

See AO 2008-107(S)

Submitted by: Chair of the Assembly at
the Request of the Mayor
Prepared by: Planning Department
For reading: October 14, 2008

Anchorage, Alaska
AO 2008-107

AN ORDINANCE OF THE ANCHORAGE ASSEMBLY AMENDING THE ZONING MAP AND PROVIDING FOR THE REZONING OF APPROXIMATELY 16.54 ACRES, FROM R-3 (MULTIPLE-FAMILY RESIDENTIAL) TO B-3 SL (GENERAL BUSINESS) WITH SPECIAL LIMITATIONS FOR TRACT A, BLOCK 2, DOUBLETREE CENTER SUBDIVISION #1; GENERALLY LOCATED ON THE EAST SIDE OF ARCTIC BOULEVARD AND NORTH OF WEST INTERNATIONAL AIRPORT ROAD.

(Midtown and Spenard Community Councils) (Planning and Zoning Commission Case 2008-083)

THE ANCHORAGE ASSEMBLY ORDAINS:

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

Tract A, Block 2, Doubletree Center Subdivision #1, containing approximately 16.54 acres as shown on Exhibit "A."

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

A) Design Standards:

1) The project shall be in general conformance with the "Faith Christian Community Rezone Development Concept Site Design" dated April 10, 2008. The mixed use development shall provide:

- a) Residential: no less than a minimum 202 residential units;
- b) Office/Retail: a maximum of 135,000 square feet;
- c) Hotel/Office: either hotels or office space may be a maximum of 220 hotel guest rooms, or an additional 111,000 square feet if developed for office uses.

2) Phase I Development shall provide no less than 102 residential units; the park detention pond; one hotel/office building; one office/retail building in addition to the hotel/office building. No certificate of occupancy shall be granted for any Phase I non-residential space prior to a certificate of occupancy issued for the 102 residential units.

- 3) Phase II development shall include no less than 100 residential units, one office building, one hotel or additional office retail building. No certificate of occupancy would be granted for any Phase II construction unless the residential units are completed.
- 4) A public hearing site plan review and approval is required for each phase of development by the Urban Design Commission. Design guidelines shall be submitted that address landscaping; pedestrian circulation; signage; architectural design and materials; lighting; ground floor retail access and transparency; and northern design principles. This review shall address the preservation of landscaping along the north and west property lines, and the feasibility of reducing the length of the sidewalk on the south side of the main road by augmenting additional landscaping in lieu of portions of the sidewalk. The adequacy of the provision of residential uses consistent with the Faith Christian Community rezone development concept site plan shall also be addressed.
- 5) Resolve the design of the detention basin with Project Management and Engineering in order to appropriately treat runoff and protect the Business Park Wetlands.
- 6) Resolve the amount and location of parking with the Traffic and Planning Departments and, based upon need, a joint-parking agreement shall be provided for approval by the Traffic and Planning Departments.
- 7) On-site storage of snow shall not exceed 72 hours, except as permitted as part of an approved wetlands pond or recharge area.
- 8) All development shall be consistent with the requirements of an approved Traffic Impact Analysis. Resolve the need for traffic safety improvements on Arctic Boulevard, including possible turning improvements and, in consultation with the Non-Motorized Access Coordinator, improvements for pedestrian crossing.
- 9) A plat note shall reference future development design guidelines and the zoning ordinance and special limitations.
- 10) Residential buildings adjacent to the residential parcels to the north and west shall be restricted to four stories, excluding a subterranean garage.
- 11) No less than 20 feet of landscaping adjacent to residential development shall be provided to the abutting residential parcels to the west and north sides of the project.

B) Permitted Uses and Structures:

- 1) Multi-family residential at a density of not less than 12.3 dwelling units per acre;

- 2) Office and ground level retail within the "office" structure in the southwest corner of the conceptual site plan;
- 3) Hotels.

C) Conditional uses:

- 1) Restaurants and other places serving food or beverages involving the retail sale, dispensing or service of alcoholic beverages in accordance with Municipal Code 21.50.160.

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

Section 4. This rezoning shall not become effective until the recordation of a plat that dedicates an east-west spine road as a public street, and creates tracts for the individual developments and provides a detention pond area.

Section 5. This ordinance shall become effective 10 days after the Director of the Planning Department has received the written consent of the owners of the property within the area described in Section 1 above to the special limitations contained herein. The rezone approval contained herein shall automatically expire, and be null and void, if the written consent is not received within 120 days after the date on which this ordinance is passed and approved. In the event no special limitations are contained herein, this ordinance is effective immediately upon passage and approval. The Director of the Planning Department shall change the zoning map accordingly.

PASSED AND APPROVED by the Anchorage Assembly this _____ day of _____ 2009.

ATTEST:

Chair

Municipal Clerk

(Tax ID 009-221-27)
(Case 2008-083)

MUNICIPALITY OF ANCHORAGE
Summary of Economic Effects -- General Government

AO Number: 2008-107

Title: AN ORDINANCE OF THE ANCHORAGE ASSEMBLY AMENDING THE ZONING MAP AND PROVIDING FOR THE REZONING OF APPROXIMATELY 16.54 ACRES, FROM R-3 (MULTIPLE-FAMILY RESIDENTIAL) TO B-3 SL (GENERAL BUSINESS) WITH SPECIAL LIMITATIONS FOR TRACT A, BLOCK 2, DOUBLETREE CENTER SUBDIVISION #1; GENERALLY LOCATED ON THE EAST SIDE OF ARCTIC BOULEVARD AND NORTH OF WEST INTERNATIONAL AIRPORT ROAD.

Sponsor:

Preparing Agency: Planning Department

Others Impacted:

CHANGES IN EXPENDITURES AND REVENUES:		(In Thousands of Dollars)				
	FY08	FY09	FY10	FY11	FY12	
Operating Expenditures						
1000 Personal Services						
2000 Non-Labor						
3900 Contributions						
4000 Debt Service						
TOTAL DIRECT COSTS:	\$ -	\$ -	\$ -	\$ -	\$ -	
Add: 6000 Charges from Others						
Less: 7000 Charges to Others						
FUNCTION COST:	\$ -	\$ -	\$ -	\$ -	\$ -	
REVENUES:						
CAPITAL:						
POSITIONS: FT/PT and Temp						

PUBLIC SECTOR ECONOMIC EFFECTS:

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

PRIVATE SECTOR ECONOMIC EFFECTS:

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

Property Appraisal: The proposed rezoning does not negatively impact the current use of the subject property. The appraised value may increase due to additional uses allowed by this rezoning.

Prepared by: Jerry T. Weaver Jr.

Telephone: 343-7939



MUNICIPALITY OF ANCHORAGE ASSEMBLY MEMORANDUM

No. AM 672-2008

Meeting Date: October 14, 2008

From: Mayor

Subject: AN ORDINANCE OF THE ANCHORAGE ASSEMBLY AMENDING THE ZONING MAP AND PROVIDING FOR THE REZONING OF APPROXIMATELY 16.54 ACRES, FROM R-3 (MULTIPLE-FAMILY RESIDENTIAL) TO B-3 SL (GENERAL BUSINESS) WITH SPECIAL LIMITATIONS FOR TRACT A, BLOCK 2, DOUBLETREE CENTER SUBDIVISION #1; GENERALLY LOCATED ON THE EAST SIDE OF ARCTIC BOULEVARD AND NORTH OF WEST INTERNATIONAL AIRPORT ROAD.

1 On August 4, 2008, the Planning and Zoning Commission recommended approval to
2 rezone the subject property consisting of 16.54 acres from R-3 to B-3 SL, to allow a
3 mixed use development having residential, office/retail and hotel uses. The petitioner is
4 Faith Christian Community Church. The property is located north of West International
5 Airport Road, between Arctic Boulevard on the west and Business Park Boulevard on
6 the east.

7
8 The B-3 SL zoning will allow a mixed-use development having residential, office/retail
9 and hotel/office uses consistent with the characteristics and policies of Neighborhood
10 Commercial Centers and policies of the Transit-Supportive Development Corridors.
11 Special limitations require development substantially in conformance with the
12 generalized concept site plan submitted with the application. The plan requires two-
13 phased development in which each phase requires half of each of the proposed uses to
14 have final certificate of occupancy prior to the final phase; four story residential height
15 restriction; development of site design guidelines; site plan review by the Urban Design
16 Commission; design of a detention pond to appropriately treat runoff and protect the
17 Business Park Wetlands; providing 20-feet of landscaping adjacent to the residential
18 development abutting residential parcels on the west and north; setting a minimum
19 multi-family residential density of 12.3 dwelling units per acre; establishing a maximum
20 135,000 square feet of office/retail; and allowing either hotel or office space at a

1 maximum of 220 hotel guest rooms or an additional 111,000 square feet if developed
2 for office use.

3
4 Prior to the rezoning becoming effective, the property must be platted to create the
5 development lots, and to dedicate an east-west public street connection between Arctic
6 and Business Park Boulevards.

7
8 B-3 SL zoning with special limitations for a mixed-use development for a neighborhood
9 commercial center assures no loss of residential. The location promotes good use of
10 public transit. There is good pedestrian access to nearby streets, trails and parks.
11 Special limitations provide for development of design guidelines, site plan review by
12 the Urban Design Commission, and an engineered designed detention basin to protect
13 the adjacent Business Park preservation wetlands. The B-3 SL zone and conceptual
14 development proposal are generally consistent with the Comprehensive Plan, and meets
15 the AMC 21.20.090 rezoning standards.

16
17 The Planning and Zoning Commission recommended APPROVAL of the rezone to B-3
18 SL for the subject property, by a vote of eight ayes and one nay.

19
20 THE ADMINISTRATION CONCURS WITH THE PLANNING AND ZONING
21 COMMISSION RECOMMENDATION FOR THE REZONING REQUEST.

22
23 Prepared by: Jerry T. Weaver Jr., Zoning Administrator, Planning Department

24 Concur: Tom Nelson, Director, Planning Department

25 Concur: Mary Jane Michael, Executive Director, Office of Economic and
26 Community Development

27 Concur: Michael K. Abbott, Municipal Manager

28 Respectfully submitted, Mark Begich, Mayor

29
30
31 (Case 2008-083; Tax I.D. Number 009-221-27)

2008-083



**MUNICIPALITY OF ANCHORAGE
PLANNING AND ZONING COMMISSION RESOLUTION NO. 2008-055**

A RESOLUTION APPROVING A REZONING FROM R-3 (MULTIPLE-FAMILY RESIDENTIAL DISTRICT) TO B-3 SL (GENERAL BUSINESS) WITH SPECIAL LIMITATIONS, FOR DOUBLETREE CENTER SUBDIVISION #1, TRACT A, BLOCK 2, CONSISTING OF 16.54 ACRES, GENERALLY LOCATED ON THE EAST SIDE OF ARCTIC BOULEVARD AND NORTH OF WEST INTERNATIONAL AIRPORT ROAD.

(Case 2008-083; Tax I.D. No. 009-221-27)

WHEREAS, a request has been received from Faith Christian Community to rezone approximately 16.54 acres from R-3 (Multiple-Family Residential District) to B-3 SL (General Business) With Special Limitations, for Doubletree Center Subdivision #1, Tract A, Block 2, consisting of 16.54 acres; generally located on the east side of Arctic Boulevard and north of West International Airport Road.

WHEREAS, notices were published, posted, 122 public hearing notices were mailed, and a public hearing was held on August 4, 2008.

WHEREAS, the *Anchorage 2020* Land Use Policy Map indicates there are two land use policies that are applicable to the subject property. It is adjacent to a Transit-Supportive Development Corridor and a Neighborhood Commercial Center.

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

A. The Commission makes the following findings of fact:

1. This is a request by the petitioner to rezone the subject property from R-3 to B-3 SL to allow a mixed use development having residential, office/retail and hotel uses. Proposed special limitations included development substantially in conformance with the generalized concept site plan submitted with the application, two-phased development in which each phase would require half of each of the proposed uses to have a final certificate of occupancy prior to the final phase, submission of design guidelines and drawings for a site plan review by the Urban Design Commission, ~~resolve design of the detention pond with PM&E, and allowing overflow hotel parking with the commercial building parking lots through a parking agreement.~~

2. Rezoning to B-3 SL allows this property an opportunity to bring the neighborhood center concept to fruition as envisioned by the Comprehensive Plan. It is an opportunity to include residential adjacent to existing residential, some office adjacent to the business uses to the south, and hotels on the east side of the property adjacent to the employment area of Midtown. A spine road will provide connectivity between Business Park Boulevard and Arctic Boulevard. Independent living units are targeted to low vehicle-to-household ratios which utilizes the Arctic

Boulevard transit supportive corridor.

3. B-3 SL zoning is consistent with Anchorage 2020 goals and policies for a Transit Supportive Development Corridor (Policies #9, #34, #30, #37) and a Neighborhood Commercial Center (Policies #10, #12, #14). It is also consistent with additional policies #35, #43, #49, #54, and #67.
4. Residential uses are allowed in the B-3 at 12 DUA. The 1982 Comprehensive Plan Generalized Residential Intensity Plan Map shows density for this area at 21 DUA. Though not adopted, the 2006 draft concept land use plan map suggests a lower density of 15 DUA. Transit-Supportive Development Corridor Policy #34 recommends an average density greater than 8 DUA, as does Residential policy #9.
5. Responding to staff recommended density of 15 DUA, the petitioner recommended that a density of 12.3 DUA is consistent with the B-3 District and predicated by AMC 21.05.080.C.4.b.2 (b). This section provides the Commission with the authority to recommend a lower density if it finds "a lesser residential intensity would provide a clear and overriding benefit to the surrounding neighborhood." With this development 0.6 acres is being provided for wetland creation to allow for water cleansing and to extend the Business Park wetlands into this development. Nearly three acres are being given over to right-of-way development. This is a benefit to the community and to the residents of this site, and a significant contribution to the public good.
6. The Commission determined that AMC 21.05.080.C.4.b.2 (b) gives the Commission authority to exercise its judgment in regard to a lower density. The Commission was persuaded by the petitioner's justification to lower the density to 12.3 DUA.
7. The Commission agreed to change the "hotel" use to "hotel/office space" to give development flexibility due to volatility within the hotel market. This will allow either a maximum of 220 hotel guest rooms, or 111,000 square feet of additional office space. The 111,000 square feet will be in addition to 135,000 square feet of office/retail use bringing possible office space to a maximum of 246,000 square feet.
8. The requirement for ground level retail with office use only applies to the western most building.
9. Restaurants are a permitted use in the B-3 District and encouraged in a Neighborhood Center. Restaurants serving alcohol is a conditional use in the B-3 District, and is the only conditional use special limitation allowed.
10. A Traffic Impact Analysis by State DOT/PF and Municipal Traffic Engineering found that no mitigation is required or recommended. The

Commission discussed pedestrian circulation, volumes of traffic and turning movements at International and Arctic, and whether this development may warrant a future signal at Arctic.

11. The Commission believes that when the property is subdivided and rezoned to B-3 SL, covenants need to alert future owners to development guidelines to achieve continuity, and a note on the plat is needed to make buyers aware that there are special design guideline requirements for the development of this property.
 12. The Commission found this proposal was worthy in this area of Midtown. The mixed-use development as presented in the conceptual site drawing illustrates a well planned, integrated development that will expand the adjacent neighborhood commercial center. It is consistent with Policy #10 regarding mixed use developments within Neighborhood Centers.
 13. The Commission acknowledged the challenge of developing this site due to the extensive area and depth of peat on the site.
 14. The petitioner accepted the amended special limitations.
 15. B-3 with the special limitations as amended assures no loss of residential density. The location promotes use of public transit. There is good pedestrian access to nearby streets, trails and parks. Special limitations provide for design guidelines, site plan review, and a properly designed detention basin to protect the adjacent Business Park preservation wetlands. The rezone and development proposal is generally consistent with the Comprehensive Plan and meets the AMC 21.20.090 rezoning standards.
 16. The Commission recommended approval of the request by a vote: 8-yes, 1-nea.
- B. The Commission recommends to the Anchorage Assembly that the subject property be rezoned to B-3 SL with the following special limitations:
1. Permitted principal uses and structures are limited to:
 - a. Multi-family residential at a density of not less than 12.3 dwelling units per acre.
 - b. Office, and ground level retail within the structure "office" in the southwest corner of the site plan.
 - c. Hotels.
 2. Conditional uses are limited to:

- a. Restaurants and other places serving food or beverages involving the retail sale, dispensing or service of alcoholic beverages in accordance with AMC 21.50.160.
3. The project shall be in general conformance with the Faith Christian Community Rezoning Development Concept site design dated 10 April 2008. Development shall provide: Residential: no less than a minimum 202 residential units; Office/Retail: a maximum of 135,000 square feet; Hotel/Office: a maximum of 220 hotels guest rooms, or an additional 111,000 square feet if developed for office uses.
4. Phase I Development shall provide no less than 102 residential units; the park detention pond; one hotel/office building; one office/retail building in addition to the hotel/office building. No certificate of occupancy shall be granted for any Phase I non-residential space prior to a certificate of occupancy issued for the 102 residential units.
5. Phase II Development shall include not less than 100 residential units; one office building; one hotel or additional office retail building. No certificate of occupancy will be granted for any Phase II construction unless the residential units are completed.
6. A public hearing site plan review and approval is required for each phase of development by the Urban Design Commission. Design guidelines shall be submitted that address landscaping, pedestrian circulation, signage, architectural design and materials, lighting, ground floor retail access and transparency, and northern design principles. This review shall address the preservation of landscaping along the north and west property lines, and the feasibility of reducing the length of the sidewalk on the south side of the main road with the concept of augmenting with additional landscaping in lieu of portions of the sidewalk. The adequacy of the provision of residential uses consistent with the Faith Christian Community rezoning development concept site plan shall also be addressed.
7. Resolve design of the detention basin with Project Management and Engineering in order to appropriately treat runoff and protect Business Park Wetlands.
8. Resolve the amount and location of parking with the Traffic and Planning Departments and, based upon need, a joint parking agreement shall be provided for approval by the Traffic and Planning Departments.
9. On-site storage of snow shall not exceed 72 hours, except as permitted as part of an approved wetlands pond or recharge area.
10. All development shall be consistent with the requirements of an approved Traffic Impact Analysis. Resolve the need for traffic safety improvements

on Arctic, including possible turning improvements and, in consultation with the Non-Motorized Access Coordinator, improvements for pedestrian crossing.

11. A plat note shall reference future development design guidelines and the zoning ordinance and special limitations.
 12. Residential buildings adjacent to the residential parcels to the north and west shall be restricted to four stories, excluding a subterranean garage.
 13. Not less than 20 feet of landscaping adjacent to residential development shall be provided to the abutting residential parcels to the west and north sides of the project.
- C. Further, the Commission recommends to the Anchorage Assembly that the subject property be rezoned to B-3 SL with the following effective clause:
1. Prior to the rezoning becoming effective the petitioner shall replat the property and dedicate the spine road as a public street.

PASSED AND APPROVED by the Municipal Planning and Zoning Commission on the 4th day of August, 2008.

ADOPTED by the Anchorage Municipal Planning and Zoning Commission this 8th day of September, 2008.

Torn Nelson
Secretary


Tom M. Jones
Chair

(Case 2008-083; Tax I.D. No. 009-221-27)

on the LRTP. CHAIR JONES indicated that it is her recollection that the historical practice of the Commission is to consider OS&HP amendments separately from the LRTP. She noted that the Commission would be acting on the LRTP as the Citizens Advisory Committee to AMATS and on the OS&HP action as the Planning Commission with a resolution to the Assembly to adopt an amendment to the OS&HP.

COMMISSIONER PALMER suggested delaying action for one week in order to get answers to the questions the Commission has posed during discussion.

CHAIR JONES suggested that Legal be asked if advertising has been appropriate, given that action is being asked on both the OS&HP and the LRTP.

COMMISSIONER PALMER moved to postpone action to August 11, 2008.
COMMISSIONER ISHAM seconded.

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

PASSED

2. 2008-083 Faith Christian Community Church. A request to rezone approximately 16.54 acres from R-3 (Multiple Family Residential) to B-3SL (General Business with Special Limitations). Doubletree Center #1, Block 2, Tract A. Generally located east of Arctic Blvd. and north of International Airport Road.

Staff member MARY AUTOR stated 122 public hearing notices were mailed; 2 comments raised questions regarding traffic; one comment was neither in favor nor against, and one comment was in favor. There was no returned comment from the Spenard or Midtown Community Councils. A portion of the property has access to Business Park Boulevard to the east and the other access would be to Arctic Boulevard. The request is for purposes of developing a mixed-use development containing residential, office/retail and hotel uses. It also proposes an east-west public street with sidewalks on both sides connecting Arctic Boulevard to Business Park Boulevard. The petitioner proposed some special limitations, which are found on pages

6 and 7 of the packet. Those were discussed in the Staff report. The Department recommends modifying the proposed special limitations. MS. AUTOR added a special limitation #10 "No snow storage shall be allowed on site to exceed 72 hours." This project required a traffic impact analysis (TIA) that was considered by the State and Municipal Engineer. The comments from those reviews were that the TIA substantially meets municipal requirements. Some minor issues are to be resolved before final acceptance; none of those would affect the Commission's action.

Access to Arctic Boulevard would be limited to one driveway. There are pedestrian facilities on Arctic Boulevard, as well as a bus stop. As proposed, there would be ample pedestrian access designed into the development. The *Comprehensive Plan* classifies the property as residential in the 1982 Land Use Map with a density of 21-35 DUA. Although not adopted by the Assembly, the 2006 Draft Concept Land Use Plan Map suggests a density of 15-35. Residential uses of up to 12 DUA are allowed or a dwelling in a commercial structure with a gross floor area not less than 5,000 SF in the B-3 district. There are no adopted neighborhood or district plans for this area. Two land use policies apply to this property: it is on a Transit-Supportive Development Corridor; and it is within a Neighborhood Commercial Center. This proposal is generally consistent or can be made consistent with the *Comprehensive Plan* policies.

The concept site plan on page 53 of this packet shows two office retail areas; one adjacent to Arctic Boulevard and one midway through the tract; both are south of the east-west spine road traversing the site. Two hotel footprints are planned on the east end of the property. A detention pond is mid point and there are three building structures containing independent multi-family residential units. The property to the north is zoned R-3 and PL1, property to the east is zoned I-1, there is vacant property and the Lone Star Restaurant, to the south is a commercial area zoned I-1, and to the west is developed residentially and zoned R-1 and R-2A. Sewer and water are available; there is minimal school impact; the property is within police, fire and building safety areas; within a ¼ mile radius are 2.5 acres of B-3SL vacant land, 32 acres of vacant I-1, and 26 acres of vacant R-3 land including the 16.5-acre petition site. The petitioner had proposed 230 to 240 residential units and the Department recommends a special limitation requiring a minimum of 248 units in order to achieve a density of 15 DUA. The Department is also recommending that permitted principal uses and structures are limited to multi-family residential at a density

of not less than 15 DUA, office with ground level retail, hotels, and conditional uses limited to restaurants and other places that may serve food and beverages, including the retail sale of alcohol. MS. AUTOR reviewed the Department's recommendations. The Department recommends that future development be in general conformance with the development concept design plan and that development shall provide a minimum of 248 residential units. Office/Retail shall not exceed 135,000 square feet; hotel(s) shall not exceed 220 guest rooms. In order to assure that residential units are developed, the Department recommends that Phase I Development shall include 148 residential units, the park detention pond, one hotel, one office retail building. No certificate of occupancy shall be granted for any Phase I construction prior to a certificate of occupancy issued for the 148 residential units. Phase II Development shall include 100 residential units, one hotel, and one office retail building. No certificate of occupancy would be granted for any Phase II construction unless the residential units are completed. A non-public hearing site plan review and approval is required for each phase of development by the Urban Design Commission. Design guidelines shall be submitted that address landscaping, pedestrian circulation, signage, architectural design and materials, lighting, ground floor retail access and transparency, and northern design principles. The Department also recommends resolving design of the detention basin with Project Management and Engineering in order to appropriately treat runoff and protect Business Park Wetlands. Further, the petitioner must provide a parking agreement allowing hotel parking to overflow to commercial building parking lots to the Traffic and Planning Departments for approval

COMMISSIONER JOSEPHSON understood that the plan for development does not bind the petitioner at this point. MS. AUTOR replied that it is a proposal, but the essence of the concept plan does require a connecting road between Arctic Boulevard and Business Park Boulevard, sidewalks on both sides, connections between the tracts and uses, landscaping, the location of the detention basin, and the general location of the uses. COMMISSIONER JOSEPHSON noted that the Commission had not been given the TIA. MS. AUTOR indicated that the ADOT and Municipal Engineer have that document and the petitioner can respond to any questions pertaining to it. COMMISSIONER JOSEPHSON wondered how there could not be large traffic volumes onto Arctic Boulevard from this proposal. MS. AUTOR understood that the comparison of traffic generation is to the maximum build-out under R-3, the adjacent uses, and the planned uses to the east. COMMISSIONER JOSEPHSON noted that the

implication in the packet is that this proposal does not need to be reviewed vis-à-vis a neighborhood or district plan. He asked if these plans do not exist because the City has not done one or the residents did not take action to do one. MS. AUTOR stated that at the time the *Comprehensive Plan* was developed there were to be neighborhood district plans and a process was established to review neighborhood issues. All of these issues are identified under Policy #25 on page 10 of the packet. COMMISSIONER JOSEPHSON noted regarding Policy #10, encouraging mixed-use development within neighborhood centers, that the petitioner on page 39 of the packet writes that this proposal would generally not serve many of the residential areas near the intersection. MS. AUTOR believed the petitioner is suggesting that what exists does not meet the walkable concepts envisioned under the neighborhood center. COMMISSIONER JOSEPHSON stated there is reference on page 17 of the packet that the residential development would be aimed at middle aged/seniors. This is not a requirement, however. MS. AUTOR explained that transitional housing could be apartment dwelling units, but it would not be assisted living. The Staff analysis distinguishes the differences between those two uses and noted that Staff has conditioned the approval to ensure that there is no loss of residential by requiring 248 dwelling units, or 15 DUA. COMMISSIONER JOSEPHSON noted that Staff is proposing that the site plan be non-public hearing. He asked if the UDC hearing is also non-public hearing. MS. AUTOR replied in the affirmative. COMMISSIONER JOSEPHSON asked if the church is quit claiming this property to other investors or is the church retaining title to the property. MS. AUTOR understood that the parcel would be platted and tracts would be developed with multi-family on a 3.9-acre tract, a detention pond on .6 acres, two hotels on two separate tracts, and each of the offices on two separate tracts. Those could be individually purchased, but would have to be developed according to the special limitations. CHAIR JONES noted that this is a zoning action, which does not pertain to ownership of the property.

COMMISSIONER ISHAM asked for an explanation of the discussion in the packet on conditional uses. MS. AUTOR explained that any time alcohol is going to be served a conditional use is required through the Assembly.

COMMISSIONER PALMER asked what is the rationale in special limitation 6 for having a non-public hearing for each phase and not just for the entire development. MS. AUTOR responded that development would not necessarily occur at the same time. Guidelines

for each phase are needed and a review would be required before the UDC for each.

COMMISSIONER PEASE noted that the packet says a total of 1,087 parking spaces are required and she wondered whether Staff had explored the possibility of joint parking use. She noted that the petitioner asked to provide one parking space per unit for the independent living development and the MOA is requiring 1.5 spaces. MS. AUTOR explained that the figure of 1.5 is derived from the Title 21 requirement with regard to the size of the dwelling unit. The size of units is not known and this figure is based on a minimum size. If there are fewer but larger units, the required parking might differ. They are also proposing one office retail use at 45,000 SF and another at 90,000 SF, but those developments may be smaller than that, depending on what the site can accommodate in terms of parking and the other uses combined. This will be determined at the time of application for construction. The Department does not oppose shared parking.

COMMISSIONER PHELPS asked if special limitation 2 is meant to limit conditional uses to "restaurants and other places serving food or beverages involving the retail sale, dispensing or service of alcoholic beverages in accordance with section 21.50.160." MS. AUTOR replied that this could relate to a ground floor restaurant in an office building and/or to a hotel. In any case, any alcohol use can only be allowed through a conditional use. COMMISSIONER PHELPS asked if permitted uses under special limitation 1 could include an item "d. restaurant." MS. AUTOR stated this could be added, if the Commission wishes. COMMISSIONER PHELPS stated that the second sentence of special limitation 4 seems to read that no certificate of occupancy shall be granted, even for the residential space, but he believed it was referring to non-residential space. MS. AUTOR indicated that this is correct. COMMISSIONER PHELPS felt that special limitation 8 could be deleted because it is in already addressed in special limitation 3. COMMISSIONER PHELPS suggested that special limitation 9 read, "Resolving the amount and location of parking with the Planning and Traffic Departments prior to approval." MS. AUTOR stated this is a function of the site plan review. If the amount of required parking cannot be provided, the petitioner can seek a minimal variance from the Traffic Engineer, explore shared parking, or downsize the development. COMMISSIONER PHELPS noted that special limitation 9 presumes that a parking agreement will be required, which may not be the case. MS. AUTOR concurred.

The public hearing was opened.

STEVE HOLSINGER, pastor of Faith Christian Community, expressed appreciation on behalf of the church for the process. He stated that the church is not in the land or development business. This property was purchased with the intention of building a new facility for the congregation and he purchased the commercial property next door. After the church had spent a great deal of money on architecture and engineering, it was found that development is out of reach for the church because of deep peat and other issues. For many years this site has been a dumping ground for cars and appliances and a transient camp. The church intends to be good citizens and good neighbors. The church will remain a resident of Spenard and Midtown. The church intends to build larger facilities on Wisconsin to better serve the community. The plan for this site will allow the church to recoup its investment while meeting Title 21 and contributing to the revitalization of this part of town.

DWAYNE ADAMS, representing the petitioner, stated that the subject site has been problematic for many years. The property was the subject of an areawide rezoning many years ago and it has not changed. He displayed a graphic showing the site and the boundaries of 15 feet of peat, 10 feet of peat, and 5 feet of peat. The cost of developing the property has overridden the ability to develop it. The *Comprehensive Plan* provides direction for the development of this land. The Land Use Policy Map shows this parcel in a neighborhood center. Arctic Boulevard is a Transit-Supportive Corridor. The residential intensity map calls for a residential density of 15-35 DUA. There is recognition that bringing the plan to fruition requires balancing the uses. The residential component is independent living and would be located adjacent to multi-family residential to the north and to the west. The plan also provides 45,000 SF of office space with ground floor retail. A neighborhood center was discussed for this area where there is I-1 property, a gas station, and strip mall and no other residential. This development presents an opportunity to include residential adjacent to existing residential and some office, to bring the neighborhood center concept to fruition. There is a strip mall on I-1 land to the south, so parking for this development is placed against that property. The street in this development has sidewalks on both sides to provide connectivity between Business Park Boulevard and Arctic Boulevard. The hotels are at the eastern end and the major employment area of Midtown accesses via Business Park Boulevard. Independent living units are targeted to low vehicle-to-household ratios, which utilizes the transit supportive corridor aspect of this site. He stated that conditions would be addressed during rebuttal.

COMMISSIONER PALMER asked for comment on the Staff conditions and specifically the requirement for review of each phase before the UDC. MR. ADAMS stated regarding special limitation #1 that the petitioner realizes 15 DUA is recommended in the land use intensity map. With this development, .6 acres is being provided for wetland creation to allow for water cleansing and to extend the Business Park wetlands into this development. This is a benefit to the community and to the residents of this site. Also, nearly three acres are being given over to right-of-way development. This is a significant contribution to the public good. The recommended densities are predicated by 21.05.080(C)(4)(b.2.b) so, although there are tremendous impacts to this land, the Commission has the authority to determine whether or not the density can be lower. The petitioner is proposing 12.3 DUA, which meets B-3 requirements and the requirements for a transit supportive corridor. Special limitation 1.b requiring office with ground level retail may be difficult in the western most office building. He asked to change special limitation 3 from 248 dwelling units to 202 dwelling units. He explained that the market is volatile with respect to hotels and the petitioner would like the designation to be hotel/office space with office space at 111,000 SF in lieu of the two hotel buildings. With regard to special limitation #4 and special limitation #5, while the petitioner understands the concern to ensure build out residential, including that as part of the Commission's action begs the question of whether it is good planning sense. The developer will be seriously challenged to develop this property considering the infrastructure of a street, sidewalks, lighting, curb and gutter, and the creation of the water treatment/park area. To predicate certificates of occupancy on the build out of residential is a questionable planning strategy. He felt there is assurance that residential will be built as it is placed on the best land on the property. He asked to change special limitation #8 to 202 dwelling units. He felt that special limitation #9 provides some flexibility. The petitioner suggests going to site plan review because of their interest in developing a project that is beyond what has been seen in Anchorage. He stated that 21.05.080 allows for a lesser residential density if it "would provide a clear and overriding benefit to the surrounding community." This plan is exemplary with provision of parkland and access into a wetland and a high quality street and he argued that a lower residential density is appropriate.

COMMISSIONER JOSEPHSON asked, given that the changes to the conditions are substantial, would Mr. Adams agree to a special limitation #11 requiring site plan public hearings either before the Planning and Zoning Commission or the UDC. MR. ADAMS noted that special limitation #6 could be changed to require a public hearing review before the UDC. COMMISSIONER JOSEPHSON noted that an application for a Hyatt Hotel will be heard this evening and traffic associated with that use would also use

Business Park Boulevard. MR. ADAMS stated that project cooperated with the TIA and it was not seen as a problem.

COMMISSIONER PHELPS asked if the petitioner is asking that special limitations #3 and #4 not impose a particular residential density. MR. ADAMS responded that Title 21.05.080 allows discretion to allow lower residential density if it would provide a clear and overriding benefit to the surrounding community. The Commission has the ability to consider a lower density. COMMISSIONER PHELPS suggested that the third sentence of special limitation #3 be modified to state, "Hotels/Office shall not exceed, for hotels 220 guest rooms, and 111,000 SF for office space." MR. ADAMS agreed to this change.

COMMISSIONER PEASE asked how traffic from the hotel travels east and north to the heart of the business community. MR. ADAMS explained that there is the ability to turn right or left on International. There is also a restaurant and access to C Street or to Tudor Road at that location. Hotel traffic would likely be going to the major employment center to the northeast. Traffic could either go south and then east or west, to C Street, or north to Tudor. COMMISSIONER PEASE thought that, with the other hotel being developed in this area as well, turning left across traffic on International will mean traffic will travel to Arctic Boulevard instead. She asked when traffic might back up because International is congested. MR. ADAMS did not have an answer to that question. COMMISSIONER PEASE asked if the Traffic Department had any considerations about the need for a signalized intersection at either of the Business Park Boulevard locations or at Arctic Boulevard and the new road. MS. AUTOR replied that Mr. Kniefel, the Traffic Engineer, said that the TIA meets the requirements. There are minor issues to be resolved before final acceptance, but none of those items should affect the approval of the rezoning.

COMMISSIONER PHELPS thought special limitation #1.b should refer to office and ground level retail. MR. ADAMS explained he wished to indicate that the requirement for office with ground level retail should apply to the western most building only. COMMISSIONER PHELPS asked what modifications should be made in special limitation #4 and special limitation 5 to conform to the petitioner's recommendation for 202 welling units. MR. ADAMS suggested that both special limitations #4 and #5 could refer to "at least 100" dwelling units being developed.

CHAIR JONES asked, if this rezoning is approved and the property is subdivided, does the petitioner anticipate having covenants for the subdivision so that if there are different owners there would be guidelines for

development to achieve continuity. MR. ADAMS felt special limitation #6 addresses this concern. CHAIR JONES suggested there might be a note on the plat to make buyers aware that there are special requirements for the development of this property. MR. ADAMS agreed with the suggestion for a plat note.

LARRY MUNICO, member of the Spenard Community Council and resident on Shakespeare Circle, stated his concern with this development is that a new LDS church was just built to the north that will put more traffic onto Arctic Boulevard. There is also a proposal for three hotels north of Tudor Road, bringing more traffic to Arctic Boulevard. Arctic Boulevard is proposed to become a two-lane road, as was done north of 36th Avenue. This will mean that the trouble currently encountered entering a four-lane road will be exacerbated by a two-lane road with a center turn lane. Traffic will come out onto Arctic Boulevard from the industrial area. There is already too much traffic on Arctic Boulevard and access is difficult. Allowing this rezoning from residential to business will worsen the situation. He stated he built his home on Shakespeare six years ago because the area was quiet and he understood that a new church was going to be built.

JEFF WILSON, resident on 47th Avenue, stated he spoke with the pastor this evening and he understood that a quality development is proposed. He also met with the architects, who have a good reputation for quality. The pastor began the project with quality architecture. He asked for more landscaping along Arctic Boulevard, leaving 20 feet, and the petitioner said that could be done. Some others wanted more trees along the north property line and the petitioner agreed to that. This is a much nicer development than he anticipated would be done on this property. He remarked that real thought was put into this development. The entry to this property from Arctic Boulevard will be an island separating traffic lanes. The street wanders through the site. He asked that the petitioners be allowed to have a sidewalk on one side only, which may allow more trees to be retained. He felt that traffic impacts would not be that bad and that most traffic would go through the east end and filter down to Tudor Road, onto C Street, and onto International. He stated that as an architect and a neighbor this development proposal is better than what he expected. He tentatively supported the proposal.

MARTY OSREBEKER, property owner for 15 years, stated she was concerned with the trees being a buffer and all of the landscaping being taken down and replaced, however, the term "residential" is used but the packet talks about "transitional housing." There was also a comment that not everyone would have a car. She was concerned with the kind of people who will live in

transitional housing. She explained that there are several single people living in the condominiums adjacent to the petition site and it has been safe so far. The end of 47th Street is a protected wildlife area. She asked how will this development affect the wildlife. She noticed that there are no height restrictions on the housing. She asked, if the housing is transitional, from where do the residents come, who will oversee the housing, and how will property values be affected.

CHAIR JONES asked that Staff address the questions posed by Ms. Osreeker. She noted that the only conditional use is for alcoholic beverages. MS. AUTOR understood that the residential buildings and the hotel would not exceed a height of four stories. She noted that there is a definition in Title 21 for transitional housing: "temporary housing with services to assist homeless persons and families to prepare for and obtain permanent housing within 24 months." Assisted living refers to a program that meets the definition for assisted living under the State statutes. Those are not dwelling units, they are uses that can occur in multi-family housing. The petitioner is proposing a particular number of dwelling units.

MATT BURKHOLDER, Chair of the Spenard Community Council, stated that when the petitioner came to the Council their proposal was generally supported. The proposal tonight is somewhat changed from the original proposal and now includes hotels and maybe offices, depending on the market. There is concern with the impact of traffic from this and other developments on Arctic Boulevard. He stated he lives in Windmere Subdivision and in order to reach the uses on this site he would need connectivity across Arctic Boulevard. He asked if there would be connectivity to the bus stop to the north of the outlet from the petition site onto Arctic Boulevard and south on the other side of Arctic Boulevard. He also did not want traffic traveling through Lancaster Street in his subdivision.

COMMISSIONER PEASE asked that Staff address the question of pedestrian crossing of Arctic Boulevard. MS. AUTOR understood that the redesign of Arctic Boulevard calls for sidewalks on both sides and this project would provide access on both sides of the spine road onto Arctic Boulevard, as well as pedestrian access to the south. There is pedestrian circulation within the site around the detention pond and access to the wetland park to the north. People would have to walk to the signal lights at International or Tudor Road in order to cross Arctic Boulevard. She was not aware of lights planned for east-west pedestrian access across Arctic Boulevard at any other points. COMMISSIONER PEASE asked what would be the petitioner's response to the suggestion of providing one sidewalk on the interior road in order to add more landscaping. MR. ADAMS stated this is possible. He

thought there was a strong landscape plan at this point. He noted that a sidewalk will be needed near the commercial space where ground floor retail is proposed. He suggested that this could be resolved during site plan review.

VIRGINIA DOUGLAS, nearby resident, stated her backyard faces Arctic Boulevard. The traffic is horrendous and the noise level is horrendous. She stated she did not think there would be this type of development near her home. She explained that discussion of having hotels, liquor, and homeless people on this site concerned her. She asked how residents would be screened. She indicated that pedestrians currently race across Arctic Boulevard from the bus stop. She did not want more alcohol in this area. She stated that there are also many accidents in this area; she has lived in the area since August 2001. She thought the development plan is beautiful and perhaps workable, but she was disappointed this is what the church wants to do.

KEN THOMPSON, resident and businessman in Anchorage for 14 years, stated that while he is a member of the church, his comments represent those of a business leader who wants more Class A office space and business in Midtown. He stated that he is in the oil gas exploration and development business. He is the managing director of a private oil exploration firm called ABCG Brooks Range Petroleum. His firm is the most active oil exploration firm in Alaska. He is excited to report they had two oil discoveries on the North Slope. They work with 30 other companies in Anchorage. If discoveries are confirmed and development proceeds, his company will expand and they will assess Class A office space in Midtown. He found the petitioner's proposal appealing as it combines Class A office space with residential units and retail space. Hotels would be conveniently next-door for outside business guests when in town for meetings. He remarked that, in the past when he was president of ARCO Alaska, he was aware that many employee surveys indicated a desire to work, live, and shop in the same area. He applauded the Commission for fostering such neighborhood centers in Anchorage. He also supported this development from the perspective of a member of Faith

Christian Community Church because this proposal agrees with the positive values of building a strong community and ensuring a high-quality, attractive development.

TIM WORTHEN, business owner in the area, stated he has owned real estate in Anchorage for 27 years and favors good real estate development. The community center concepts in the comprehensive plan have been good, but difficult to accomplish. The petitioner's proposal is a good concept of a greenbelt and street through a well-developed plan. He has been in the travel industry for 20 years and the idea of more hotels is attractive. He stated his

100 employees use the strip malls in this area and it will be nice to have a good quality development in the area.

In rebuttal, MR. ADAMS stated that the target for housing on this site is independent housing to serve the maturing spectrum of the population. This type of housing is differentiated from assisted living in that the residents are fully mobile individuals who can live independently. Sometimes there may be an attendant on duty. There would perhaps be a restaurant and a place for people to gather. The target is independent living, not necessarily transient housing. He noted with respect to traffic that regardless of what is done on this site, there would be a connection from this property to Arctic Boulevard. The petitioner has addressed the traffic situation by moving office uses to one side and residential uses to one side. The TIA found that restrictions for turning movements onto Arctic Boulevard is not merited, but both the Traffic Engineer and ADOT reserve the right to impose a right-turn only at some point. The intent is for one building to be 3 to 4 stories in height. The residential housing would be four stories with underground parking.

COMMISSIONER EARNHART asked what size of development is proposed, noting that to accommodate 100 units those units must be small, given the proposed footprint and a height of four stories. MR. ADAMS replied that they are modeled after some plans in the Denver area. They would be one and two bedroom units.

COMMISSIONER PALMER noted that the packet talks about transitional housing. He asked if the intent is transitional housing similar to that provided at Safe Harbor Inn or is this proposal for more independent senior citizens. MR. ADAMS replied that the intent is to serve senior citizens, but it is difficult to find a definition for independent living other than the definition provided by Alaska Housing Finance Corporation, which says, "congregate housing with fully independent living units and services integrated in buildings that may include, but are not limited to, housekeeping, meal service, and resident training or development programs." CHAIR JONES felt that occupancy would also be a function of economics.

COMMISSIONER PEASE what is the need or plan for lighting a four-story building and how could spillover to the north be prevented. MR. ADAMS stated the site plan provides a residential face to the north. The parking is on the south so the lighting from that lot points south. There will be cut-off lighting fixtures.

COMMISSIONER ISHAM noted that the code limits height to 35 feet. He asked if there is any intention that this is a nonprofit transitional housing development. MR. ADAMS replied that it will be a rental situation.

COMMISSIONER PEASE asked if there is a pond on the site. MR. ADAMS stated there is a detention pond, which is labeled on page 55 of the packet, but it cannot be defined until development proceeds. The intent is that it be for passive recreation. COMMISSIONER PEASE asked if there would be any way to use snow storage as a recharge for the wetland. MR. ADAMS replied that there is an area south of the independent living units and snow storage could occur there. Some snow will have to be hauled from the site.

COMMISSIONER PEASE asked that the petitioner comment on special limitation #10 "No snow storage shall be allowed on site to exceed 72 hours." MR. ADAMS suggested that this be resolved at the site plan review level. He felt there could be a requirement for no snow storage in parking areas.

COMMISSIONER ISHAM asked whether the petitioner would agree to providing a signal at the intersection of Arctic Boulevard and Lancaster. MR. ADAMS replied that Arctic Boulevard is controlled by the State. The State memo dated July 7, 2008 from Scott Thomas accepts the TIA and states that no mitigation is required or recommended; Mr. Thomas made suggestions about internal circulation. Mr. Thomas also notes that the Doubletree TIA indicates that a future raised median may be installed along International Airport Road, as needed. He also notes that business access along that road makes this a complex layout requiring planning from Arctic Boulevard to C Street. MR. ADAMS had no objection to a condition to resolve the requirement for signalization of that intersection.

COMMISSIONER PHELPS asked if the petitioner would agree to a condition to be in compliance with the recommendations of the TIA. MR. ADAMS replied in the affirmative.

The public hearing was closed.

COMMISSIONER JOSEPHSON asked where things such as a plat note, covenants, height limitations, 20-foot landscaping on the west and possibly the north, providing one sidewalk in order to expand landscape, and resolving the need for improvement at Lancaster and Arctic might be imposed. MS. AUTOR suggested that these could be additional special limitations.

COMMISSIONER PEASE also thought the applicant was interested in allowing snow storage in areas that would allow recharge to wetland and in parking agreements.

COMMISSIONER PHELPS moved for approval of the rezoning subject to the Effective Clause recommended by the Department and Special Limitations #1 through #10, amending Special Limitation #1.a to delete "15" and insert "12.3", amending Special Limitation #1.b to state, "office, and ground level retail within the structure "office" in the southwest corner of the site plan," amending Special Limitation #2 by placing a period after "beverages" and deleting the rest and inserting "All other uses except as provided in 1 and 2 above are prohibited," amending Special Limitation #3 to delete "248 residential units" and insert "202" residential dwelling units" and amending the third sentence to state, "Hotel/offices shall not exceed, for hotels 220 guest rooms, or 111,000 SF for office uses," amending Special Limitation #4 to delete "148" and insert "100" in two places and insert after "Phase I" the phrase "non-residential space" and delete "Construction," amending Special Limitation #6 to delete "non-" and the sentence, "This review shall address the preservation of landscaping along the north and west property lines and the feasibility of reducing the sidewalks on the south side of the main road with the concept of augmenting with additional landscaping. The adequacy of the provision of residential uses consistent with the Faith Christian Community Rezoning Development Concept site plan shall also be addressed," deleting Special Limitation #8, amending and renumbering Special Limitation #9 to state, "Resolve the amount and location of parking with the Traffic and Planning Departments and, based upon need, a joint parking agreement shall be provided for approval by the Traffic and Planning Departments," adding a new Special Limitation #9 "On-site storage of snow shall not exceed 72 hours, except as permitted as part of an approved wetlands pond or pooling area," adding a new Special Limitation #10 "All development shall be consistent with the requirements of an approved TIA," and adding a new Special Limitation #11 "A plat note shall be provided as specified in the special limitations and that note should be accomplished in the subdivision action." COMMISSIONER WANG seconded.

COMMISSIONER PEASE suggested that Special Limitation #9 should state "On-site storage of snow shall not exceed 72 hours, except as permitted as part of an approved wetlands pond or recharge area." *This was accepted as a friendly amendment.* She also suggested adding, "Resolve the need for traffic safety improvements on Arctic, including possible turning improvements and improvements for pedestrian crossing." COMMISSIONER PHELPS suggested this be addressed in Special Limitation #10. COMMISSIONER PEASE asked that the Non-Motorized Access Coordinator be included in that special limitation. *This was accepted as a friendly amendment.*

COMMISSIONER FREDRICK asked to hear Special Limitation #3.

COMMISSIONER PHELPS reviewed the changes to that special limitation. COMMISSIONER FREDRICK understood that the petitioner suggested that, should the hotel guest rooms be converted into office space, that should not exceed 111,000 SF. This would leave a sum of 135,000 SF for office/retail plus an additional 111,000 SF. *This was accepted as a friendly amendment.* The third sentence of Special Limitation #3 now reads, "Office/Retail shall not exceed 135,000 SF, hotels shall not exceed 220 guest rooms or 111,000 SF if developed as office space."

COMMISSIONER PALMER understood the potential need for a signal light on Arctic Boulevard, but did not want to have State DOT hold up this development. COMMISSIONER PHELPS noted that the TIA has to be approved by both the Traffic Engineer and the ADOT. CHAIR JONES noted that the DOT might ultimately not allow a signal.

COMMISSIONER JOSEPHSON suggested a new Special Limitation #12

"Height restrictions for the hotel and office and residential shall be four stories." MS. AUTOR stated that heights are unrestricted in B-3. MR. ADAMS explained that parking is proposed underneath and that would be half a story. He preferred to be allowed some creativity in design. He understood the concern with a tall structure near the residential area to the north. He agreed to four stories with parking underneath for the residential portion of this development. COMMISSIONER JOSEPHSON suggested adding "excluding a subterranean garage and this height restriction is restricted to the residential parcels on the north and west."

COMMISSIONER ISHAM stated that in the B-3 district a maximum height of structures is unrestricted except none shall exceed the standards of 21.65,050, which says that no structure shall not exceed the greater of 35 feet above ground elevation or the maximum height permitted in the airport height zone. MS. CHAMBERS stated that only applies to areas affected by airport height limitations. *This was accepted as a friendly amendment.*

COMMISSIONER JOSEPHSON suggested a new Special Limitation #13

"provide 20 feet of landscaping on the west and north sides of the project, at least abutting residential parcels." COMMISSIONER PHELPS suggested adding "and shall not be less than 20 feet" to Special Limitation #6. *This was accepted as a friendly amendment.*

COMMISSIONER JOSEPHSON noted that the reduction in Special Limitation #4 seemed random and does not seem to relate to the reduction in DUA from 15 to 12.3. COMMISSIONER PHELPS indicated this is what the petitioner suggested. He suggested inserting in Special Limitation #4 and

Special Limitation #5 "no less than" before 100. COMMISSIONER FREDRICK suggested that the units delineated in Special Limitation #4 and Special Limitation #5 should total a sum of 202. COMMISSIONER PHELPS changed Special Limitation #4 to delete "100" and insert "102". *This was accepted as a friendly amendment.*

COMMISSIONER PHELPS felt this proposal was worthy in this area of town. The applicant has made a good point that there are substantial layers of peat that are sufficient to require a certain type of development. This proposal provides for residential, office, and perhaps hotel. The loading of the traffic should be to the east and not to Arctic Boulevard. The proposal deals with the issue of providing limited housing. He understood that while the housing is referred to as transitional, they are residential dwelling units of some form. This project goes a long way toward meeting the *Comprehensive Plan* and the site design is a good way of developing this site with minimal impacts. The changes to the special limitations should further conform the proposed development to the site and address the public's concerns.

COMMISSIONER FREDRICK was not sure it was necessary to reduce the number of required residential units because the B-3 require a minimum of 12 DUA and that is exceeded. However, he noted that in comparison to what would have been allowed in the R-3 zone, the Commission has authority under 21.05.080.C.4.b.2.b if "a lesser residential density would provide a clear and overriding benefit to the surrounding neighborhood." He felt that a reduced density would have a positive impact on the neighborhood.

COMMISSIONER PEASE supported the project with enthusiasm as one of the most well planned integrated developments she has seen in Midtown. She noted that AMC 21.05.080 is the authority by which it is appropriate to reduce the residential density. She commended the applicants for implementing Policy #25, the neighborhood commercial center, Policy #54, roadway design that ensures safe pedestrian movement and neighborhood connectivity, and Policy #67. This project is one of the first that has augmented an existing open space with additional acreage and possibly enhancing the runoff and discharge. She encouraged the MOA to push DOT hard with what might be necessary traffic improvements at Lancaster and Arctic Boulevard.

COMMISSIONER EARNHART thought the Commission lost sight of the action before it, which is not a site plan, but rather a rezoning with special limitations. The site plan is not being approved and the development could be very different from what is shown in the site plan. This petitioner is speculating to get more money out of this site. The peat on this site is no

worse than with many other residential developments in Anchorage. The plans are attractive, but the matter comes down to execution. He anticipated that pedestrians would not use the internal road. He noted that there was going to be retail in the bottom of both office buildings and now it is limited to the very small office building facing Arctic. He felt that there should be some assurance of the development if a zoning change that reduces residential is approved.

COMMISSIONER WANG understood Commissioner Earnhart's concerns, but thought there is still significant residential portion remaining in this project. He also thought that the transition from residential to commercial moving north to south is not problematic in the context of the community. He appreciated the burdens that will be created by this development, but the point of reference is this development versus otherwise permitted residential development at a rate of 21-35 DUA, which is a by-right use.

COMMISSIONER JOSEPHSON supported the motion, believing the problems on Business Park Boulevard would become apparent. He was aware there is landscaping in this area, particularly near Tudor Road, but this road is two lanes only. He thought the Commission was likely to find the Hyatt project desirable as well, and he feared that a bottleneck would result. He felt this development had some promise and agreed with Commissioner Wang that it must be compared to by right uses. The public is also protected by the requirement for a public hearing.

CHAIR JONES enthusiastically supported this project, even though the Commission is seeing only a proposed site plan. If this rezoning is approved, no one can develop this property without a site plan that will undergo a public hearing before the UDC and meet each of the special limitations this action imposes. Under the R-3 zone, this property could be developed by right with very minimal oversight. That would result in more traffic impact on the community than this proposal. If the occupants of the housing are the targeted population the petitioners have identified, the traffic patterns will be different than residents who go to work and school. She stated that she travels A and C streets daily and she never sees queues of vehicles going into or coming out of hotels.

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

PASSED

DEPARTMENT OF COMMUNITY PLANNING AND DEVELOPMENT
PLANNING STAFF ANALYSIS
REZONING

G.2.

DATE: June 2, 2008

CASE NO.: 2008-083

APPLICANT: Faith Christian Community

REPRESENTATIVE: Dwayne Adams, Land Design North

REQUEST: R-3 (Multi-Family residential) to B-3 SL (General Business) with Special Limitations

LOCATION: A 16.54-acre parcel in the Doubletree Center Subdivision #1, Tract A, Block 2, generally located on the east side of Arctic Boulevard and north of West International Airport Road.

SITE ADDRESS: No Address Available

COMMUNITY COUNCIL: Spenard

TAX NUMBER: 009-221-27

ATTACHMENTS:

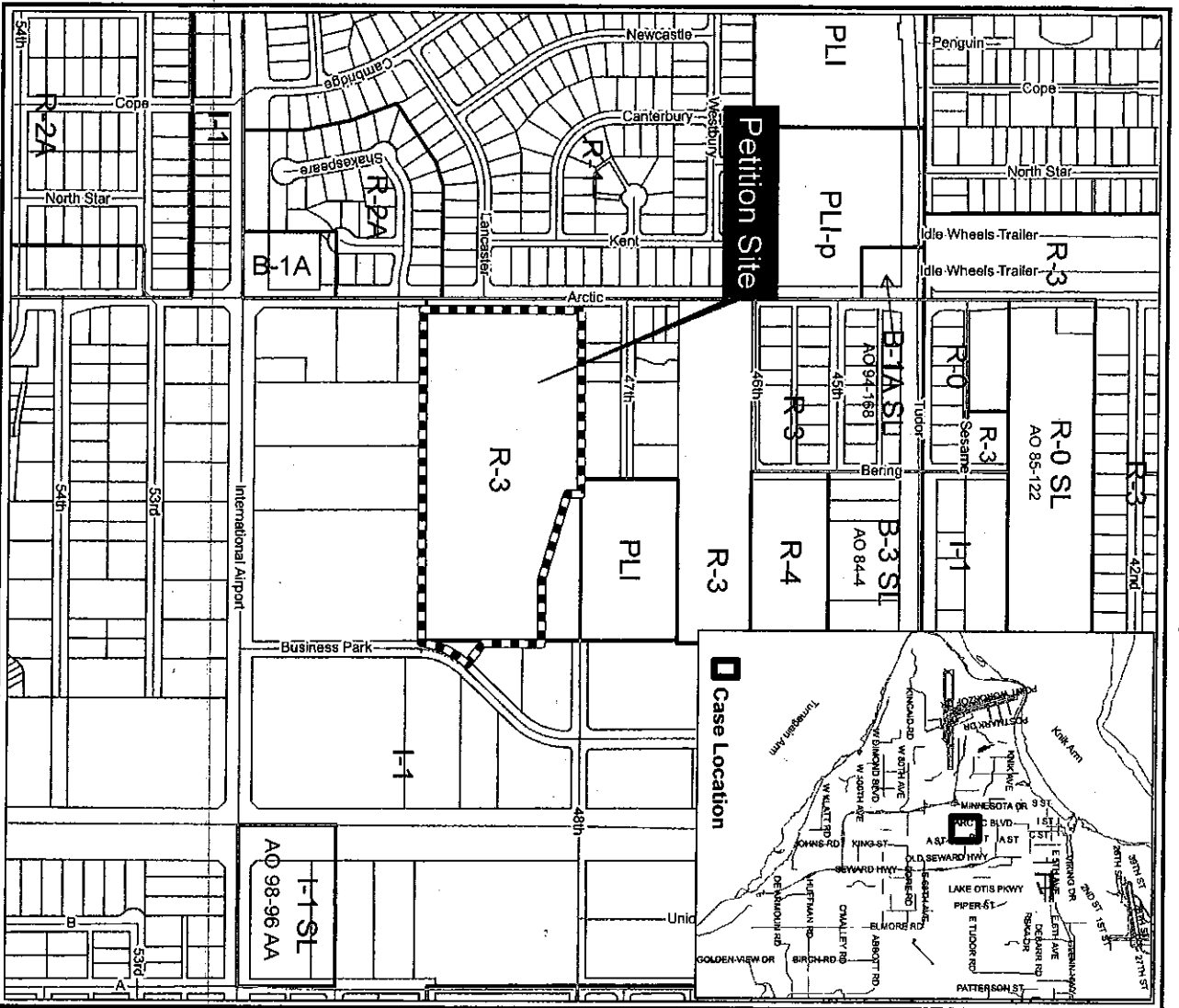
1. Zoning & Location Maps
2. Departmental Comments
3. Application
4. Posting Affidavit
5. Historical Information

RECOMMENDATION SUMMARY: Approval

SITE:

Acres:	16.54 acres
Vegetation:	Spruce and Birch at edges of property
Zoning:	R-3
Topography:	Low, even
Existing Use:	Vacant
Soils:	Public water and sewer available to the lot/ Class "C" wetlands requiring a Core Fill Permit.

2008-083

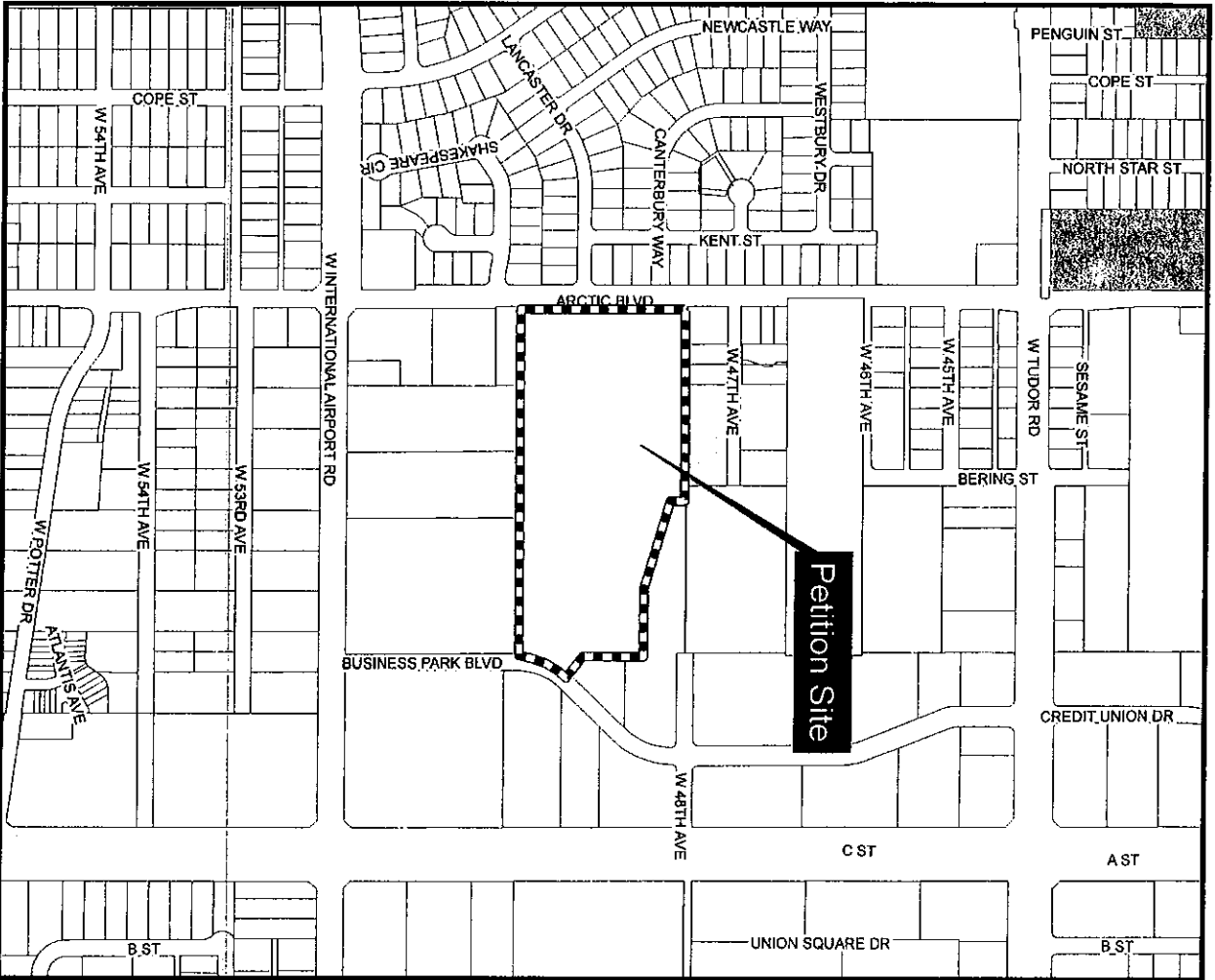


Municipality of Anchorage

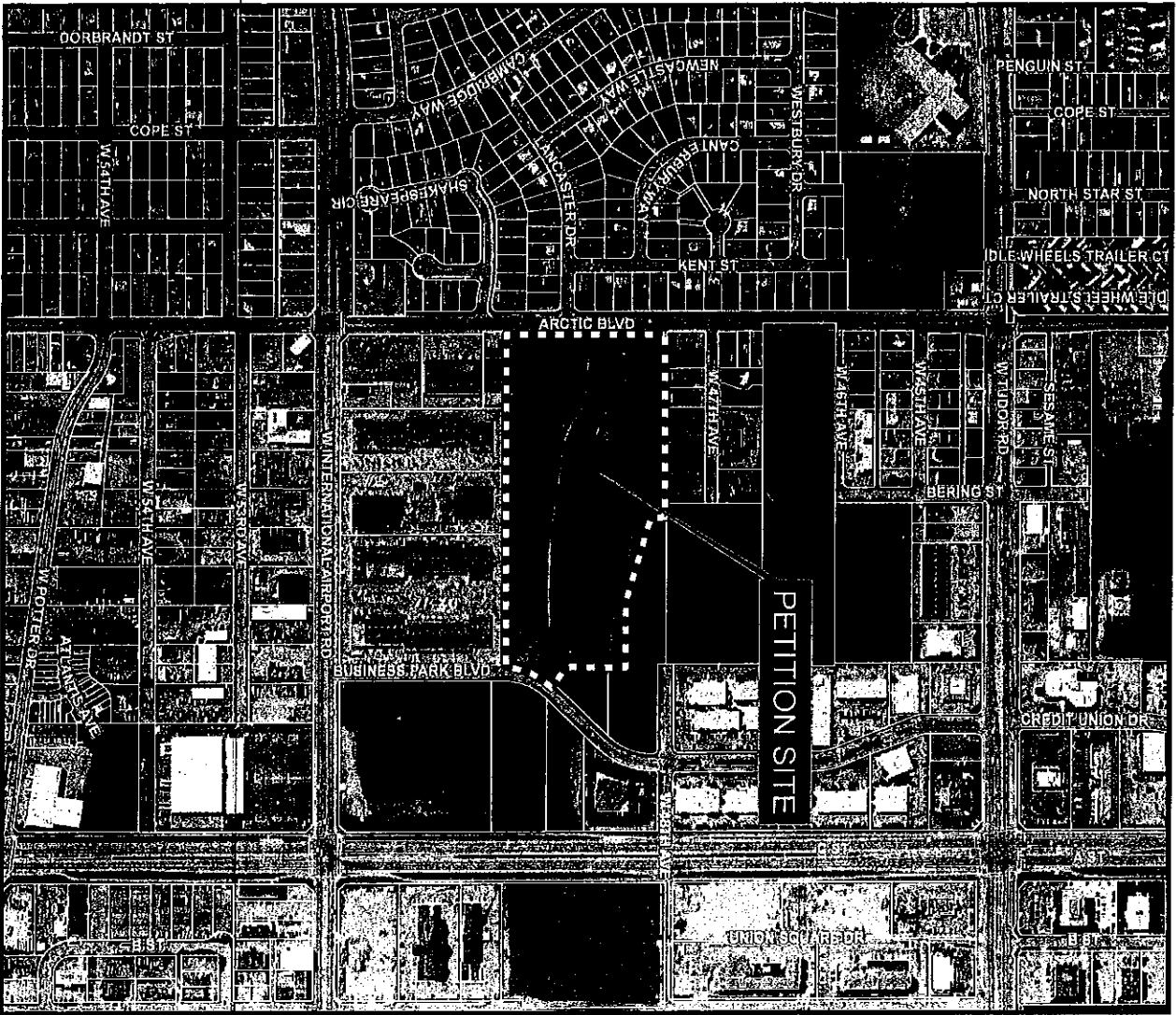
Flood Limits

N

2008-083



2008-083



COMPREHENSIVE PLAN:

Anchorage 2020: Neighborhood Commercial Center
Transit Supportive Corridor

1982 Anchorage Bowl Comprehensive Plan
Generalized Residential Intensity Plan:
Classification: Residential
Density: 21-35 DUA

SURROUNDING AREA

NORTH	EAST	SOUTH	WEST
Zoning: R-3/PLI	I-1	I-1	R-1/R-2A
Land Use: Multi-family	Light Industrial	Light Industrial	Single-Family Residential/
Wetlands			Two-Family Residential

LAND USE COMPARISON

	CURRENT R-3 District AMC 21.40.180	PROPOSED R-3 District AMC 21.40.180
Height limitation:	35 feet	Unrestricted
Minimum lot size:	Single-Family-6,000 SF/50 Two-Family- 6,000 SF/50 Three-Family-6,000 SF/50 Four Family-6,000 SF/50 *Five or more-8,500 SF/75 plus 1,000 SF for each in excess of 5 units	6,000 SF/50 feet wide
Yards:		
Front	20-Foot	10-Foot
Side	5 feet / 10 feet for 3 or more units	10-feet adjacent to residential; otherwise none
Rear	10 feet/ 20 for 3 or more units	15-feet if adjacent to residential; otherwise none
		If Residential:10-foot front; 5-foot side, plus 1-foot for each 5-feet in building height greater than 35 feet; 10-foot rear; multi-family 100 square feet usable yard per dwelling unit
Lot Coverage:	40%	Residential: 50% All other uses: Unrestricted

	CURRENT R-3 District AMC 21.40.180	PROPOSED R-3 District AMC 21.40.180
Landscaping	All areas not devoted to buildings, structures, drives, walks, off-street parking facilities, usable yard area or other authorized installations shall be planted with visual enhancement landscaping. The property owner or his designee shall maintain the landscaping.	Buffer landscaping along each lot line adjoining in residential district, plus Visual landscaping. If applicable, perimeter, arterial landscaping

PROPERTY HISTORY AND SITE DESCRIPTION:

The vacant petition site fronts Arctic Boulevard on the west and Business Park Boulevard to the east. It is generally located between Tudor Road to the north and International Airport Road to the south. Property to the west is zoned R-1 and R-2A, and developed with single-family residential. Property to the north is zoned R-3 consisting of multi-family residential. Also to the north is PLI, and are preservation and developable wetlands. Commercial retail malls, zoned I-1, are located to the south. Land to the east is zoned I-1, most of which is vacant, with the exception of a restaurant located at the southeast corner of West 48th Avenue and Business Park Boulevard.

The site is low-lying land and has been filled over time. There is a significant amount of peat varying in depth from 5 feet to 15 feet. Black spruce and low brush shrubbery is found along the western boundary; however, the greater portion of the lot is void of vegetation. Class "C" wetlands are located in the southeast corner of the subject property. This wetland unit is eligible for a General Permit for Wetlands Fill. The petition site is within an area categorized as Zone 3, moderate ground fail susceptibility.

The petitioner proposes to rezone the 16.54-acre parcel from R-3 to B-3 SL to allow a mixed use development having residential, office/retail, and hotel uses. An east-west public street, with side walks on both sides of the street, will connect Arctic Boulevard to Business Park Boulevard. The proposed special limitations are as follows:

1. The project shall be substantially in conformance with the Faith Christian Community Rezone Development Concept site design submitted with the application.

2. First phase of construction shall include construction of 100 residential units (including independent living units) as part of any initial construction effort. The first phase may include two hotels totaling 220 rooms and a commercial structure. No certificate of occupancy shall be granted for any initial phase of construction unless 100 residential units are completed as part of the initial phase.
3. A second commercial structure proposed on the Development Concept site plan design may not be constructed unless accompanied by a minimum of 100 additional residential units. No certificate of occupancy for the second commercial structure may be granted until the 100 residential units are completed.
4. Submit drawings to the Urban Design Commission for Site Plan Review and approval.
5. Provide design guidelines and building elevations as part of the Site Plan Review in order to provide compatibility between architectural elements on the project.
6. Resolve design of the detention basin with Project Management and Engineering in order to appropriately treat runoff and protect Business Park Wetlands.
7. Provide a parking agreement allowing hotel parking to overflow to commercial building parking lots.

COMMUNITY COMMENTS:

One hundred twenty-two (122) public hearing notices were mailed on May 9, 2008. Public hearing posters were posted on the property on April 14, 2008. At the time this report is written no returned comments were received.

FINDINGS:

21.30.090 Standards for Zoning Map Amendments.

A. Conformance to the Comprehensive Plan.

This standard is met.

The 1982 Anchorage Comprehensive Plan, Generalized Residential Intensity Plan map classifies the petition site as residential development at a density of 21 to 35 dwelling units per acre.

Although not adopted by the Assembly, the 2006 draft concept land use plan map suggests a lower-end density of 15-35 dwelling units per acre for this property.

The property is currently zoned R-3, which is a multiple-family residential district having medium densities. Residential uses are allowed in the B-3 zoning district at 12 dwelling units per acre, or a dwelling in commercial structures with a gross floor area not less than 5,000 square feet.

Policy # 1 states that the Anchorage 2020 Land Use Policy Map shall guide land use decisions until such time as other strategies are adopted that provide more specific guidance. There are no adopted neighborhood or district plans for this area. There are two land use policies, as indicated on the Anchorage 2020 Land Use Policy Map, that are applicable to the subject property.

The property is adjacent to a **Transit-Supportive Development Corridor** (TSDC) and a **Neighborhood Commercial Center** (NCC).

The B-3 special limitations propose a mixed-use development that combines the need to preserve R-3 residential densities of 15 DUA with ground floor retail office buildings, and hotel uses that are consistent with policy #1.

Transit-Supportive Development Corridors represent optimal locations for more intensive commercial and medium-to high-density residential land use patterns which will support and encourage higher levels of transit service. Development along these corridors is guided by Transportation Policy #34, #30 and #37; and Residential Policy #9.

*Policy #34 lists characteristics needed for a TSDC:
Average residential densities equal to or greater than 8 DUA within up to ¼ mile of the major street at the center of the corridor. A special limitation would establish residential uses at 15 DUA.*

- *New commercial development within these corridors is oriented to the street with parking on the side or rear of the building when possible. UDC site plan reviews will address this. The development conceptual site design drawing shows office retail on the south side of the spine road: one building is oriented to both Arctic and the spine road with parking on the interior, and the other building oriented next to the spine road with parking in the rear.*
- *A goal for bus service within these corridors is 15-minute headways during peak hours and 30-minute headways during non-peak periods. The bus service along Arctic appears to meet this goal.*
- *A pedestrian-oriented environ with expanded sidewalks, crosswalks, street furniture, bus shelters and landscaping. UDC site plan reviews will address this.*
- *Additional traffic lanes are not considered along these corridors unless there is no feasible alternative to solve a significant congestion problem. A traffic impact analysis has been submitted to the Municipal Traffic Engineer for review and approval.*

Policy #30 and #37 involve transportation related considerations for future functional plans, standards, and guidelines to address. Not applicable to a rezone application review.

Policy #9 calls for new residential development located within ¼ mile of the major street at the center of the TSDC shall achieve an overall average of equal to or greater than 8 DUA. The proposed residential density is 15 DUA.

Neighborhood Commercial Centers allow neighborhood-oriented commercial uses in and adjacent to residential areas. Neighborhood Commercial Center concepts are created in response to increased urbanization, the need to reduce the number and length of auto trips. These developments are guided by Commercial Land Use Policy #25.

*Policy #25 NCC's are shown on the Land Use Policy Map.
Characteristics of these centers include:*

- *Small-scale, attractive, non-obtrusive and convenient shopping and services for residential areas. This project's special limitations address the specifics suggested in this policy. The ground floor retail will supplement the intersection commercial center providing a location that improves services to the neighborhood.*
- *Whether evolving from existing commercial development or introduced to new areas, their scale and appearance should be compatible with adjacent residential development and responsive to and integrated with nearby residential areas and traffic patterns. This proposed development is specifically designed to enhance connection of residential uses to the retail envisioned on the ground floor of the two commercial structures. It also provides a convenient connection to the Business Park wetlands with a pedestrian access.*

- *Site and architectural design of these centers should be compatible with surrounding neighborhoods and designed with a goal of reducing vehicle trips and distance for neighborhood residents and to minimize traffic impacts on nearby residential areas. The concept of this proposed development promotes safe pedestrian access between the uses within the site, and promotes neighborhood pedestrian connections.*

A proposed special limitation requires the petitioner to submit design guidelines and building elevations as part of the site plan review in order to provide architectural compatibility within the project. These development characteristic will be resolved with the UDC site plan review.

Policy #10. Mixed-use development is encouraged within Neighborhood Centers. Strategies for mixed-use development include housing needs, compatible non-residential uses, public and open spaces, and multi-modal access. This development includes all of the elements mentioned above: 240 units of residential with a common area; 135,000 gross square feet of office and retail; 220 hotel guest room, and 0.6 acres of open space that will connect to

the Business Park wetlands to the north, and site access and location to public transit on Arctic Boulevard. Public transit is within walking distance of this site at International Airport Road to the south and Tudor Road to the north. The proposed special limitations will ensure that the elements of this strategy are met. Development will occur in phases. As proposed the first phase would include 100 residential units, both hotels and one of the commercial structures. No certificate of occupancy shall be granted for any initial phase of construction unless the 100 residential units are completed as part of the initial phase. The second phase would develop the remaining commercial structure and 140 residential units. No certificate of occupancy shall be granted for the second commercial structure until the residential units are completed.

Policy # 12. New higher density residential development, including that within Transit-Supportive Development Corridors, shall be accompanied by: a) building and site design standards; b) access to multi-modal transportation, to include transit and safe pedestrian facilities; and c) adequate public or private open space, parks, or other public recreational facilities located on site or in close proximity to residential developments. As previously addressed, a proposed special limitation requires the petitioner to develop design guidelines and building elevations as part of the development site plan review by the Urban Design Commission. Public transit exists along Arctic Boulevard, Tudor Road and International Airport Road, all within easy direct access from the petition site. Within the site, the spine road will have sidewalks on both sides of the street, and sidewalk connections to Business Park Boulevard walkway. Conceptually, the site plan shows a pedestrian walkway a) circling the detention pond open space with a walkway connection to the Business Park wetlands park, and b) walkway connections to the commercial retail development to the south. The detention pond will serve a dual purpose: a park and open space area and a filtration and detention area to treat runoff.

Policy # 14. New residential development at densities less than identified in Neighborhood or District plans is discouraged. No regulatory action under Title 21 shall result in a conversion of dwelling units or residentially zoned property into commercial or industrial uses unless consistent with an adopted plan. There is no adopted

Neighborhood or District plans for this area. Development includes residential at a minimum 15 DUA.

Additional policies are:

Policy #35. Major new residential, commercial developments shall be assessed for traffic impacts such as congestion and air pollution. A traffic impact analysis for this project has been submitted to the state and municipal traffic engineers.

Policy #43. Plans for major commercial are subject to site plan review. The development concept site plan submitted with this application, and design guidelines and building elevation standards to be submitted to UDC, provides a basic framework for the development to be used for the UDC site plan review.

Policy #49. Site plan layout and building design for new development shall consider the character of adjacent development. The Municipality may require layouts and designs to incorporate the functional and aesthetic character of adjacent development. See above discussion.

Policy #54. Design and construct neighborhood roads and walkways to ensure safe pedestrian movement and neighborhood connectivity, and to discourage high-speed cut through traffic. As proposed the roadway design provides separated walkways on both side of the road with landscaping. The roadway design and provides a curvilinear road design and alignment that is intended to discourage high-speed traffic.

Policy #67. Critical fish and wildlife habitats, high-value wetlands, and riparian corridors shall be protected as natural open spaces, wherever possible. As proposed, the project will capture runoff and treat the runoff in a large treatment and detention basin. The applicant is agreeable to a special limitation that will require resolution of the design of the treatment basin to protect the Business Park Wetlands. A small portion of class "C" wetlands are located in the southeast corner of the site, eligible for a General Permit for Wetlands Fill.

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

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

Environment

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

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

Wetlands: A small portion of Class "C" wetlands are located in the southeast corner of the site subject to a General Permit for Wetlands Fill.

Soils: Most of the site has been filled. There is a significant amount of peat varying in depth from 5 feet to 15 feet except for areas wooded areas along Arctic. Groundwater levels vary across the site from 11 feet to 17 feet.

Seismic: The site is within a seismic zone 3, moderate ground failure susceptibility

Land Use Patterns

To the north the petition site is bounded by both R-3 and PLJ zoned property. A portion of the PLJ property is within the boundaries of Preservation wetlands as well as developable Class "C" wetlands. To the immediate east and south the petition site is bounded by I-1 land. To the west, the site is adjacent R-1A and R-2A property. It should be noted that there is a significant vacant parcel located on the southeast corner of the petition site currently zoned I-1.

Transportation/Drainage

Transit Route #9 travels between the Downtown Transit Center, south to Dimond Center, via Arctic Boulevard.

Transit Route #75 travels between the Downtown Transit Center and the Alaska Native Heritage Center via the Frontier Building (36th Avenue/A-C), Tudor Road and the Muldoon Transit Center.

Project Management & Engineering (PM&E) commented that future development phases will require a drainage analysis and calculations with the application for site plan review and permitting. Such drainage analysis must address retention and treatment for stormwater runoff, and whether footing drains would be required for all structures.

Traffic Engineering review of the traffic impact analysis was not completed at the time this report is written. Their recommendations will be provided separate from this report.

Public Services and Facilities

Utilities: AWWU water and sanitary sewer mainlines are located within the Business Park Boulevard and Arctic Boulevard rights-of-way and are available to the referenced property.

Schools: The petition site is within the Stellar and West High School boundary; Romig and Stellar Middle School boundary; and the Willow Crest Elementary school boundary. The school district applies a housing stock multiplier based on the individual school district attendance-boundary-to-forecast-new students from a given housing type.

The intended development is apartment style multi-family one/two bedroom units having less than 800 square feet. It can be projected that 248 dwelling units will generate 1 elementary student (.03 multiplier), 3 junior high students (.01 multiplier), and no senior high student (.00 multiplier).

Projected school capacity for the 2007-08 school year for Willow Crest is 86%, Romig is 101%, West is 111%, and Stellar (7-12) xx%.

No public comments regarding schools were received from the Anchorage School District. School impacts will be minimal.

Public Safety: The petition site is located within Police, Fire, and Building Safety service areas.

Special Limitations: See pages 3-4 for the seven proposed special limitations.

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

Within one-half mile radius of the petition site are 3.5 acres of B-3 SL zoned vacant land, 32.5 acres of vacant I-1 zoned land, and 26.3 acres of vacant R-3 zoned land (including the 16.5 acre petition site).

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

According to the application, the petitioner expects to begin grading, connected to the Phase I, in 2008. Phase I construction would follow in 2009. Continuation of the development phasing will be market driven, but would expect to begin Phase II in 2010.

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

The petitioner proposes a mixed use development having residential, office/ground floor retail, and hotel uses. This combination of mixed uses, incorporating the neighborhood center approach in this development, can only be achieved in the B-3 District. A special limitation will maintain the number of R-3 dwelling units: 248 units, which equals 15 DUA

If approved, the rezoning will change the land use classification from residential to commercial with no loss of residential. The B-3 regulations allow medium residential density of 12 DUA as a principal permitted use. That would result in 199 units. Transit-supportive development corridor policies require an overall average density greater than 8 DUA.

DISCUSSION:

Development concept site design:

The residential uses are sited adjacent to the residential uses to the north and west. The office/retail uses are sited adjacent to the office retail to the south. The hotels are sited adjacent to the I-1 property to the east.

A special limitation requires design guidelines and site plan review by the Urban Design Commission. The design guidelines would provide architectural compatibility among the mixed development uses.

Recognizing that the various building sizes are only estimates, and the layout of the development is only conceptual and subject to change, it appears that adjustments to the size of the office/retail or hotels may be needed to accommodate all required parking.

Parking: Based on the amount of proposed land uses, a total of 1,087 parking spaces are required.

Use	Parking Ratio	Number Required Parking Spaces
248 - Multi-Family Residential (single lot) AMC 21.45.080.B.2.a-d	1.5 spaces for each one or two bedrooms units under 800 SF	372

Overflow for Apartment Multi-Family (AMCR 21.90.003.E.4)	12% of Required Parking	45
Office/Retail 135,000 Gross SF (AMC 21.45.080.N)	1 space for every 300 SF	450
Hotel - 220 rooms (AMC 21.45.080.D)	1 space per every guestroom	220

The application describes the residential component as "independent residential living units targeted as *transitional* housing that would be occupied by middle aged/seniors that are fully mobile but are seeking housing at lower cost and with less maintenance obligations." Each living unit would have one or two bedrooms. The application goes on to state this the "independent residential" is not "*assisted living*" as defined in Title 21, though assistance would be available to direct residents in securing medical assistance. Whether the residential units are *transitional* housing or *assisted living*, both are allowed within a multi-family apartment structure.¹

¹ As defined in Title 21, *assisted living* refers to housing and ancillary care services offered on a residential basis for an assisted living home in Alaska Statutes 47.33.010 and 47.33.990(6). *Transitional housing* is defined as temporary housing with services to assist homeless persons and families to prepare for and obtain permanent housing within 24 months. The facility provides 24-hour a day, seven days a week programmatic assistance, or services, for self sufficiency skills to the tenants and may provide services such as, but not limited to, on-site assistance to its tenants in learning independent living skills (shopping, cooking, financial budgeting, preparing for job interviews, preparing resumes, and similar skills) and referral to off-site education and employment resources (GED completion, job training computer training, employment services and the like) to assist the tenants in becoming financially self sustaining.

However, there is a parking ratio implication depending on the type of housing:

1. Assisted Living having greater than 8 beds, 1 parking space per 4 beds
2. Transitional Housing parking same as multi-family
3. Multi-family:
 - one and one-fourth parking spaces per each efficiency unit
 - one and one-half parking spaces per each one-bedroom unit
 - one and one-half parking spaces per each two-bedroom unit less than 800 square feet
 - one and three-fourths parking spaces for each two-bedroom unit over 800 square feet

Assuming 248 residential multi-family units with one or two bedrooms of 800 square feet or less requires 1.5 parking spaces each, for a total of 372 parking spaces.

Hotels require one parking space for every guestroom. Retail and office uses require one parking space for every 300 square feet of gross building area. A special limitation is being proposed to provide a parking agreement allowing overflow hotel parking to share parking provided on the commercial building parking lots.

Title 21 allows for an administrative parking reduction of up to 10% if there are valid reasons to expect a smaller parking demand; a formal parking variance through the Zoning Board of Examiners and Appeals process; a shared parking approach. Alternatively, the amount of proposed office retail or hotel use square footage could be reduced.

Phasing:

The conceptual site plan design indicates the residential units will be divided between three buildings: two structures having 100 units and a third unit having 40 units. Presumably, the third building will add 8 more units to bring the total number of residential units to 248 or 15 DUA.

As proposed in the application, development would occur in two phases. The first phase would include 100 residential units, two hotels totaling 220 rooms and one of the commercial structures. The second phase would include the remaining residential units and second commercial

structure. No certificate of occupancy would be granted for any initial phase of construction unless the residential units are completed as part of the initial phase.

To ensure that the 248 residential units are developed, the Planning Department suggests a different phasing schedule. Each phase would have one hotel, one office/retail building, and a minimum of one 100-unit residential building. The Department recommends the following:

1. Phase I: 148 residential units, the park detention pond, one hotel, one office retail building. No certificate of occupancy would be granted for any Phase I construction unless the residential units are completed.
2. Phase II: 100 residential units, one hotel, and one office retail building. No certificate of occupancy would be granted for any Phase II construction unless the residential units are completed.

Platting

A plat will create 5 or 6 lots, and dedicate the spine road as a public road. Based on the concept site plan design, it appears the three apartment buildings will be on one 3.9 acre lot. The detention pond lot will have 0.60 acres, one hotel lot with 2.25 acres, and the other hotel will have 2.15 acres. One office retail lot will have 3.75 acres, and the other office retail lot will have 1.71 acres.

DEPARTMENT RECOMMENDATION:

The Department finds that the requested rezone with the proposed special limitations for a mixed use development for a neighborhood commercial center assures no loss of residential. The location promotes use of public transit. There is good pedestrian access to nearby streets, trails and parks. Special limitations provide for design guidelines, site plan review, and a properly designed detention basin to protect the adjacent Business Park preservation wetlands. The rezone and development proposal is generally consistent with the Comprehensive Plan, and meets the AMC 21.20.090 rezoning standards. The Department supports the rezoning subject to the following effective clause and special limitations:

Effective Clause:

Prior to the rezoning become effective the petitioner shall replat the property and dedicate the spine road as a public street.

Special Limitations:

1. Permitted principal uses and structures are limited to:
 - a. Multi-family residential at a density of not less than 15 dwelling units per acre
 - b. Office with ground level retail
 - c. Hotels
2. Conditional uses are limited to
 - a. Restaurants and other places serving food or beverages involving the retail sale, dispensing or service of alcoholic beverages in accordance with section 21.50.160.
3. The project shall be in general conformance with the Faith Christian Community Rezone Development Concept site design dated 10 April 2008. Development shall provide a minimum 248 residential units. Office/Retail shall not exceed 135,000 square feet; hotel(s) shall not exceed 220 guest rooms.
4. Phase I Development shall include 148 residential units, the park detention pond, one hotel, one office retail building. No certificate of occupancy shall be granted for any Phase I construction prior to a certificate of occupancy issued for the 148 residential units.
5. Phase II Development shall include 100 residential units, one hotel, and one office retail building. No certificate of occupancy would be granted for any Phase II construction unless the residential units are completed.
6. A non-public hearing site plan review and approval is required for each phase of development by the Urban Design Commission. Design guidelines shall be submitted that address landscaping,


pedestrian circulation, signage, architectural design and materials, lighting, ground floor retail access and transparency, and northern design principles.

7. Resolve design of the detention basin with Project Management and Engineering in order to appropriately treat runoff and protect Business Park Wetlands.


8. A minimum 248 dwelling units shall be developed.

9. Provide a parking agreement allowing hotel parking to overflow to commercial building parking lots to the Traffic and Planning Departments for approval.

Reviewed by:


John Nelson
Director

Prepared by:


Mary Autor
Senior Planner

(Tax Parcel ID #009-221-27)
Case 2008-083

DEPARTMENTAL COMMENTS

Case No.: 2008-083

Agency	Comments Included in Packet	No Comments and/or Objections	No Response
Air Pollution Control			
Alameda County			
Alameda Division of			
Animal Care & Control			
Anchorage Police Department			
AWU	X		
DHHS Environmental Services			
DHHS Social Community Council			
Fire Prevention			
Flood Hazard		X	
M&P			
On-Site Water & Wastewater		X	
Parks and Recreation			
Project M&A Engineering	X		
Right-of-Way			
School District			
Transit			
Treasury			
Health & Human Services			
Transportation Planning	X		

08-083

AWWU
DOUBLETREE CENTER #1 BLK 2 TR A, Rezoning to B-3SL General
business district with special limitations, Grid SW1830

1. AWWU water main located in Arctic Blvd and Business Park Blvd currently serves this parcel.
2. AWWU sanitary sewer located in Arctic Blvd and Business Park Blvd currently serves this parcel.
3. AWWU has no objection to this rezoning to B-3SL.

08-084

TED STEVEN INTERNATIONAL AIRPORT, Site plan review for an airport,
Grid SW1824

1. AWWU water and sanitary sewer located on property.
2. Resolve movement of existing water lines to new location and encasing with AWWU Planning.

08-087

T16N R1W SEC 35, Rezoning to T Transition district, Grid NW1762

1. AWWU water transmission main crossing parcel.
2. AWWU sanitary sewer not currently available to this parcel.
3. AWWU has no objection to this rezoning to T.

If you have any questions pertinent to public water and sanitary sewer, you may call me at 564-2721 or the AWWU planning section at 564-2739, or e-mail paul.hatcher@awwu.biz.



Municipality of Anchorage
Project Management & Engineering Department



Comments to Miscellaneous Planning and Zoning Applications

DATE: May 6, 2008

TO: Jerry Weaver, Platting Officer

FROM: Sharen Walsh, P.E., Private Development Plan Review Engineer

SUBJECT: Comments for Public Hearing date: June 2, 2008

Case No. 2008-081 – Plan Amendment for the Anchorage Downtown Comprehensive Plan

PM&E has no comment regarding the Plan Amendment.

Case No. 2008-082 – Rezoning to I-2SL Heavy Industrial District

PM&E has no objection to the proposed rezoning.

Case No. 2008-083 – Rezoning to B-3SL

The Private Development Division of Project Management and Engineering notes the following:

Streets:

1. The current case is for rezoning only, not for a site plan review per se. However, should the rezoning be approved and the proposed site plan pursued the petitioner should expect to address the dedication of right-of-way and construction of the proposed Spine Road.

Drainage

1. Similarly, if the proposed site plan is pursued the petitioner is alerted to the requirement to provide a drainage analysis and calculations to PM&E under land use permit processes. This may include a requirement to analyze whether or not footing drains are required for all structures and a requirement to adequately retain and treat stormwater runoff.

PM&E has no objection to the proposed rezoning.



MUNICIPALITY OF ANCHORAGE
Traffic Department



MEMORANDUM

DATE: April 29, 2008

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

APR 29 2008

THRU: Leland R. Coop, Associate Traffic Engineer

FROM: Mada Angell, Assistant Traffic Engineer

SUBJECT: Traffic Engineering and Transportation Planning Comments for
June 2, 2008 Planning and Zoning Commission Public Hearing

08-079 Regional Fire Training Station; Site Plan Review for a public
facility; Grid 1334

Traffic Engineering and Transportation Planning have no comment.

08-081 East Addition; Anchorage Downtown Comprehensive Plan
Amendment; Grid 1231

Traffic Engineering and Transportation Planning have no comment.

08-082 East Addition; Rezone from PL1 to I-2SL; Grid 1231
Traffic Engineering and Transportation Planning have no comment.

08-083 Doubletree Center #1; Rezone from R-3 to B-3SL; Grid 1830

- Traffic Engineering and Transportation Planning do not oppose the rezone.
- An approved TIA must be in place prior to development of the site.

08-084 Ted Steven International Airport; Site Plan Review; Grid 50905
Provide parking that meets the requirements of AMC 21.45.080.



FLOOD HAZARD REVIEW SHEET

Date: 05/01/08

Case: 2008-083

Flood Hazard Zone: C

Map Number: 0241C

MAY 02 2008

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

☐ Flood Hazard requests that the following be added as a condition of approval:

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

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

☐ Other:

☒ I have no comments on this case.

Reviewer: Jeffrey Urbanus



Municipality of Anchorage
Development Services Department
Building Safety Division

MEMORANDUM



DATE: April 28, 2008

APR 29 2008

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

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

SUBJECT: Comments on Cases due May 5, 2008

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

2008 - 079 Site plan review for a public facility

No objection

2008 - 081 Plan Amendment for the Anchorage Downtown Comprehensive Plan

No objection

2008 - 082 Rezoning to I-2SL Heavy industrial district with special limitations

No objection

2008 - 083 Rezoning to B-3SL General business district with special limitations

No objection

2008 - 084 Site plan review for an airport

No objection

2008 - 086 Zoning conditional use for a medical center

No objection

2008 - 087 Rezoning to T Transition district

No objection

Graves, Jill A.

From: Staff, Alton R.
Sent: Friday, April 18, 2008 3:28 PM
To: McLaughlin, Francis D.; Graves, Jill A.; Stewart, Gloria I.
Subject: Zoning Case Comments

APR 21 2008

Case No. 2008-083 People Mover has an existing bus stop as noted on the plans adjacent to the development. The exact location of the bus stop may move slightly with the reconstruction of Arctic. Thank you for including pedestrian connections to the bus stop from the development.

Case No. 2008-084 People Mover has an existing bus stop at the North International Airport Terminal that will be remain.

The Public Transportation Department has no comment on the following Zoning Cases:

Case No. 2008-086
2008-087

Thank you for the opportunity to review.

Alton R. Staff
Planning Manager
Public Transportation Department
3650A East Tudor Road
Anchorage, AK 99507
907-343-8230

APPLICATION

Application for Zoning Map Amendment

THE TOWN OF WESTPORT
PLANNING DEPARTMENT
100 E. 5th Ave.
Westport, ME 04092
508-836-1200

Please fill in the information asked for below.

PETITIONER*		PETITIONER REPRESENTATIVE (if ANY)	
Name (last name first) Faith Christian Community		Name (last name first) Adams, Dwayne	
Mailing Address Contact Phone: Day: Night: 4240 Wisconsin St. Anchorage 99517 PH: Steve Holsinger, 243-1777		Mailing Address Contact Phone: Day: Night: c/o Land Design North 441 West 5th Avenue, Suite 200 Anchorage 99501 PH: 276-5885 (D), 345-6958 (N)	
FAX:		FAX: 276-5887	
E-mail: sholsinger@faithak.com		E-mail: wcadams@landdesignnorth.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): 009-221-27-000		
Site Street Address: N/A		
Current Legal Description:		
Doubletree Center #1, Block 2, Tract A		
Zoning: R3	Acreage: 15.4	Grid # SW1830

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 Signature (Agents must provide written proof of authorization)

Accepted by:

Poster & Affidavit

Fee

\$8,800

Case Number

2008-083

Application for Zoning Map Amendment continued

COMPREHENSIVE PLAN INFORMATIONAnchorage 2020 Urban/Rural Services: ☒ UrbanAnchorage 2020 West Anchorage Planning Area: ☒ Inside

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

☒ Neighborhood Commercial Center☒ Transit - Supportive Development Corridor

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

Girdwood-Tumagain Arm: N/A

ENVIRONMENTAL INFORMATION (All or portion of site affected)Wetland Classification: ☒ NoneBlue Zone Floodplain: ☒ None100 year Seismic Zone (Harding/Lawson): ☒ "3"**RECENT REGULATORY INFORMATION (Events that have occurred in last 5 years for all or portion of site)**

N/A

APPLICATION ATTACHMENTS

Required: ☒ Area to be rezoned location map ☒ 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: ☒ Site plans to scale ☒ Special limitations ☒ Traffic impact analysis ☒ Site soils analysis ☒ Photographs

Note: No building elevations have been developed at this point in time.

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.



Environmental Solutions for Northern Places

April 10, 2008

Ms. Angela Chambers
Department of Community Planning and Development
Municipality of Anchorage
PO Box 196650
Anchorage, Alaska 99519-6650

Subject: Proposed Rezone, Doubletree Center #1, Block 2 Tract A

Dear Ms. Chambers,

Attached is an application and supporting documentation for the proposed rezone of the subject property from R3 to B3SL. We find that the proposed development concept furthers the interests of the Municipality in developing a solid residential base in Northwest Anchorage while recognizing the interest in also developing a neighborhood center in the area of International Airport Road and Arctic Boulevard as shown in Anchorage 2020.

Please call me if you have any questions regarding the application.

Sincerely,

A handwritten signature in dark ink, appearing to read 'Wm. Dwayne Adams, Jr.', followed by a horizontal line.

Wm. Dwayne Adams, Jr., FASLA

Submitted by: Chair of the Assembly at
the Request of the Mayor
Prepared by: Planning Department
For reading:

Anchorage, Alaska
AO 2008-____

AN ORDINANCE PROVIDING FOR THE REZONING OF DOUBLETREE CENTER #1,
BLOCK 2 TRACT A FROM R-3 (MULTIPLE FAMILY RESIDENTIAL DISTRICT) TO B-
3 SL (GENERAL BUSINESS DISTRICT); GENERALLY LOCATED EAST OF ARCTIC
BOULEVARD AND NORTH OF INTERNATIONAL AIRPORT ROAD.

(MIDTOWN)(PLANNING CASE 2008-xxx)

THE ANCHORAGE ASSEMBLY ORDAINS:

Section 1. The zoning map shall be amended by designating Doubletree Center #1, Block
2, Tract A, as B-3SL (B-3 with Special Limitations).

Section 2. The zoning map amendment designating property as B-3 (General Business
District), described in section 1 above, shall be subject to special limitations.

A. Intent. This ordinance sets forth special limitation which are intended to create
a mixed use development that is appropriate to a Neighborhood Center and a
Transit Supportive Corridor while supporting needed residential densities in
Northwest Anchorage. These special limitations are intended to:

1. Provide for residential densities as required in Anchorage 2020, achieving
no less than 230 residential living units on the subject parcel.
2. Support broader community re-development and multi-modal
transportation goals and policies.
3. Create a pedestrian and transportation-oriented mixed-use development.
4. Attract private investment in commercial and residential development.
5. Recognize the developing business-related infrastructure in Midtown
Anchorage.
6. Maintain a high design standard appropriate for residential development.

7. Reinforce the Neighborhood Center that was envisioned in the Arctic Boulevard/International Airport Road area.
8. Recognize Business Park Wetlands as a wildlife and hydrologic resource and protect its viability.

B. Special Limitations. The following special limitations apply to the development:

1. The project shall be substantially in conformance with FCC Rezone Development Concept approved by the Planning and Zoning Commission.
2. First phase of construction shall include construction of 100 residential units (including independent living units) as part of any initial construction effort. The first phase may include two hotels totaling 220 rooms and a commercial structure. No certificate of occupancy shall be granted for any initial phase of construction unless 100 residential units are completed as part of the initial phase.
3. A second commercial structure proposed on the Development Concept may not be constructed unless accompanied by a minimum of 100 additional residential units. No certificate of occupancy for the second commercial structure may be granted unless the 100 residential units are completed.
4. Submit drawings to the Urban Design Commission for Site Plan Review and approval.
5. Provide design guidelines and building elevations as part of the Site Plan Review in order to provide compatibility between architectural elements on the project.
6. Resolve design of the detention basin with PM&E in order to appropriately treat runoff and protect Business Park wetlands.
7. Provide a parking agreement allowing hotel parking to overflow to commercial building parking lots.

C. Applicability. The provisions and restrictions of Section 2B of this ordinance shall apply to all uses and development in Doubletree Center #1, Block 2, Tract A.

S. Effective Date and Severability. This ordinance shall be effective upon passage and approval, and the Director of the Department of Community

1 Planning and Development shall amend the zoning map accordingly. In the
2 event any section, clause, or provision of this ordinance is declared by a court
3 of competent jurisdiction to be invalid, the same shall not affect the validity of
4 the ordinance as a whole or any part thereof, other than the part declared to be
5 invalid.
6

7 Section 3. The amendment referenced in Section 2 above shall become effective immediately
8 upon passage and approval.
9

10 Section 4. The Director of the Planning Department shall amend the zoning map accordingly.
11

12 PASSED AND APPROVED by the Anchorage Assembly this _____ day of _____,
13 2008.

Chair of the Assembly

ATTEST:

Municipal Clerk

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

Faith

Christian Community

4240 Wisconsin Street • Anchorage AK 99517 • T. 907 243.1777 • F. 907 243.8678 • FAITHAK.COM

April 9, 2008

Municipality of Anchorage
Dept. of Planning and Zoning

RECEIVED

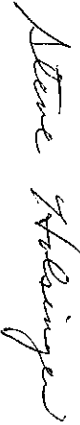
APR 15 2008

PLANNING DEPARTMENT

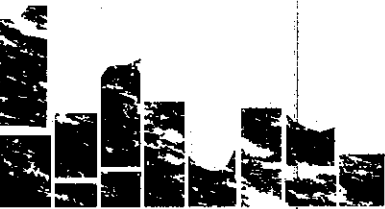
To whom it may concern,

I, Steve Holsinger, am Senior Pastor of Faith Christian Community and President of the corporation which is the petitioner for the rezone of Doubterree Center #1, Block 2, Tract A. I duly appoint Wm. Dwayne Adams, Jr., as my representative before the Planning and Zoning Commission for this re-zone.

Thank you for your consideration,
Sincerely,



Steve Holsinger
Faith Christian Community
4240 Wisconsin
Anchorage, AK 99517



Project Description-Faith Christian Community Church Parcel

General

This project proposes to rezone a 15.4 acre R-3 parcel in Midtown Anchorage to a B-3SL designation.

The applicant intends to provide a mixed-use development that is a key component of Anchorage 2020. This approach is encouraged as part of the "neighborhood center" concept that is designated for this location in Anchorage 2020 and appropriate for "transit-supported development" along Arctic Boulevard as designated by Anchorage 2020.

With this laudable direction by Anchorage 2020 however, the current Title 21 does not provide a direct zoning correlation with the mixed used concept. Recognizing this, the applicant completed a review of Title 21 and current appropriate zoning classifications and met with staff on several occasions. In the interest of achieving a true "mixed use" development while protecting adjacent land uses, the applicant requests a B-3 zoning designation with strict special limitations.

The property is approximately 1 block north of International Airport Drive between Arctic Boulevard and Business Park Boulevard. The site is vacant, low-lying land and has been filled over time. There is a significant amount of peat varying in depth from 5' to 15'. The property is bounded on the north by residential property and a wetland park. To the south and east are commercial uses. Arctic Boulevard is identified as a transit corridor. There is a transit stop proposed on the east side of Arctic just north of the project entry. In essence, this parcel is a good candidate for mixed use development, allowing appropriate return on the cost of development of the different soils that occur on the site.

Proposed Land Use and Development

The proposed uses for the property are illustrated on the attached concept plan. The concept plan shows a mix of uses including:

- Independent Living 240 Units with commons area
- Office/Retail 135,000 gross square feet
- Hotel/Extended Stay Hotel. 220 guest rooms
- Open space connecting to Business Park wetlands (0.6 acres)

A landscaped collector street is proposed to bisect the parcel connecting Arctic Boulevard to Business Park Boulevard. A landscaped entry statement is proposed at the Arctic entry. This street is seen as a lower volume pedestrian friendly street with 5 foot wide detached walks on both sides of the street. There is a ±0.6 acre parcel adjacent to the wetland park that is designated as open space and detention area to accommodate on site storm water. Due to the shallow slope of the site there are several areas shown in the concept plan that would be designated as bio-swales to allow infiltration of low volumes of storm run off and snow storage.

Mixed Use Development Concept

The mixed use concept is intended to specifically address the "neighborhood center" near International Airport Road and Arctic Boulevard that is advanced by Anchorage 2020, while recognizing the market forces that have shaped the Anchorage Midtown area. As proposed in the "Recommended Changes in Land Use or Density" document prepared by the Planning Department, one small portion of existing industrial zoning would be rezoned to a commercial zoning district. Thus the "neighborhood center" envisioned by Anchorage 2020 would simply be composed of commercial parcels at the corners of Arctic Boulevard and

International Airport Road. This generally would not serve many of the residential areas near the intersection.

The proposed development would extend this footprint to the north into the new development. Combined with the addition of hotels and independent residential living units, the neighborhood center would become greatly more viable and of greater service to the actual neighborhood in which it is located.

The proposed project will recognize the character of the surrounding area—residential to the north, arterial roadway and residential to the west, developing business and hotel area to the east, and industrial zoning to the south. The facility types and their location provide the following:

- Independent living units to the north such that residential use will border residential use.
- Hotel and extended stay units to the east providing easy access to the Midtown area without inducing excessive traffic loads to Arctic Boulevard or through the residential area.
- Commercial/office/retail at the south, abutting the industrial use with parking nearest the industrial use.
- A central traffic corridor offering a pedestrian friendly streetscape such that hotel/residential customers may walk to services, businesses, and the transit stop on Arctic Boulevard.
- A central detention pond which will address runoff generated on site while extending a greenbelt from the site to Business Park Wetlands Park.

Anchorage 2020 places particular emphasis on meeting desirable densities in the northwestern portion of Anchorage. Anchorage 2020 places a minimum need of housing units on the affected parcel at near 230 units.

Recognizing this, the applicant is proposing a project that will accomplish the goals of Anchorage 2020 while recognizing current market demands and needs, as well as development costs. The applicant is proposing a residential component of 240 units as independent living units. This residential component is targeted as transitional housing that would be occupied by middle aged/seniors who are fully mobile but are seeking housing at lower cost and with less maintenance obligations. For these individuals, independent living units are an appropriate fit.

Independent Living Component

Independent living provides fully independent living units with small kitchens and small one and two bedroom living units. On the property will be a recreation center with limited dining facilities. Though limited assistance is available for meeting the medical needs of residents, this is not to the extent of an "assisted living" situation and provides staff only to the extent of directing residents in securing medical assistance.

This location for independent living units makes sense for several reasons. It provides dense housing directly along a transit supported corridor. Many of the residents will wish to use transit in lieu of personal vehicles in order to reduce personal costs. Also, many of the service personnel who will work at the facilities will choose to use transit in lieu of personal vehicles. The presence of a transit stop directly adjacent to the project facilitates this transportation mode. The proximity of the site and the independent living units to Midtown businesses and amenities is another asset to the proposed project. There are numbers of destinations within walking distance or a short transit ride that will greatly enhance the desirability of the units. In summary, the location should be of interest to the targeted

population and this provides a viable opportunity to greatly reduce on-site parking demands while increasing use of the People Mover transit system.

The Independent Living component is located in the northwest corner fronting on Arctic Boulevard and the collector street that bisects the parcel. It is located on approximately 3.9 acres of land. The proposed parking ratio for this use is one (1) space per unit or 240 spaces.

Proposed Parking Requirements for Independent Living

Title 21 does not address "independent living" in its analysis of parking needs. Facilities for the elderly, disabled and handicapped (AMC 21.45.080) are to provide a ratio of one space per four beds. Roominghouses, boardinghouses, lodging-houses and dormitories are to provide a ratio of one space for every two beds. Multi-family dwellings are to provide one and one-half space for each one or two bedroom unit up to 800 square feet. None of these categories specifically addresses the category of housing contemplated.

In order to ascertain a proposed parking ratio for the Independent Living component of the proposed development, we reviewed the urban area parking ordinances and requirements for several cities including:

- Denver, Colorado
- Portland, Oregon
- Seattle, Washington
- San Diego, California
- Minneapolis, Minnesota.

These cities, like Anchorage, did not specifically identify Independent Living as a housing type separate from multi-family or single residential uses with in the urbanized areas. They did have separate categories for elderly or elderly group housing, usually based on bed counts, i.e. -1 space / four beds. We do not consider the proposed units to be group living or elderly/nursing care facilities.

However, with respect to multi-family housing units, all of these cities require one space per residential unit. This seems far more practical for the use intended and for the direction that the Title 21 rewrite is headed. This in particular seems appropriate given the proximity to the transit supported corridor. Based on this comparison, the proposed parking ratio for the Independent Living component of the Faith Christian Community parcel is one parking space per residential unit. The proposal is to have one level of parking at ground or garden level under each building with the remainder of the parking in surface lots as indicated on the plan. There would be approximately 40 spaces at garden level under the two larger 100 unit buildings. These buildings have a floor plate of ±16,000 sf and would be five floors (plus the parking level.) The smallest of the three residential buildings would have a common area component that would face out to the Chugach Range and the small park/detention area.

Hotel and Extended Stay Uses

While the independent living units more than address the minimum standard for housing addressed by Anchorage 2020, the hotel and extended stay use adds to and complements the presence of living units. The parcel is a prime location for this use, addressing the needs of visitors interested in relatively low-cost temporary residences with proximity to the Ted Stevens International Airport. The location is also a key opportunity to address the needs of temporary housing to meet the needs of business travelers doing business in the rapidly developing Midtown business district. Recent studies have shown that hotel capacity is far below need and that the proposed use will be well-received.

The location of the hotels in the eastern-most area of the site also recognizes the soils conditions that occur. The development of the eastern portion of the site for true "residential" use would be very difficult given the development costs with the amount of peat that is present. The ability to develop the eastern portion of the site as hotels is possible given a higher return on the development investment that is achieved with hotels.

Though the Planning Department would prefer to not consider hotels or extended stay units as "housing" per se, the hotels and extended stay units are providing for a direct contribution to the economy and the community. These visitors will use the transit system, shop in the Midtown area, will use restaurants and entertainment centers, and will contribute greatly to the tax base. In most ways, the hotel and extended stay does indeed meet the broader definition of "residential use" and will contribute to meeting residential goals in northwest Anchorage.

An additional drawback to trying to place residential use on the eastern portion of the site is the presence of industrial development to the south, against which the development will need to take place. Constructing hotels on this portion of the site allows a better transition to the I-1 properties to the south than would be achieved from construction of multi-family permanent housing. As mentioned above, this location also provides the guests easy access to shopping, restaurants and entertainment centers in the Midtown area.

There are 220 guest rooms proposed for these two hotels. Parking is shown using a 10% reduction from the Title 21 standard of one space for each room. The reduction is based on the presence of a transit corridor on Arctic Boulevard and expected reductions that may be promulgated in the Title 21 revisions. Also, it should be noted that the adjacent commercial development will offer overflow parking if needed and parking agreements may be consummated with the adjacent property (which is in the same ownership) should that be of concern to staff or PZC. The day/night parking requirements of the hotel vs. the business use should remove any concern related to adequacy of parking.

Office with Retail Component

Two parcels on the south side of the collector street are proposed to be office use with the potential for retail space on the first floor. The smaller of the two parcels faces Arctic Boulevard and is ± 1.7 acres in size. The proposed first floor area is $\pm 9,000$ square feet. There are 126 parking spaces reflecting a 10% decrease from the required number of spaces due to the location of the project on a transit corridor and proposed changes to Title 21 parking requirements.

The second parcel, 3.7 acres, is interior to all other parcels and fronts the interior collector. The larger of the two office buildings, located on the high point in the parcel, has a floor plate of $\pm 17,000$ sf or $\pm 95,000$ square footage on 5 floors. The first floor would have some space dedicated to retail uses that would serve the surrounding development such as a coffee shop and deli. The concept plan calls for 316 parking spaces or a reduction of 10%.

Pedestrian access to the first floor retail uses from the collector street will be encouraged. The concept plan shows substantial landscaping and special paving at entrances on the north sides of the two office buildings. These two office parcels are proposed as a land use transition between the existing industrial and commercial uses along International Airport Drive and the existing and proposed residential uses to the north. Landscape screening is proposed for the south property line to screen the more industrial uses to the south.

Spine Street

The spine street is proposed to be a pedestrian friendly streetscape that facilitates movement between residences (be they hotels or independent living units) and provides a

pleasing setting. The roadway will be designed to Municipal standards, with ample landscaping, and will include walkways that separate pedestrians from the roadway.

Detention Basin

The detention basin is intended to provide an appropriate place to absorb runoff and provide maximum filtration and detention to treat runoff requirements. Likewise, the basin will be a focal point of the development, providing a place of respite and serving as a park and open space with connection to Business Park Wetlands.

Probable Timeframe

The petitioner expects to begin construction on Phase I of the independent living component, the hotels, and Phase I of the office/commercial/retail component with some grading in late 2008 and building construction in 2009. Continuation of the development phasing will be market driven but is expected to continue with Phase II of the independent living and office/commercial/retail components in 2010.

Consistency with Anchorage, 2020

Policy #1 – The Land Use Policy Map shall guide land use decisions until such time as other strategies are adopted that provide more specific guidance. The project proposes to provide residential land use meeting the land use policy map while also meeting the need to provide a neighborhood center. This project meets the policy needs of both issues, as well as that of providing development appropriate to a transit-supportive corridor.

Policy #3 -- The MOA shall employ development strategies for the Anchorage Bowl in order to accommodate approximately 31,600 additional dwelling units by the year 2020 with the a location of the dwelling units by planning sector as follows: NW Subarea to accommodate 7,000 to 9,000 additional housing units, and in general there should be conservation of residentially zoned lands for housing -- "No regulatory action under Title 21 shall result in a conversion of dwelling units or residentially zoned property into commercial or industrial uses unless consistent with an adopted plan." The applicant has met with the Planning Department several times in order to gain an understanding of the needs of this parcel to fulfill the requirements of this policy statement. In that effort, the Department has indicated that the minimum requirements for housing density should be achieved which is over 200 units. The proposed project provides 240 units, as well as 220 guest rooms which supplement the aspects of residential occupancy providing total residency of 460 units.

Policy #9 New residential development located within 1/4 mile of the major street at the center of a Transit Supportive Development Corridor shall achieve an overall average of equal to or greater than 8 dwelling units per acre... This project will more than comply with an average density of more than double that requirement.

Policy #12 New higher density residential development, including that within Transit-Supportive Development Corridors, shall be accompanied by: a) Building and site design standards; b) Access to multi-modal transportation, to include transit and safe pedestrian facilities; and c) Adequate public or private open space, parks, or other public recreational facilities located on site or in close proximity to the residential developments. Addressing those issues, a) the accompanied Development Concept will govern all site development; b) the development is located directly adjacent to Arctic Boulevard which is a transit route and the development will provide a high-quality pedestrian development along the spine road; c) the development offers open space in the area of the detention pond, providing views to Business Park Wetlands and views to the Chugach range.

Policy # 14 Conservation of residential lands for housing is a high community priority. New residential development at densities less than identified in the Neighborhood or District Plans is discouraged. No regulatory action under Title 21 shall result in a conversion of dwelling units or residentially zoned property into commercial or industrial uses unless consistent with an adopted plan. The 2020 residential density plan calls for a minimum of 230 units on the affected parcel. This project proposes to provide 240 residential units, excluding the 220 hotel/extended stay units.

Policy 21 All new commercial development shall be located and designed to contribute to improving Anchorage's overall land use efficiency and compatibility, traffic flow, transit use, pedestrian access, and appearance.

- a) New commercial development shall occur primarily within ...neighborhood commercial centers. The proposed development supplements the neighborhood commercial center designated at International Airport Road and Arctic Boulevard.
- b) Rezoning of property to commercial use is only permitted when designated in an adopted plan. This project is within the International Airport Road and Arctic Boulevard neighborhood commercial center designated in the Land Use Policy Map of Anchorage 2020.

Policy 25 Neighborhood Commercial Centers are shown on the Land Use Policy Map.

Characteristics include:

- a) Small-scale attractive, non-obtrusive and convenient shopping and services for residential areas. This project provides the specifics suggested in this condition. The retail will supplement the intersection commercial center, providing a location that better meets the neighborhood needs than would the intersection of International Airport Road and Arctic Boulevard.
- b) Whether evolving from existing commercial development or introduced to new areas, their scale and appearance should be compatible with adjacent residential development, and highly responsive to and integrated with nearby residential areas and traffic patterns. This proposed development is specifically designed to enhance connection of residential uses to the retail envisioned on the ground floor of the two commercial structures. This also provides a convenient connection to the Business Park wetlands with a safe walking route, further adding to the enhanced pedestrian experience.
- c) Site and architectural design of these centers, as well as operational aspects, should be compatible with surrounding neighborhoods and designed with a goal of reducing vehicle trips and distance for neighborhood residents and to minimize traffic impacts on nearby residential areas. The site design is intended to provide residential scale with safe pedestrian access to encourage nearby residents, including those in hotels, to walk to the retail establishments. The commercial structures will be designed to be compatible to adjacent residential use.

Policy 43 Plans for major commercial, institutional, and industrial developments... are subject to site plan review. The Development Concept provided with this submittal provides a basic framework for the development. The applicant agrees to site plan review and design standards as a special limitation.

Policy 54 Design and construct neighborhood roads and walkways to ensure safe pedestrian movement and neighborhood connectivity, and to discourage high-speed cut through traffic. The roadway design provides ample pedestrian walkway separation from the roadway to encourage pedestrian use and a well-landscaped pedestrian environment. The roadway design also provides an alignment and road design to discourage high-speed traffic.

Policy 67 Critical fish and wildlife habitats, high-value wetlands, and riparian corridors shall be protected as natural open spaces, wherever possible. The project will capture runoff and treat the runoff in a large treatment and detention basin. The applicant is agreeable to a

special limitation that will require resolution of the design of the treatment basin to protect Business Park wetlands.

Additionally, the project addresses specific language in the body of Anchorage 2020 as follows:

p. 24 Vacant Land – Zoning Status Issues: “The supply of land for multi-family housing will need to be retained for future housing demand.” The proposed project meets the requirement for housing but recognizes both the changing face of Midtown as it has evolved as well as the need for the Neighborhood Center. The neighborhood center must be composed of retail beyond that at the four corners of International Airport Road and Arctic Boulevard in order to meet neighborhood needs and the description of neighborhood centers as described in Anchorage 2020. This project promotes the neighborhood center as it was intended to be achieved.

p. 58 Growth Allocation Map: Vacant land in the Anchorage Bowl can meet only part of the forecasted housing demand. The balance must be met by other strategies: requiring a minimum density for housing units on parcels zoned and developed for multi-family housing.” This project meets the minimum densities for multi-family housing while also meeting the needs for a neighborhood center.

Standards of Approval

Following are specific responses to standards of approval outlined in 21.20.090.

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

The proposed project provides for development specifically targeted to the adjacent land uses abutting the site. Residential use will be about residential use, transitional commercial/retail will be about I-1 use adjoining the site, and hotels will be about a developing commercial corridor along Business Park Boulevard. Runoff is contained on site and the open space that is created will be about Business Park wetlands and will expand the character and context of that wetland park. Public services are provided on both Business Park Boulevard and Arctic Boulevard. The Traffic Impact Analysis accompanying this project indicates possible traffic impacts and provides direction necessary to recognizing this.

The proposed commercial development will enhance and make complete the proposed “neighborhood center” that is proposed in Anchorage 2020. The streetscape will be an enhanced pedestrian corridor, providing improved access to the neighborhood center and Business Park wetlands by nearby residents as well as those that will reside in the new development. In essence, the development will improve pedestrian circulation, capitalize on existing infrastructure, and provide a mixed use development that is a desirable feature of Anchorage 2020 while still meeting residential goals.

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

The proposed project recognizes that R3 land is in diminishing supply in the Anchorage Bowl. However, the project also recognizes that it will be very difficult to economically develop residential property on much of the site given the soils that are present. To address that issue, the project provides for 240 residential units on the property, well within the goals

of Anchorage 2020. This density is facilitated by the ability to construct commercial and hotel properties on the less desirable areas of the site, recognizing soils and the presence of I-1 property abutting the southern boundary. The residential units that are targeted for "independent living" in particular meets an areawide need, addressing the need for many middle-aged and elderly individuals to find housing that is economical and has excellent services such as transit, sidewalks, pathways, and local commercial services.

There is a strong demand for all of the facility types that are contemplated in this development. The independent living units are a greatly desired commodity, given the lack of similar facilities at any other location in the community near Midtown. Assisted living facilities are prevalent in several areas of Anchorage, but independent living targets those mature citizens who are mobile and simply need reasonably priced living without the demand for personal vehicles. This location affords that. The community also continues to have a strong need for temporary lodging, particularly in the Midtown area due to the growing business sector in Midtown and the lack areawide in lodging facilities.

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

Public services and facilities are readily available to the site and to the residents that will reside at this location. This is a "hand-in-glove" fit for the proposed residential type, with full available of utilities and transportation, including multi-modal.

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

The proposed project recognizes that Anchorage 2020 requires that residential land on this site be preserved as a use. It provides residential densities within that required by Anchorage 2020 but also recognizes the difficulty in gaining those densities on land that has severe soils constraints. The development concept provides for high density residential and other proposed development where it best can be provided the required services and can best reflect the character of adjacent land uses.

Proposed Special Limitations

The following special limitations are suggested as a condition of approval of the project:

- a) The project shall be substantially in conformance with FCC Rezone Development Concept submitted with the application.
- b) First phase of construction shall include construction of 100 residential units (including independent living units) as part of any initial construction effort. The first phase may include two hotels totaling 220 rooms and a commercial structure. No certificate of occupancy shall be granted for any initial phase of construction unless 100 residential units are completed as part of the initial phase.
- c) A second commercial structure proposed on the Development Concept may not be constructed unless accompanied by a minimum of 100 additional residential

units. No certificate of occupancy for the second commercial structure may be granted unless the 100 residential units are completed.

- d) Submit drawings to the Urban Design Commission for Site Plan Review and approval.
- e) Provide design guidelines and building elevations as part of the Site Plan Review in order to provide compatibility between architectural elements on the project.
- f) Resolve design of the detention basin with PM&E in order to appropriately treat runoff and protect Business Park wetlands.
- g) Provide a parking agreement allowing hotel parking to overflow to commercial building parking lots.

Golder Associates Inc.
1750 Abbott Road, Suite 200
Anchorage, AK USA 99507
Telephone: (907) 344-6001
Fax: (907) 344-6011

FILE COPY

*7/16/01 - Final Summary
- Sans Report*



DRAFT - TECHNICAL MEMORANDUM

TO: Craig Sheehan, P.E. - CRW Engineering Group DATE: July 28, 2005
FR: Mark Musial and Julie Utley OUR REF: 053-5720
RE: FAITH CHRISTIAN PRELIMINARY DESIGN RECOMMENDATIONS

Golder Associates Inc. completed a field investigation at the proposed Faith Christian Church site northeast of the intersection of Arctic Blvd. and International Airport Road in Anchorage. This memorandum presents a brief summary of conditions encountered and provides preliminary recommendations for site development and foundation support.

1.0 SUMMARY OF SITE CONDITIONS

Most of the site has been filled. Trees are present along Arctic Blvd. Historic aerial photographs show that the site was undeveloped in 1982. Pooled water was present on the eastern edge of the parcel, and terrain characteristic of deep peat were noted.

Subsurface conditions revealed in the 17 boreholes drilled on the site (Figure 1) indicate three distinct stratigraphic units as summarized below and shown in Figure 2:

- **Fill.** Between 2 ft to 10 ft of fill overlies most of the site, except for wooded areas along Arctic. The fill depth typically ranges between 5 ft to 10 ft through the middle of the site, but there are two areas shown in Figure 3 where the fill depths were less than 5 ft. The material quality is highly variable, ranging from silt to sand that is typically moderately to highly frost susceptible.
- **Peat.** Peat underlies the fill and was present in most boreholes. Peat depths ranged from less than a few feet to more than 15 ft. Contours of estimated peat depth are shown in Figure 3. These depths are consistent with review of terrain units on historic aerial photography. Moisture content varied from 41% to 388%, while the texture was generally fibrous.

In-Situ Mineral Soil. The peat is underlain by mixtures of sand, silt, and gravel. The silt varied from firm to stiff, but in some instances was highly plastic.

Groundwater was generally encountered while drilling. Groundwater levels measured approximately 1 week following drilling varied from 11 ft to 17 ft deep. Groundwater was generally within the peat on the southwestern portion of the site, which is consistent with historically wet conditions in that area seen in aerial photographs.

TECHNICAL MEMORANDUM

2.0 DEVELOPMENT ISSUES

A number of structures are planned through the western-middle of the site. Parking areas will surround the buildings. We understand that parking areas can be designed with a minimal section, as regular maintenance and periodic reconstruction is an acceptable level of performance. However, we recommend that access roads be designed for a higher level of performance.

Preliminary recommendations are presented in the following sections to aid in planning and site layout. These recommendations may be modified pending final analyses, which will be presented in the Geotechnical Report.

2.1 Foundations

Peat underlying the fill in building areas should be overexcavated and replaced with MOA Type II material. MOA Type II materials have less than 6% passing the No. 200 sieve size and are generally non-frost susceptible. The edge of building footings should be set back 5 ft. from the edge of embankment used to backfill peat overexcavations.

Foundation excavations will be minimized by situating buildings on the western portion of the site, where peat depths are least. Excavations may encounter ground water, and dewatering will likely be required.

For planning purposes, perimeter strip footings founded on compacted embankment in peat overexcavations can be proportioned for a bearing capacity of 3,000 psf for dead and normally applied live loads. The bearing capacity may be increased to 4,000 psf for transient loads such as due to wind and seismic conditions. The minimum footing width should be 16 in. and the minimum footing depth should be 42 in.

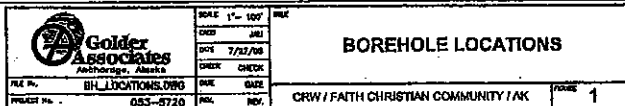
2.2 Parking Areas

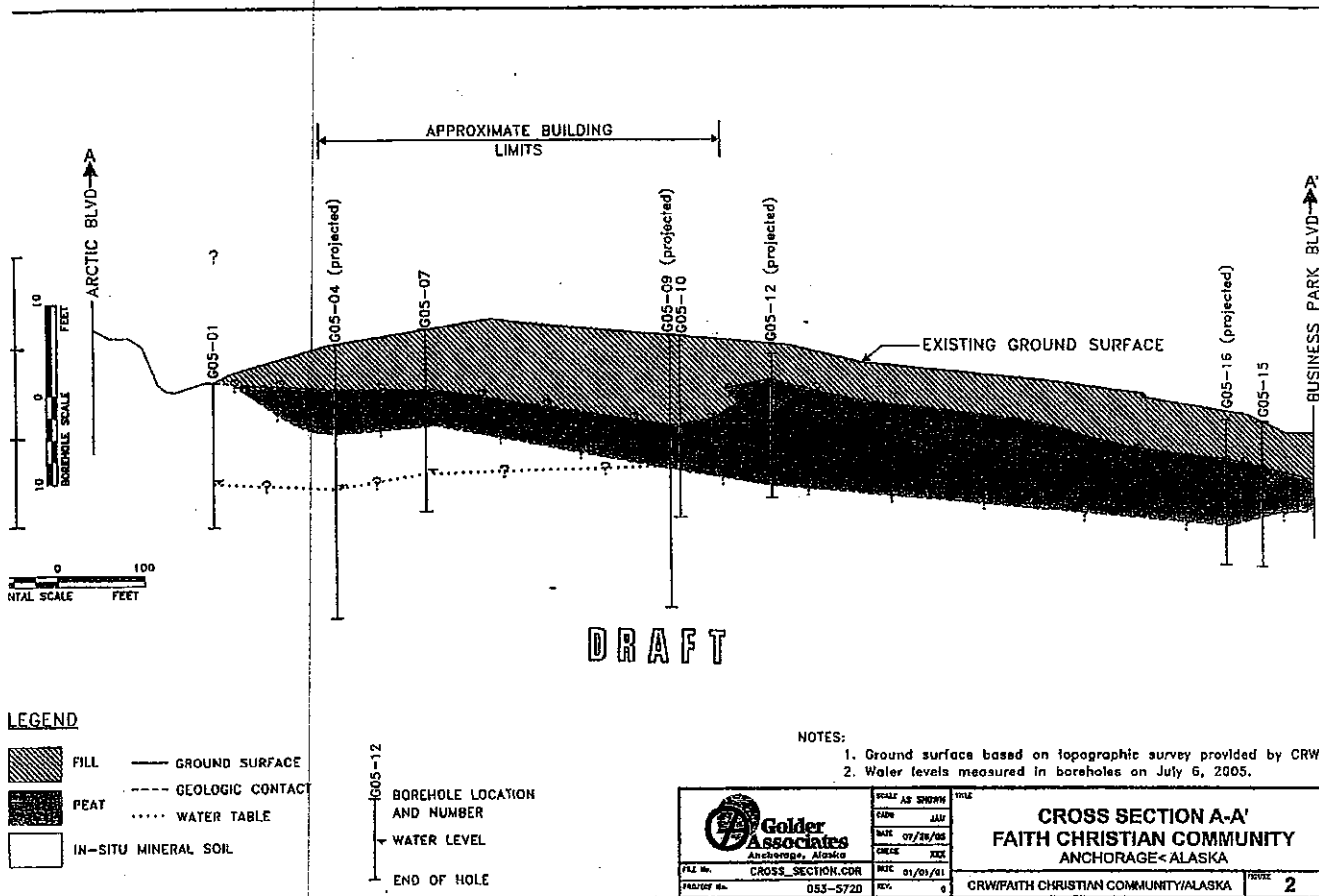
Parking areas and roads will be developed around the buildings. Parking areas can be constructed overlying the peat, but they will be subject to long term settlement and have a higher maintenance cost and shorter life than if the peat were removed or surcharge construction techniques implemented. Final grades across the site may be dictated by the need to leave a minimal thickness of fill in place beneath the parking pavement structure, or dictate the use of surcharge fill to increase the depth of fill below pavements.

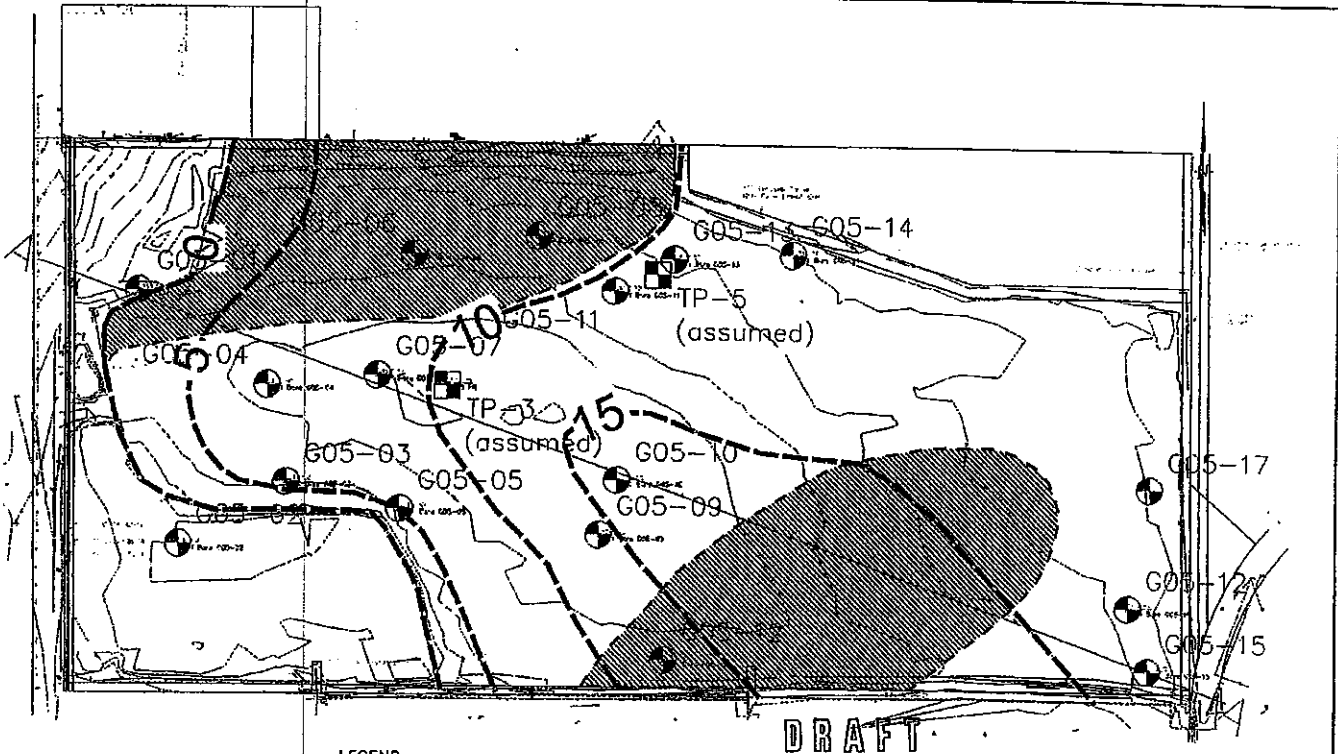
Isolated foundations for light poles and other structures should be placed on either piles or drilled shafts that bear in the in-situ soil beneath the peat.

2.3 Seismic Considerations

The site is located in MOA Seismic Zone 3; however, conditions found in the borehole logs indicate that the in-situ soil underlying the peat has a moderately low potential for liquefaction during an earthquake.







LEGEND

--- PEAT CONTOURS,
5-FOOT INTERVAL

▨ <5 FEET FILL



Golder Associates
Anchorage, Alaska

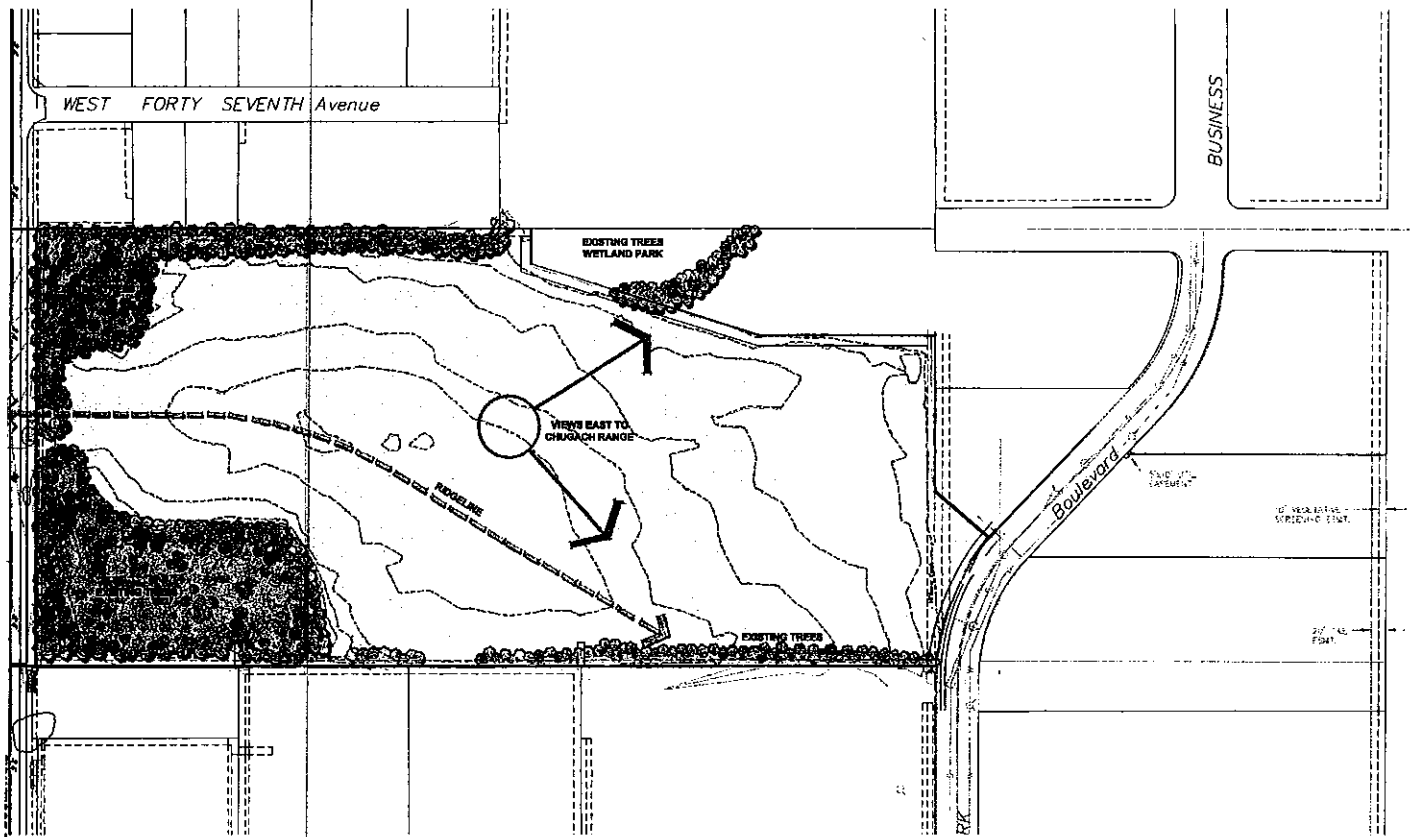
FILE No. PEAT_CONTOURS.CDR
PROJECT No. 055-5720

SCALE AS SHOWN	FILE
DATE 07/28/00	
CHECK	XXX
DATE 01/01/01	
REV.	0

**ESTIMATED DEPTH OF PEAT
FAITH CHRISTIAN COMMUNITY
ANCHORAGE, ALASKA**

CRW/FAITH CHRISTIAN COMMUNITY/AK

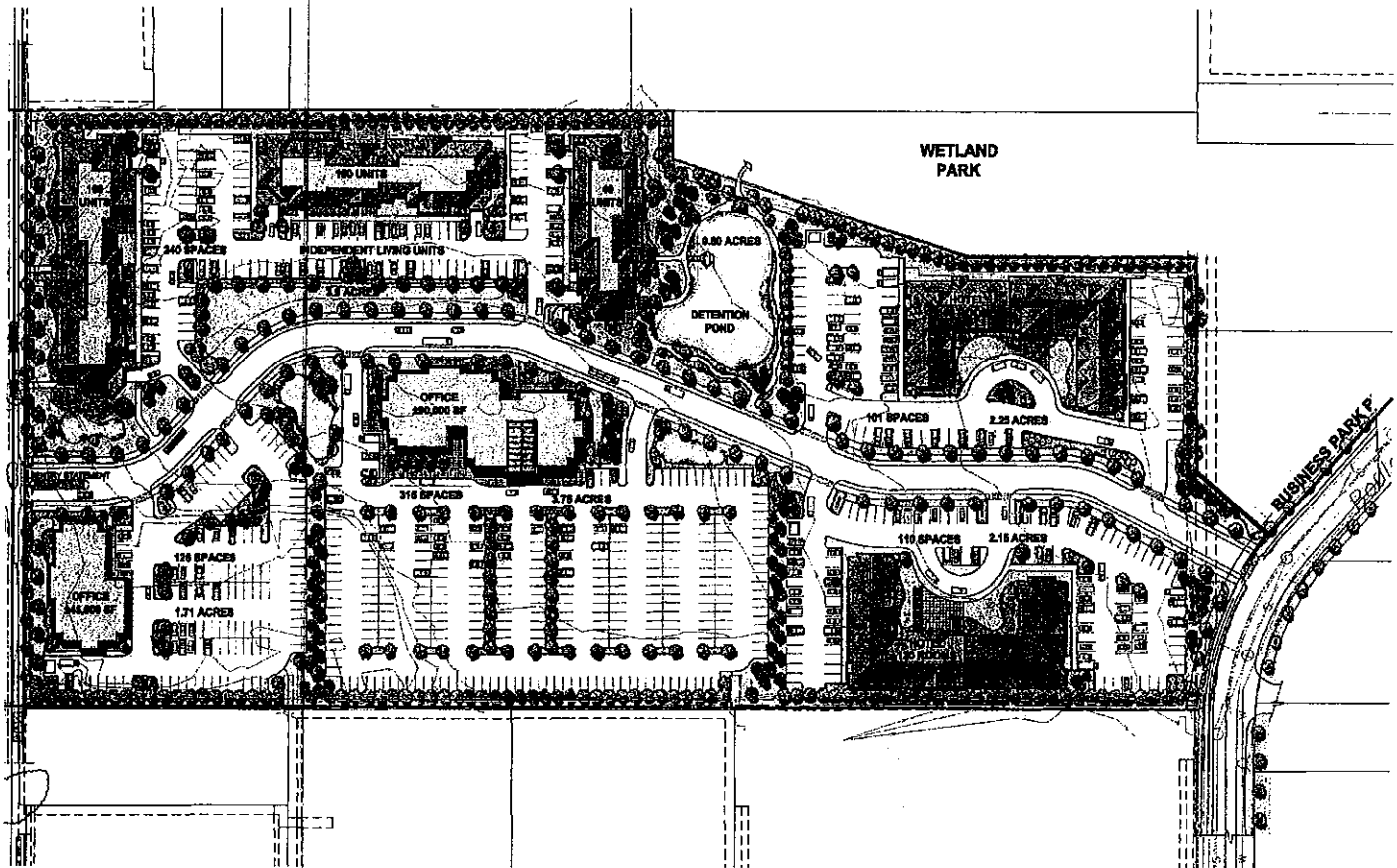
3



REZONE-EXISTING CONDITIONS-1

JANUARY 2008

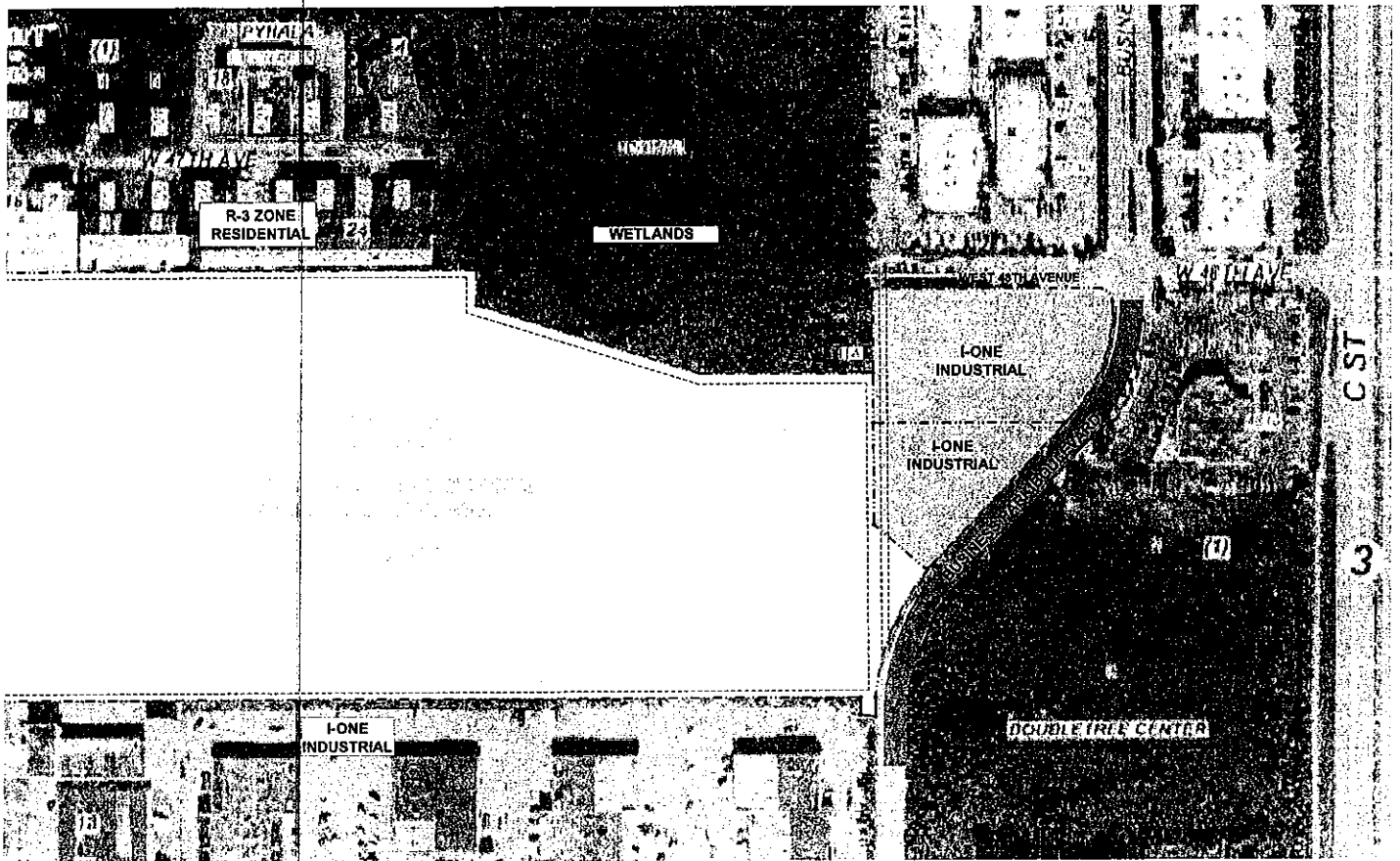


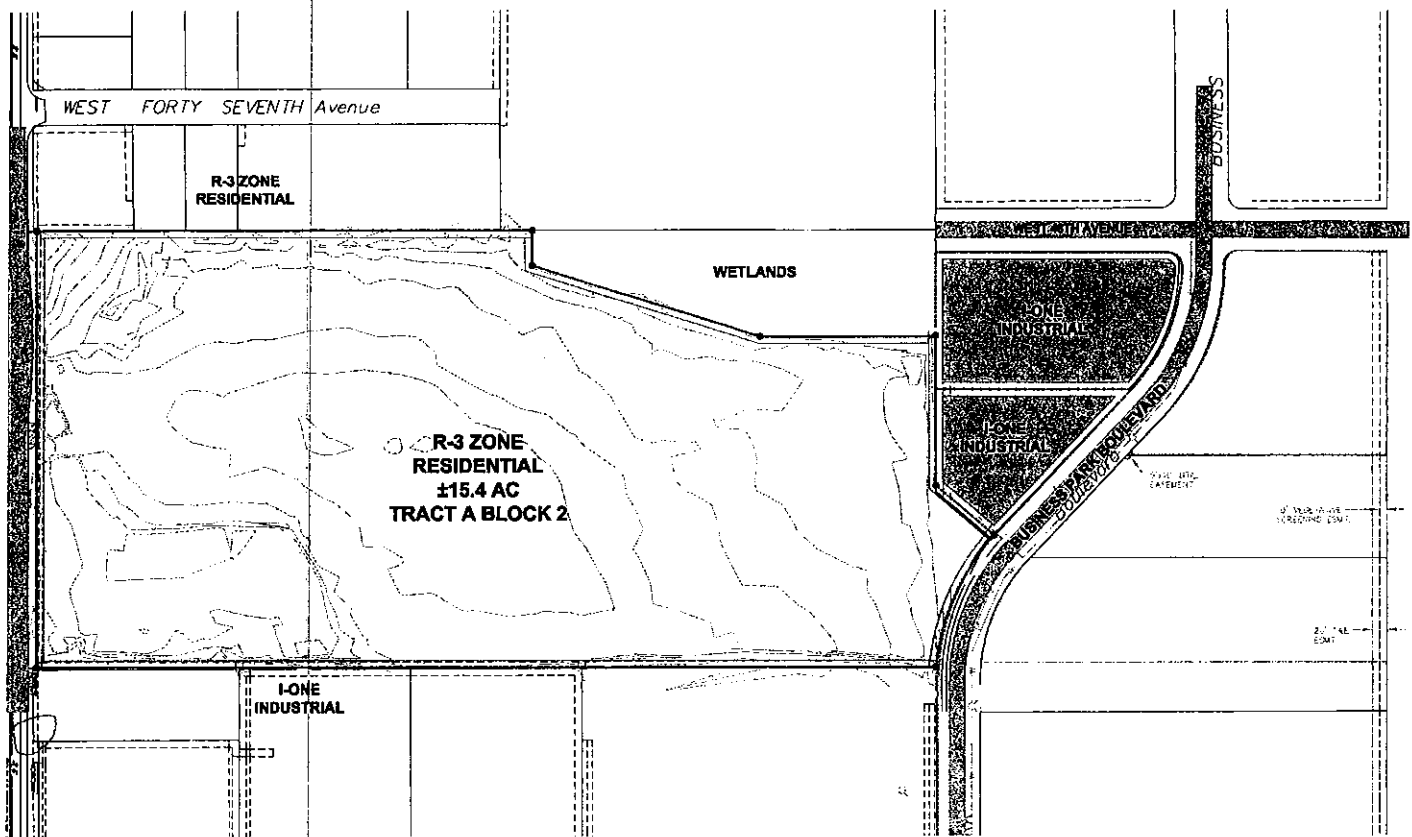


REZONE-DEVELOPMENT CONCEPT

JARY 2008







REZONE-EXISTING ZONING-1

JANUARY 2008



4

POSTING

AFFIDAVIT

RECEIVED

APR 15 2008

PLANNING DEPARTMENT



AFFIDAVIT OF POSTING

CASE NUMBER: 2008-083

I, WM. DENNIS ADAMS 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 be37nd. The notice was posted on 11 APRIL 08 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 14th day of APRIL, 2008

Signature

LEGAL DESCRIPTION

Tract or Lot A

Block 2

Subdivision DOUBLE TREE

5

HISTORICAL INFORMATION

PARCEL INFORMATION

OWNER

FAITH CHRISTIAN COMMUNITY
CHURCH

4240 WISCONSIN AVENUE

ANCHORAGE AK 99517 2801

CHANGES: Deed Date Dec 17, 2002
Name Date Dec 30, 2002
Address Date Dec 30, 2002

PARCEL

Parcel ID 009-221-27-400
Status
Remunerator ID 000-000-00-00000
Site Addr
Comm Contd MADTOWN
Comments REF 009-221-10.17

01

TAX INFO

2008 Tax 40,901.34 Balance 39,500.43 District 003

LEGAL

DOUBLE TREE CENTER #1
BLK 2 TR A

Unit Plat 930066 SOFT 720,339
Zone R3 11 Grnd SW1830

HISTORY

Year	Building	Land	Total
Assmnt Final 2006	0	2,700,400	2,700,400
Assmnt Final 2007	0	2,710,500	2,710,500
Assmnt Final 2008	0	2,746,900	2,746,900
Exemptions			0
State Credit			0
Tax Final			2,746,900

PROPERTY INFO

Type Land Use
01 COMMERCIAL VACANT LAND

SALES DATA

Mon	Year	Price	Source	Type
12	2002	2,750,000	OTHER	LAND SALE

LAND & COMMON PARCEL INFORMATION

APPRAISAL INFORMATION

Legal DOUBLETREE CENTER #1
BLK 2 TR A

Parcel 009-221-27-000 # 01 of 01

Owner FAITH CHRISTIAN COMMUNITY
CHURCH

Site Addr

4240 WISCONSIN AVENUE
ANCHORAGE AK 99517

LAND INFORMATION

Land Use VACANT LAND
Class COMMERCIAL
Living Units 000
Community Council 037 MIDTOWN
Entry: Year/Quality 06 2007 LAND ONLY
01 1980 0
Access Quality GOOD
Access Type
Leasehold (Y=Leasehold)
Drainage POOR
Front Traffic HIGH
Street PAVED
Topography LOW
Utilities PUBLIC WATER LEVEL
Wellsite N PUBLIC SEWER
Wet Land DEVELOPMENT

CONDOMINIUM INFORMATION

Common Area 0
Undivided Interest 0.00

OWNER HISTORY

APPRAISAL INFORMATION

Legal: DOUBLETREE CENTER #1

BLK 2 TR A

Property Info # Descr VACANT LAND

Parcel 009-21-27-000

01 of 01

Site Address

01

<p>Current 12/17/02</p> <p>FAITH CHRISTIAN COMMUNITY CHURCH</p> <p>4240 WISCONSIN AVENUE ANCHORAGE AK 99517 2801</p>	<p>3rd 0000 0000 07/16/83</p> <p>BUSINESS PARK FUND</p> <p>4201 TUDOR CENTRE DRIVE ANCHORAGE AK 99508</p>
<p>1st 0000 11/23/83</p> <p>BRECHET HENRI & MARIE TRUSTEES (80% EACH) REVOCABLE LIVING TRUST 645 G STREET #835 ANCHORAGE AK 99501</p>	<p>4th 0000 0000 / /</p> <p>00000</p>
<p>2nd 0000 07/23/83</p> <p>BRECHET HENRI & MARIE</p> <p>733 W 4TH AVENUE #835 ANCHORAGE AK 99501</p>	<p>5th 0000 0000 / /</p>

**PLANNING & ZONING
COMMISSION
MEETING**

August 4, 2008

Supplemental Information

**G.2. Case 2008-083
Rezoning to B-3SL General Business
w/ Special Limitations**

Double-sided

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

010-333-16-000
SEPP RUSSELL W LIVING TRUST
SEPP RUSSELL W/ TRUSTEE
889 LANCASTER DRIVE
ANCHORAGE, AK 99503



MAY 20 2008

NOTICE OF PUBLIC HEARING
Planning Dept Case Number: 2008-083 Monday, June 02, 2008

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

CASE: 2008-083
PETITIONER: Faith Christian Community Church
REQUEST: Rezoning to B-3SL General business district with special limitations
TOTAL AREA: 16.54 acres
SITE ADDRESS: N/A
CURRENT ZONE: R-3 Multiple-family residential district
COM COUNCIL(S): 1--Midtown 2--Spenard

A request to rezone approximately 16.54 acres from R-3 (Multiple Family Residential) to B-3SL (General Business with Special Limitations). Doubletree Center #1, Block 2, Tract A. Generally located east of Arctic Blvd. and north of International Airport Road.

The Planning and Zoning Commission will hold a public hearing on the above matter at 6:30 p.m., Monday, June 02, 2008 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 by selecting Departments/Planning/Zoning and Planning Cases.

Name: RUSSELL W. SEPP

Address: 889 LANCASTER DRIVE, ANCHORAGE, AK 99503

Legal Description: Lot 18 - Block 4

Comments: RIGHT TURN ONLY ON ARCTIC BLVD FOR EGRESS FROM DEVELOPMENT ON LIGHTS TO CONTROL TRAFFIC.

RUSSELL

Zoning and Platting Cases On-line

View Case Comments

Submit a Comment

**** These comments were submitted by citizens and are part of the public record for the cases ****
Questions? If you have questions regarding a case, please contact Zoning at 907-343-7943 or Platting & Variances at 907-343-7942.

RECEIVED

1. Select a Case:

2008-083

View Comments

MAY 30 2008

2. View Comments:

Case Num: 2008-083

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

Site Address: N/A

Location: A request to rezone approximately 16.54 acres from R-3 (Multiple Family Residential) to B-3SL (General Business with Special Limitations). Doublerree Center #1, Block 2, Tract A. Generally located east of Arctic Blvd. and north of International Airport Road.

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

Public Comments

5/28/08

Matt Burkholder
 4859 Canterbury Way
 Anchorage AK 99503

I would first like to say that this is a good looking project. I hope it stays a good looking project through construction. I am concerned with traffic along Arctic Blvd between Tudor and International. I think that with the new church to the North and this development there will be alot of safety concerns. I would like to see a right-in, right-out into this development around this whole development especially along Arctic Blvd. There should be no reason for a person to go South on Arctic Blvd. when they can get to the other major streets that surround it. Thank you for your time.

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

010-332-54-000
DOUGLAS VIRGINIA A
5001 ANNE HATHAWAY CIRCLE
ANCHORAGE, AK 99503

PRESORTED
FIRST CLASS



UNITED STATES POSTAGE
FIRST CLASS \$0.39
0004223700 JUL 11 2008
MAILED FROM ZIP CODE 99507

JUL 23 2008

NOTICE OF PUBLIC HEARING - -

Monday, August 04, 2008

Planning Dept Case Number: 2008-083

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

CASE: 2008-083
PETITIONER: Faith Christian Community Church
REQUEST: Rezoning to B-3SL General business district with special limitations
TOTAL AREA: 16.54 acres
SITE ADDRESS: N/A
CURRENT ZONE: R-3 Multiple-family residential district
COM COUNCIL(S): 1--Midtown 2--Spennard

LEGAL/DETAILS: A request to rezone approximately 16.54 acres from R-3 (Multiple Family Residential) to B-3SL (General Business with Special Limitations), Doubletree Center #1, Block 2, Tract A, Generally located east of Arctic Blvd. and north of International Airport Road.

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Name:

Address:

Legal Description:

Comments:

*Virginia Douglas
5001 Anne Hathaway Cir
1st 32, Spennard Center
I know the site was busy when
I saw they were building church and I was
happy as I belong to that church & could help to it. Even though
they made more space for the site & from the view of the
parked they are expanding it a much more for all the residents*

009-152-06-012
OSREDKER MARTHA B
630 W 47TH AVE APT D
ANCHORAGE, AK 99503

**PRESORTED
FIRST CLASS**



UNITED STATES POSTAGE
FIRST CLASS MAIL
0664223700 JUN12 2006
PAID FROM ZIP CODE 93501

RECEIVED

AUG 04 2008

PLANNING DEPARTMENT

Planning Dept Case Number: 2008-083

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

LEGAL/DETAILS: A request to rezone approximately 16.54 acres from R-3 (Multiple Family Residential) to B-3SL (General Business with Special Limitations), Doubletree Center #1, Block 2, Tract A. Generally located east of Arctic Blvd. and north of International Airport Road.

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

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

Name: Mattilda Lovén

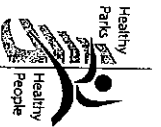
Address: 630 W. 47th St
Arch. AK 99503

Legal Description: PYNALA R/L 2 E 370' Cedarwood 630 D ①

[illegible]



MUNICIPALITY OF ANCHORAGE
PARKS & RECREATION DEPARTMENT
MEMORANDUM



DATE: May 29, 2008

TO: Jerry T. Weaver, Zoning Div. Administrator

FROM: Tom Korosei, Park Planner

SUBJECT: Planning and Zoning Case Review

MAY 30 2008

Anchorage Parks and Recreation has the following comments:

CASE NO. CASE

2008-079 Site plan review for a public facility (Fire Training Center, 1140 Airport Heights Dr.)
No comment.

2008-081 Plan amendment to the Downtown Plan (remove Lot 2 Block 36, East Add'n for use as lay-down yard)
No comment.

2008-082 Rezoning approx. 9.94 acres from PLI public lands and institutions to I-2SL Heavy Industrial district with special limitations (101, 250 Gambell St, Block 35, Lot 2 Block 36, East Add'n)
The Areawide Trails Plan shows multi-use paved trail along adjoining 3rd Ave.

2008-083 Rezoning approx. 16.54 acres from R-3 Multiple-family residential district to B-3SL General business district with special limitations (Residential/Hotel/Office development; vic. Business Blvd. and W. 50th Ave.)
The site adjoins a natural open space area identified as "Business Park Wetlands" and site of existing and planned interpretive trails. Parks and Recreation supports efforts to minimize potential adverse hydrologic and other environmental impacts on this area. Parks and Recreation supports features providing appropriate public access to connect to this natural area as part of development of the subject site.

2008-085 Administrative site plan review for community and local interest (communication) tower (5577 Abbott Rd.)
The subject site is former park land that adjoins two public schools. Parks and Recreation encourages efforts to minimize the visual obtrusiveness of the proposed tower, as well as considerations to prevent any potential adverse health effects on the public that may be associated with operation of the facility. Assuming the proposed facility is consistent with public purpose, deed restrictions, or similar limitations of the site, Parks and Recreation has no additional comment at this time.

2008-086 Zoning conditional use for power supply system (Providence Alaska Med. Ctr.)
Parks and Recreation concurs with plan features to visually integrate the proposed development with the surrounding area including nearby Chester Creek Greenbelt. Because of the proximity of the facility to the Creek, Parks and Recreation supports incorporating sufficient safety features to protect the Greenbelt and surrounding area from potential severe environmental damage in the event of failure of the bulk fuel storage facility.

2008-088

Zoning conditional use for an art museum

Autor, Mary P.

From: Kniefel, Robert E.
Sent: Monday, August 04, 2008 4:10 PM
To: Autor, Mary P.
Subject: Faith Christian Church TIA

The TIA as submitted substantially meets our requirements. We have a few minor issues to be resolved before we make final acceptance. None of those items should affect the approval by P and Z.

Thanks

Bob Kniefel
MOA Traffic Engineer
343-8410

Autor, Mary P.

From: Kniefel, Robert E.
Sent: Thursday, May 29, 2008 8:24 AM
To: Autor, Mary P.
Cc: Angell, Mada M.
Subject: Faith Christian Church Site Plan TIA

We have recently received the TIA for this project. Based upon our review, we accept the TIA in concept and the interior roadway design as submitted which includes sidewalks, lighting and turn lanes. The final configuration will be resolved at the time of the subdivision agreement.

Thanks

Bob Kniefel
MOA Traffic Engineer
343-8410

Content ID: 006785**Type:** Ordinance - AO

AN ORDINANCE OF THE ANCHORAGE ASSEMBLY AMENDING THE ZONING MAP AND PROVIDING FOR THE REZONING OF APPROXIMATELY 16.54 ACRES, FROM R-3 (MULTIPLE-FAMILY RESIDENTIAL) TO B-3 SL

Title: (GENERAL BUSINESS) WITH SPECIAL LIMITATIONS FOR TRACT A, BLOCK 2, DOUBLETREE CENTER SUBDIVISION #1; GENERALLY LOCATED ON THE EAST SIDE OF ARCTIC BOULEVARD AND NORTH OF WEST INTERNATIONAL AIRPORT ROAD.

Author: maglaquijp**Initiating Dept:** Planning

Description: AN ORDINANCE OF THE ANCHORAGE ASSEMBLY AMENDING THE ZONING MAP AND PROVIDING FOR THE REZONING OF APPROXIMATELY 16.54 ACRES, FROM R-3 (MULTIPLE-FAMILY RESIDENTIAL) TO B-3 SL (GENERAL BUSINESS) WITH SPECIAL LIMITATIONS

Date Prepared: 9/12/08 11:12 AM**Director Name:** Tom Nelson**Assembly Meeting Date:** 10/14/08**Public Hearing Date:** 11/18/08

Workflow Name	Action Date	Action	User	Security Group	Content ID
Clerk_Admin_SubWorkflow	10/3/08 11:07 AM	Exit	Heather Handyside	Public	006785
MuniMgrCoord_SubWorkflow	10/3/08 11:07 AM	Approve	Heather Handyside	Public	006785
MuniManager_SubWorkflow	10/3/08 10:42 AM	Approve	Michael Abbott	Public	006785
MuniManager_SubWorkflow	9/25/08 3:09 PM	Checkin	Joy Maglaqui	Public	006785
Legal_SubWorkflow	9/19/08 2:56 PM	Approve	Dean Gates	Public	006785
Finance_SubWorkflow	9/19/08 1:00 PM	Approve	Sharon Weddleton	Public	006785
OMB_SubWorkflow	9/19/08 10:18 AM	Approve	Wanda Phillips	Public	006785
ECD_SubWorkflow	9/12/08 4:37 PM	Approve	Jennifer Allen	Public	006785
Planning_SubWorkflow	9/12/08 2:32 PM	Approve	Tom Nelson	Public	006785
AllOrdinanceWorkflow	9/12/08 11:14 AM	Checkin	Jerry Weaver Jr.	Public	006785