING

CASE NUMBER: 2007-069

I, SUSAN PAINE 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 MP ANCHORAGE. The notice was posted on 6/15/07 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 15 day of June, 2007

Signature Susan Paine

## LEGAL DESCRIPTION

Tract or Lot Tract A

Block \_\_\_\_\_

Subdivision Powder Reserve

**A TRAFFIC STUDY  
FOR THE  
POWDER RIDGE SUBDIVISION  
AREA "P"**

**BY  
RONALD L. THIEL, P.E.**

**DATED  
FEBRUARY 15, 2005  
AMENDED JANUARY 29, 2007**

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## INTRODUCTION

This Report is amended to add Exhibit "C" which represents no extension of the existing Powder Ridge Drive beyond Nicoli Place. P.M. peak hour volumes are also used to determine LOS instead of the erroneous ADT volumes in the February 15, 2005 edition.

This development proposes no extension Powder Ridge Drive but instead provides a connecting residential roadway loop through the original cul-de-sac of Tract 6-A. Vasilili Drive, the major residential road in the existing Powder Ridge Subdivision is 36 feet wide back of curb to back of curb and Konrad Drive connecting to Alex Way is 36 feet wide back of curb to back of curb also. With the exception of the cul-de-sac's, thirty-six (36) foot width roads are also proposed throughout Area "P" development.

There are three Exhibits. Exhibits "A" shows Powder Ridge Extension to the end of Area P, Exhibit "B" shows Powder Ridge Extension to Stephan Valley Drive & Exhibit "C" shows no Powder Ridge Extension from the existing termination at Nicoli Place. This report details the average daily traffic per dwelling unit generated based on *Anchorage Municipal Code (AMC) 21.85.050 Interior Streets A.2. Determination of average daily trips*. Single family detached units generate 8.2 trips daily. Peak hour traffic volumes used to determine Level of Service (LOS) are derived from the *Institute of Transportation Engineers (ITE) - Trip Generation 7<sup>th</sup> Edition* by multiplying the number of lots by 1.02.

## FINDINGS

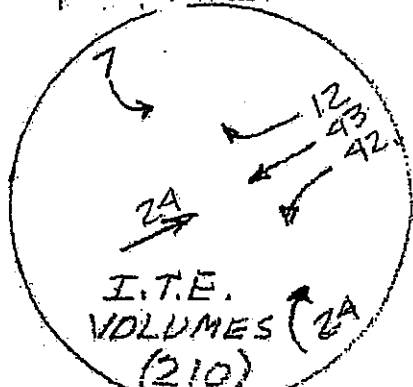
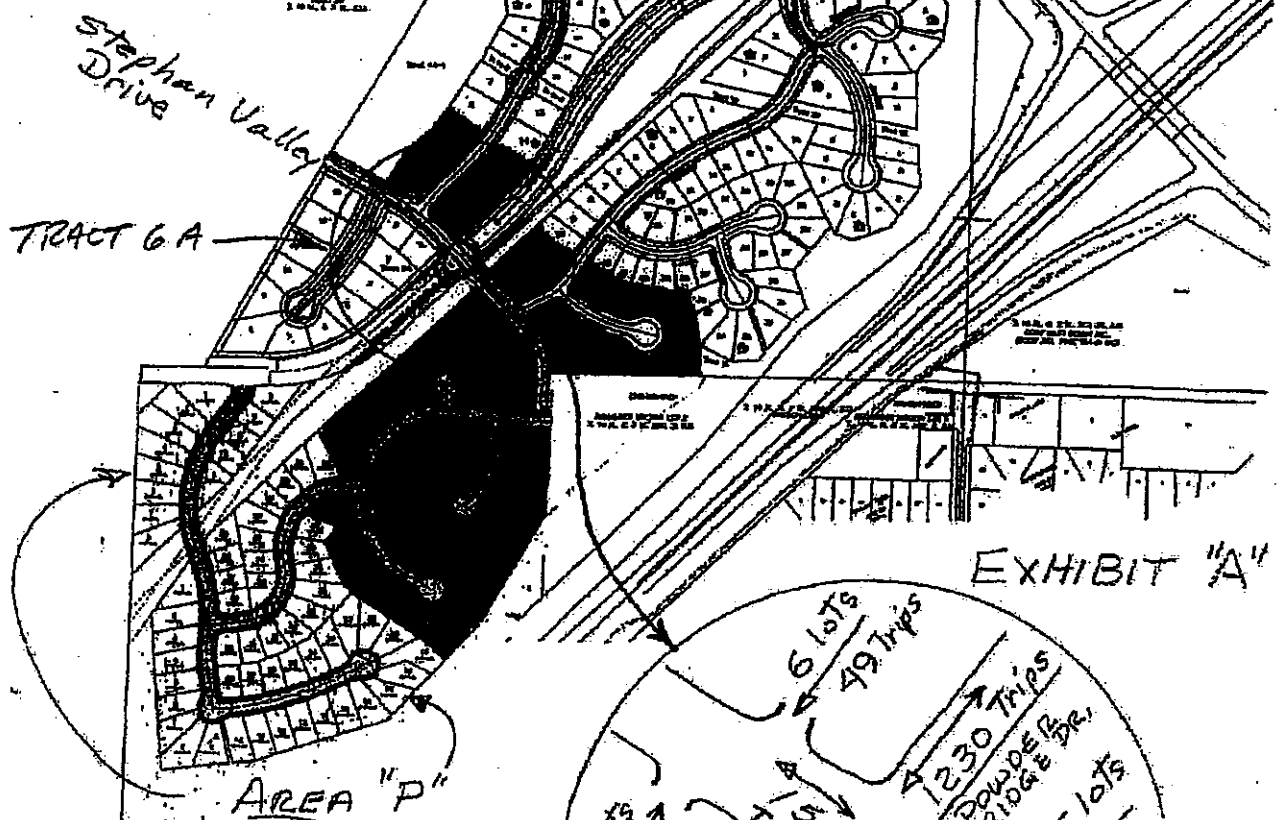
### EXHIBIT "A" (See Appendix "A")

Exhibit "A" depicts the most likely directional assignment for lot departure and arrival. This assignment is based on the shortest and most direct path of travel. It also considers intersection control delay for comparison with the exhibits "B" & "C". If the motorist experiences a perceived long time at a control intersection, he or she will be apt to choose a more circuitous route to avoid the delay, thus keeping the control intersections at a more acceptable Level of Service (LOS). Sometimes this choice will cause unwanted cut through traffic patterns, however. The trip generations and turning movement volumes are developed and located in Appendix "A" and "C", respectively.

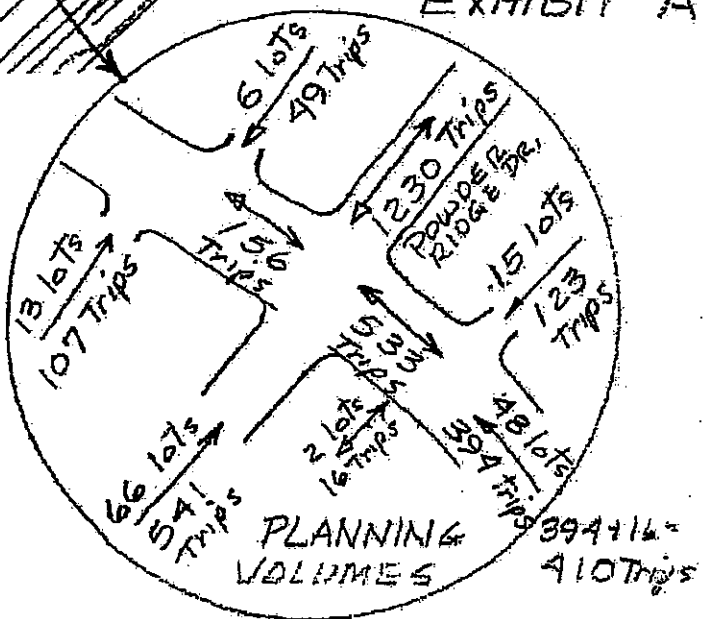
Exhibit "A" -- Cul-de-sac of Tract 6A shows 107 trips from 13 lots.

Exhibit "A" -- Area "P", with a total of 116 lots generates 951 daily trips which are nearly equally divided with 541 daily trips using Powder Ridge Drive extension and 410 daily trips using Stephan Valley Drive access. The western exit, with 541 daily trips, would be classified as a residential major street per AMC 21.85.050 A1b. Stephan Valley Drive with 533 daily trips would also be classified as a residential major street. Stephan Valley Drive has seven lots with driveway access, which is allowed on residential major streets, although lot frontage should be restricted when the average daily trips exceed 1,000. There is an unsubdivided remainder of Section Lot 1 of approximately 3.5 acres in size. If this parcel were to be developed as a subdivision, it would produce approximately 10 lots of 10,000 sq. ft. +/- and would generate another 82 daily trips ( $10 \times 8.2$ ). This additional development would produce daily traffic on Stephan Valley Drive of a total of 615 v/d ( $533 + 82$ ) and would not exceed the 1,000 daily trips for restricting lot frontage.

# POWDER RIDGE SUBDIVISION



PM PEAK HR VOL.



pg 4.1 & 14.1

In summary, daily trips and classifications are as follows for Exhibit "A":

**TABLE #1**

Area	ADT	AMC 21.85.050		AMC 21.85.200		
		Minor Road 0 - 500	Major Road 500-2000	Minor Road 0 - 600	Major Residential 33' wide 600 - 1000	Major Residential 36' wide 1000 - 2000
Cul-de-sac	107	X		X		
Western Exit	541		X		X	
Stephan Valley Dr.	615		X		X	

**EXHIBIT "B" (See Appendix "A")**

Exhibit "B" shows the directional assignments that would occur with the proposed extension of the Powder Ridge Drive to Stephan Valley Way from Nicoll Place.

Exhibit "B" - The cul-de-sac of Tract 6-A would see daily traffic increases from 107 to 509. This is over the 500 ADT threshold for a residential minor road in AMC 21.85.050 A2 but not the 600 residential minor road threshold in table A, AMC 21.85.200.

Exhibit "B" - Stephan Valley Drive will see daily trip increase also from 615 (533 + 82) to 746 (664+82). These increases do not exceed any thresholds and the Stephan Valley Drive classification remains identical to the original Powder Ridge Drive Extension.

Exhibit "B" - The western exit will actually see a decrease in daily traffic from 541 to 410 because 16 lots or 131 daily trips (16x8.2) would use the closer and more direct route of Stephan Valley Drive.

EXHIBIT "B"

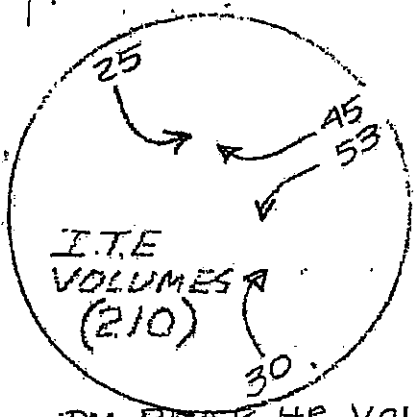
# POWDER RIDGE SUBDIVISION

Stephan Valley  
Drive

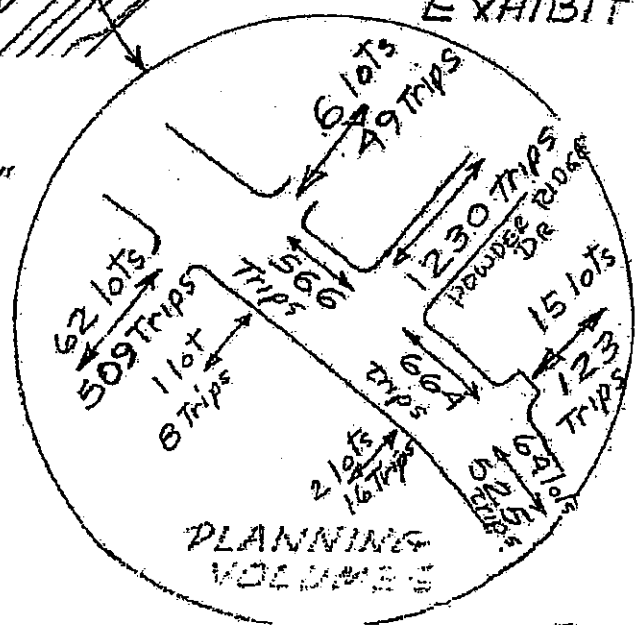
TRACT 6A

AREA "P"

EXHIBIT "B"



PM PEAK HR. VOL.



pg 5.1 & 14.2



In summary, daily trips and classifications are as follows for Exhibit "B":

**TABLE #2**

Area	ADT	AMC 21.85.050		AMC 21.85.200		
		Minor Road 0 - 500	Major Road 500 - 2000	Minor Road 0 - 600	Major Residential 33' wide 600 - 1000	Major Residential 36' wide 1000 - 2000
<b>Cul-de-sac</b>	<b>509</b>		X	X		
<b>Western Exit</b>	<b>410</b>	X		X		
<b>Stephan Valley Dr.</b>	<b>746</b>		X		X	

In conclusion, the road classifications do not have a significant change with the proposed no extension of the Powder Ridge Drive beyond Stephan Valley Way. Normal street width construction requirements of the classifications are identical for both minor and major roadways. Drivability of this proposed layout will have different right-of-way assignments at the three-legged intersection of Stephan Valley Drive and Powder Ridge Drive as shown in the level of service considerations in the next section.

## EXHIBIT "C" (See Appendix "A")

Exhibit "C" shows the directional assignments that would occur with no Powder Ridge Drive extension beyond the existing terminus at Nicoli Place.

Exhibit "C" - The cul-de-sac of Tract 6-A would see daily traffic reduction from 509 to 469. This is under the 500 ADT threshold for a residential minor road in AMC 21.85.050 A2 and under the 600 residential minor road threshold in table A, AMC 21.85.200.

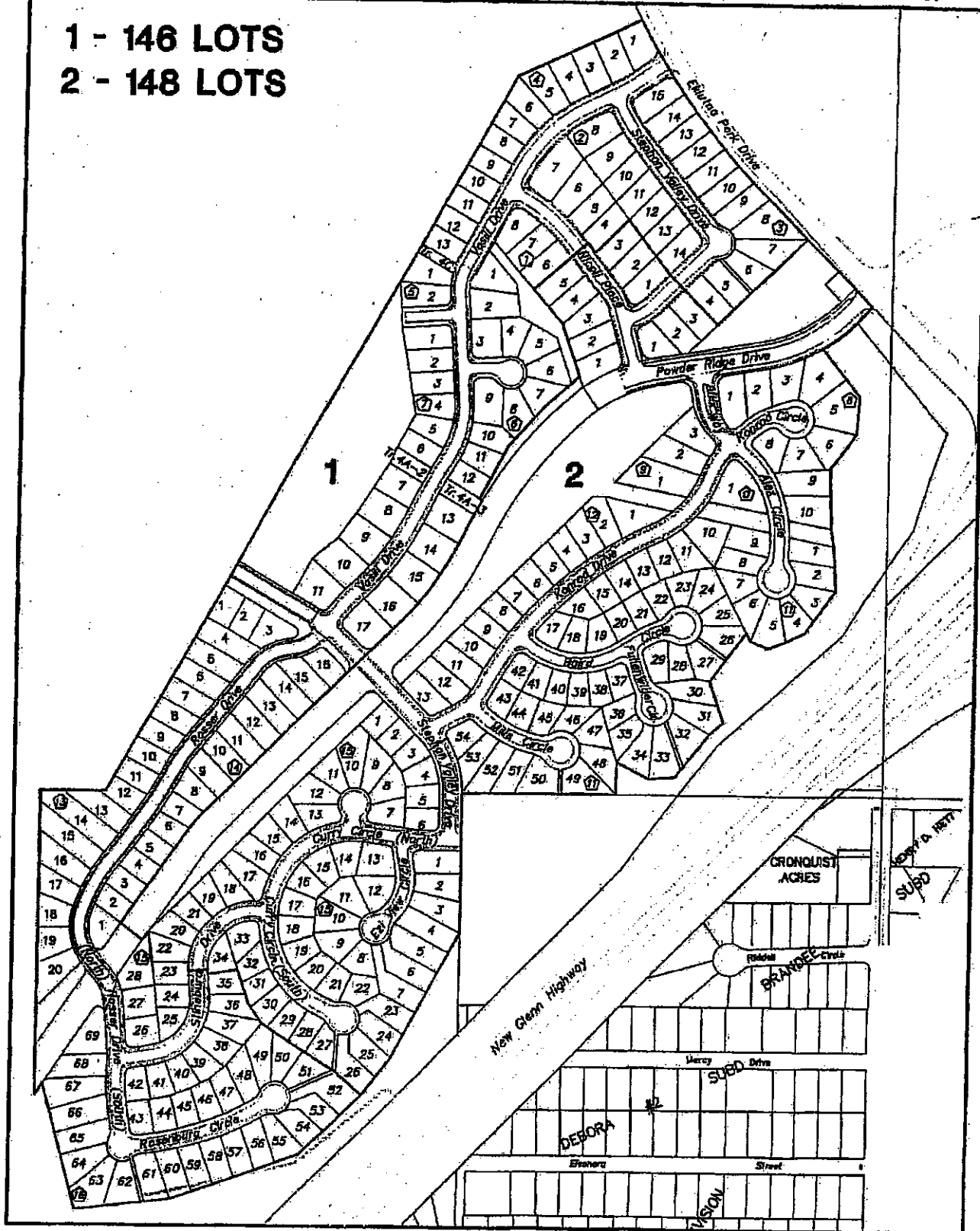
Exhibit "C" - Vasilli Drive will see daily trip increase from 516 trips (63 lots x 8.2) to 1,197 trips (146 lots x 8.2). This increase exceeds the 1000 threshold but remains below the 2000 threshold and only the width requirement changes from 33' to 36'. However Vasilli Drive already has a typical section of 36' in width so no additional requirements are necessary.

Exhibit "C" - Alex Way connecting to Konrad Drive will see daily trips increase from 541 trips (66 lots x 8.2) to 1,123 trips (137 lots x 8.2). This increase also exceeds the 1000 threshold but remains below the 2000 threshold and only the width requirement changes from 33' to 36'. However, Konrad Drive and Alex Way already has typical section widths of 36' so no additional requirements are necessary.

# POWDER RIDGE - TRAFFIC PATTERN

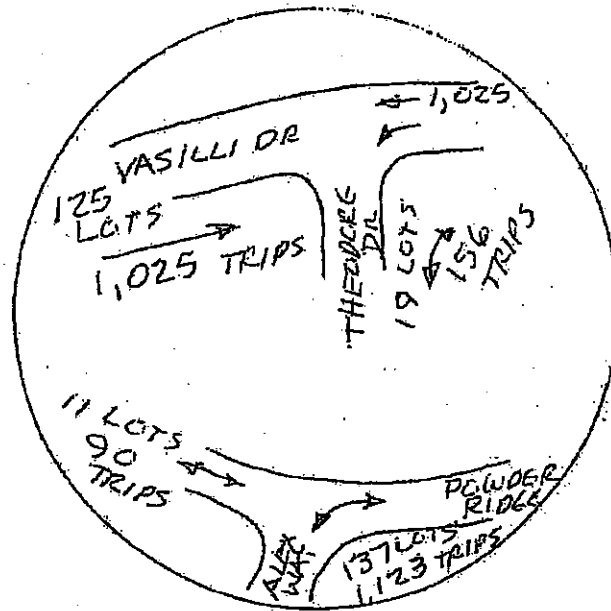
**1 - 146 LOTS**

**2 - 148 LOTS**

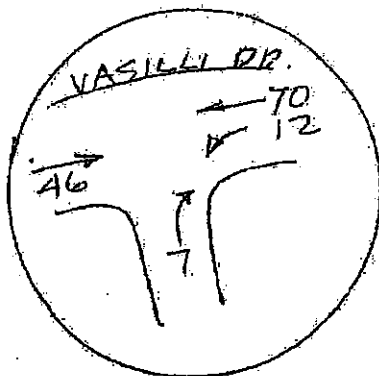


27 7.1 c 14.3

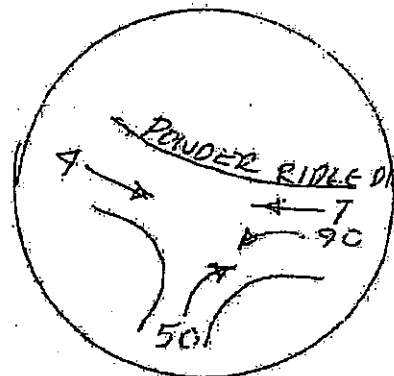
EXHIBIT "CE"



PLANNING VOL.



VASILLI DR



POWDER RIDGE DR

PM PEAK HOUR VOL.

pg 7.2 & 14.4

In summary, daily trips and classifications are as follows for Exhibit "C":

**TABLE #3**

Area	ADT	AMC 21.85.050		AMC 21.85.200		
		Minor Road 0 - 500	Major Road 500 - 2000	Minor Road 0 - 600	Major Residential 33' wide 600 - 1000	Major Residential 36' wide 1000 - 2000
Cul-de-sac	469	X			X	
Western Exit	370	X		X		
Vasilli Dr.	1,132		X			X
Konrad/Alex	1,123			X		X

In conclusion, the road classifications do not have a significant change with no extension of the existing Powder Ridge Drive beyond Nicoli Place. Required street width construction requirements of the classifications match the existing roadways and no improvements are necessary.

## LEVEL OF SERVICE (LOS) CONSIDERATIONS

### EXHIBIT "A" (See Appendix "A")

If the Powder Ridge Drive were extended to serve Area P, the intersection of Powder Ridge Drive and Stephan Valley Drive would be a two-way stop control (TWSC). All traffic volumes calculated below come from the Institute of Transportation Engineers (ITE), Trip Generation 7<sup>th</sup> Edition, Land Use: 210. The daily trip generation on a weekday is 9.57 per dwelling unit (page 269), the am peak hour of generator is derived by multiplying 0.77 times the number of lots, and the pm peak hour of generator derived by multiplying 1.02 times the number of lots. Hence, the pm peak hour generator will be used. Computations of the turning movements are listed in the Appendix. The LOS Powder Ridge Drive and Stephan Valley Drive four-legged intersection is listed in the table below:

**TABLE #4 - TWSC INTERSECTION - FOUR LEGGED**

Direction	EB	WB	NB	SB
PM PEAK HR VOLUMES	24	97	24	7
Control Delay	7.3	7.3		
Stopped Approach Delay			8.5	9.7
LOS	A	A	A	A

### **EXHIBIT "B" (See Appendix "A")**

The proposed subdivision configuration without extending Powder Ridge Drive east of Stephan Valley Drive would develop a three-legged intersection and would be signed as a Two Way Stop Control (TWSC).

Its LOS is listed in the table below:

**TABLE #5 - TWSC INTERSECTION - THREE LEGGED**

Direction	EB	WB	NB	SB
PM PEAK HR VOLUMES	24	98	30	25
Control Delay		7.3		
Stopped Approach Delay			8.4	9.7
LOS		A	A	A

There is no significant change in delay by not extending Powder Ridge beyond Stephan Valley Drive.

### **EXHIBIT "C"**

This proposed subdivision configuration requires no Powder Ridge Drive extension beyond the existing terminus at Nicoli Place and does not connect Stephan Valley Drive between Vasilli Drive and Konrad Drive.

In order to see the effects of this increased traffic within the subdivision, the LOS is determined for the last intersection on Vasilli Drive at Theodore Drive and the last intersection where Alex Way meets Powder Ridge Dr.

**TABLE #6 - TWSC INTERSECTION - THREE LEGGED  
 AT VASIILI DRIVE AND THEODORE DRIVE**

Direction	EB	WB	NB	NB
PM PEAK HR VOLUMES	46	82	7	
Control Delay	None	7.3		
Stopped Approach Delay			8.5	
LOS		A	A	

**TABLE #7 - TWSC INTERSECTION - THREE LEGGED  
 POWDER RIDGE DR AT ALEX WAY TO KONRAD DR**

Direction	EB	WB	NB	NB
PM PEAK HR VOLUMES	4	90	50	
Control Delay	None	7.3		
Stopped Approach Delay			8.5	
LOS		A	A	



**TABLE #8 LOS AND CONTROL DELAY SUMMARY**

<b>EXHIBIT</b>	<b>LOS</b>	<b>CONTROL DELAY in seconds</b>	<b>STOPPED APPROACH DELAY in seconds</b>
<b>"A"</b>	<b>A</b>	<b>7.3</b>	<b>8.5 &amp; 9.7</b>
<b>"B"</b>	<b>A</b>	<b>7.3</b>	<b>8.4 &amp; 9.7</b>
<b>"C" Vasilli Dr.</b>	<b>A</b>	<b>7.3</b>	<b>8.5 &amp; 9.2</b>
<b>"C" Alex Way</b>	<b>A</b>	<b>7.3</b>	<b>8.5 &amp; 9.6</b>

In conclusion, there are no significant changes in LOS or delays in the subdivision with any of the three proposed scenarios. LOS will remain at "A" until the ADT reaches the 2000 threshold. At the approximate 2000 threshold certain movements, especially turning movements will show a LOS of "B".

The proposed development with no extension of Powder Ridge Drive beyond the existing terminus at Nicoli Place provides a LOS "A" for all movements.

## RECOMMENDATION

The reconfiguration of the street layout, as proposed in this submittal EXHIBIT "C", provides for traffic flows that accommodates the residential household motorists with adequately spaced access points, sufficient pavement widths, and does not significantly change the classification of the roadway character or encourage cut through traffic. By using the existing Powder Ridge Drive and providing a loop with Vasilli Drive and Konrad Drive the existing LOS "A" is maintained and the controlled delays on the through roadways or stopped approach delays on the minor side streets do not significantly increase.

The proposed layout with no extension of Powder Ridge Drive beyond its terminus at Nicoli Place is herein fully supported and recommended.

## **APPENDIX "A"**

### **EXHIBITS "A", "B" & "C"**

### **POTENTIAL DEVELOPMENTS**

EXHIBIT "A"

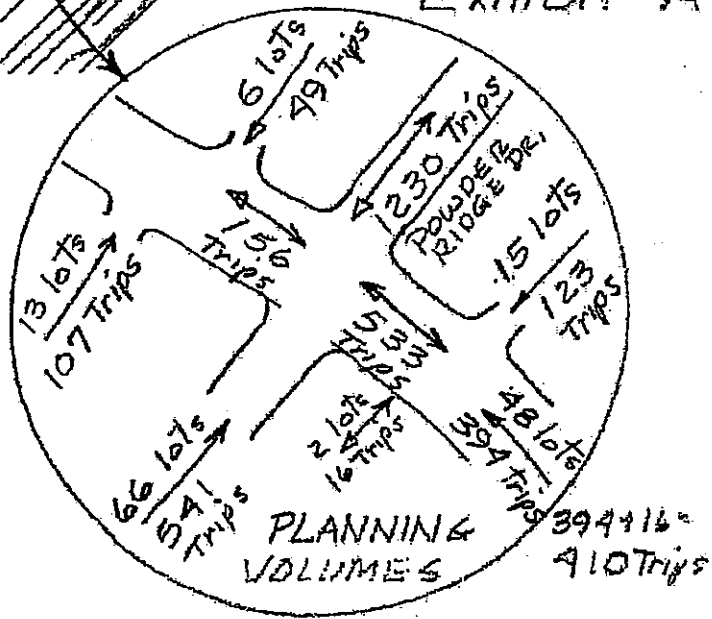
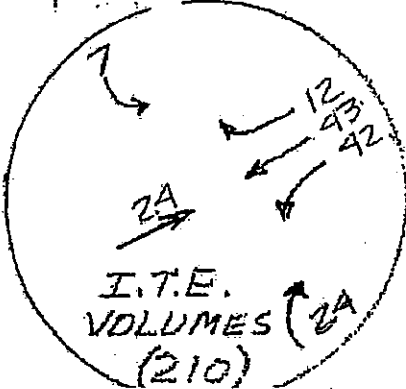
# POWDER RIDGE SUBDIVISION

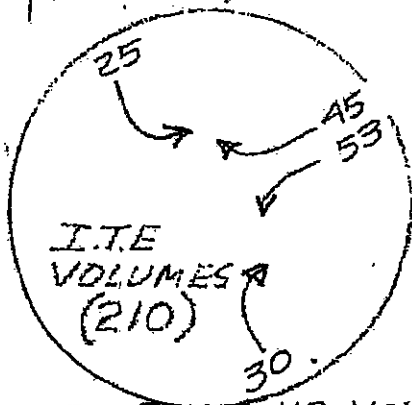
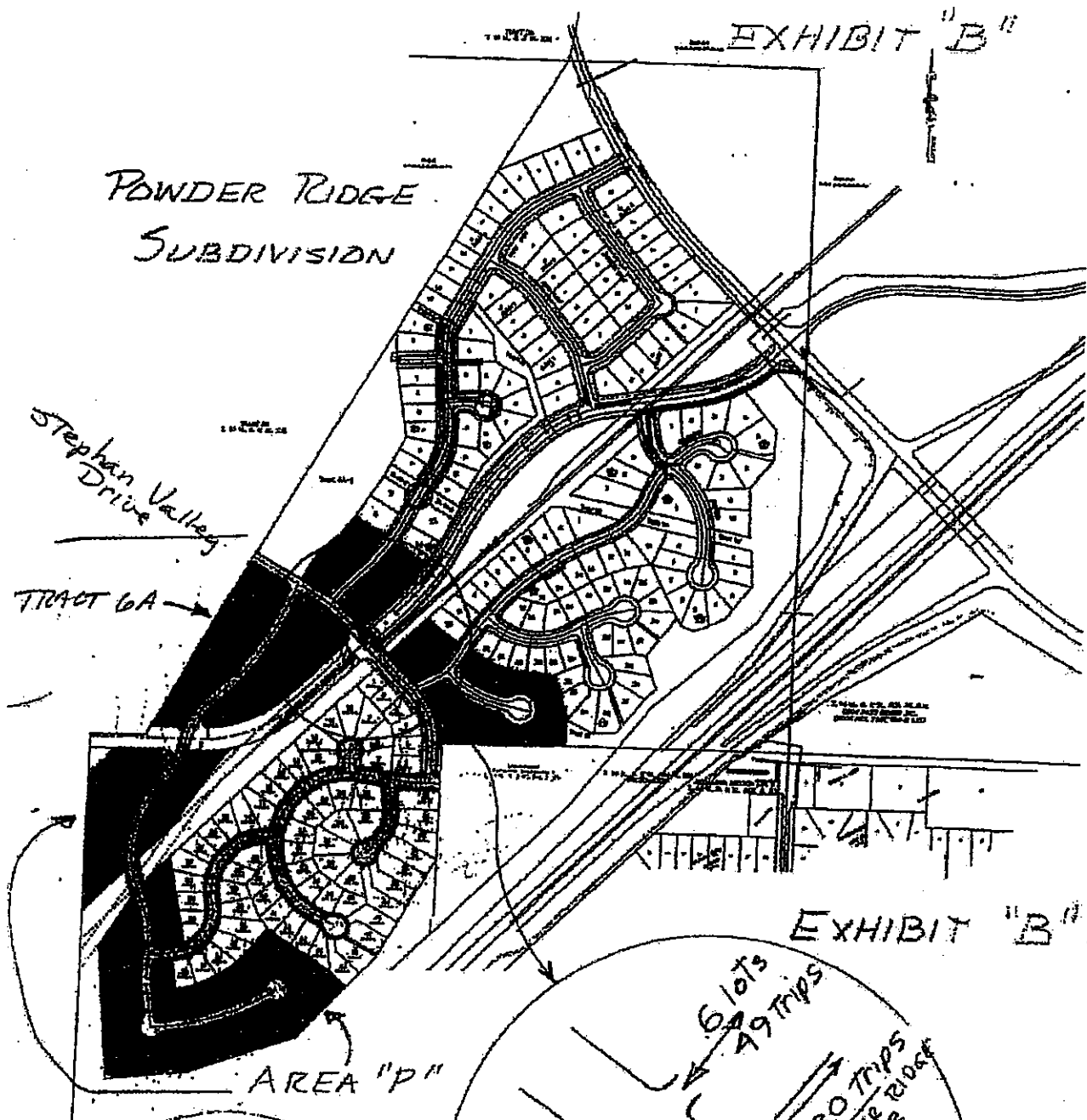
Stephan Valley  
Drive

TRACT GA

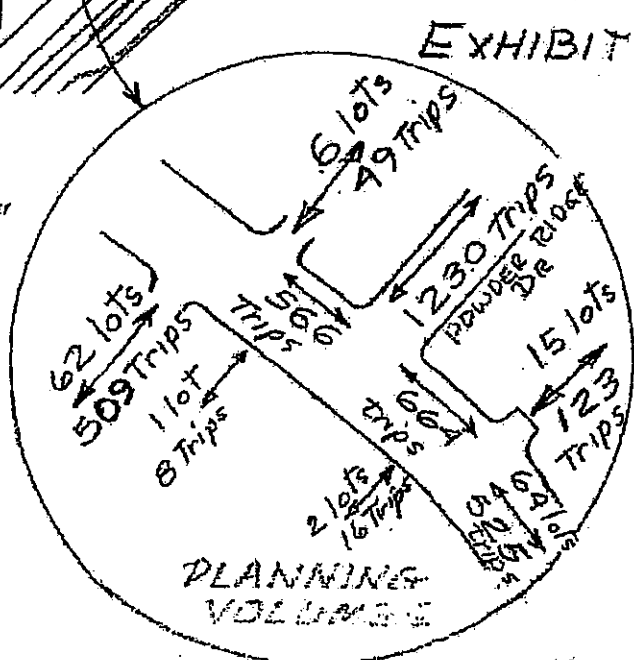
AREA "P"

EXHIBIT "A"





PM PEAK HR. VOL.



pg 51 & 14.2

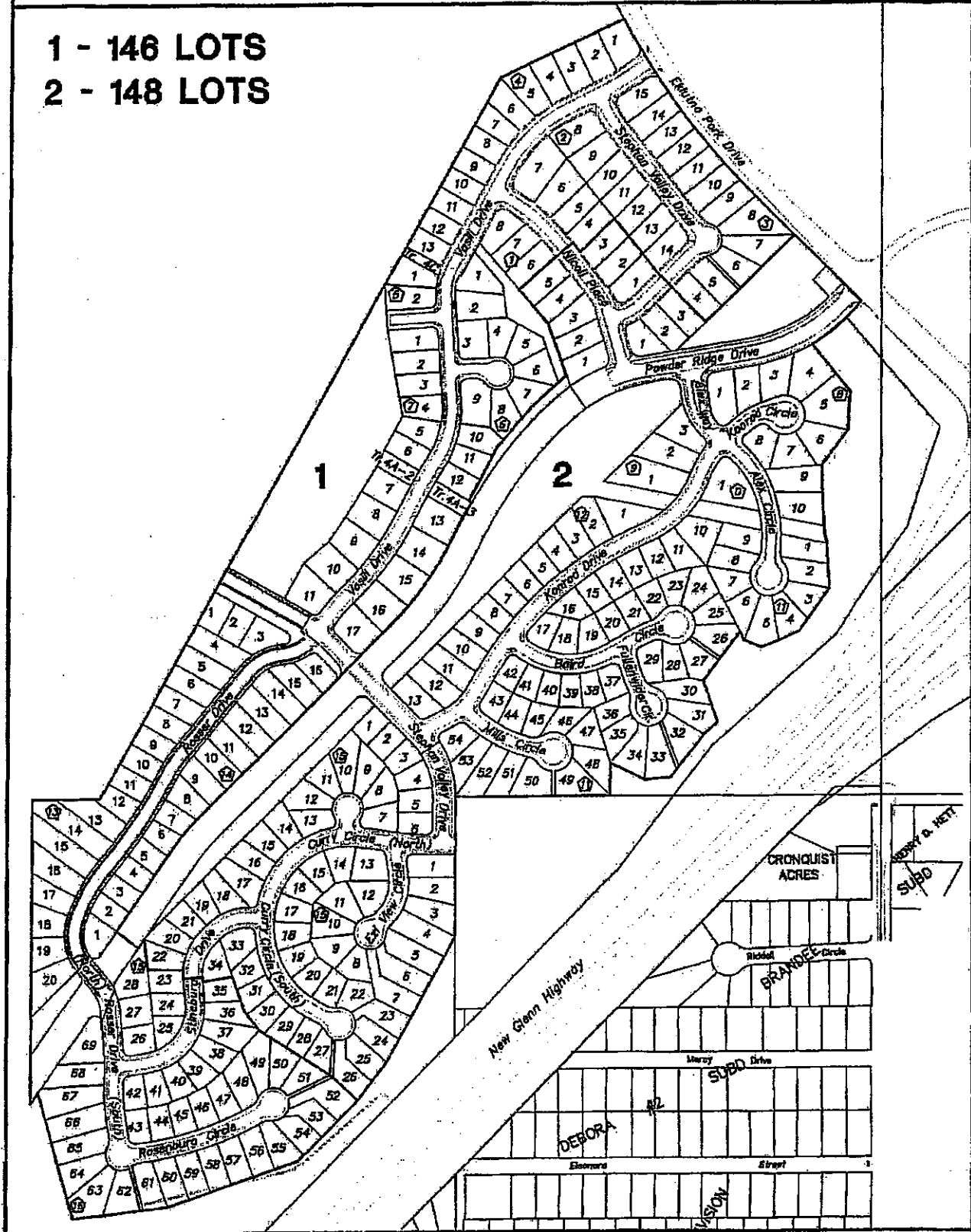
EXHIBIT "C"

# POWDER RIDGE — TRAFFIC PATTERN

DATE: 1-26-07

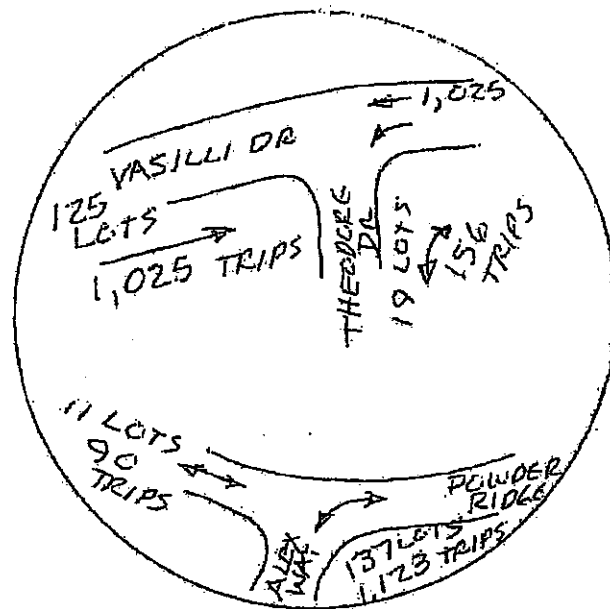
1 - 146 LOTS

2 - 148 LOTS

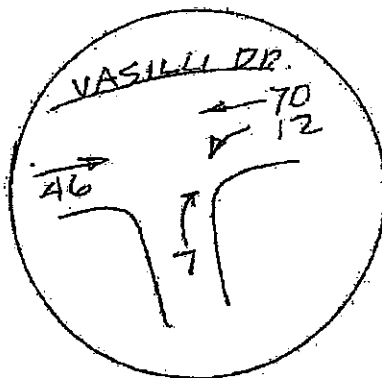


Pg 71 of 143

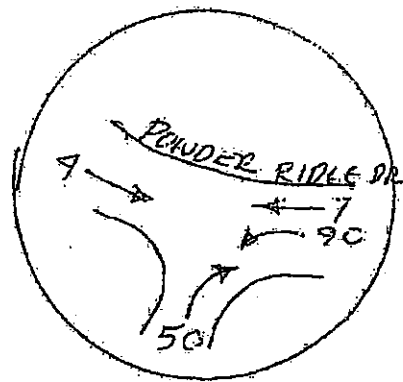
EXHIBIT "C"



PLANNING VOL.



VASILLI DR



POWDER RIDGE DR

PM PEAK HOUR VOL.

pg 7.2.8 14.4

## APPENDIX "B"

### EXHIBIT "A"

#### ANCHORAGE MUNICIPAL CODE TRIP GENERATIONS FOR POWDER RIDGE DRIVE EXTENSION.

##### TRIPS PER SINGLE FAMILY DETACHED HOUSING TYPE

PER AMC 21.85.050A2 = 8.2

AREA "P"

AREA "P" - TOTAL LOTS AFFECTED = 116 LOTS X 8.2 = ----- 951 TRIPS

POWDER RIDGE DRIVE WESTERN EXIT = 66 LOTS X 8.2 = ----- 541 TRIPS

##### STEPHAN VALLEY DRIVE

AREA "P" = 50 LOTS X 8.2 = ----- DAILY 410 TRIPS

AREA "P" = 50 LOTS X 1.02 = ----- PEAK HOUR 51 TRIPS

EXISTING SUBDIVISION TO THE EAST = 15 LOTS X 8.2 = ----- 123 TRIPS

533 TRIPS

REMAINING PARCEL POTENTIAL = 10 LOTS X 8.2 = ----- 82 TRIPS

DAILY 615 TRIPS

OR ITE AVERAGE RATE OF 1.02 X 76 LOTS = ----- PM PEAK HOUR 77 TRIPS



**EXHIBIT "B"**

**ANCHORAGE MUNICIPAL CODE TRIP GENERATIONS  
FOR NO EXTENSION OF POWDER RIDGE DRIVE BEYOND STEPHAN VALLEY  
DRIVE**

**TRIPS PER SINGLE FAMILY DETACHED HOUSING TYPE  
PER AMC 21.85.050A2 = 8.2 TRIPS/UNIT  
AREA "P"**

**TOTAL LOTS AFFECTED = 62 + 66 = 128 LOTS**

**128 LOTS X 8.2 = \_\_\_\_\_ 1,050 TRIPS**

**NORTHERN STEPHAN VALLEY DRIVE**

**62 LOTS X 8.2 = \_\_\_\_\_ 509 TRIPS**

**SOUTHERN STEPHAN VALLEY DRIVE**

**66 LOTS X 8.2 = \_\_\_\_\_ 541 TRIPS**

**REMAINING PARCEL POTENTIAL = 10 LOTS X 8.2 = \_\_\_\_\_ 82 TRIPS**

**DAILY 623 TRIPS**

**OR ITE AVERAGE RATE OF 1.02 X 76 LOTS = \_\_\_\_\_ PM PEAK HOUR 77 TRIPS**

## EXHIBIT "C"

### ANCHORAGE MUNICIPAL CODE TRIP GENERATIONS FOR NO EXTENSION OF POWDER RIDGE DRIVE BEYOND NICOLI PLACE

#### TRIPS PER SINGLE FAMILY DETACHED HOUSING TYPE

PER AMC 21.85.050A2 = 8.2 TRIPS/UNIT

TOTAL POWDER RIDGE SUBDIVISION

#### VIA VASILLI DRIVE

146 LOTS X 8.2 = \_\_\_\_\_ 1,197 TRIPS

OR ITE AVERAGE RATE OF 1.02 X 146 LOTS =--PM PK HR 149 TRIPS

#### VIA KONRAD DR./ALEX WAY

148 LOTS X 8.2 = \_\_\_\_\_ 1,214 TRIPS

OR ITE AVERAGE RATE OF 1.02 X 148 LOTS =--PM PK HR 151 TRIPS

## **APPENDIX "C"**

### **ANCHORAGE MUNICIPAL CODES**

improvements prescribed by this section for the improvement area where the subdivision is located:

A. *Urban area.*

1. Paved interior streets.
2. Strip-paved access and peripheral streets.
3. Curbs and gutters.
4. Sidewalks.
5. Walkways.
6. Street lighting.
7. Traffic control devices.
8. Monuments.
9. Drainage.
10. Telephone and electric facilities.
11. Water supply facilities.
12. Sanitary sewer facilities.
13. Landscaping.

B. *Suburban area.*

1. Strip-paved interior streets.
2. Strip-paved access and peripheral streets.
3. Walkways.
4. Traffic control devices.
5. Monuments.
6. Drainage.
7. Telephone and electric facilities.
8. Water supply facilities.
9. Sanitary sewer facilities.
10. Landscaping.

C. *Rural area.*

1. Gravel interior streets.
2. Gravel access and peripheral streets.
3. Walkways.
4. Traffic control devices.
5. Monuments.
6. Drainage.
7. Telephone and electric facilities.

8. *Landscaping.*

(GAAB 21.10.050.E; AMC 21.85.100; AO No. 83-142; AO No. 85-91, 10-1-85; AO No. 86-201, 1-16-87)

21.85.050 *Interior streets.*

A. *Residential interior streets.*

1. *Categories.* There are two categories of residential interior streets:

a. *Residential minor streets.* Residential minor streets have the sole purpose of providing frontage for service and access to individual lots. These streets carry only traffic having either an origin or a destination on the street itself, and include culs-de-sac or small loops carrying 500 average daily trips.

b. *Residential major streets.* Residential major streets are access streets which provide frontage for service and access to individual lots and may carry a small amount of through traffic from tributary residential minor streets. Residential major streets carry from 500 to 2,000 average daily trips. Lot frontage on residential major streets with average daily trips in excess of 1,000 should be restricted.

2. *Determination of average daily trips.* For the purpose of classifying and designing residential streets, the average daily trips carried by a street shall be determined by applying the following formula to each lot or tract to which the street gives access, using the maximum residential density permitted for the lot or tract by its zoning district:

Housing Type	Average Daily Trips per Dwelling Unit
Single-family detached	8.2
Two-family (duplex, townhouse)	8.0
Multifamily (townhouse, apartment) exceeding 2 units	7.3

TABLE A. URBAN RESIDENTIAL STREETS, MINIMUM STANDARDS

A.D.T. <sup>1</sup>	Street Section <sup>2</sup>		Number of Lanes		Max. Design Speed <sup>4</sup> (mph) <sup>4</sup>	Right-of- Way (feet)	Off-Street Parking <sup>5</sup>	Application
	Standard (feet)	Optional (feet)	Moving	Parking				
0-75 Residential minor	30	24	2	1	20	60	No	Cul-de-sacs, low-volume residential streets
75-300 Residential minor	30	24	2	1	25	60	No	Residential minor streets, cul-de-sacs and small loops
300-600 Residential minor	30	24	2	2	25	60	No	Residential minor streets, loop streets, high-volume cul-de-sacs
600-1,000 Residential major	30	24	2	2	25	60	No	Residential major streets, loop streets and high-volume cul-de-sacs
1,000-2,000	30 <sup>6</sup>	24 <sup>6</sup>	2	0	25	60	Yes	Residential limited access
		35 <sup>7</sup>	2	2	30	60	No	Residential subconnector
			2 <sup>7</sup>	0	30	60	Yes	No on-street parking permitted

<sup>1</sup> Street dimensions are from back of curb.<sup>2</sup> See section 21.85.060 A.2 (trip generation units).<sup>3</sup> Horizontal curve design of residential streets requires best judgment of planners and engineers in addition to design analysis.<sup>4</sup> Design speed (not posted speed) for vertical and horizontal curves.<sup>5</sup> Off-street parking; homeowners' association required.<sup>6</sup> Vertical face curb; rolled curb may be substituted when sidewalk is detached.<sup>7</sup> Center turning lane required.

(AO No. 96-153, § 1, 1-28-97)

TABLE B. URBAN COMMERCIAL AND INDUSTRIAL STREETS, MINIMUM STANDARDS

Street Section* (feet)	Number of Lanes		Maximum Design Speed** (mph)	Right-of-Way (feet)	Application
	Moving	Parking			
35(V)	2	2***	30	60	Commercial/industrial streets
36(V)	3(1TL)	0	35	60	Major commercial/industrial streets; no on-street parking permitted; parking must be provided off-street

**APPENDIX "D"**  
**ITE TRIP GENERATION 7<sup>TH</sup> ADDITION**  
**LAND-USE 210**

## Land Use: 210

### Single-Family Detached Housing

#### Description

Single-family detached housing includes all single-family detached homes on individual lots. A typical site surveyed is a suburban subdivision.

#### Additional Data

The number of vehicles and residents have a high correlation with average weekday vehicle trip ends. The use of these variables is limited, however, because the numbers of vehicles and residents was often difficult to obtain or predict. The number of dwelling units is generally used as the independent variable of choice because it is usually readily available, easy to project and has a high correlation with average weekday vehicle trip ends.

This land use included data from a wide variety of units with different sizes, price ranges, locations and ages. Consequently, there was a wide variation in trips generated within this category. As expected, dwelling units that were larger in size, more expensive, or farther away from the central business district (CBD) had a higher rate of trip generation per unit than those smaller in size, less expensive, or closer to the CBD. Other factors, such as geographic location and type of adjacent and nearby development, may also have had an effect on the site trip generation.

Single-family detached units had the highest trip generation rate per dwelling unit of all residential uses, because they were the largest units in size and had more residents and more vehicles per unit than other residential land uses; they were generally located farther away from shopping centers, employment areas and other trip attractors than other residential land uses; and they generally had fewer alternate modes of transportation available, because they were typically not as concentrated as other residential land uses.

The peak hour of the generator typically coincided with the peak hour of the adjacent street traffic.

The sites were surveyed from the late 1960s to the 2000s throughout the United States and Canada.

#### Source Numbers

1, 4, 5, 6, 7, 8, 11, 12, 13, 14, 16, 19, 20, 21, 26, 34, 35, 36, 38, 40, 71, 72, 84, 91, 98, 100, 105, 108, 110, 114, 117, 119, 157, 167, 177, 187, 192, 207, 211, 246, 275, 283, 293, 300, 319, 320, 357, 384, 435, 550, 552, 579

## Single-Family Detached Housing (210)

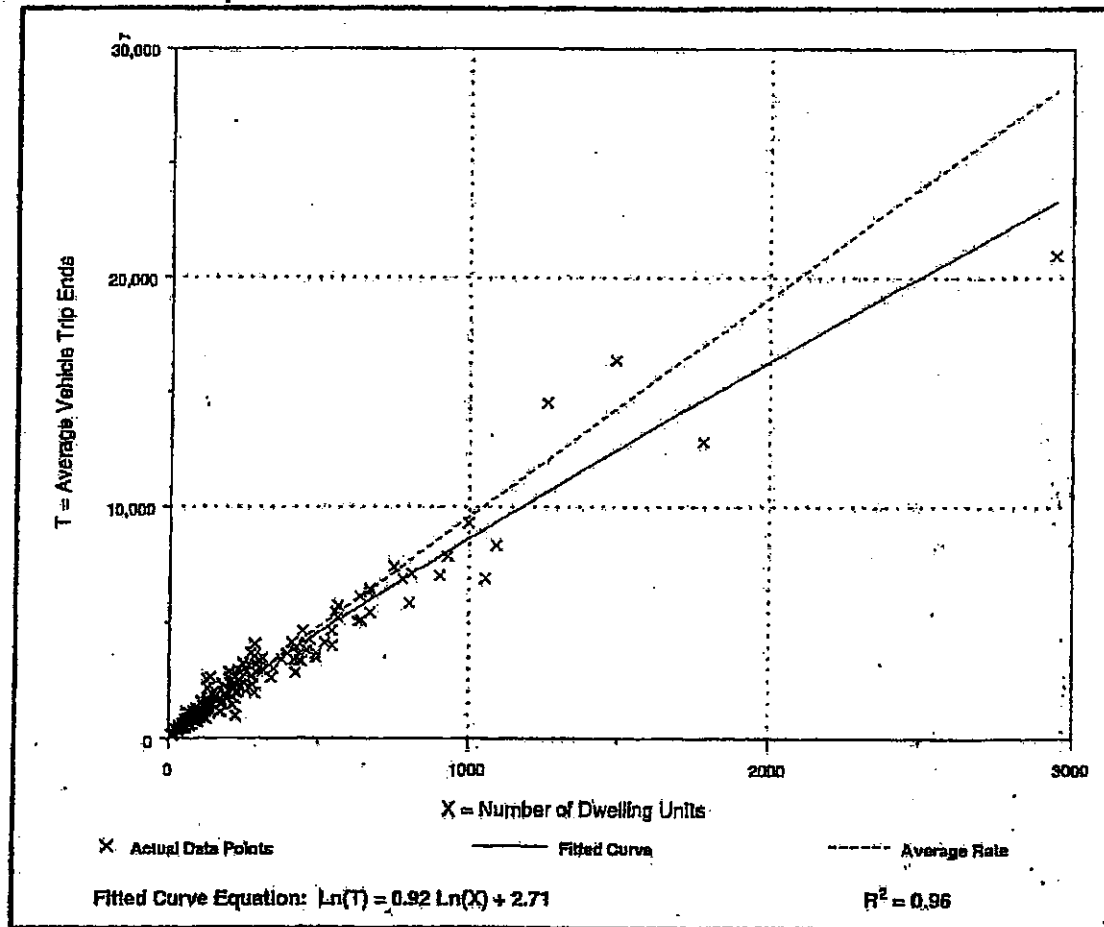
Average Vehicle Trip Ends vs: Dwelling Units  
On a: Weekday

Number of Studies: 350  
Avg. Number of Dwelling Units: 197  
Directional Distribution: 50% entering, 50% exiting

### Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
9.57	4.31 - 21.85	3.69

### Data Plot and Equation





## Single-Family Detached Housing (210)

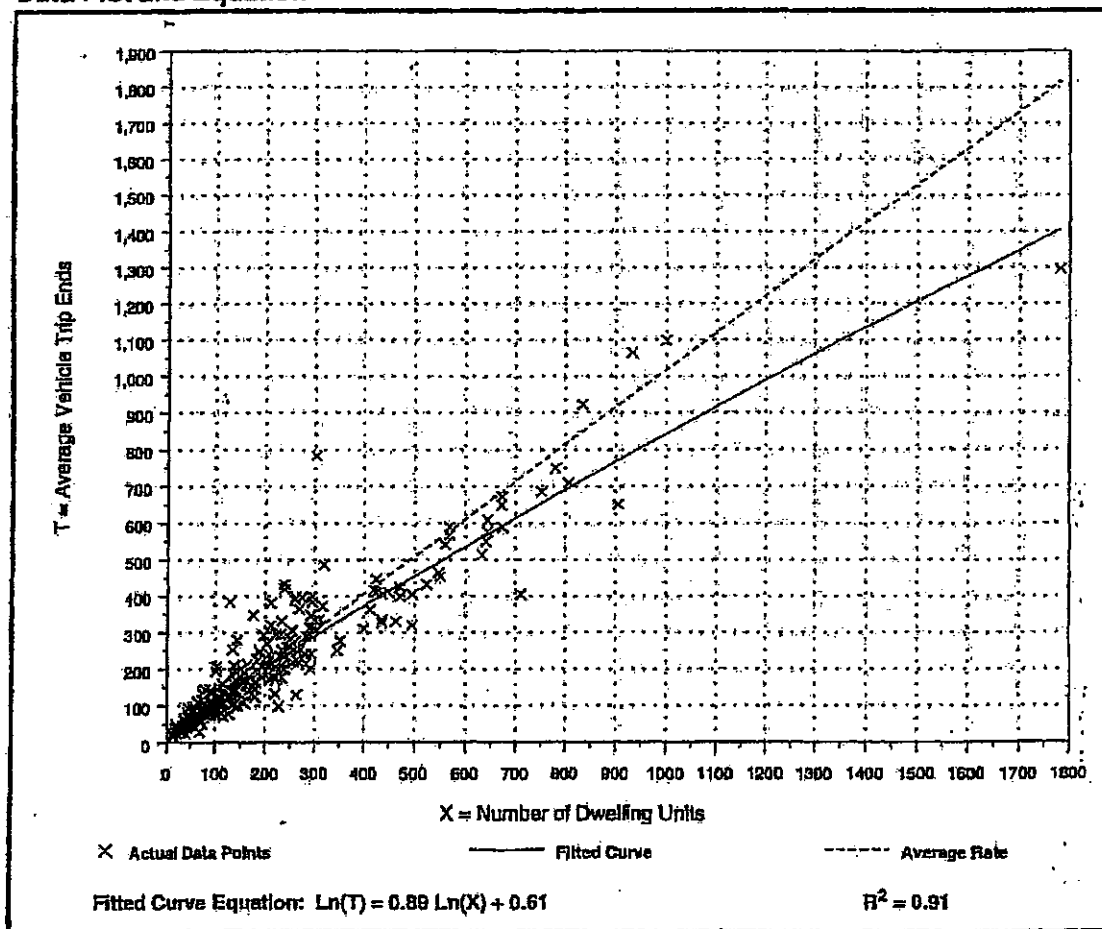
Average Vehicle Trip Ends vs: Dwelling Units  
On a: Weekday,  
P.M. Peak Hour of Generator

Number of Studies: 354  
Avg. Number of Dwelling Units: 176  
Directional Distribution: 64% entering, 36% exiting

### Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
1.02	0.42 - 2.98	1.05

### Data Plot and Equation



# Single-Family Detached Housing (210)

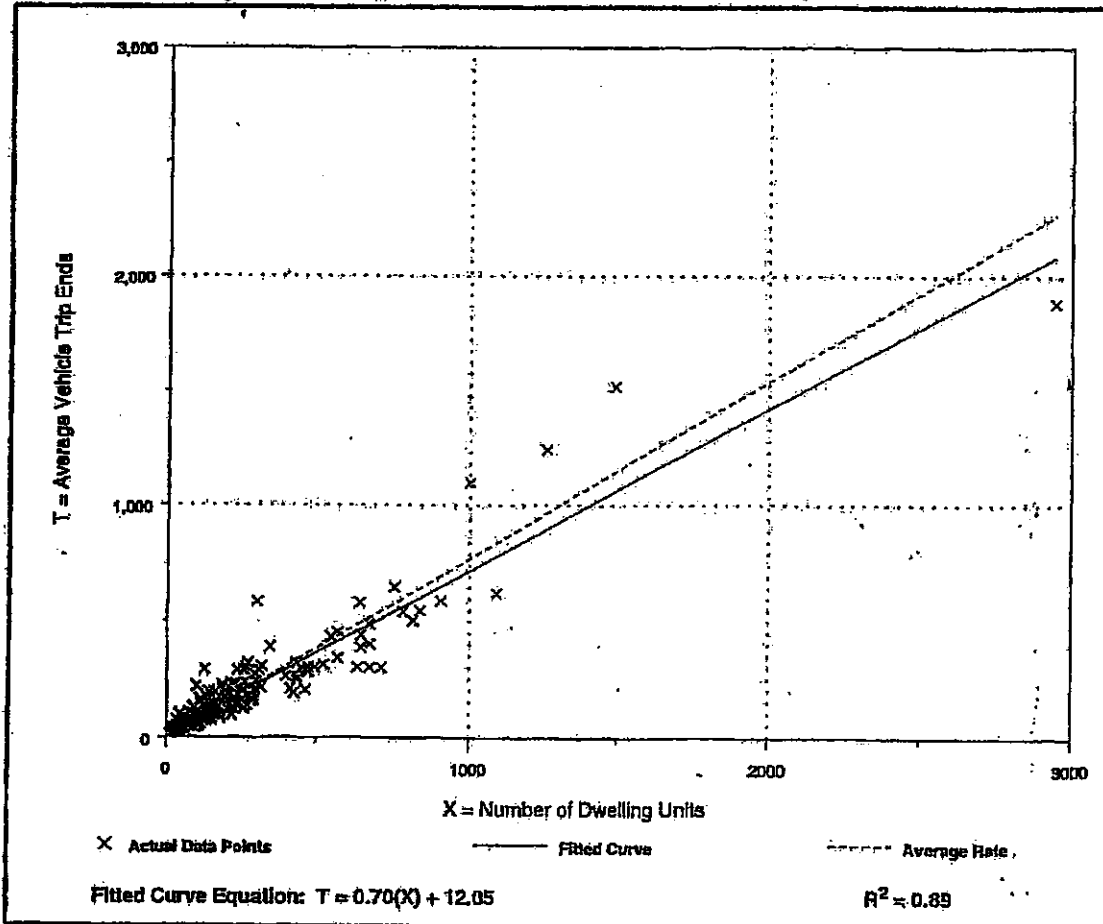
Average Vehicle Trip Ends vs: Dwelling Units  
On a: Weekday,  
A.M. Peak Hour of Generator

Number of Studies: 335  
Avg. Number of Dwelling Units: 183  
Directional Distribution: 26% entering, 74% exiting

## Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.77	0.33 - 2.27	0.81

## Data Plot and Equation



## APPENDIX "E"

### ITE TURNING MOVEMENTS FOR POWDER RIDGE DR/STEPHAN VALLEY DR WITH EXTENSION

#### EXHIBIT "A" - A FOUR LEGGED INTERSECTION

#### ITE LAND USE 210 SINGLE FAMILY DETACHED HOUSING

TRIP GENERATION PER UNIT = ----- 9.57

PM HOUR OF GENERATOR = ----- 1.02

#### DIRECTIONAL DISTRIBUTION

ENTERING = ----- 64%

EXITING = ----- 36%

LAND USE 210 STUDY - AVE NO. OF UNITS = 176

THIS DEVELOPMENT'S NO. OF UNITS = ----- 150

DIRECTION	LOTS	FACTOR	VOLUME	EXIT 36%	ENTER 64%
NB	65	1.02	66	24	42
SB	19	1.02	19	7	12
EB	66	1.02	67	24	43
WB	150	1.02	153	55	98

**ITE TURNING MOVEMENTS FOR**  
**POWDER RIDGE DR/STEPHAN VALLEY DR**  
**WITH EXTENSION TO STEPHAN VALLEY DR.**  
**EXHIBIT "B" - A THREE LEGGED INTERSECTION**  
**ITE LAND USE 210 SINGLE FAMILY DETACHED HOUSING**

TRIP GENERATION PER UNIT = ----- 9.57

PM HOUR OF GENERATOR = ----- 1.02

**DIRECTIONAL DISTRIBUTION**

ENTERING = ----- 64%

EXITING = ----- 36%

LAND USE 210 STUDY - AVE NO. OF UNITS = 176

THIS DEVELOPMENT'S NO. OF UNITS = ----- 150

DIRECTION	LOTS	FACTOR	VOLUME	EXIT 36%	ENTER 64%
NB	81	1.02	83	30	53
SB	69	1.02	70	25	45
WB	150	1.02	153	55	98

**ITE TURNING MOVEMENTS FOR**  
**VASILLI DR/THEODORE DR**  
**WITH NO EXTENSION POWDER RIDGE DR.**  
**BEYOND NICOLI PLACE**  
**EXHIBIT "C-1" - A THREE LEGGED INTERSECTION**  
**ITE LAND USE 210 SINGLE FAMILY DETACHED HOUSING**  
**TRIP GENERATION PER UNIT = ----- 9.57**  
**PM HOUR OF GENERATOR = ----- 1.02**  
**DIRECTIONAL DISTRIBUTION**  
**ENTERING = ----- 64%**  
**EXITING = ----- 36%**  
**TOTAL LOTS = ----- 146**

DIRECTION	LOTS	FACTOR	VOLUME	EXIT 36%	ENTER 64%
NB	137	1.02	19	7	12
EB	11	1.02	128	46	82
WB	148	1.02	147	53	94

# **ITE TURNING MOVEMENTS FOR**

## **POWDER RIDGE DR/ALEX WAY**

### **WITH NO EXTENSION OF POWDER RIDGE DR.**

#### **BEYOND NICOLI PLACE**

##### **EXHIBIT "C-2" - A THREE LEGGED INTERSECTION**

##### **ITE LAND USE 210 SINGLE FAMILY DETACHED HOUSING**

**TRIP GENERATION PER UNIT = ----- 9.57**

**PM HOUR OF GENERATOR = ----- 1.02**

##### **DIRECTIONAL DISTRIBUTION**

**ENTERING = ----- 64%**

**EXITING = ----- 36%**

**TOTAL LOST----- 148**

<b>DIRECTION</b>	<b>LOTS</b>	<b>FACTOR</b>	<b>VOLUME</b>	<b>EXIT 36%</b>	<b>ENTER 64%</b>
<b>NB</b>	<b>137</b>	<b>1.02</b>	<b>140</b>	<b>50</b>	<b>90</b>
<b>EB</b>	<b>11</b>	<b>1.02</b>	<b>11</b>	<b>4</b>	<b>7</b>
<b>WB</b>	<b>148</b>	<b>1.02</b>	<b>151</b>	<b>55</b>	<b>97</b>

Powder Ridge Subdivision - Area "P"  
Ronald L. Thiel, P.E.  
Page 24 of 24

## **APPENDIX "F"**

### **HCS2000 RELEASE 4D PRINTOUTS**

## TWO-WAY STOP CONTROL SUMMARY

General Information			Site Information	
Analyst	Ronald L. Thiel		Intersection	Powder Ridge/Stephan Valley
Agency/Co.			Jurisdiction	TABLE 4
Date Performed	2/12/2005 edited 1/21/2007		Analysis Year	Build Out
Analysis Time Period	Build Out			

Project Description Area P Development

East/West Street: Powder Ridge Drive

North/South Street: Stephan valley

Intersection Orientation: East-West

Study Period (hrs): 0.25

## Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	0	24	0	42	43	12
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate (veh/h)	0	24	0	42	43	12
Proportion of heavy vehicles, $P_{HV}$	0	—	—	0	—	—
Median type	Undivided					
RT Channelized?			0			0
Lanes	0	1	0	0	1	0
Configuration	LTR			LTR		
Upstream Signal		0			0	
Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	0	0	24	7	0	0
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate (veh/h)	0	0	24	7	0	0
Proportion of heavy vehicles, $P_{HV}$	0	0	0	0	0	0
Percent grade (%)	0			0		
Flared approach		N			N	
Storage		0			0	
RT Channelized?			0			0
Lanes	0	1	0	0	1	0
Configuration		LTR			LTR	

## Control Delay, Queue Length, Level of Service

Approach	EB	WB	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	LTR	LTR	LTR			LTR		
Volume, $v$ (vph)	0	42	24			7		
Capacity, $c_m$ (vph)	1563	1604	1058			765		
$v/c$ ratio	0.00	0.03	0.02			0.01		
Queue length (95%)	0.00	0.08	0.07			0.03		
Control Delay (s/veh)	7.3	7.3	8.5			9.7		
LOS	A	A	A			A		
Approach delay (s/veh)	—	—	8.5			9.7		
Approach LOS	—	—	A			A		



## TWO-WAY STOP CONTROL SUMMARY

General Information				Site Information			
Analyst	Ronald L. Thiel			Intersection	Powder Ridge/Stephan Valley		
Agency/Co.				Jurisdiction	TABLE 5		
Date Performed	2/12/2005 edited 1/21/2007			Analysis Year	Build Out		
Analysis Time Period	Build Out						
Project Description Area P with no Powder Ridge Extension pass Stephan Valley Dr							
East/West Street: Powder Ridge Drive				North/South Street: Stephan valley			
Intersection Orientation: East-West				Study Period (hrs): 0.25			
Vehicle Volumes and Adjustments							
Major Street	Eastbound			Westbound			
Movement	1	2	3	4	5	6	
	L	T	R	L	T	R	
Volume (veh/h)	0	24	0	53	0	45	
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	
Hourly Flow Rate (veh/h)	0	0	0	53	0	45	
Proportion of heavy vehicles, $P_{HV}$	0	-	-	0	-	-	
Median type	Undivided						
RT Channelized?			0			0	
Lanes	0	0	0	0	0	0	
Configuration				LTR	LR		
Upstream Signal		0			0		
Minor Street	Northbound			Southbound			
Movement	7	8	9	10	11	12	
	L	T	R	L	T	R	
Volume (veh/h)	0	0	30	25	0	0	
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	
Hourly Flow Rate (veh/h)	0	0	30	25	0	0	
Proportion of heavy vehicles, $P_{HV}$	0	0	0	0	0	0	
Percent grade (%)	0			0			
Flared approach		N			N		
Storage		0			0		
RT Channelized?			0			0	
Lanes	0	1	0	0	1	0	
Configuration			TR	LT			
Control Delay, Queue Length, Level of Service							
Approach	EB	WB	Northbound			Southbound	
Movement	1	4	7	8	9	10	11
Lane Configuration		LTR			TR	LT	
Volume, $v$ (vph)		53			30	25	
Capacity, $c_m$ (vph)		1636			1091	788	
$v/c$ ratio		0.03			0.03	0.03	
Queue length (95%)		0.10			0.08	0.10	
Control Delay (s/veh)		7.3			8.4	9.7	
LOS		A			A	A	
Approach delay (s/veh)	-	-	8.4			9.7	
Approach LOS	-	-	A			A	

## TWO-WAY STOP CONTROL SUMMARY

## General Information

Analyst	Ronald L. Thiel
Agency/Co.	
Date Performed	1/25/2007
Analysis Time Period	

## Site Information

Intersection	Vasille Road/Theodore Dr
Jurisdiction	TABLE 6
Analysis Year	

Project Description Power Ridge Area P - No Extension to Existing Powder Ridge Dr

East/West Street Vasill Road

North/South Street Theodore Dr

Intersection Orientation: East-West

Study Period (hrs): 0.25

## Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	0	46	0	12	70	0
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate (veh/h)	0	46	0	12	70	0
Proportion of heavy vehicles, $P_{HV}$	0	—	—	0	—	—
Median type	Undivided					
RT Channelized?			0			0
Lanes	0	1	0	0	1	0
Configuration			TR	LT		
Upstream Signal		0			0	
Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	0	0	7	0	0	0
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate (veh/h)	0	0	7	0	0	0
Proportion of heavy vehicles, $P_{HV}$	0	0	0	0	0	0
Percent grade (%)	0			0		
Flared approach		N			N	
Storage		0			0	
RT Channelized?			0			0
Lanes	1	0	1	0	0	0
Configuration	L		R			

## Control Delay, Queue Length, Level of Service

Approach	EB	WB	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		LT	L		R			
Volume, $v$ (vph)		12	0		7			
Capacity, $c_m$ (vph)		1575	851		1029			
$v/c$ ratio		0.01	0.00		0.01			
Queue length (95%)		0.02	0.00		0.02			
Control Delay (s/veh)		7.3	8.2		8.5			
LOS		A	A		A			
Approach delay (s/veh)	—	—	8.5					
Approach LOS	—	—	A					

TWO-WAY STOP CONTROL SUMMARY								
<b>General Information</b>				<b>Site Information</b>				
Analyst	Ronald L. Thiel			Intersection	Powder Ridge Dr - Alex Way			
Agency/Co.				Jurisdiction	TABLE 7			
Date Performed	1/25/2007			Analysis Year	2007 Build Out			
Analysis Time Period	PM Peak Hour							
Project Description Powder Ridge Area P-No Extension to Existing Powder Ridge Dr								
East/West Street: Powder Ridge Drive				North/South Street: Alex Way				
Intersection Orientation: East-West				Study Period (hrs): 0.25				
<b>Vehicle Volumes and Adjustments</b>								
<b>Major Street</b>	<b>Eastbound</b>			<b>Westbound</b>				
<b>Movement</b>	1	2	3	4	5	6		
	L	T	R	L	T	R		
Volume (veh/h)	0	4	0	90	7	0		
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00		
Hourly Flow Rate (veh/h)	0	4	0	90	7	0		
Proportion of heavy vehicles, $P_{HV}$	0	-	-	0	-	-		
Median type	Undivided							
RT Channelized?			0			0		
Lanes	0	1	0	0	1	0		
Configuration			TR	LT				
Upstream Signal		0			0			
<b>Minor Street</b>	<b>Northbound</b>			<b>Southbound</b>				
<b>Movement</b>	7	8	9	10	11	12		
	L	T	R	L	T	R		
Volume (veh/h)	0	0	50	0	0	0		
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00		
Hourly Flow Rate (veh/h)	0	0	50	0	0	0		
Proportion of heavy vehicles, $P_{HV}$	0	0	0	0	0	0		
Percent grade (%)	0			0				
Flared approach		N			N			
Storage		0			0			
RT Channelized?			0			0		
Lanes	1	0	1	0	0	0		
Configuration	L		R					
<b>Control Delay, Queue Length, Level of Service</b>								
<b>Approach</b>	<b>EB</b>	<b>WB</b>	<b>Northbound</b>			<b>Southbound</b>		
<b>Movement</b>	1	4	7	8	9	10	11	12
Lane Configuration		LT	L		R			
Volume, $v$ (vph)		90	0		50			
Capacity, $c_m$ (vph)		1631	759		1085			
$v/c$ ratio		0.06	0.00		0.05			
Queue length (95%)		0.18	0.00		0.14			
Control Delay (s/veh)		7.3	9.7		8.5			
LOS		A	A		A			
Approach delay (s/veh)	-	-	8.5					
Approach LOS	-	-	A					

TWO-WAY STOP CONTROL SUMMARY								
<b>General Information</b>				<b>Site Information</b>				
Analyst	Ronald L. Thiel			Intersection	Powder Ridge Dr - Alex Way			
Agency/Co.				Jurisdiction				
Date Performed	1/25/2007			Analysis Year	2007 Build Out with 2x volumes			
Analysis Time Period	PM Peak Hour							
Project Description Powder Ridge Area P-No Extension to Existing Powder Ridge Dr								
East/West Street: Powder Ridge Drive				North/South Street: Alex Way				
Intersection Orientation: East-West				Study Period (hrs): 0.25				
<b>Vehicle Volumes and Adjustments</b>								
Major Street	Eastbound			Westbound				
Movement	1	2	3	4	5	6		
	L	T	R	L	T	R		
Volume (veh/h)	0	8	0	166	14	0		
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00		
Hourly Flow Rate (veh/h)	0	8	0	166	14	0		
Proportion of heavy vehicles, $P_{HV}$	0	-	-	0	-	-		
Median type	Undivided							
RT Channelized?			0			0		
Lanes	0	1	0	0	1	0		
Configuration			TR	LT				
Upstream Signal		0			0			
Minor Street	Northbound			Southbound				
Movement	7	8	9	10	11	12		
	L	T	R	L	T	R		
Volume (veh/h)	0	0	100	0	0	0		
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00		
Hourly Flow Rate (veh/h)	0	0	100	0	0	0		
Proportion of heavy vehicles, $P_{HV}$	0	0	0	0	0	0		
Percent grade (%)	0			0				
Flared approach		N			N			
Storage		0			0			
RT Channelized?			0			0		
Lanes	1	0	1	0	0	0		
Configuration	L		R					
<b>Control Delay, Queue Length, Level of Service</b>								
Approach	EB	WB	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		LT	L		R			
Volume, $v$ (vph)		166	0		100			
Capacity, $c_m$ (vph)		1625	582		1080			
$v/c$ ratio		0.10	0.00		0.09			
Queue length (95%)		0.34	0.00		0.31			
Control Delay (s/veh)		7.5	11.2		8.7			
LOS		A	B		A			
Approach delay (s/veh)	-	-	8.7					
Approach LOS	-	-	A					

**PLANNING & ZONING  
COMMISSION  
MEETING  
September 10, 2007**

**Supplemental Information  
Received After Packet Delivery**

**G.1. Case 2007-069  
Rezone Amendment to a Master  
Development Plan**

# Zoning and Platting Cases On-line

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

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

SEP 10 2007

**1. Select a Case:** 2007-069[View Comments](#)**2. View Comments:****Case Num:** 2007-069

Rezone Amendment to a Master Development Plan

**Site Address:** POWDER RIDGE DRIVE**Location:** A rezone amendment to AO 94-235(S-1) regarding street design standards for Tract A of The Powder Ridge Master Development Plan Ordinance. Powder Ridge Subdivision, affecting 1,153 LF of Powder Ridge Drive south of Eklutna Park Road and as modified by AO 2007-006.[Details](#) | [Staff Report](#) | [submit a comment](#)

## Public Comments

**9/8/07**

Cliff and Mimi Cook  
16331 Nikita Dr  
Eagle River AK 99577

For the Powder Ridge community "As a whole" we are in favor of the road extension because it makes perfect sense. We were the first family to move into Phase II and understood that Powder Ridge Drive was going to be extended in the future anyway. I think if the property owners, that live near the anticipated extension area, look outside the box and look at Powder Ridge as a community, they will realize that the road is a plus in so many ways.

**9/7/07**

Richard Watson  
13361 Konrad Drive  
Eagle River AK 99577

I just learned of the rezone amendment to AO 94-235(S-1) regarding street design. I am in favor and support of this rezoning and street design to have Powder Ridge road extended to Stephan Valley road, and possibly beyond. I live on Konrad Drive which connects phase III housing to Phase V and VI to the South where I have been told a total of 97 more homes are to be built. The traffic on Konrad is increasing and with the children in the area it is only a matter of time when one of them will be hit by a speeding car. The homes on Konrad and Vasili all face the streets with their front doors, and where most people walk, and ride bikes. The homes that would boarder Powder Ridge extension all have their back yard 6ft. fences facing the proposed connection. The extension would lessening the risk of a neighborhood child from being hit by a car. It would also allow traffic to connect to Stephen Valley on a straighter

north south road. I recieved a flyer tonight that states the property owners are concerned about environmental impact and lose of wildlife and vegetation. they are also concerned about property value lose. This almost sounds comical as the properties all have the 70ft main power line poles to look at as it is right now. If they haven't lost value setting with high power tension lines in there back yards I don't see how the proposed street connection that will bring more safety of are childeren by devireing some thru traffic is not of a greater value. Thank you.

**Autor, Mary P.**

---

**From:** Weaver Jr., Jerry T.  
**Sent:** Monday, September 10, 2007 10:08 AM  
**To:** Autor, Mary P.  
**Subject:** FW: Powder Ridge Road

For the commission

Jerry

---

**From:** Clint Robin [mailto:curlew06@yahoo.com]  
**Sent:** Monday, September 10, 2007 7:33 AM  
**To:** Weaver Jr., Jerry T.; Nelson, Tom P. (Planning Department)  
**Subject:** Powder Ridge Road

Mr Weaver/Mr Nelson,

We live at 13226 Konrad Drive in Eagle River, we live on the power line easement on the proposed site for the extension of Powder Ridge drive. We are very much against this extension. Another road is not necessary as Konrad Drive and Vasili Drive handle the neighborhood traffic load just fine. The proposed road would ruin the "green belt" style the easement gives the area and would adversely affect property values. Please do not ruin what is a reasonably peaceful setting.

It was more natural before ML&P expanded their powerlines to the extra large metal power poles installed earlier this year. They did this despite public outcry. Please do not do the same and ignore the people who actually have to live with this development.

Sincerely,

Clint and Robin Bateman

---

Pinpoint customers who are looking for what you sell.



**Autor, Mary P.**

---

**From:** Timothy C. Potter [tpotter@dowl.com]  
**Sent:** Monday, September 10, 2007 3:44 PM  
**To:** Autor, Mary P.; harryhamilton@suddenlink.net  
**Subject:** FW: Power Ridge Drive Extension

Mary and Harry,

Attached is a quick review performed by one of our traffic engineers. I had him assume 20 units per acre multifamily on the Hamilton parcel. Based upon my knowledge of the site this is more than what can fit on this triangular, sloping site unless a mid or high rise approach is taken. The idea was to determine if the downsized Powder Ridge Drive could handle this increased traffic. The result is that based upon todays standards, Powder Ridge Drive will have more than adequate capacity to handle Hamiltons' potential traffic in the downsized cross section being proposed.

Thanks,  
Tim

---

**From:** Christopher A. Grgich, E.I.  
**Sent:** Monday, September 10, 2007 2:19 PM  
**To:** Timothy C. Potter  
**Cc:** Tanya S. Hickok, P.E., LEED™ AP  
**Subject:** Power Ridge Drive Extension

Tim,

This report does not consider the capacity of Powder Ridge Road, and its required width. However, from its data I can infer some conclusions. The site at the southern end was assumed to be single family homes, with 82 trips being added to the ADT. If we instead assume the site to be apartments (a worse case scenario for development of 70 apartments) the generated trips increase to 511. This does increase the impact on Stephan Valley Drive, however because Powder Reserve already has an ADT of greater than 1000 (1230), these additional trips will not increase over the 2000 ADT threshold for a 36' wide Major Residential Roadway in Title 21. The Design Criteria Guide also allows for roadways of these types and ADT to have 11' lanes, with 3.5' shoulders (29' total width between curb faces).

I hope this was helpful. Please let me know if you have other questions. I'll the report on your chair.

Christopher A. Grgich, E.I.  
Transportation Engineer



(907) 562-2000

DOWL Engineers  
4041 B Street

Anchorage, AK 99503

Fax (907) 563-3953

[www.dowl.com](http://www.dowl.com)

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# Zoning and Platting Cases On-line

## View Case Comments

[Submit a Comment](#)

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

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

1. Select a Case:

[View Comments](#)

2. View Comments:

SEP 04 2007

**Case Num:** 2007-069

Rezone Amendment to a Master Development Plan

**Site Address:** POWDER RIDGE DRIVE

**Location:** A rezone amendment to AO 94-235(S-1) regarding street design standards for Tract A of The Powder Ridge Master Development Plan Ordinance. Powder Ridge Subdivision, affecting 1,153 LF of Powder Ridge Drive south of Eklutna Park Road and as modified by AO 2007-006.

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

## Public Comments

**8/30/07**

Michael and Paulette Shannon

We are in favor of building Powder Ridge Drive. Everyone who moved to Powder Ridge knew that Powder Ridge Drive had been zoned,platted and on the calendar to be punched in. This is no surprise! This road is meant to take the burden off Vasilli, now the primary road being used by all types of traffic. Importantly, without Powder Ridge Drive, the safety of our school children would continue to be compromised because of the heavy truck flow. As a side note, there has always been talk about "disaster plans", should one happen punching in Powder Ridge Drive gives an additional escape route. We can appreciate how the folks feel who live on Konrad. They don't want traffic barreling where their kids are playing. They don't want to watch construction trucks filled with gravel, cement or debris traveling over 25 m.p.h. trying to stop on a dime should a child or pet run into the street. It's hard getting woken up before 6 a.m. with a truck engine's roar hauling material for the next construction phase every day of the week. We in Phase 2 already live this. But, since the building of Powder Ridge Drive is a necessary evil, we could address these concerns and demand the trucks follow safety and courteous guidlines while driving through Powder Ridge. There are plenty of concerned people in the community who would be willing to watch over this. We are the community of Powder Ridge. We moved here because it is clean and peaceful and neighbors are good to each other. We share many values. To maintain these values, concessions have to be made. The planned construction of Powder Ridge Drive is one of these concessions but for the betterment of the community of Powder Ridge.

100

**Autor, Mary P.**

---

**From:** Kniefel, Robert E.  
**Sent:** Monday, September 10, 2007 3:16 PM  
**To:** Autor, Mary P.  
**Subject:** RE: HOT - Powder Ridge TIA

The TIA looks at both the current traffic, the proposed additional traffic from the Powder Ridge case and a growth factor to include other development in the area. Mr. Hamilton's property would be included in that growth rate.

*Thanks*

*Bob Kniefel*  
MOA Traffic Engineer  
343-8410

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

**From:** Autor, Mary P.  
**Sent:** Monday, September 10, 2007 1:56 PM  
**To:** Kniefel, Robert E.  
**Subject:** HOT - Powder Ridge TIA  
**Importance:** High

Harry Hamilton wants to know whether the TIA for the proposed road standard for Powder Ridge (Case 2007-069) took into consideration his adjacent 4 acres of R-O SL property as office and/or multi-family residential. The public hearing meeting is tonight.

Mary Autor  
Senior Planner  
Zoning and Platting Division  
Office: 343-7941

**Content Information****Content ID :** 005600**Type:** Ordinance - AO

AN ORDINANCE AMENDING ANCHORAGE ZONING ORDINANCE 94-235 (S-1)(AA), AN ORDINANCE THAT REZONED TO PC (PLANNED

**Title:** COMMUNITY) DISTRICT AND MASTER DEVELOPMENT PLAN FOR TRACT A OF THE POWDER RESERVE, MODIFYING THE PRINCIPAL CIRCULATION REQUIREMENTS FOR ACCESS AND**Author:** weaverjt**Initiating Dept:** Planning**Description:** AN ORDINANCE AMENDING ANCHORAGE ZONING ORDINANCE 94-235 (S-1)(AA), AN ORDINANCE THAT REZONED TO PC (PLANNED COMMUNITY) DISTRICT AND MASTER DEVELOPMENT PLAN FOR TRACT A OF THE POWDER RESERVE**Date Prepared:** 10/15/07 2:36 PM**Director Name:** Tom Nelson**Assembly Meeting Date:** 11/6/07**Public Hearing Date:** 12/11/07M.O.A.  
2007 OCT 29 AM 10:19  
CLEAN'S 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	10/15/07 2:40 PM	Checkin	weaverjt	Public	005600
Planning_SubWorkflow	10/15/07 2:56 PM	Approve	nelsontp	Public	005600
ECD_SubWorkflow	10/15/07 2:59 PM	Approve	villareallm	Public	005600
OMB_SubWorkflow	10/16/07 8:28 AM	Approve	mitsonjl	Public	005600
Legal_SubWorkflow	10/16/07 11:48 AM	Approve	fehlenrl	Public	005600
MuniManager_SubWorkflow	10/26/07 1:26 PM	Approve	leblancdc	Public	005600
MuniMgrCoord_SubWorkflow	10/26/07 1:27 PM	Approve	abbottmk	Public	005600