Application for a Context Sensitive Solutions Transportation Project Site Plan Review

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

PETITIONER (Municipal or State Project Manager)	PETITIONER REPRESENTATIVE (IF ANY - Consultant)
Name (last name first) Municipality of Anchorage, Project Management & Engineering Smith, John, P.E.	Name (last name first) Spoth-Torres, Holly Huddle AK
Mailing Address P.O. Box 196650 Anchorage, AK 99519-6650	Mailing Address 3201 C Street, Suite 110 Anchorage, AK 99503
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PROJECT INFORMATION

Project Name: 100th Avenue Extension Minnesota Drive to C Street MOA/ADOT Project #: MOA # 01-09B

Community Council(s): Project is within Bayshore/Klatt boundaries, but is also in proximity to Old Seward/Oceanview and Taku/Campbell

Project description (location):

This project is located in south Anchorage between Dimond Boulevard and O'Malley Road, extending 100th Avenue from Minnesota Drive to C Street, across the North Klatt Bog.

Improvements include pavement, drainage infrastructure, street lighting, pedestrian facilities (multi-use pathways and paved shoulders) landscaping, streetscaping, roundabouts at the 100th Avenue / Minnesota Drive interchange off - ramps.

(additional details in attached supporting narrative)

TRANSPORTATION PROJECT SITE PLAN APPROVAL REQUESTED

☐ Context Sensitive Solutions Concept Report (Planning and Zoning Commission)
☐ Draft Design Study Report (Planning and Zoning Commission) ☒ Plans in Hand (Urban Design Commission)

I hereby certify that (I am)(I have been authorized to act for) owner of the property described above and that I petition for a site plan review 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 site plan. 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 Urban Design Commission for administrative reasons.

2/28/17	Holly Spoth-Torres
Date	Signature (Agents must provide written proof of authorization)

$600.00 for PIH

Accepted by:	Poster & Affidavit:	Fee $4800.00 paid thru 2013-128 (DSR)	Case Number 2017-0055

CSS SPR (New 01/14/16)

CONTEXT SENSITIVE SOLUTIONS CONCEPT REPORT DOCUMENTATION

- ☐ Transportation Project Site Plan Review Application Form with original signatures
- ☐ Environmental Analysis or Environmental Impact Study, if applicable
- ☐ 15 complete sets of above items

DRAFT DESIGN STUDY REPORT (35% LEVEL OF DESIGN) DOCUMENTATION

- ☐ Transportation Project Site Plan Review Application Form with original signatures
- ☐ Narrative addressing AMC 21.03.190B.4.b.i. – xiii.
- ☐ Design Study Report Summary, including:
  1. Introduction
     - A. Location Map and Project Boundaries
     - B. Purpose
     - C. Need
  2. History (Project Origin) and Input from other Planning Documents
     - A. Anchorage Comprehensive Plan
     - B. Local Planning Studies/CIP/TIP/LRTP
     - C. Anchorage Pedestrian Plan or Areawide Trails Plan
  3. Existing Conditions
     - A. Right-of-Way Availability
     - B. Traffic Conditions
     - C. Pedestrian Conditions
     - D. Context (Land Use, Street Character)
     - E. Existing Landscape
     - F. Existing Utilities
     - G. Existing Drainage
  4. Design Standards
     What Standard is the project being designed to? (Collector, Arterial, OSHP Classification, LRTP typology, etc.)
     How do existing conditions impact the ability to meet those standards?
  5. Design Alternatives
     - A. Design narrative and graphic for each alternative considered. Note that the discussion of each alternative should address traffic (and traffic calming), parking, pedestrian facilities, drainage, and utilities (to include lighting), and right of way considerations (does right of way need to be purchased?)
     - B. Recommended Alternative with narrative (why is it recommended?) To include a discussion of the landscape approach and other enhancements (gateway features, fencing, etc.)
  6. Public Involvement Summary
  7. Rough Estimated Project Cost
  8. Maintenance Considerations
  9. Response to comments from Concept Report Review
  10. Preliminary Project Plans
- ☐ 35 Complete sets of above items

PLANS IN HAND (55-75% LEVEL OF DESIGN) DOCUMENTATION

- ☒ Road Project Site Plan Review Application Form with original signatures
- ☒ Narrative addressing AMC 21.03.190B.5.c.i. – vii.
- ☒ Memo addressing Review Comments from DSR Review
- ☒ 55% to 75% Project Plans
- ☒ 35 Complete sets of above items

Municipality of Anchorage
Project Management and Engineering
MEMORANDUM

DATE: February 24, 2017

TO: Terry Schoenthal, Manager Zoning & Platting
MOA Planning Division
Economic & Community Development Department

FROM: John Smith, Project Manager JWSmith

SUBJECT: Agency Authorization
100th Avenue Extension, Phase II – Minnesota Drive to C Street
PM&E No. 01-09b

The Project Management & Engineering Department (PM&E) hereby authorizes Huddle, acting as a sub-consultant through Stantec, to act as PM&E's representative with regards to the 100th Avenue Extension Project. If you have any questions or concerns please contact me at 343-8422 or smithjw@muni.org

CSS Plans in Hand – Supporting Narrative

Table of Contents

Page 1	Title and Table of Contents
Page 2	Project Narrative
Page 8	Narrative Addressing AMC 21.03.190b.5.C.i-vii
Page 10 - 14	Memo Addressing Review Comments from Draft DSR Review (PZC)
Page 15	Wetland Designations (Figure 4 from Anchorage Wetlands Management Plan)
Appendix A	Landscape Plans, Signing and Striping
Appendix B	Compliance with Adopted Plans and AMC Title 21 Land Use Regulations Matrix

PROJECT NARRATIVE

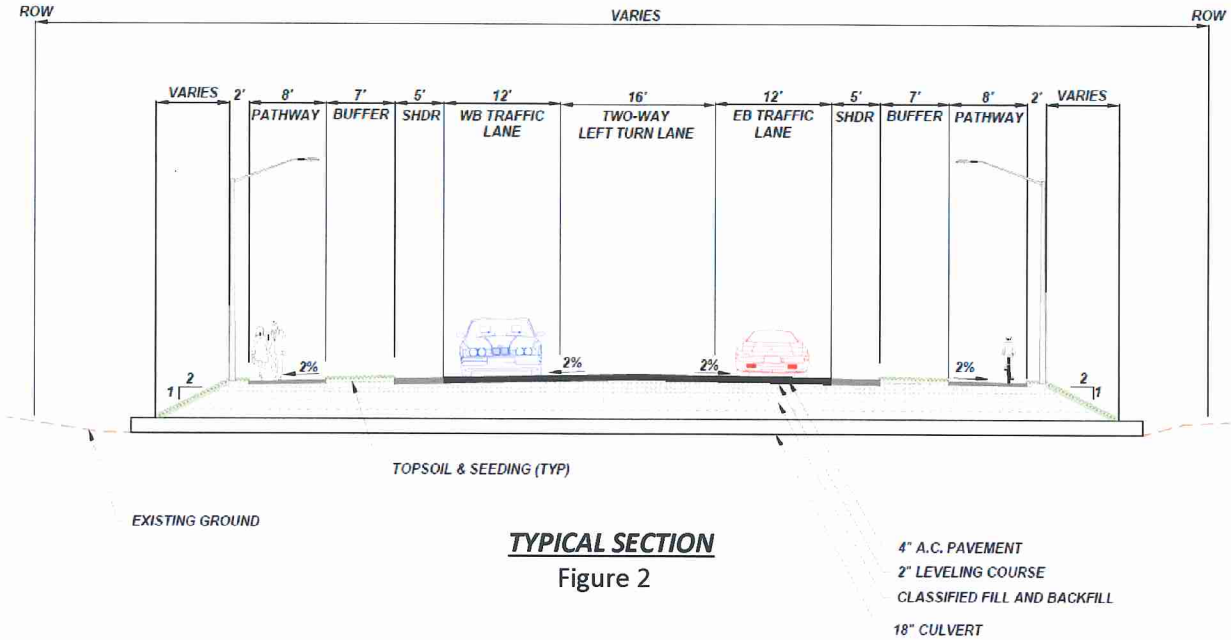
Introduction

The 100th Ave Extension project builds approximately 3,600 feet of new roadway and pedestrian amenities to connect Minnesota Drive and C Street in South Anchorage (See Figure 1).

This is the second phase of a project to connect Minnesota Drive to King Street. Phase I, from King Street to C Street was constructed in 2009. Phase II required additional project funding and permitting through the United States Army Corps of Engineers (USACE) because the planned route traveled through the Klatt Bog (Class B wetlands). In June of 2013, the MOA received a permit from the USACE to construct Phase II of the project subject to compensatory mitigation requirements and other permit stipulations related to roadway landscaping (discussed in detail later).

Figure 1

A Draft DSR evaluated alternatives, provided recommendations, and forwarded the project to the design phase. The preferred alternative is a rural, minor arterial typical section that includes two, 12-foot travel lanes, one, 16-foot wide two-way left turn lane, 5-foot paved shoulders, 7-foot snow storage buffers and an 8-foot wide multi-use paved pathways (See Figure 2). Additional amenities include landscaping, street-lighting, trail wayfinding signage and other amenities that enhance facilities for pedestrians and motorists.



TYPICAL SECTION
Figure 2

The recommended horizontal alignment swings to the south, away from the 100th Avenue quarter section line, for several hundred feet as it crosses the bog (See Figure 3). This alignment preserves contiguous, higher value wetlands and allows for the creation of a conservation easement on the north side of the alignment, both important factors in obtaining the USACE wetland fill permit for this project. Once through the bog, the alignment curves north to tie into the existing 100th Avenue / C Street intersection. Intersection control at the 100th Avenue / Minnesota Drive interchange will consist of single lane roundabouts on the west and east side of the bridges. Roundabouts are the most cost effective intersection alternative that will safely meet the anticipated future traffic demand.

Figure 3

Project Purpose

The purpose of the project is to connect 100th Avenue between Minnesota Drive on the west side and C Street on the east side. Existing South Anchorage travel corridors such as O'Malley Road, Dimond Boulevard, and Old Seward Highway are highly congested during the peak hours of travel. This project will fill in the network of roads to increase the safety and efficiency of travel.

Project Need

The MOA PM&E department initiated this project to improve traffic circulation and reduce overall vehicle miles traveled (VMT) in south Anchorage. Existing travel corridors such as Minnesota Drive, Dimond Boulevard, Old Seward Highway, and O'Malley Road are becoming highly congested during peak hours of travel. The extension of 100th Avenue will reduce congestion by providing a new, year-round multi-modal access route between transit stations, schools, shops, employment centers, and park and recreational facilities. It will increase the safety of people and property by reducing response times for both fire and emergency medical treatment services and the addition of pathways and a paved shoulder will provide safe and convenient access for pedestrians and bicyclists.

Public Involvement

In addition to agency scoping meetings and multiple community council meetings at Bayshore/Klatt, Old Seward/Oceanview and Taku/Campbell, the following public meetings were held:

1. Open House Meeting – February 21, 2017, Bayshore Elementary School. The purpose of this meeting was to present the road design to the public.
2. Planning and Zoning Commission - October 7, 2013. The purpose of this meeting was to review and authorize the DSR.
3. Open House Meeting – Thursday, September 5, 2013, Mears Middle School Library. The purpose of this meeting was to present the draft DSR to the public.
4. Open House Meeting - Tuesday, June 29, 2010, Anchorage City Church. The purpose of the meeting was to introduce the project and get the dialogue started to find out the concerns of the community.

Existing Conditions

Phase II of this project has been designed in two parts (Phase IIA and Phase IIB) to allow for a surcharge fill construction technique and to accommodate funding limitations. Phase IIA from C Street to Minnesota Drive is currently in the construction stage with over 200,000 tons of gravel material placed on high-strength geotextiles over the saturated peat bog. After a settlement period of 4-6 months, this project, Phase IIB will construct a new minor arterial roadway between C Street and Minnesota Drive with two roundabouts at the Minnesota Drive / 100th Avenue interchange.

In addition to the surcharge material present in the road alignment corridor, current existing conditions over the length of 100th Avenue from Minnesota Drive to C Street vary from partially developed upland to undeveloped Class B Wetlands and back to partially-developed industrial areas. On the north side of the 100th Avenue corridor, beginning approximately 400 feet east of the northbound Minnesota Drive ramps, Anchorage City Church was constructed on a 400-foot by 700-foot gravel-fill pad. On the south side of 100th Avenue, the corridor traverses an undeveloped bog, with black spruce and other inundated vegetation indicating the existence of wetlands. The intersection of 100th Avenue at C Street is signalized with the west leg constructed for approximately 250 feet and providing driveway access to the municipal snow disposal site.

Landscape and Amenities

Existing Landscape

The ROW for 100th Avenue is mostly undeveloped in its current state. The project area contains three distinct segments that each have unifying characteristics. The following description begins at the western end of the project and progresses east to the terminus of the project at C Street.

Segment A begins at the intersection of 100th Avenue and Minnesota Drive and runs east for a distance of approximately 1,000 feet. An access road for the Anchorage City Church on the north side has been developed on the 100th Avenue alignment and paved as far as the first driveway (400 feet) with graded gravel for another 300 feet to a second driveway. The south side of the road consists of an undisturbed boggy area with typical wetland plant materials, including black spruce, alder, and a variety of other ground covers. The location of the road will be adjacent to the parking lot of the church when construction is completed.

Segment B is characterized by consistent wetland plant materials on both sides of the roadway for approximately 1,900 feet. The roadway alignment veers to the south and is dominated by black spruce and, due to the density of the plant material, there is a strong sense of enclosure to the area. Plant materials throughout the proposed project area appear subject to browsing moose.

Segment C contains a large snow disposal area situated on the north side of the proposed roadway. The snow disposal area is screened from the road ROW by a large berm that runs parallel and immediately adjacent to the proposed roadway. At the western end, the berm is more than twelve feet high. Progressing east, the berm tapers in size to five or six feet near the future intersection with C Street. The berm is very effective in screening the snow disposal area and it has been planted with birch and spruce to augment its screening capability. The south side of the proposed roadway in Segment C consists of native wetland plant materials very similar to the second segment.

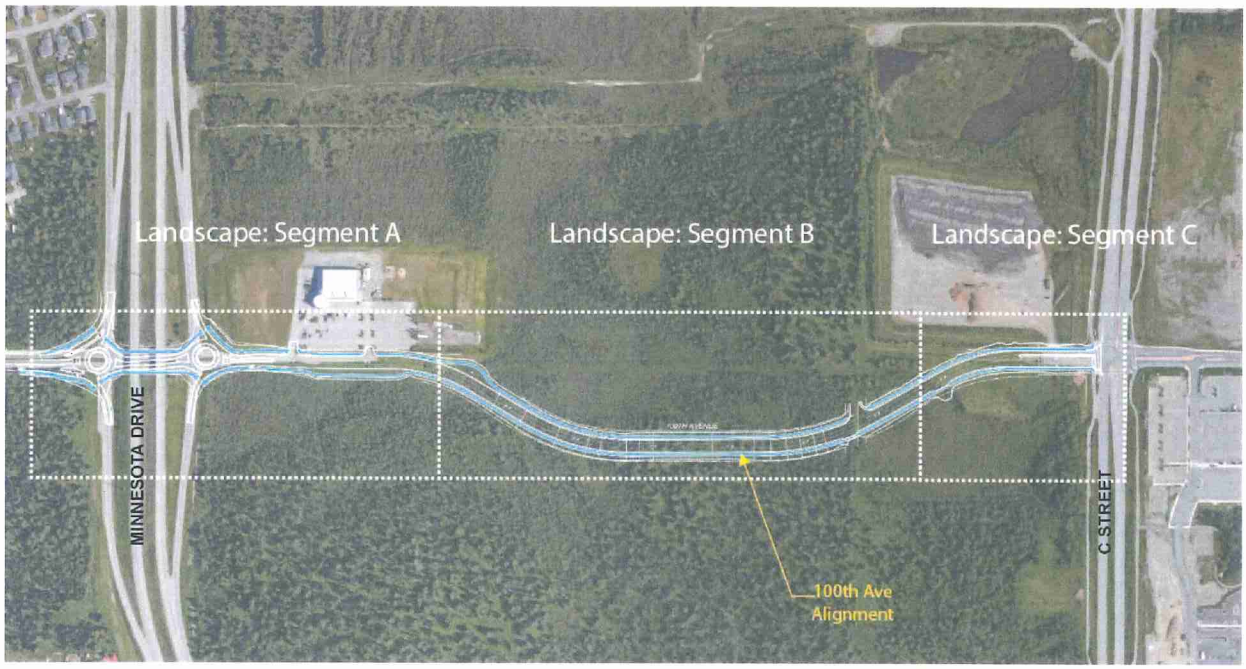


Figure 4

Proposed Landscape

There are two driving forces for the landscape plan for this project:

1. The USACE Section 404 fill permit stipulations require non-invasive species, moose-resistant species, native wetlands species and maintaining clear zones to minimize moose-vehicle collisions and moose –pedestrian encounters.
2. Due to rising maintenance costs in both summer and winter, Municipal and State operations and maintenance departments requested a landscape plan that would require a low-level of ongoing, annual maintenance.

Together, the above two factors drove the landscape design for this project. Landscape improvements include:

Segment A: The grass seed mix installed will be a wetland seed mix due to the proximity to contiguous Class B Wetlands. This includes the fill slope going down to the wetland, around the roundabouts and the space between the roadway and the walkway. The inside of the roundabouts will be slightly mounded and landscaped with tall Calamagrostis, an ornamental grass that is very low maintenance and does not impede snow maintenance or snow storage. The lack of dedicated ROW, the need to minimize impacts to the church parking and the low level of service maintenance request from Municipal and State operations departments prevents more significant landscape improvements in that area. There are existing mature trees in a median west of the Minnesota /100th interchange on 100th Ave. Every effort will be made to protect these existing trees, however roundabout construction may require them to be removed. If they are removed, they will be replanted in the 100th Ave. median west of the interchange

Segment B: The roadway will be elevated somewhat above the surrounding bog area. Landscape improvements will consist of a wetland seed mix due to the adjacency to contiguous Class B Wetlands. The inclusion of additional landscaping is unwarranted at this location due to the items listed above. Additionally, the existing black spruce forest on the south side of the road will be maintained (Figure 5).

Figure 5

Segment C: This portion of the roadway is parallel to the snow disposal area on the north side. The screening berm will be impacted slightly by the road construction; however, the intent is to leave the berm intact to the greatest extent possible. The snow disposal access will be shifted further to the west, and the existing access will be bermed and landscaped in a pattern consistent with the existing berm plantings. Where necessary the berm will be re-graded and re-vegetated. The south side of the roadway will receive the same treatment as identified for Segment B.

Proposed Streetscape and Pedestrian Amenities

Multiuse Pathways: This project will construct 8-foot wide multiuse pathways on both sides of the roadway. The south pathway completes a pedestrian connection between the Old Seward Highway and Pointe Resolution Drive. The multi-use pathway on the north side of the roadway will connect the sidewalk between King Street and C Street to the sidewalk between Minnesota Drive and Victor Road. These pedestrian facilities also provide a connection with the pathways on each side of C Street between Dimond Boulevard and O'Malley Road.

On Road Bicycle Facilities: There will be a 5 ft wide shoulder on both sides of the roadway.

Other Public Amenities: Due to the limited opportunities to provide visual enhancement landscaping for this project, the following amenities add a combination of functionality and visual enhancement for the public.

Wayfinding Signage: This project includes three trail wayfinding kiosks. The kiosks will identify where you are located within the trail system, how to navigate to popular destinations, like the Campbell Creek Greenbelt and other parks and facilities. The new trail wayfinding guidelines developed by the Parks & Recreation Department and the Live.Work.Play Trails Initiative will be used.

Figure 6: Wayfinding Kiosk

Bike Fix-It Station: As the active transportation network throughout the Bowl continues to grow, more cyclists are using bike lanes and pathways for recreation and transportation. Currently, there are no Bike Fix-It stations in South Anchorage; this will be the first. The station includes all the tools necessary to perform basic bike repairs like changing a flat to adjusting brakes and derailleurs.

Sculpture: Phase I of the 100th Ave project installed a sculpture on the SE corner of 100th and C St. This sculpture will be mirrored on the NW corner of the same intersection, providing visual enhancement and consistency in the project theme.

Figure 7: Sculpture

Figure 8: Bike Fix-It Station

NARRATIVE ADDRESSING AMC 21.03.190B.5.C.i-vii

AMC 21.03.190B.5.C.i-vii Plans in Hand Design Drawings Review requires the following:

a. The urban design commission shall review and approve all landscaping and streetscape and pedestrian facilities for streets of collector classification or greater in the Official Streets and Highways Plan.

b. The urban design commission shall approve, approve with conditions, or reject the landscaping, streetscape, and pedestrian design plans at a stage no greater than 65 percent designed, for all applicable street projects. A public hearing is not required but may be held at the commission's discretion.

c. As applicable, the commission's review of the plans in hand design drawings shall include but not be limited to:

i. Compliance with Title 21:

This project complies with Title 21. A detailed compliance analysis can be found in Appendix B - Compliance with Adopted Plans and AMC Title 21 Land Use Regulations Matrix.

ii. Context of the area and the long-term impact on existing and projected adjacent land uses:

West of Minnesota Drive is a large residential area that includes the established neighborhood of Bayshore, the growing neighborhood of Southport, and several smaller subdivisions. To travel anywhere east of Minnesota Drive, residents must use Dimond Boulevard, approximately 1/2-mile to the north; or Minnesota Drive (which becomes O'Malley Road) approximately 1/2- mile to the south.

In the northeast corner of the Minnesota Drive/100th Avenue interchange is Anchorage City Church, which was built in 2003 and continues to see an increase in members. The church is currently the only development along the proposed roadway between Minnesota Drive and C Street.

Most of the proposed roadway corridor is within the Klatt Bog, an undeveloped Class B wetland. On the south side, it is all Class B wetlands with the exception of the last approximate 700 feet just west of C Street. On the north side, the segment of the corridor between the platted rights-of-way (ROW) of Rovenna Street and Arctic Boulevard is also Class B wetlands. The topography generally slopes from southeast to northwest.

In the southeast corner of the interchange is a 50-acre parcel that is currently zoned R1-A. This property was previously considered for a large mixed-use development that could include both commercial and residential space.
Just east of the parcel is a 70-acre lot, zoned PLI-P and owned by MOA, Parks and Recreation. The Parks and Recreation Department has future plans to develop portions of the park.

At the northwest corner of C Street and 100th Avenue is a municipal snow disposal and sedimentation basin.

In addition to the new Target store at 100th Avenue and C Street, other commercial retail developments and office buildings are proposed.

As a result of existing and future land use both within and near the project area, traffic volumes have increased and the Old Seward and Dimond Boulevard intersection has become highly congested.

Completion of the segment of 100th Avenue between Minnesota Drive and C Street will provide an east/west connection from the Bayshore neighborhood all the way to the Old Seward Highway significantly alleviating traffic congestion.

Reductions in intersection congestion allow for reductions in CO emissions, reductions in vehicle miles traveled (VMT), and increased safety for the public. Lastly, the 100th Avenue Extension facilitates the development of multi-modal transportation opportunities, an important element in the Long Range Transportation Plan vision for Anchorage.

In summary, this project will address a variety of needs in the project corridor, including the following:

- Improved connection among existing roadways
- Improvement in level of service (LOS)
- Reduction in vehicle miles traveled (VMT)
- Reduced carbon monoxide (CO) emissions
- Increased safety
- Enhancement of multi-modal transportation (routes for pedestrians and bicyclists)

Overall, this project improves access to all properties directly adjacent to the corridor and it improves access between residential and commercial properties near the corridor.

Finally, the permitting required to implement this project will preserve, in perpetuity, a large area of contiguous and high value Class B Wetland north of the project area, the North Klatt Bog.

iii. Initial cost of materials including installation:

The estimated construction cost of the proposed project is between 5 – 10 million dollars. The estimated cost of landscape and streetscape amenities is $700K.

iv. Long-term costs associated with operations and maintenance:

Operation and maintenance of improvements within the ROW will be performed by municipal departments. MOA Parks & Recreation will maintain the roadway landscaping and MOA Street Maintenance will maintain the streets and pedestrian facilities.

Operation and maintenance costs for landscape will be less than typical of a minor arterial, due to the limited landscape installation and limited mow wetlands seed mix. Operation and maintenance costs for street maintenance will be typical for a minor arterial.

v. Adherence to a design themes established through local area plans or prior public improvements:

The portion of 100th Avenue west of Minnesota Drive is extensively landscaped with a variety of plant materials and is considerably different in character, due to its residential development. The landscaping and geometry of 100th Avenue west of Minnesota should not serve as an example for development east of Minnesota Drive due to its proximity to natural and wetland vegetation, wildlife and the requirements stipulated by the USACE fill permit. The Minnesota Drive overpass at 100th Avenue serves as a clear delineation between the two projects and the differing levels and characteristics of landscape.

The landscape and amenity design of this road project will respect the natural character of the Klatt Bog and the 70-acre park parcel through which it travels.

From the 100th Ave Extension Phase I, from King Street to C Street, this project will mimic existing design features as follows:

- Imprinted, red colored concrete will be used in medians and within roundabouts.
- The sculptural screen installed on the SE corner of 100th and C St., will be mirrored on the SW corner of 100th and C St.

Three (3) wayfinding kiosks will be installed that match the new guidelines developed by MOA Parks & Recreation for signage on trails and paths.

The bike fix-It station will match the product standard that has been installed along other multi-use trails and pathways in Anchorage.

vi. Effectiveness in meeting community design goals:

The attached Appendix B - Compliance with Adopted Plans and AMC Title 21 Land Use Regulations Matrix, outlines how the project meets community design goals. The matrix specifies how the project meets relevant adopted municipal plans, design guidelines and other guiding documents that shape our community.

vii. Accommodation of pedestrians and non-motorized users:

The project design includes excellent facilities for pedestrians and non-motorized users including:

- 8' wide mulituse pathways on both sides of the road alignment that are ADA compliant. These pathways provide connectivity to existing paths near the project area, improving efficiency and mobility for non-motorized users and pedestrians.
- 5' wide shoulders on either side of the roadway that accommodates bicyclists who prefer to ride in the roadway.
- Wayfinding signage to orient pedestrians and non-motorized users to their location within the active transportation system.
- Bike fix-it station for cyclists who need to make minor equipment repairs.

MEMO ADDRESSING REVIEW COMMENTS FROM DSR REVIEW (PLANNING AND ZONING COMMISSION COMMENTS AND ACTION)

On October 7, 2013, this project was reviewed by the Planning and Zoning Commission under the CSS Draft Design Study Report (35% Level of Design) Documentation phase. Following are meeting minutes and the resolution from the Commission regarding the project. There were no comments to address. (Case 2013-128).

01-096 K
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MUNICIPALITY OF ANCHORAGE
PLANNING AND ZONING COMMISSION RESOLUTION NO. 2013-040

A RESOLUTION GRANTING APPROVAL OF THE DESIGN STUDY REPORT, REVIEWED THROUGH THE CONTEXT SENSITIVE SOLUTIONS PROCESS, FOR THE 100TH AVENUE EXTENSION PHASE II, MINNESOTA DRIVE TO C STREET, GENERALLY LOCATED IN SOUTH ANCHORAGE BETWEEN DIMOND BOULEVARD AND O'MALLEY ROAD.

(Case: 2013-128)

WHEREAS, the Municipality of Anchorage, Public Works Department, Project Management and Engineering Division, requested approval of the Design Study Report for the extension of 100th Avenue from Minnesota Drive to C Street; and

WHEREAS, a non-public hearing review was held before the Planning and Zoning Commission on October 7, 2013.

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

A. The Commission makes the following findings of fact:

1. The Design Study Report for the 100th Avenue Extension Phase II from Minnesota Drive to C Street traverses north Klatt Bog. The Report analyses three alterative alignments for completing the final phase of the 100th Avenue construction project. Alternative 2 is the recommended alignment which preserves higher value Type B wetlands and is the alignment that has been accepted by the Corps of Engineers.

2. The 100th Avenue Extension is identified as a short term project in the *2035 Metropolitan Transportation Plan* as "a missing link in the primary road network in the metropolitan area for Anchorage."

3. The project does a good job of incorporating bicycle and pedestrian needs.

4. The project is adequately designed for the projected traffic.

5. The connection of 100th Avenue is needed to fill in the grid of this developing area of South Anchorage. It will help to reduce and alleviate congestion on other roadways in the area.

6. The design staff has done a very good job of finding a viable alternative that satisfies the Corps of Engineers and maximizes protection of valuable wetlands.

B. The Commission approves Alternative 2 recommended in the Design Study Report for the 100th Avenue Extension, subject to the following condition:

1. This approval is subject to the petitioner's application, narrative and submittals and the plans on file at the Current Planning Section, Planning Division, Community Development Department that include:

   a. Design Study Report for the 100th Avenue Extension, Minnesota Drive to C Street; PM&E Project No. 01-09B; prepared by USKH, Inc. for the Municipality of Anchorage, Department of Public Works, Project Management and Engineering Division; Dated: July 2013.

PASSED AND APPROVED by the Municipal Planning and Zoning Commission on the 7th day of October 2013.

ADOPTED by the Anchorage Municipal Planning and Zoning Commission this 4th day of November, 2013. This written decision/resolution of the Planning and Zoning Commission is final and any party may appeal it within twenty (20) days to the Board of Adjustment pursuant to the Anchorage Municipal Code 21.30.030.

Jerry T. Weaver, Jr.
Secretary

Connie Yoshimura
Chair

(Case 2013-128)

mro

Excerpt from PZC Meeting Minutes:

CHAIR YOSHIMURA closed the public hearing.

COMMISSIONER MULCAHY moved to postpone Case 2013-139, until a work session can be held to address some of the issues. COMMISSIONER FERGUSSON seconded.

COMMISSIONER FERGUSSON stated there is not enough information to make a decision and staff has indicated they will provide more information.

CHAIR YOSHIMURA noted the Commission will be postponing both the reorganization and the fee increase since they were presented to us as one case. She will also leave the scheduling of the work session to the new Chair and to Staff.

AYE: Spring, Robinson, Fergusson, Mulcahy, Pruhs, Parks, Dean, Yoshimura
NAY: None

PASSED

F. REGULAR AGENDA

1. **Resolutions for Approval**
2. **Introduction for Public Hearings**
3. **Site / Landscape Plan Approval**
4. **Time Extensions; Expedited Hearing Requests; Minor Conditional Use Amendments**
5. **Other**
   a. **Case 2013-128** (MRO)
   Draft Design Study Report for a Public Road for the extension of 100th Avenue to connect Minnesota Drive to C Street (MOA/ADOT Project #PM&E 01-009).
   THIS IS NOT A PUBLIC HEARING

MARGARET O'BRIEN presented the staff report on behalf of the Municipality's Planning Division. Planning recommended approval subject to conditions.

DWAYNE ADAMS with USKH, represented the petitioner and gave a brief overview of the project. STEVE KARI with USKH assisted Mr. Adams in responding to questions from the Commission.

COMMISSIONER PARKS moved to approve Case 2013-128, draft design study for the 100th Avenue connection of Minnesota and C Street, as presented. COMMISSIONER PRUHS seconded.

COMMISSIONER SPRING finds that the 100th Avenue project is identified as a short term project in the 2035 Metropolitan Transportation Plan. The project design does a good job of incorporating bicycle and pedestrian needs. It is adequately sized for the projected traffic and the connection of 100th Avenue is needed to fill in the grid to this developing area of South Anchorage. This will help to reduce and alleviate congestion in other roadways in the area. He expressed the design staff has done a very good job of finding a viable alternative that satisfies the Corps of Engineers and maximizes protection of valuable wetlands.

AYE: Spring, Robinson, Fergusson, Mulcahy, Pruhs, Parks, Dean, Yoshimura
NAY: None

PASSED

COMMISSIONER ROBINSON moved to approve Resolution 2013-037, recommending approval of an intergovernmental use permit and conservation easement for a portion of Tract A, seventy acre subdivision for the extension of 100th Avenue between Minnesota Drive and C Street. COMMISSIONER MULCAHY seconded.

AYE: Spring, Robinson, Fergusson, Mulcahy, Pruhs, Parks, Dean, Yoshimura
NAY: None

PASSED

H. APPEARANCE REQUEST - None

I. REPORTS - None

1. **Chair**
2. **Secretary**
3. **Committee**

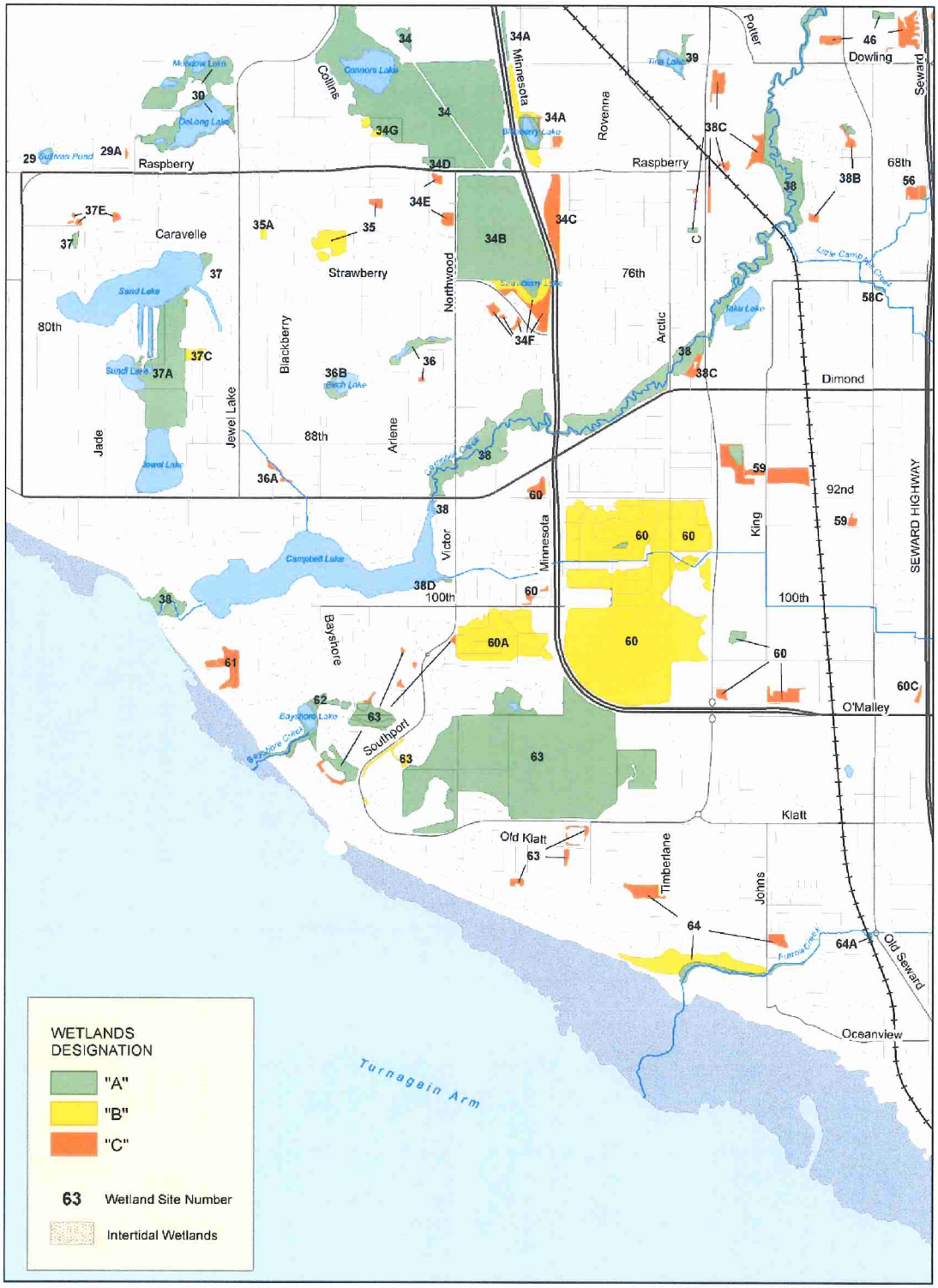


Figure 4

Wetland Designations

Anchorage Bowl - Southwest

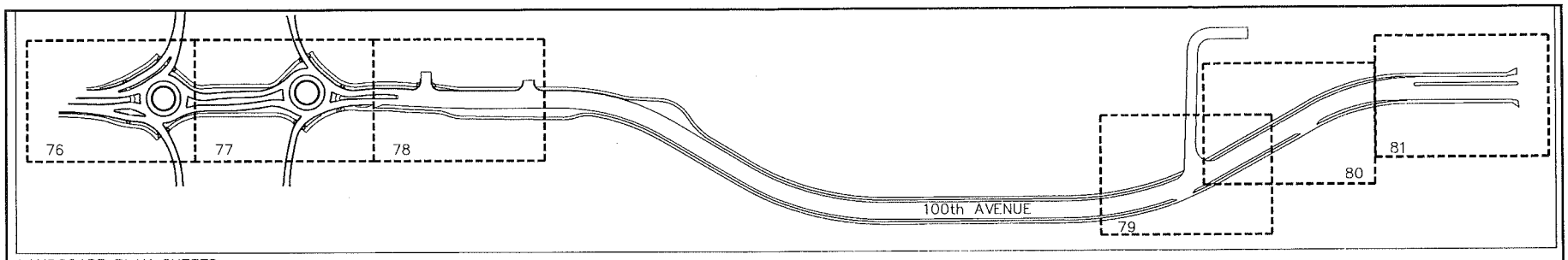
N

0 0.5 Miles

Note that wetland maps produced by the Municipality are not all-inclusive. Wetland boundaries depicted on municipally produced maps are approximate. It is not possible to map all wetlands, especially on private property, without the ability to ground-truth subcontent features. To obtain the most accurate information, it is necessary on individual landowners to request a Jurisdictional Determination and/or wetland delineation from the Corps of Engineers or hire a professional wetland scientist to make a determination for submission to the Corps. MOA Long Range Planning staff are responsible for maintaining wetland maps and datasets to service the Municipality of Anchorage. For the most accurate, up-to-date wetlands mapping information, contact the MOA Long-Range Planning Section staff at (907)343-7927. Stream data is approximate and shown as informational only. Inquiries regarding stream occasions should be made to MOA Watershed Management Section at (907)343-8135.

Revised July 9, 2014

APPENDIX A: LANDSCAPE PLANS, SIGNAGE & STRIPING PLANS



LANDSCAPE PLAN SHEETS

PLANTING SCHEDULE

QTY	SYMBOL	LABEL	LATIN NAME	COMMON NAME	SIZE	FURNISHED	NOTES
EVERGREEN TREES							
2		PG-6'	PICEA GLAUCA	WHITE SPRUCE	6' HT.	B&B	ALL SPRUCE-ROOTBALL MUST BE THE DIAMETER OF THE DRIP LINE AND M.IN. 18" DEEP
6		PG-8'	PICEA GLAUCA	WHITE SPRUCE	8' HT.	B&B	
DECIDUOUS TREES							
41		BP	BETULA PAPYRIFERA	PAPER BIRCH	2" CAL.	B&B	SINGLE STEM, MAXIMUM HEIGHT 12'-18', MAX. 9' OF CLEAR TRUNK ROOTBALL MUST BE 24" DIAMETER x 18" DEEP
SHRUBS							
40		PF	POTENTILLA FRUITICOSA	BUSH CINQUEFOIL POTENTILLA	18" HT.	CONTAINER	
PERENNIALS							
118		CF	CALAMAGROSTIS x ACUTIFLORA 'Karl Foerster'	FOERSTER'S REED GRASS	24" HT.	CONTAINER	

MISCELLANEOUS

- SEED MIX-SCHEDULE F WITH 2 INCH SOIL AND HGM
- 4"-6" WASHED RIVER ROCK 1900 SQUARE FEET
- 26,100 SQUARE FEET IMPRINTED COLORED CONCRETE
- LANDSCAPE EDGING
- TEMPORARY TREE PROTECTION FENCE
- BICYCLE FIXIT STATION 1
- WAYFINDING KIOSK 3
- 4X4X4 BOULDER 30

Schedule F : Seed Mix
Application Rate: Minimum 6 lbs/1,000 square feet

Name	Proportion By Weight	Purity	Germination
'Ardsland Red' Red Fescue (Festuca rubra 'Ardsland')	45%	90%	85%
'Greening' Alpine Bluegrass (Poa alpina 'Greening')	50%	90%	85%
Annual Ryegrass (Lolium multiflorum)	5%	90%	85%

GENERAL NOTES:

1. ALL CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE MUNICIPALITY OF ANCHORAGE STANDARD SPECIFICATIONS(MASS), 2009 REVISION 3, DATED 4/1/2013, UNLESS OTHERWISE STATED IN THE DRAWINGS.
2. ALL PLANT MATERIAL SHALL CONFORM TO AMERICAN STANDARD FOR NURSERY STOCK, ANSI Z60.1-2004. CONTRACTOR SHALL NOTIFY LANDSCAPE ARCHITECT ABOUT SITE CONDITIONS THAT REQUIRE MODIFICATION OF PLANT LAYOUT PRIOR TO INSTALLATION OF AFFECTED LANDSCAPE MATERIAL.
3. ALL PLANTS ARE NURSERY GROWN UNLESS SPECIFIED OTHERWISE.
4. ALL PLANTING BEDS SHALL RECEIVE 18" TOPSOIL AND 3" DEPTH RIVER ROCK OR SHREDDED BARK MULCH.
5. SHREDDED BARK MULCH SHALL BE PLACED IN ROUNDABOUT PLANTING AREAS AS SHOWN ON THE PLANS AND IS INCIDENTAL TO PLANTING TREES, SHRUBS, PERENNIALS, AND NO ADDINTAL PAYMENT WILL BE MADE.
6. MULCH SAMPLE SHALL BE PROVIDED TO OWNER'S REPRESENTATIVE FOR APPROVAL, AND APPROVED BY OWNER PRIOR TO BEGINNING LANDSCAPE INSTALLATION.
7. REFER TO SHEET L501 FOR LANDSCAPE DETAILS.
8. 2" COMPOST AND SCHEDULE F SEED MIX FOR ALL DISTURBED AREAS OUT SIDE OF PLANTING BEDS
9. SCHEDULE "F" SEED SHALL BE PLACED THROUGHOUT ENTIRE PROJECT DISTURBED AREA, TO LIMITS OF DISTURBANCE. SHEETS ARE NOT SHOWN FROM STA 15+50 TO 40+50.
10. ROCKS TO BE PLACED IN THE FIELD UNDER THE DIRECTION OF THE OWNER'S REPRESENTATIVE.
11. IF THE MATURE TREES (EVERGREEN AND DECIDUOUS) IN THE MEDIAN PLANTING BED ON 100TH AVE. WEST OF THE MINNESOTA/100TH INTERCHANGE ARE DISTURBED OR REMOVED DURING ROUNDABOUT CONSTRUCTION, THEY SHOULD BE REPLACED IN THE MEDIAN AS DIRECTED BY THE OWNER'S REPRESENTATIVE.

PLANS NOT FOR CONSTRUCTION
FOR UDC SUBMITTAL ONLY

FIELD BOOKS	BM NO.	LOCATION	ELEV.
DESIGN: NUMBERS	NAME		ELEV
STAKING:			
ASBUILT:			
CONTRACTOR:	BASIS OF DATUM:	1972 N.G.S. DATUM	
INSPECTOR:			

CONSTRUCTION RECORD — VERTICAL DATUM

DATA	DRAWN BY	CHECKED BY	DATA	DRAWN BY	CHECKED BY
BASE	STANTEC	--	TELEPHONE	STANTEC	--
TOPOGRAPHY	STANTEC	--	ELECTRIC	STANTEC	--
PROFILE	DG	--	CABLE TV	STANTEC	--
SANITARY SEWER	N/A	--	TRAFFIC SIGNAL	LRG	--
STORM SEWER	N/A	--	DESIGN	DG	--
WATER	N/A	--	QUANTITIES	DG	--
GAS	STANTEC	--	MUN. FINAL CHECK		

PLAN CHECK

REV	DATE	DESCRIPTION	BY	REV	DATE	DESCRIPTION	BY

REVISIONS

PLANS DEVELOPED BY:
HUDDLE
3201 C ST, STE 110
ANCHORAGE, AK 99503
907-223-0135
www.HUDDLEAK.com
COA: ACCL1811
CONSULTANT

STATE OF ALASKA — 49TH — Rudy J. Spalla Torres — No. 13178 — REGISTERED ARCHITECT
SEAL

MUNICIPALITY OF ANCHORAGE

PROJECT MANAGEMENT AND ENGINEERING DEPARTMENT

01-098 — 100TH AVENUE EXTENSION, PHASE IIB — SCH. A & E
MINNESOTA DRIVE TO C STREET

LANDSCAPE PLAN SHEET INDEX

SCALE: NTS | DATE: 2/25/2017 | GRIDS: 2428-30, 2228-30 | ACCT. NO. | SHEET 75 of 84

FILE NO.–

FILE: P:\more_stuff\PWST\1098\Ave\Wisenant\100325_PH2B_Landscaping-2-27-2017.dwg PLOTTED: 27 Feb 2017 6:04 PM scottaghan

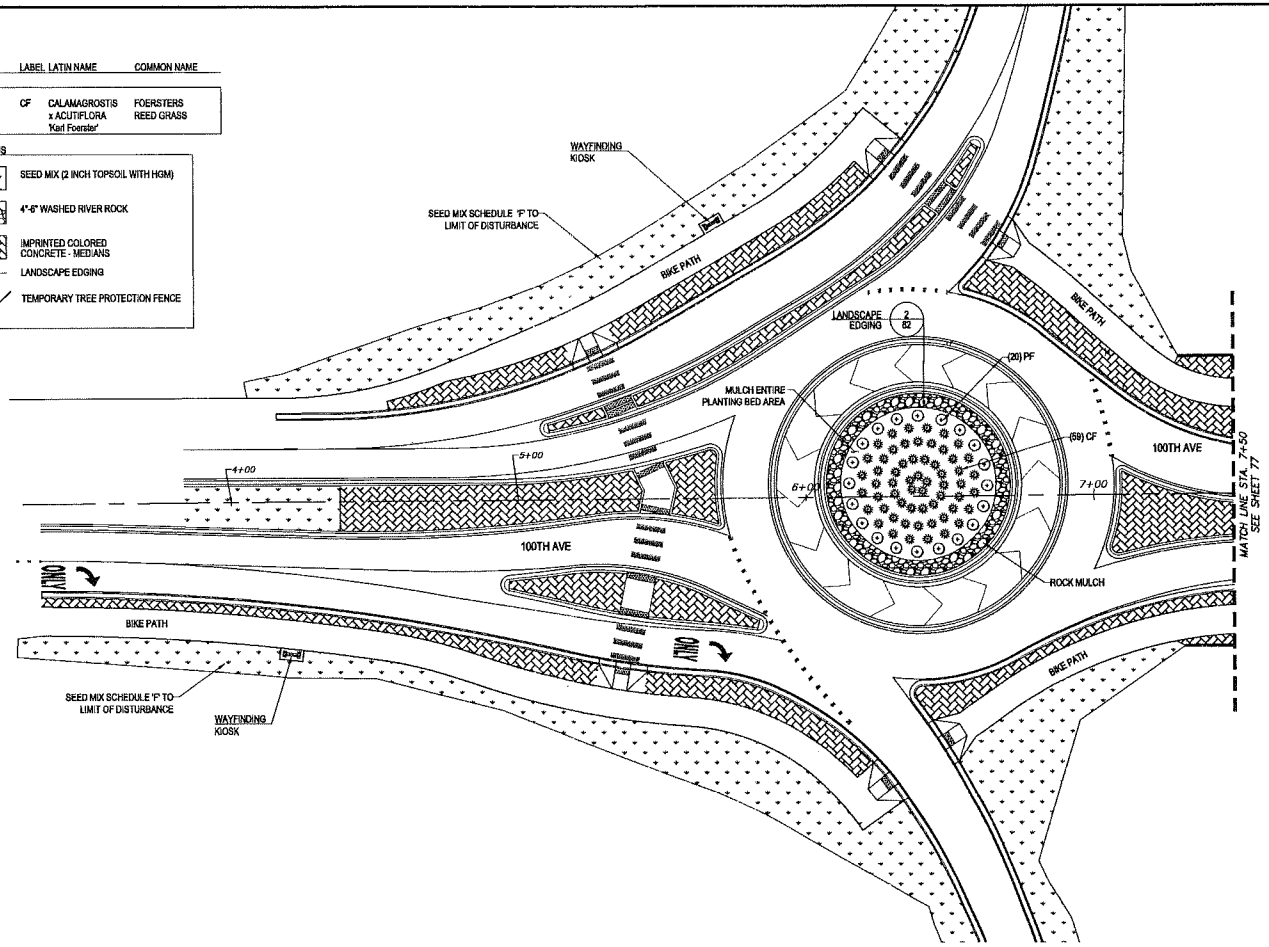
PLANTING LEGEND

SYMBOL	LABEL	LATIN NAME	COMMON NAME
EVERGREEN TREES			
	PG-6'	PICEA GLAUCA	WHITE SPRUCE
	PG-9'	PICEA GLAUCA	WHITE SPRUCE
DECIDUOUS TREES			
	BP	BETULA PAPYRIFERA	PAPER BIRCH
SHRUBS			
	PF	POTENTILLA FRUITICOSA	BUSH CINQUEFOIL POTENTILLA

SYMBOL	LABEL	LATIN NAME	COMMON NAME
PERENNIALS			
	CF	CALAMAGROSTIS x ACUTIFLORA 'Karl Foerster'	FOERSTERS REED GRASS

MISCELLANEOUS

- SEED MIX (2 INCH TOPSOIL WITH HGM)
- 4"-6" WASHED RIVER ROCK
- IMPRINTED COLORED CONCRETE - MEDIANS
- LANDSCAPE EDGING
- TEMPORARY TREE PROTECTION FENCE



PLANS NOT FOR CONSTRUCTION
FOR UDC SUBMITTAL ONLY

N

20 0 10 20
SCALE IN FEET

FIELD BOOKS	BM NO.	LOCATION	ELEV.	DATA	DRAWN BY	CHECKED BY	DATA	DRAWN BY	CHECKED BY	REV	DATE	DESCRIPTION	BY	REV	DATE	DESCRIPTION	BY
DESIGN: NUMBERS	NAME		ELEV	BASE	STANTEC	—	TELEPHONE	STANTEC	—								
				TOPOGRAPHY	STANTEC	—	ELECTRIC	STANTEC	—								
STAKING:				PROFILE	DG	—	CABLE TV	STANTEC	—								
				SANITARY SEWER	N/A	—	TRAFFIC SIGNAL	LRC	—								
ASBUILT:				STORM SEWER	N/A	—	DESIGN	DG	—								
				WATER	N/A	—	QUANTITIES	DG	—								
CONTRACTOR:	BASIS OF DATUM:	1972 N.G.S. DATUM		GAS	STANTEC	—	MIN. FINAL CHECK										
INSPECTOR:																	
CONSTRUCTION RECORD		VERTICAL DATUM			PLAN CHECK							REVISIONS					

PLANS DEVELOPED BY:
HUDDLE
320 I ST, STE 110
ANCHORAGE, AK 99503
907-223-0136
www.HUDDLEAK.com
COA: AECL1811

CONSULTANT

STATE OF ALASKA 49TH
R. Holy J. Spuh-Torres No. 13178
REGISTERED LANDSCAPE ARCHITECT

SEAL

PROJECT MANAGEMENT AND ENGINEERING DEPARTMENT

01-098 100TH AVENUE EXTENSION, PHASE IIB MINNESOTA DRIVE TO C STREET SCH. A & E

PLANTING PLAN

SCALE: 1"=20' | DATE: 2/25/2017 | GRIDS: 2428-30 2928-30 | ACCT. NO. | SHEET 76 of 84

FILE NO.—

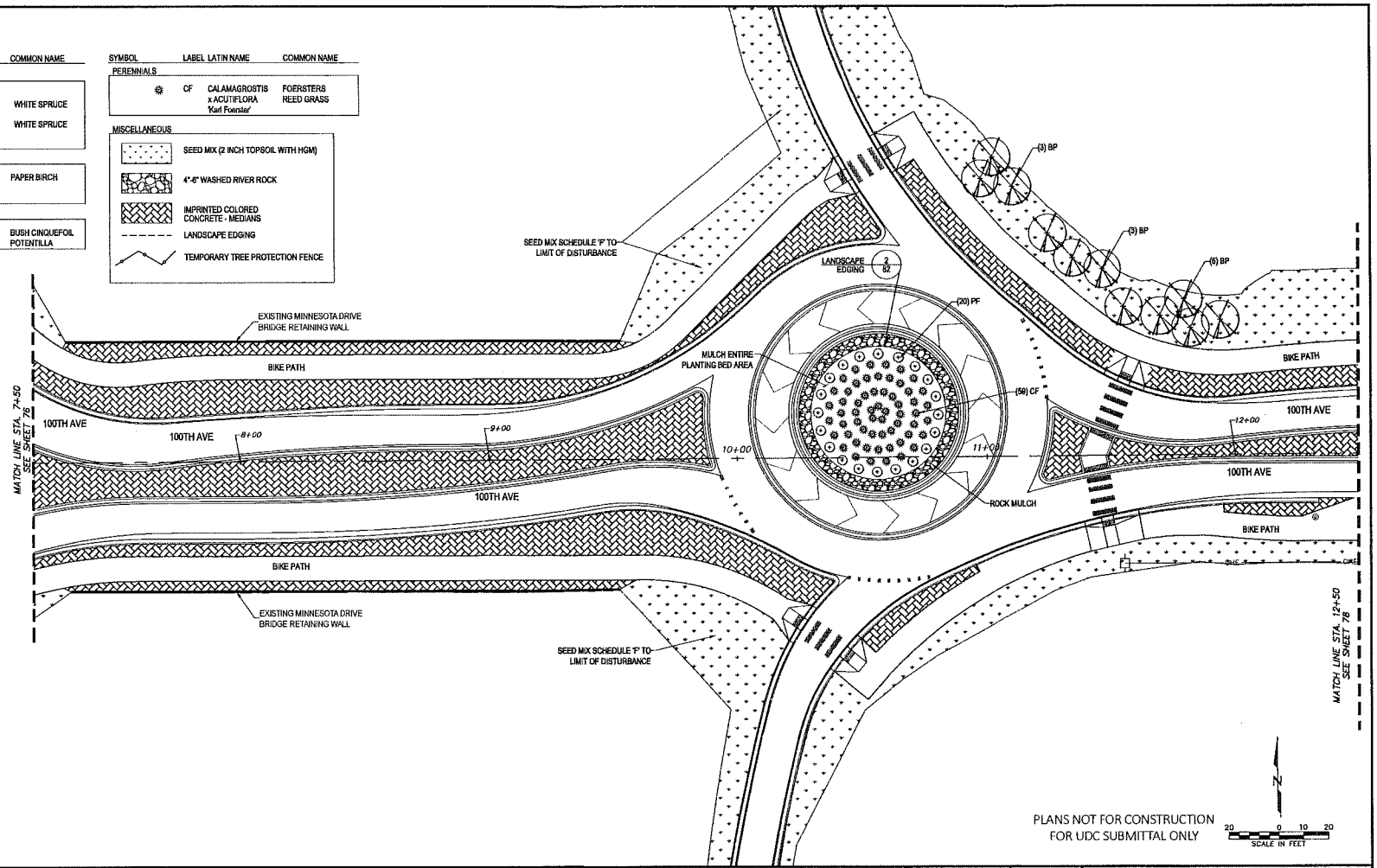
FILE: P:\cross_alaska\ATS\100th Ave\Sheets\100328_PH2B Landscaping-2-27-2017.dwg PLOTTED: 27 Feb 2017 8:24 PM washington

PLANTING LEGEND

SYMBOL	LABEL	LATIN NAME	COMMON NAME
EVERGREEN TREES			
	PG-6'	PICEA GLAUCA	WHITE SPRUCE
	PG-8'	PICEA GLAUCA	WHITE SPRUCE
DECIDUOUS TREES			
	BP	BETULA PAPYRIFERA	PAPER BIRCH
SHRUBS			
	PF	POTENTILLA FRUITICOSA	BUSH CINQUEFOIL POTENTILLA
PERENNIALS			
	CF	CALAMAGROSTIS x ACUTIFLORA 'Karl Foerster'	FOERSTERS REED GRASS

MISCELLANEOUS

- SEED MIX (2 INCH TOPSOIL WITH HGM)
- 4"-6" WASHED RIVER ROCK
- IMPRINTED COLORED CONCRETE - MEDIANS
- LANDSCAPE EDGING
- TEMPORARY TREE PROTECTION FENCE



PLANS NOT FOR CONSTRUCTION
FOR UDC SUBMITTAL ONLY

FIELD BOOKS	BM NO.	LOCATION	ELEV.
DESIGN NUMBERS	NAME		ELEV
STAKING:			
ASBUILT:			
CONTRACTOR:	BASIS OF DATUM:	1972 N.G.S. DATUM	
INSPECTOR:			

DATA	DRAWN BY	CHECKED BY	DATA	DRAWN BY	CHECKED BY
BASE	STANTEC	—	TELEPHONE	STANTEC	—
TOPOGRAPHY	STANTEC	—	ELECTRIC	STANTEC	—
PROFILE	DG	—	CABLE TV	STANTEC	—
SANITARY SEWER	N/A	—	TRAFFIC SIGNAL	LRG	—
STORM SEWER	N/A	—	DESIGN	DG	—
WATER	N/A	—	QUANTITIES	DG	—
GAS	STANTEC	—	MUN. FINAL CHECK		

REV	DATE	DESCRIPTION	BY	REV	DATE	DESCRIPTION	BY

CONSTRUCTION RECORD — VERTICAL DATUM — PLAN CHECK — REVISIONS

PLANS DEVELOPED BY:
HUDDLE
3201 C ST. STE 110
ANCHORAGE, AK 99503
907-223-0136
www.HUDDLEAK.com
CGA: ACCL1811

CONSULTANT

STATE OF ALASKA 49TH
Holly J. Spath-Torres
No. 13176
REGISTERED ARCHITECT

SEAL

MUNICIPALITY OF ANCHORAGE

PROJECT MANAGEMENT AND ENGINEERING DEPARTMENT

01-088 — 100TH AVENUE EXTENSION, PHASE IIB — MINNESOTA DRIVE TO C STREET — SCH. A & E

PLANTING PLAN

SCALE: 1"=20' | DATE: 2/23/2017 | GRIDS: 2428-35, 2528-35 | ACCT. NO. | SHEET 77 of 84

FILE NO.—

FILE: P:\mmc_stuff\HST\100thAve\Steerer\100ave_PH2B_Landscaping-2-27-2017.dwg PLOTTED: 27 Feb 2017 9:04 PM, wadlington

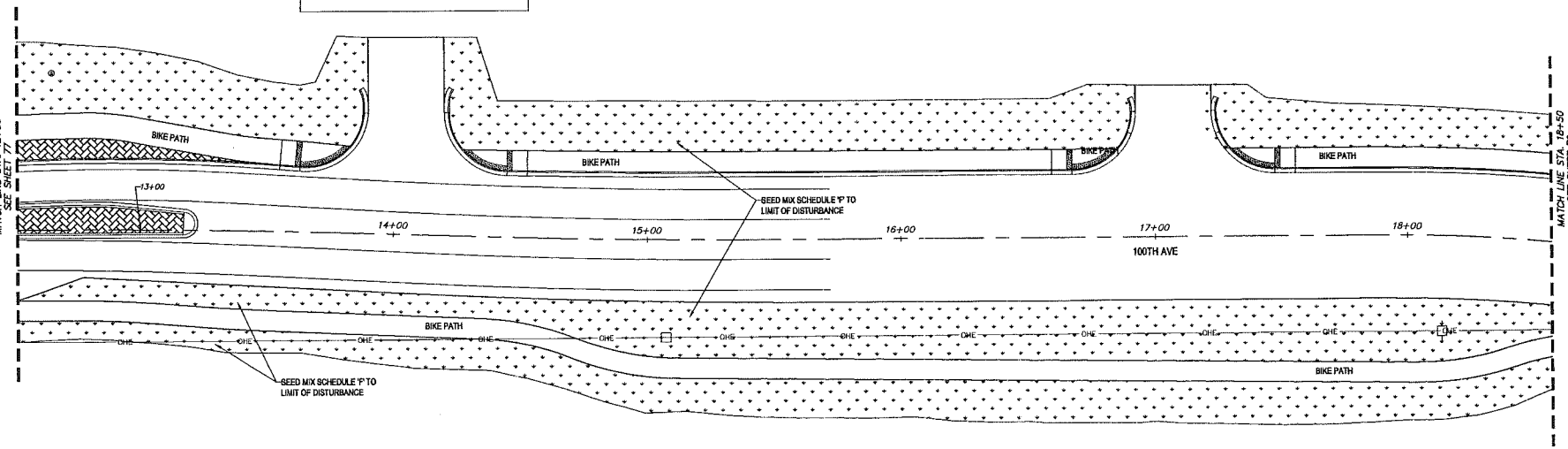
PLANTING LEGEND

SYMBOL	LABEL	LATIN NAME	COMMON NAME
EVERGREEN TREES			
	PG-6'	PICEA GLAUCA	WHITE SPRUCE
	PG-8'	PICEA GLAUCA	WHITE SPRUCE
DECIDUOUS TREES			
	BP	BETULA PAPYRIFERA	PAPER BIRCH
SHRUBS			
	PF	POTENTILLA FRUITICOSA	BUSH CINQUEFOIL POTENTILLA

SYMBOL	LABEL	LATIN NAME	COMMON NAME
PERENNIALS			
	CF	CALAMAGROSTIS x ACUTIFLORA 'Karl Foerster'	FOERSTERS REED GRASS

MISCELLANEOUS

- SEED MIX (2 INCH TOPSOIL WITH HGM)
- 4"-6" WASHED RIVER ROCK
- IMPRINTED COLORED CONCRETE - MEDIANS
- LANDSCAPE EDGING
- TEMPORARY TREE PROTECTION FENCE



PLANS NOT FOR CONSTRUCTION
FOR UDC SUBMITTAL ONLY

20 0 10 20
SCALE IN FEET

FIELD BOOKS	BM NO.	LOCATION	ELEV.
DESIGN: NUMBERS	NAME		ELEV
STAKING:			
ASBUILT:			
CONTRACTOR:	BASIS OF DATUM: 1972 N.G.S. DATUM		
INSPECTOR:			

CONSTRUCTION RECORD — VERTICAL DATUM

DATA	DELIN BY	DELIN CHKD BY	DATA	DRAWN BY	CHECKED BY
BASE	STANTEC	--	TELEPHONE	STANTEC	--
TOPOGRAPHY	STANTEC	--	ELECTRIC	STANTEC	--
PROFILE	DG	--	CABLE TV	STANTEC	--
SANITARY SEWER	N/A	--	TRAFFIC SIGNAL	LRG	--
STORM SEWER	N/A	--	DESIGN	DG	--
WATER	N/A	--	QUANTITIES	DG	--
GAS	STANTEC	--	MUN. FINAL CHECK		

PLAN CHECK

REV	DATE	DESCRIPTION	BY	REV	DATE	DESCRIPTION	BY

REVISIONS

PLANS DEVELOPED BY:
HUDDLE
3201 C ST, STE 110
ANCHORAGE, AK 99503
907-223-0136
www.HUDDLEAK.com
CDA: ADCL1611

CONSULTANT

STATE OF ALASKA — 49TH — I Holly J. Spath Torres — No. 13178 — REGISTERED PROFESSIONAL ENGINEER

SEAL

MUNICIPALITY OF ANCHORAGE

PROJECT MANAGEMENT AND ENGINEERING DEPARTMENT

01-098 — 100TH AVENUE EXTENSION, PHASE IIB — MINNESOTA DRIVE TO C STREET — SCH. A & E

PLANTING PLAN

SCALE: 1"=20' | DATE: 2/25/2017 | GRIDS: 2428-30, 2528-30 | ACCT. NO. | SHEET 78 of 84

FILE NO.–

PLOTTED: 27 Feb 2017 9:04 PM wellington

FILE: P:\work_dir\VEST\100th\ave\Secret\02025_PR28_Landscape-2-27-2017.dwg

PLANTING LEGEND

SYMBOL	LABEL	LATIN NAME	COMMON NAME
EVERGREEN TREES			
	PG-8'	PICEA GLAUCA	WHITE SPRUCE
	PG-8'	PICEA GLAUCA	WHITE SPRUCE
DECIDUOUS TREES			
	BP	BETULA PAPYRIFERA	PAPER BIRCH
SHRUBS			
	PF	POTENTILLA FRUITICOSA	BUSH CINQUEFOIL POTENTILLA

SYMBOL	LABEL	LATIN NAME	COMMON NAME
PERENNIALS			
	CF	CALAMAGROSTIS x ACUTIFLORA 'Karl Foerster'	FOERSTERS REED GRASS

MISCELLANEOUS

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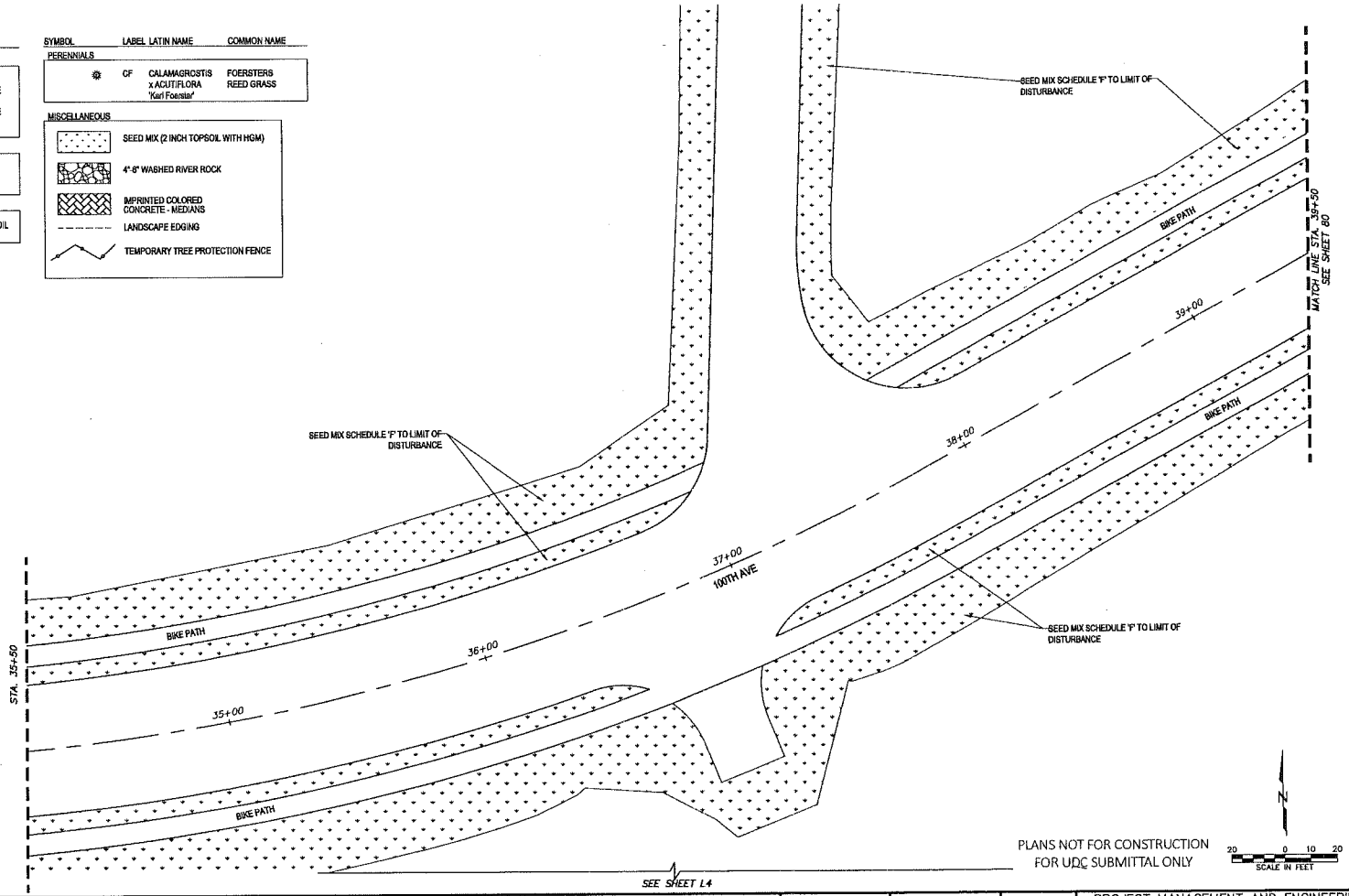

PLANS NOT FOR CONSTRUCTION
FOR UDC SUBMITTAL ONLY

20 0 10 20
SCALE IN FEET

FIELD BOOKS	BM NO.	LOCATION	ELEV.
DESIGN: NUMBERS	NAME		ELEV
STAKING:			
ASBUILT:			
CONTRACTOR:	BASIS OF DATUM: 1972 N.G.S. DATUM		
INSPECTOR:			

CONSTRUCTION RECORD — VERTICAL DATUM

DATA	DRAWN BY	DESIGNED BY	DATA	DRAWN BY	DESIGNED BY
BASE	STANTEC	--	TELEPHONE	STANTEC	--
TOPOGRAPHY	STANTEC	--	ELECTRIC	STANTEC	--
PROFILE	DG	--	CABLE TV	STANTEC	--
SANITARY SEWER	N/A	--	TRAFFIC SIGNAL	LRG	--
STORM SEWER	N/A	--	DESIGN	DG	--
WATER	N/A	--	QUANTITIES	DG	--
GAS	STANTEC	--	MUN. FINAL CHECK		

PLAN CHECK

REV	DATE	DESCRIPTION	BY	REV	DATE	DESCRIPTION	BY

REVISIONS

PLANS DEVELOPED BY:
HUDDLE
3201 C ST, STE 110
ANCHORAGE, AK 99503
907-223-0136
www.HUDDLEAK.com
CDA: AECL1611

CONSULTANT

STATE OF ALASKA 49TH
S. Holly J. Spolb-Torres
No. 13178

SEAL

MUNICIPALITY OF ANCHORAGE

PROJECT MANAGEMENT AND ENGINEERING DEPARTMENT

01-098 — 100TH AVENUE EXTENSION, PHASE IIB — MINNESOTA DRIVE TO C STREET — SCH. A & E

PLANTING PLAN

SCALE: 1"=20' | DATE: 2/25/2017 | GRIDS: 3158-30, 3328-30 | ACCT. NO. | SHEET 79 of 84

FILE NO. —

FILE: P:\trans_stuff\157\100th\ae\Sheets\00333_PCB_Landscape-2-27-2017.dwg PLOTTED: 27 Feb 2017 8:14 PM wadsworth

PLANTING LEGEND

SYMBOL	LABEL	LATIN NAME	COMMON NAME
EVERGREEN TREES			
	PG-6'	PICEA GLAUCA	WHITE SPRUCE
	PG-8'	PICEA GLAUCA	WHITE SPRUCE
DECIDUOUS TREES			
	BP	BETULA PAPYRIFERA	PAPER BIRCH
SHRUBS			
	PF	POTENTILLA FRUITICOSA	BUSH CINQUEFOIL POTENTILLA

SYMBOL	LABEL	LATIN NAME	COMMON NAME
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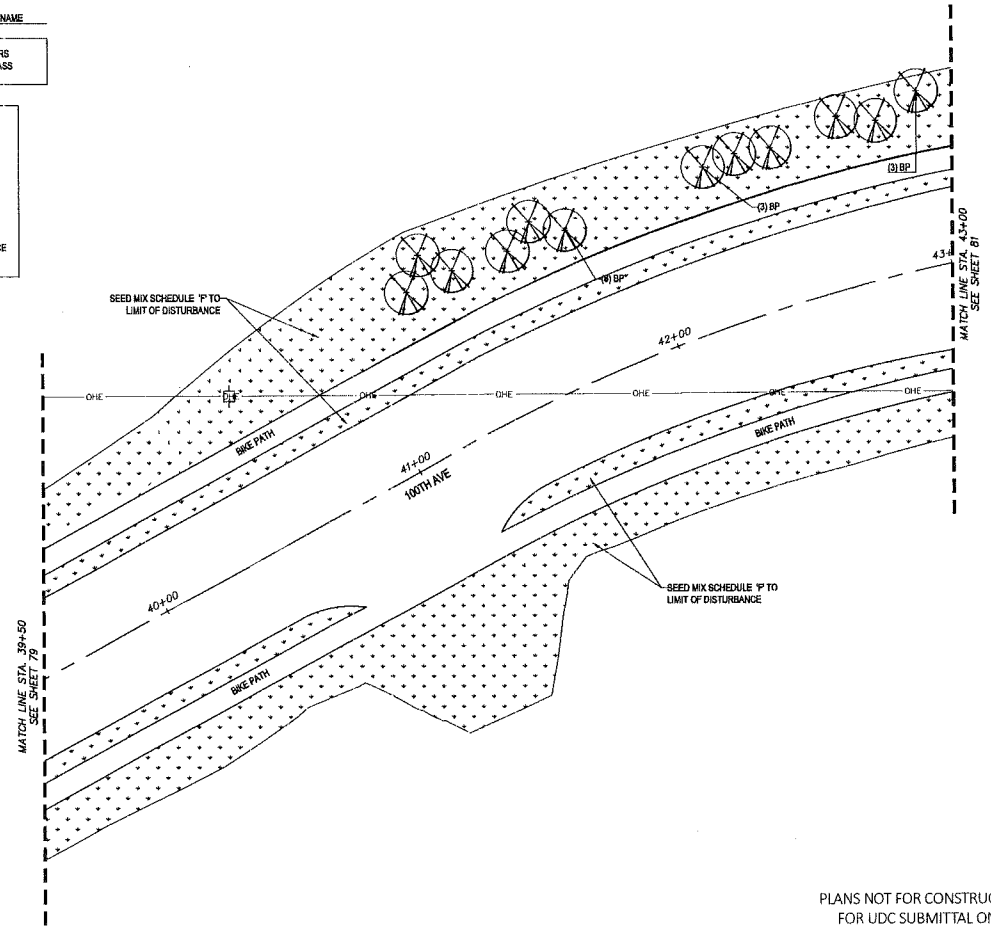

PLANS NOT FOR CONSTRUCTION
FOR UDC SUBMITTAL ONLY

N

20 0 10 20
SCALE IN FEET

FIELD BOOKS	BM NO.	LOCATION	ELEV.
DESIGN: NUMBERS	NAME		ELEV
STAKING:			
ASBUILT:			
CONTRACTOR:	BASIS OF DATUM:	1972 N.G.S. DATUM	
INSPECTOR:			

DATA	DRAWN BY	CHECKED BY	DATA	DRAWN BY	CHECKED BY
BASE	STWRDS	—	TELEPHONE	STWRDS	—
TOPOGRAPHY	STWRDS	—	ELECTRIC	STWRDS	—
PROFILE	DG	—	CABLE TV	STWRDS	—
SANITARY SEWER	N/A	—	TRAFFIC SIGNAL	LNG	—
STORM SEWER	N/A	—	DESIGN	DG	—
WATER	N/A	—	QUANTITIES	DG	—
GAS	STWRDS	—	MUN. FINAL CHECK		

REV	DATE	DESCRIPTION	BY	REV	DATE	DESCRIPTION	BY

CONSTRUCTION RECORD — VERTICAL DATUM — PLAN CHECK — REVISIONS

PLANS DEVELOPED BY:
HUDDLE
3201 C ST, STE 110
ANCHORAGE, AK 99503
907-223-0136
www.HUDDLEAK.com
CDA AECL1811

CONSULTANT

STATE OF ALASKA 49TH
Holly J. Spoth-Torres
No. 13176
REGISTERED PROFESSIONAL ENGINEER

SEAL

MUNICIPALITY OF ANCHORAGE

PROJECT MANAGEMENT AND ENGINEERING DEPARTMENT

01-09B — 100TH AVENUE EXTENSION, PHASE IIB — MINNESOTA DRIVE TO C STREET — SCH. A & E

PLANTING PLAN

SCALE: 1"=20' — DATE: 2/25/2017 — GRIDS: 2428-30, 2528-30 — ACCT. NO. — SHEET 80 of 84

FILE NO.–

FILE: P:\mme_adot\VIST\100thAve\Visbasemat\100305_PH2B_Landscaping-2-27-2017.dwg PLOTTED: 27 Feb 2017 9:04 PM eddjohnn

PLANTING LEGEND

SYMBOL	LABEL	LATIN NAME	COMMON NAME
EVERGREEN TREES			
	PG-8'	PICEA GLAUCA	WHITE SPRUCE
	PG-8'	PICEA GLAUCA	WHITE SPRUCE
DECIDUOUS TREES			
	BP	BETULA PAPYRIFERA	PAPER BIRCH
SHRUBS			
	PF	POTENTILLA FRUITICOSA	BUSH CINQUEFOIL POTENTILLA

SYMBOL	LABEL	LATIN NAME	COMMON NAME
PERENNIALS			
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- 4"-6" WASHED RIVER ROCK
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- LANDSCAPE EDGING
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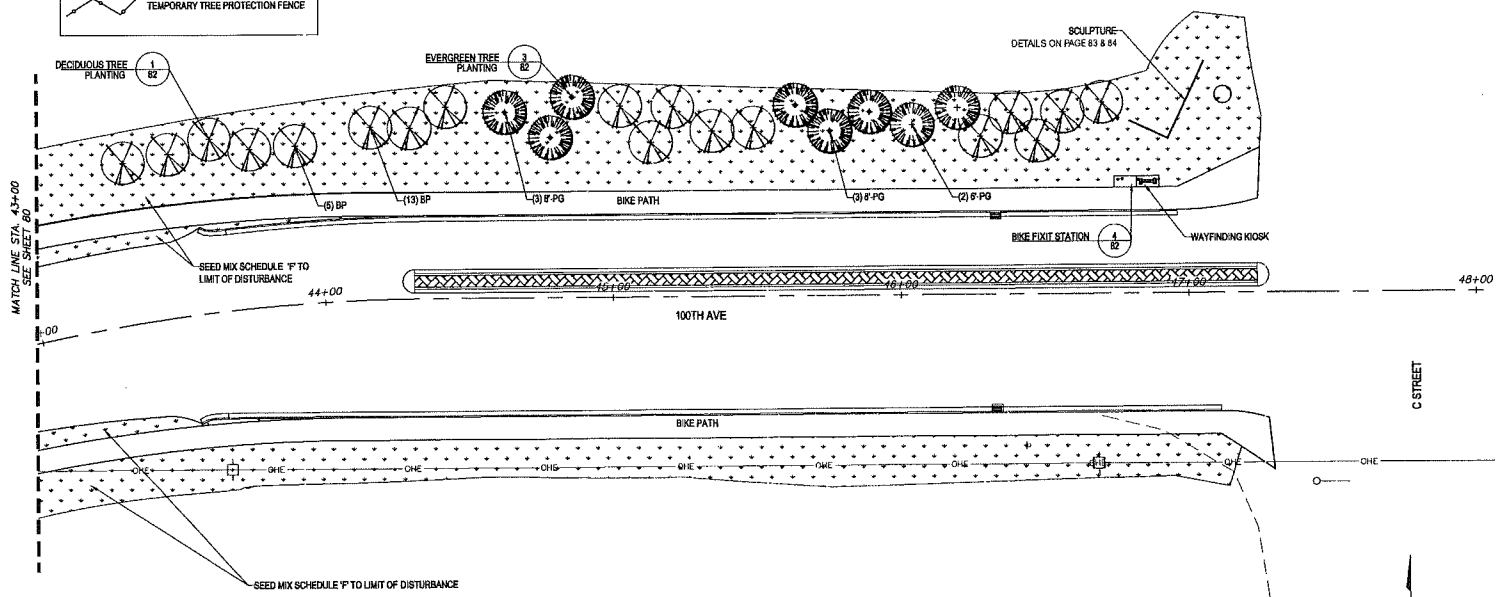

PLANS NOT FOR CONSTRUCTION
FOR UDC SUBMITTAL ONLY

FIELD BOOKS	BM NO.	LOCATION	ELEV.
DESIGN: NUMBERS	NAME		ELEV
STAKING:			
ASBUILT:			
CONTRACTOR:	BASIS OF DATUM:	1972 N.G.S. DATUM	
INSPECTOR:			

CONSTRUCTION RECORD — VERTICAL DATUM

DATA	DRAWN BY	CHECKED BY	DATA	DRAWN BY	CHECKED BY
BASE	STANTEC	--	TELEPHONE	STANTEC	--
TOPOGRAPHY	STANTEC	--	ELECTRIC	STANTEC	--
PROFILE	DQ	--	CABLE TV	STANTEC	--
SANITARY SEWER	N/A	--	TRAFFIC SIGNAL	LRG	--
STORM SEWER	N/A	--	DESIGN	DQ	--
WATER	N/A	--	QUANTITIES	DG	--
GAS	STANTEC	--	MUN. FINAL CHECK		

PLAN CHECK

REV	DATE	DESCRIPTION	BY	REV	DATE	DESCRIPTION	BY

REVISIONS

PLANS DEVELOPED BY:
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3201 C ST, STE 110
ANCHORAGE, AK 99503
907-223-0136
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CDA: AECL1611

CONSULTANT

STATE OF ALASKA 49TH
S. Haly J. Spoth-Torres
No. 13176
LICENSED LANDSCAPE ARCHITECT

SEAL

HORTICULTURE OF ANCHORAGE

PROJECT MANAGEMENT AND ENGINEERING DEPARTMENT

01-099 — 100TH AVENUE EXTENSION, PHASE IIB MINNESOTA DRIVE TO C STREET — SCH. A & E

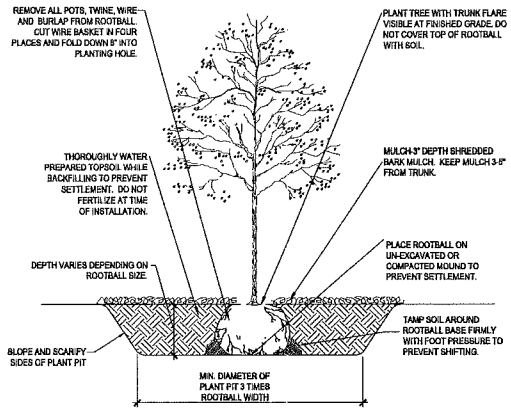
PLANTING PLAN

SCALE: NTS — DATE: 2/25/2017 — GRIDS: 2428-30, 2528-30 — ACCT. NO.

SHEET 81 of 84

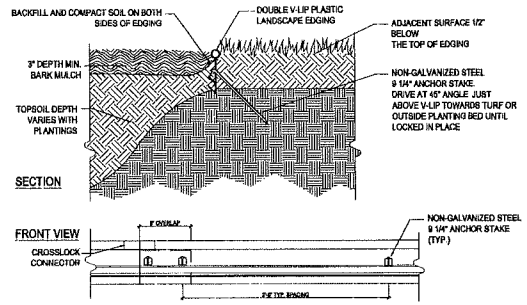
FILE NO.–

FILE: P:\Venice_JEDI\VEST\100th-ave\05secant\002522_PH2B_Landscapeline-2-27-2017.dwg PLOTTED: 27 Feb 2017 5:04 PM jeedlington



1 / 82 **DECIDUOUS TREE PLANTING**

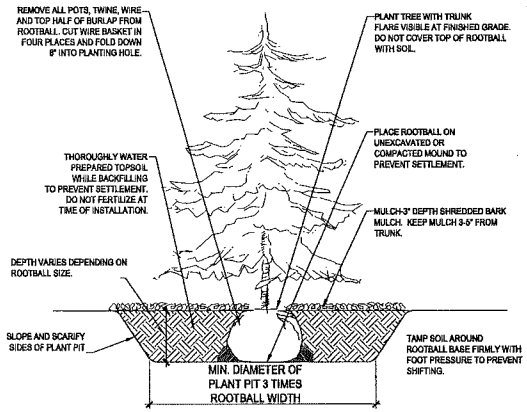
SCALE: NOT TO SCALE — dl-tree-decid.dwg



NOTES:
1. TO CONNECT TWO EDGING SECTIONS, CUT OFF 6" LONG PORTION OF THE ROUND BEAD ON TOP OF ONE SECTION, FULLY OVERLAP AND CONNECT WITH THE CROSSLOCK CONNECTOR.
2. USE 1 STAKE PER 2' OF EDGING LENGTH ON STRAIGHT SECTION, MORE AS NEEDED ON CURVES.
3. USE 2 STAKES WITHIN THE OVERLAP AT EACH CONNECTION.

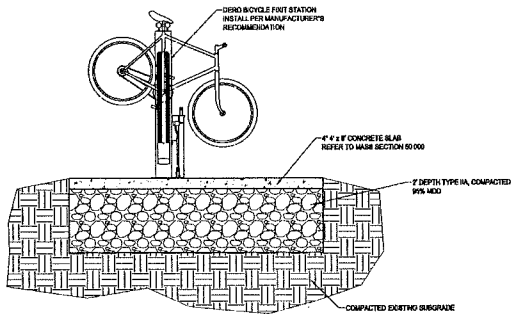
2 / 82 **LANDSCAPE EDGING**

SCALE: NOT TO SCALE — dl-edge.dwg



3 / 82 **EVERGREEN TREE PLANTING**

SCALE: NOT TO SCALE — dl-tree-evgn.dwg



4 / 82 **BICYCLE FIX-IT STATION**

SCALE: NOT TO SCALE

PLANS NOT FOR CONSTRUCTION
FOR UDC SUBMITTAL ONLY

FIELD BOOKS	BM NO.	LOCATION	ELEV.
DESIGN: NUMBERS	NAME		ELEV
STAKING:			
ASBUILT:			
CONTRACTOR:	BASIS OF DATUM:	1972 N.G.S. DATUM	
INSPECTOR:			

DATA	SELF CHK BY	CHK'D BY	DATA	SELF CHK BY	CHK'D BY
BASE	STAKTEC	—	TELEPHONE	STAKTEC	—
TOPOGRAPHY	STAKTEC	—	ELECTRIC	STAKTEC	—
PROFILE	DG	—	CABLE TV	STAKTEC	—
SANITARY SEWER	N/A	—	TRAFFIC SIGNAL	LRG	—
STORM SEWER	N/A	—	DESIGN	DG	—
WATER	N/A	—	QUANTITIES	DG	—
GAS	STAKTEC	—	MUN. FINAL CHECK		

REV	DATE	DESCRIPTION	BY	REV	DATE	DESCRIPTION	BY

CONSTRUCTION RECORD — VERTICAL DATUM — PLAN CHECK — REVISIONS

PLANS DEVELOPED BY:
HUDDLE
3201 C ST, STE 110
ANCHORAGE, AK 99503
907-223-0136
www.HUDDLEAK.com
CDA: AECL1611

CONSULTANT

STATE OF ALASKA 49TH
Holly J. Speth-Torres
No. 13178
REGISTERED LANDSCAPE ARCHITECT

SEAL

PROJECT MANAGEMENT AND ENGINEERING DEPARTMENT

01-09B — 100TH AVENUE EXTENSION, PHASE IIB — MINNESOTA DRIVE TO C STREET — SCH. A & E

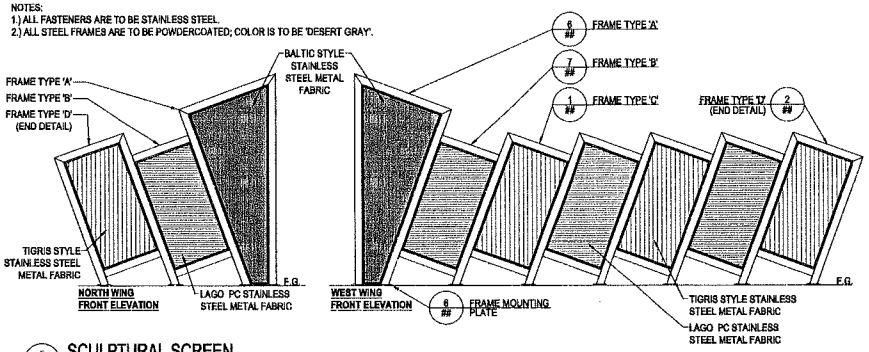
DETAILS

SCALE: NTS — DATE: 2/25/2017 — GRIDS: 2428-30, 2526-30 — ACCT. NO. — SHEET 82 of 84

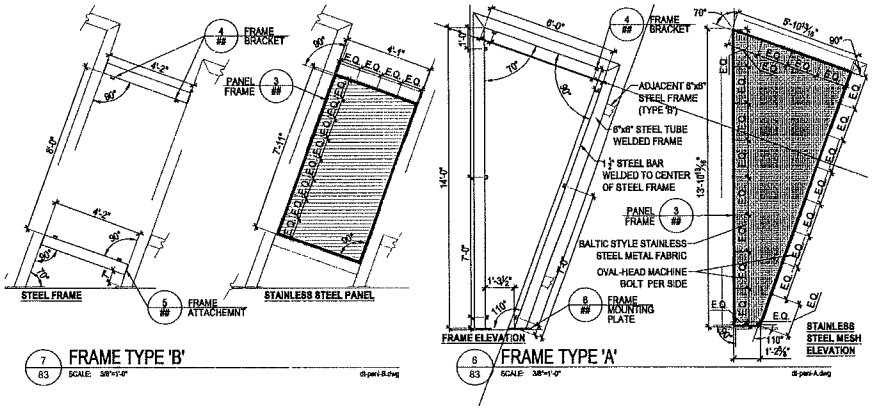
FILE NO.–

FILE: P:\mtea_stuff\KEY\100th ave\Pleasant\\53253_PH2B_Lum Landscaping-2-27-2017.dwg PLOTTED: 27 Feb 2017 5:04 PM scottjohn

NOTES:
1.) ALL FASTENERS ARE TO BE STAINLESS STEEL.
2.) ALL STEEL FRAMES ARE TO BE POWDERCOATED; COLOR IS TO BE 'DESERT GRAY'.



5/83 SCULPTURAL SCREEN
SCALE: 1/4"=1'-0"



7/83 FRAME TYPE 'B'
SCALE: 3/8"=1'-0"

6/83 FRAME TYPE 'A'
SCALE: 3/8"=1'-0"

PLANS NOT FOR CONSTRUCTION
WILL BE STAMPED BY A STANTEC STRUCTURAL ENGINEER

FIELD BOOKS	BM NO.	LOCATION	ELEV.
DESIGN: NUMBERS	NAME		ELEV
STAKING:			
ASBUILT:			
CONTRACTOR:	BASIS OF DATUM:	1972 N.G.S. DATUM	
INSPECTOR:			

DATA	DRAWN BY	CHECKED BY	DATA	DRAWN BY	CHECKED BY
BASE	USKH	--	TELEPHONE	USKH	--
TOPOGRAPHY	USKH	--	ELECTRIC	USKH	--
PROFILE	DG	--	CABLE TV	USKH	--
SANITARY SEWER	N/A	--	TRAFFIC SIGNAL	LRG	WW
STORM SEWER	N/A	--	DESIGN	DG	WW
WATER	N/A	--	QUANTITIES	DG	WW
GAS	USKH	--	MUNI. FINAL CHECK		

REV	DATE	DESCRIPTION	BY	REV	DATE	DESCRIPTION	BY

CONSTRUCTION RECORD | VERTICAL DATUM | PLAN CHECK | REVISIONS

Stantec
2515 'A' Street
Anchorage, Alaska 99503
Phone: (907) 276-4245
FAX: (907) 258-4653
STANTEC NO. 204700325
CONSULTANT

95% SUBMITTAL
SEAL

PROJECT MANAGEMENT AND ENGINEERING DIVISION

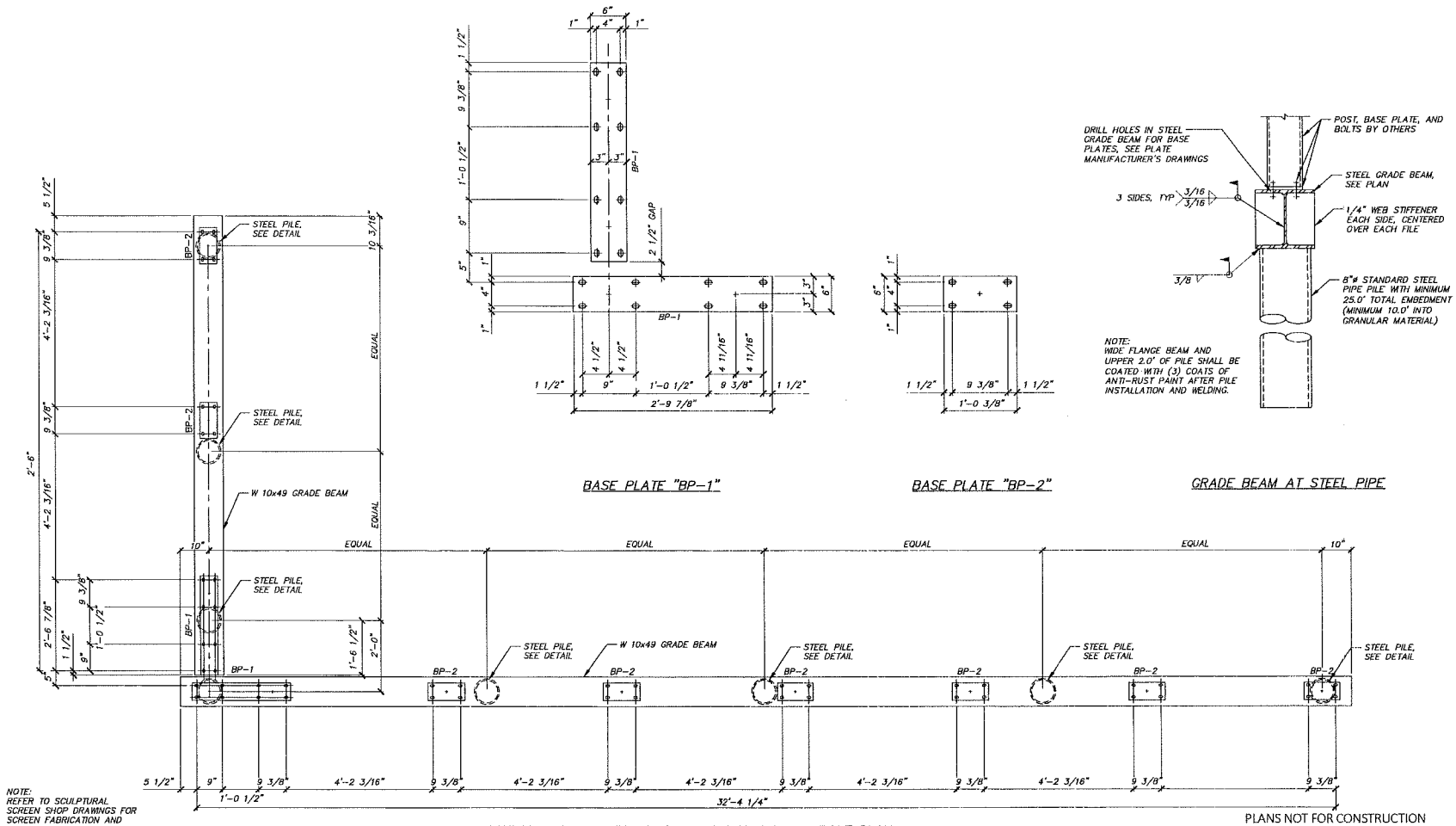
01-09B 100TH AVENUE EXTENSION PHASE IIA MINNESOTA DRIVE TO C STREET SCH. A & E

DETAILS

SCALE: NTS | DATE: 2/27/2017 | GRIDS: 2438-30 2528-30 | ACCT. NO. | SHEET 83 OF 84

FILE NO.–

FILE: P:\anc_alaska\HST\100th Ave\Stevenson\100325_Pk28_Landscape.by-2-27-2017.dwg PLOTTED: 27 Feb 2017 9:05 PM wadlington



BASE PLATE "BP-1"

BASE PLATE "BP-2"

GRADE BEAM AT STEEL PIPE

NOTE: REFER TO SCULPTURAL SCREEN SHOP DRAWINGS FOR SCREEN FABRICATION AND ERECTION.

SCULPTURAL SCREEN BASE PLATE AND ANCHOR BOLT PLAN

PLANS NOT FOR CONSTRUCTION
WILL BE STAMPED BY A STANTEC STRUCTURAL ENGINEER

FIELD BOOKS	BM NO.	LOCATION	ELEV.
DESIGN NUMBERS	NAME		ELEV
STAKING:			
ASBUILT:			
CONTRACTOR:	BASIS OF DATUM:	1972 N.G.S. DATUM	
INSPECTOR:			

CONSTRUCTION RECORD — VERTICAL DATUM

DATA	DRAWN BY	CHECKED BY	DATA	DRAWN BY	CHECKED BY
BASE	USKH	–	TELEPHONE	USKH	–
TOPOGRAPHY	USKH	–	ELECTRIC	USKH	–
PROFILE	DG	–	CABLE TV	USKH	–
SANITARY SEWER	N/A	–	TRAFFIC SIGNAL	LRG	WW
STORM SEWER	N/A	–	DESIGN	DG	WW
WATER	N/A	–	QUANTITIES	DG	WW
GAS	USKH	–	MIN. FINAL CHECK		

PLAN CHECK

REV	DATE	DESCRIPTION	BY	REV	DATE	DESCRIPTION	BY

REVISIONS

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MUNICIPALITY OF ANCHORAGE

PROJECT MANAGEMENT AND ENGINEERING DIVISION

01-098 — 100TH AVENUE EXTENSION PHASE IIA, MINNESOTA DRIVE TO C STREET — SCH. A & E

DETAILS

SCALE: NTS | DATE: 2/27/2017 | GRIDS: 2428-30, 2528-30 | ACCT. NO.

SHEET 84 of 84

FILE NO.–

FILE: P:\more_stuff\HST\0098\wd\Screen\00333_Pk28_landscapeny-2-27-2017.dwg PLOTTED: 27 Feb 2017 9:05 PM, scottlopton

GENERAL STRIPING NOTES:

1. PAVEMENT MARKINGS SHALL BE INLAID METHYL METHACRYLATE; 90 MILS FOR LONGITUDINAL LINES, TRANSVERSE LINES, SYMBOLS, AND LETTERS; 500 MILS FOR ALL MARKINGS WITHIN ROUNDABOUT FUNCTIONAL AREAS.
2. SEE MASS STANDARD DETAILS FOR STRIPING DETAILS.
3. DISTANCES SHOWN ARE TO CENTER OF SINGLE STRIPE, TO CENTER OF PAIR OF STRIPES, OR TO EDGE OF PAVEMENT, UNLESS OTHERWISE NOTED.
4. MEDIAN NOSE SHALL BE PAINTED ON FACE OF CURB AND TOP TO A DISTANCE OF 5' OR TO BEGINNING OF NOSE – WHICHEVER IS GREATER.

GENERAL SIGNING NOTES:

1. (X) – SIGN POST NUMBER (REFERS TO SIGN POST NUMBER IN THE SIGN SUMMARY TABLES, SHEETS 68–70)

SIGNING & STRIPING LEGEND:

(X) KEYED NOTES

GENERAL ILLUMINATION, ELECTRICAL CONDUIT AND WIRING NOTES:

1. INSTALL 1–1c BARE GROUND CONDUCTOR IN EACH CONDUIT. GROUND CONDUCTOR SHALL MATCH THE SIZE OF THE LARGEST CONDUCTOR IN THE CONDUIT, AND BE #8 MINIMUM.
2. CONTRACTOR SHALL DECREASE CONDUIT BURIAL DEPTH FROM 30" TO 18" WHEN CROSSING OVER SHALLOW UG UTILITIES LOCATED BEHIND THE CURB AND GUTTER AND OUT OF THE ROADWAY.
3. THE CIRCUITRY BETWEEN AN ELECTROLIER AND THE JUNCTION BOX SERVING IT SHALL CONSIST OF 1–3c CABLE IN AND OUT (2–3c), AND 1–1c BARE CU IN A 2" RMC. CABLE SIZE SHALL MATCH REST OF CIRCUIT.
4. CONTRACTOR SHALL REMOVE CONDUCTORS FROM ABANDONED CONDUITS.
5. CONDUIT RUNS ARE SHOWN SCHEMATICALLY. CONDUIT RUNS SHALL BE CONSTRUCTED WITHIN THE R.O.W., BEHIND CURB LINES AND IN THE SAME TRENCH WHERE POSSIBLE.
6. CONTRACTOR SHALL STAKE LUMINAIRE POLE LOCATONS AND BASE PLATE ELEVATIONS FOR THE ENGINEER'S APPROVAL PRIOR TO LUMINAIRE FOUNDATION INSTALLATION.
7. ILLUMINATION CONDUIT RUNS SHALL BE HDPE EXCEPT CONDUIT RUNS UNDER ROADWAYS AND CONDUIT RUNS BETWEEN JUNCTION BOXES AND ADJACENT FOUNDATIONS / STRUCTURES. WHICH SHALL BE RIGID METAL CONDUIT.
8. INTERCONNECT CONDUIT SHALL BE RMC.
9. ALL LTG CONDUCTORS SHALL BE XHHW OR XHHW–2.
10. ALL I/C CONDUCTOR SHALL BE XLP TYPE TC. ALL CONDUCTORS SHALL MEET M.A.S.S. DIV 80.10.
11. ALL ILLUMINATION MATERIALS AND EQUIPMENT SHALL MEET M.A.S.S. DIV 80 REQUIREMENTS.

ELECTRICAL LEGEND:

THE FOLLOWING LEGEND SUPPLEMENTS SHEET 4 AND APPLIES TO SIGNING AND ILLUMINATION SHEETS ONLY:

- INDICATES EXISTING CONDUIT RUN
- INDICATES NEW CONDUIT RUN
- INDICATES THE CONNECTION BETWEEN EXISTING AND NEW CONDUIT

•	= EXISTING CONDUCTOR(S)
GND	= BARE COPPER GROUND WIRE
JB	= JUNCTION BOX
LC	= LOAD CENTER
RMC	= RIGID METAL CONDUIT
PE	= PHOTOELECTRIC CONTROL
HDPE	= HIGH DENSITY POLYETHYLENE
△	= ELECTRICAL KEYED NOTES
◇	= CONDUIT REFERENCE

1–3c#8 (LTG E–89)

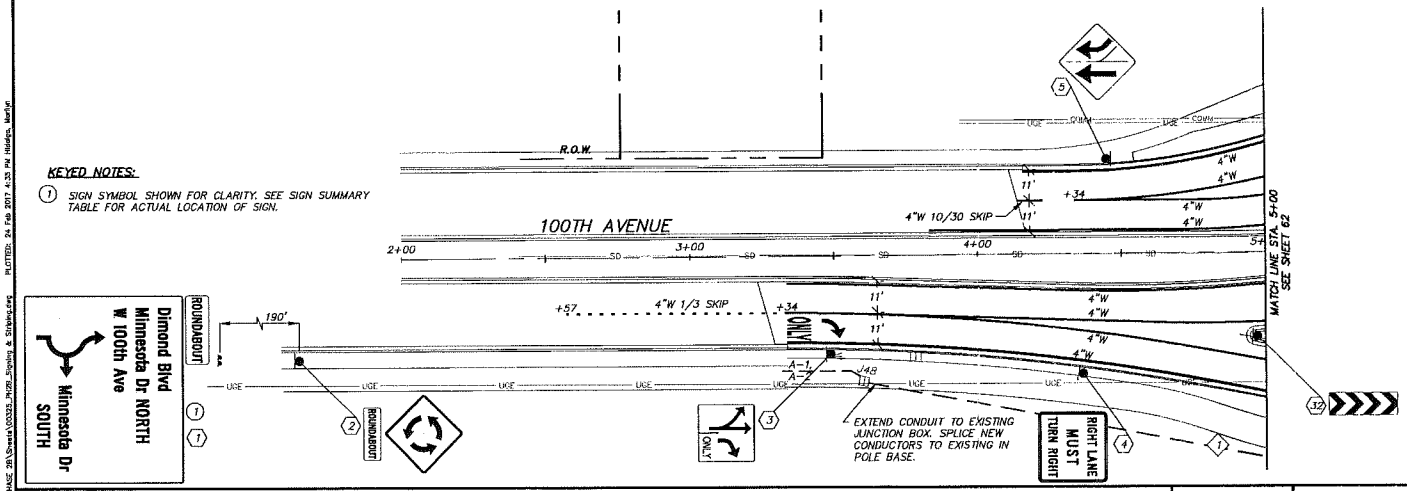
- NUMBER OF INSULATED CABLES REQUIRED
- NUMBER OF CONDUCTORS(c) OR PAIRS(PR), IF OTHER THAN SIGNLE CONDUCTOR
- CONDUCTOR SIZE IN AWG
- LOAD CENTER CIRCUIT #
- LOAD CENTER ID
- CIRCUIT TYPE:
  - LTG = LIGHTING
  - PE = PHOTOELECTRIC CONTROL
  - TW = THAW WIRE
  - I/C = INTERCONNECT

X# — NEW JUNCTIONBOX

- JUNCTION BOX NUMBER
- ELECTRICAL SYSTEM:
  - A,D,C,E,F, = LOAD CENTER
  - T = INTERCONNECT
  - P = PEDESTRIAN
  - B = BUS
  - H,K = STREET PREFIX

KEYED NOTES:

(1) SIGN SYMBOL SHOWN FOR CLARITY. SEE SIGN SUMMARY TABLE FOR ACTUAL LOCATION OF SIGN.



CONDUIT NOTES:

(1) 2" RMC
2–3c#8 (LTG A–1, A–2)
1–1c#8 (GND)

N

SCALE IN FEET: 20 0 10 20

FIELD BOOKS	BM NO.	LOCATION	ELEV.
DESIGN: NUMBERS	NAME		ELEV
STAKING:			
ASBUILT:			
CONTRACTOR:	BASIS OF DATUM:	1972 N.G.S. DATUM	
INSPECTOR:			

DATA	DRAWN BY	CHECKED BY	DATA	DRAWN BY	CHECKED BY
BASE	STANTEC	—	TELEPHONE	STANTEC	—
TOPOGRAPHY	STANTEC	—	ELECTRIC	STANTEC	—
PROFILE	DG	—	CABLE TV	STANTEC	—
SANITARY SEWER	N/A	—	TRAFFIC SIGNAL	LNG	—
STORM SEWER	N/A	—	DESIGN	DG	—
WATER	N/A	—	QUANTITIES	DG	—
GAS	STANTEC	—	MUN. FINAL CHECK		

REV	DATE	DESCRIPTION	BY	REV	DATE	DESCRIPTION	BY

CONSTRUCTION RECORD | VERTICAL DATUM | PLAN CHECK | REVISIONS

Stantec
725 E Fireweed Lane Suite 200
Anchorage, Alaska 99503
Phone: (907) 274-4245
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Certificate of Authorization # 124364

CONSULTANT

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PROJECT MANAGEMENT AND ENGINEERING DEPARTMENT

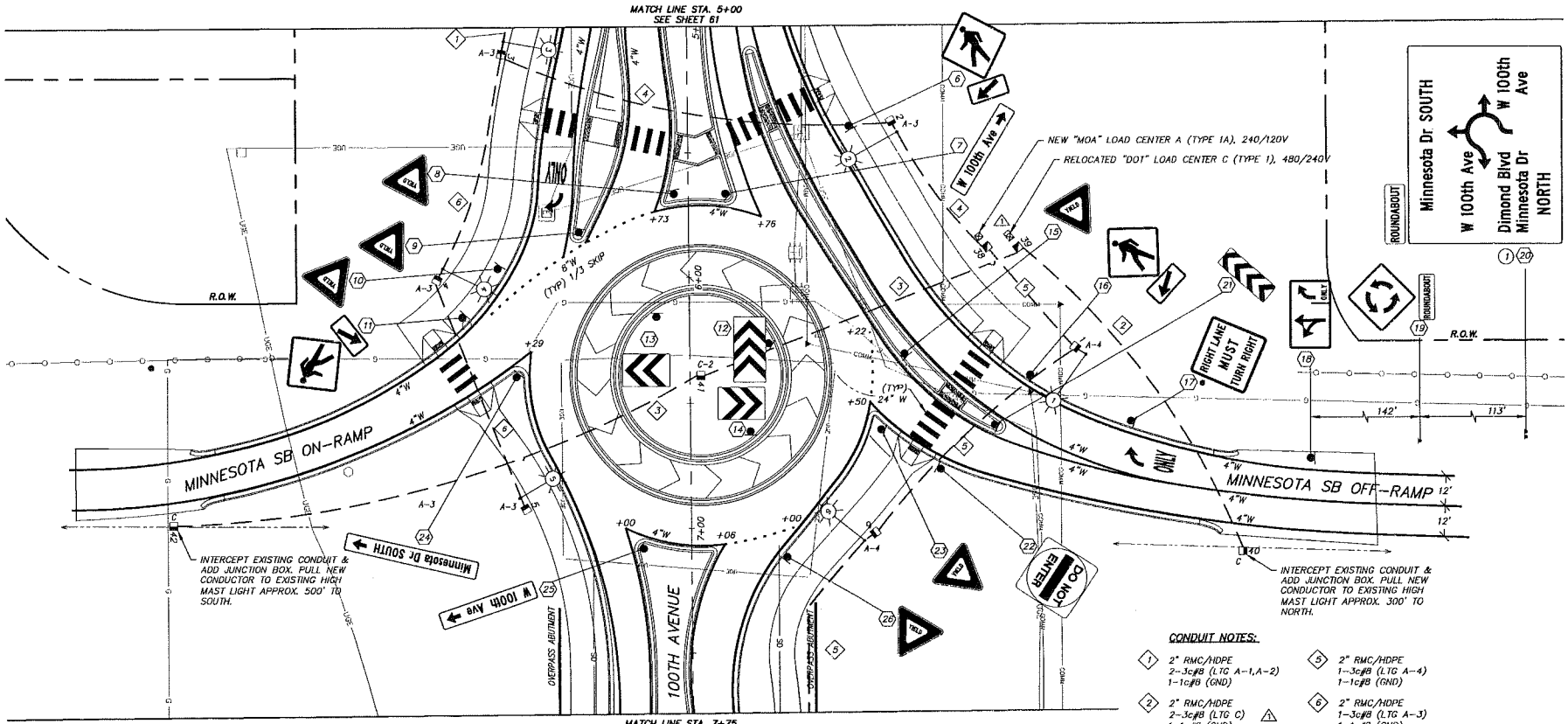
01–09B 100TH AVENUE EXTENSION, PHASE IIB MINNESOTA DRIVE TO C STREET SCH A&C

SIGNING, STRIPING, AND ILLUMINATION

SCALE: | DATE: 2/2017 | GRIDS: 2428–30 2518–30 | ACCT. NO. | SHEET 61 of 84

FILE NO.–
N.T.S.

FILE: U:\2017\0325\Dwgs\L_PHASE 2B\Sheets\100325_PH2B_Signing & Striping.dwg PLOTTED: 24 Feb 2017 4:25 PM Hilderbrandt, Marilyn



KEYED NOTES:

1. SIGN SYMBOL SHOWN FOR CLARITY. SEE SIGN SUMMARY TABLE FOR ACTUAL LOCATION OF SIGN.
2. △1 RECONNECT EXISTING HIGH MAST LIGHTING CIRCUITS TO RELOCATED "DOT" LOAD CENTER C AS SHOWN IN LOAD CENTER SUMMARIES

CONDUIT NOTES:

1. 2" RMC/HDPE
   2-3c#8 (LTG A-1,A-2)
   1-1c#8 (GND)
2. 2" RMC/HDPE
   2-3c#8 (LTG C) △1
   1-1c#8 (GND)
3. 2" RMC/HDPE
   2-3c#8 (LTG C) △1
   1-1c#8 (GND)
4. 3" RMC/HDPE
   3-3c#8 (LTG A-1,A-2,A-3)
   1-1c#8 (GND)
5. 2" RMC/HDPE
   1-3c#8 (LTG A-4)
   1-1c#8 (GND)
6. 2" RMC/HDPE
   1-3c#8 (LTG A-3)
   1-1c#8 (GND)

FIELD BOOKS	BM NO.	LOCATION	ELEV.
DESIGN: NUMBERS	NAME		ELEV
STAKING:			
ASBUILT:			
CONTRACTOR:	BASIS OF DATUM: 1972 N.G.S. DATUM		
INSPECTOR:			

DATA	DRAWN BY	CHECKED BY	DATA	DRAWN BY	CHECKED BY
BASE	STANTEC	--	TELEPHONE	STANTEC	--
TOPOGRAPHY	STANTEC	--	ELECTRIC	STANTEC	--
PROFILE	DG	--	CABLE TV	STANTEC	--
SANITARY SEWER	N/A	--	TRAFFIC SIGNAL	LRG	--
STORM SEWER	N/A	--	DESIGN	DG	--
WATER	N/A	--	QUANTITIES	DG	--
GAS	STANTEC	--	MUN. FINAL CHECK		

REV	DATE	DESCRIPTION	BY	REV	DATE	DESCRIPTION	BY

CONSTRUCTION RECORD | VERTICAL DATUM | PLAN CHECK | REVISIONS

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Certificate of Authorization # 126384

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MUNICIPALITY OF ANCHORAGE

PROJECT MANAGEMENT AND ENGINEERING DEPARTMENT

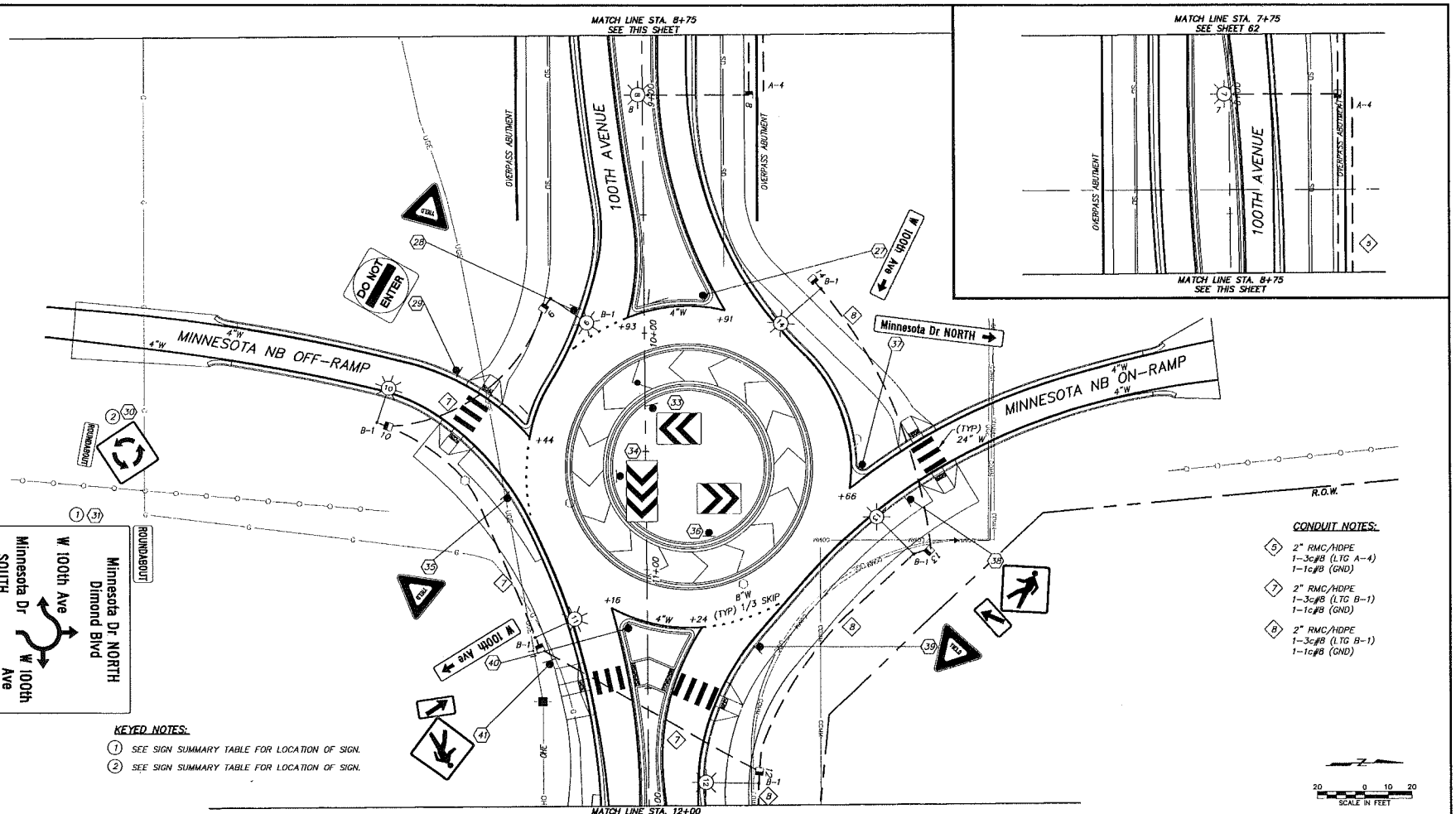
01-098 | 100TH AVENUE EXTENSION, PHASE IIB MINNESOTA DRIVE TO C STREET | SCH A&C

SIGNING, STRIPING, AND ILLUMINATION

SCALE: | DATE: 2/2017 | GRIDS: 3439-30 3528-30 | ACCT. NO. | SHEET 62 of 84

FILE NO.–
N.T.S.

FILE: U:\204\70\235\Drawing\C_PHASE IIB\Sheets\C0235_PHIIB_Signing & Striping.dwg PLOTTED: 24 Feb 2017 2:53 PM Hidden Markov



KEYED NOTES:

1. SEE SIGN SUMMARY TABLE FOR LOCATION OF SIGN.
2. SEE SIGN SUMMARY TABLE FOR LOCATION OF SIGN.

CONDUIT NOTES:

5. 2" RMC/HDPE
   1-3c#8 (LTG A-4)
   1-1c#8 (GND)
7. 2" RMC/HDPE
   1-3c#8 (LTG B-1)
   1-1c#8 (GND)
8. 2" RMC/HDPE
   1-3c#8 (LTG B-1)
   1-1c#8 (GND)

FIELD BOOKS	BM NO.	LOCATION	ELEV.
DESIGN: NUMBERS	NAME		ELEV
STAKING:			
ASBUILT:			
CONTRACTOR:	BASIS OF DATUM:	1972 N.G.S. DATUM	
INSPECTOR:			

DATA	DRAWN BY	CHECKED BY	DATA	DRAWN BY	CHECKED BY
BASE	STANTEC	--	TELEPHONE	STANTEC	--
TOPOGRAPHY	STANTEC	--	ELECTRIC	STANTEC	--
PROFILE	DG	--	CABLE TV	STANTEC	--
SANITARY SEWER	N/A	--	TRAFFIC SIGNAL	LRG	--
STORM SEWER	N/A	--	DESIGN	DG	--
WATER	N/A	--	QUANTITIES	DG	--
GAS	STANTEC	--	MUN. FINAL CHECK		--

REV	DATE	DESCRIPTION	BY	REV	DATE	DESCRIPTION	BY

CONSTRUCTION RECORD | VERTICAL DATUM | PLAN CHECK | REVISIONS

Stantec
725 E Fireweed Lane Suite 200
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Certificate of Authorization # 1243M

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MUNICIPALITY OF ANCHORAGE

PROJECT MANAGEMENT AND ENGINEERING DEPARTMENT

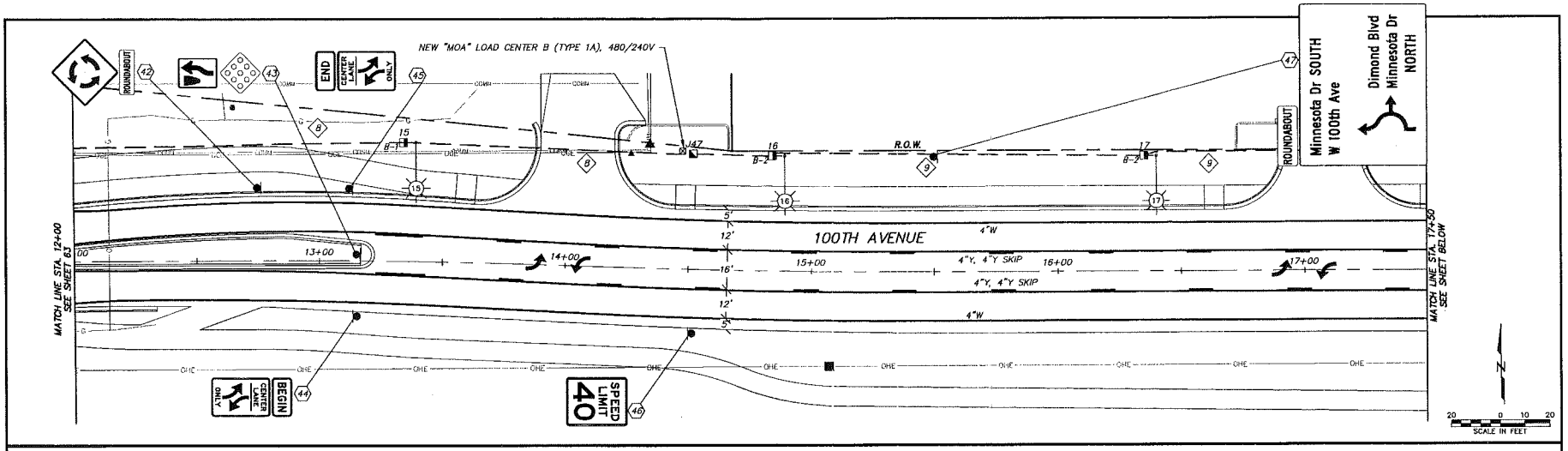
01-098 100TH AVENUE EXTENSION, PHASE IIB SCH A&C
MINNESOTA DRIVE TO C STREET

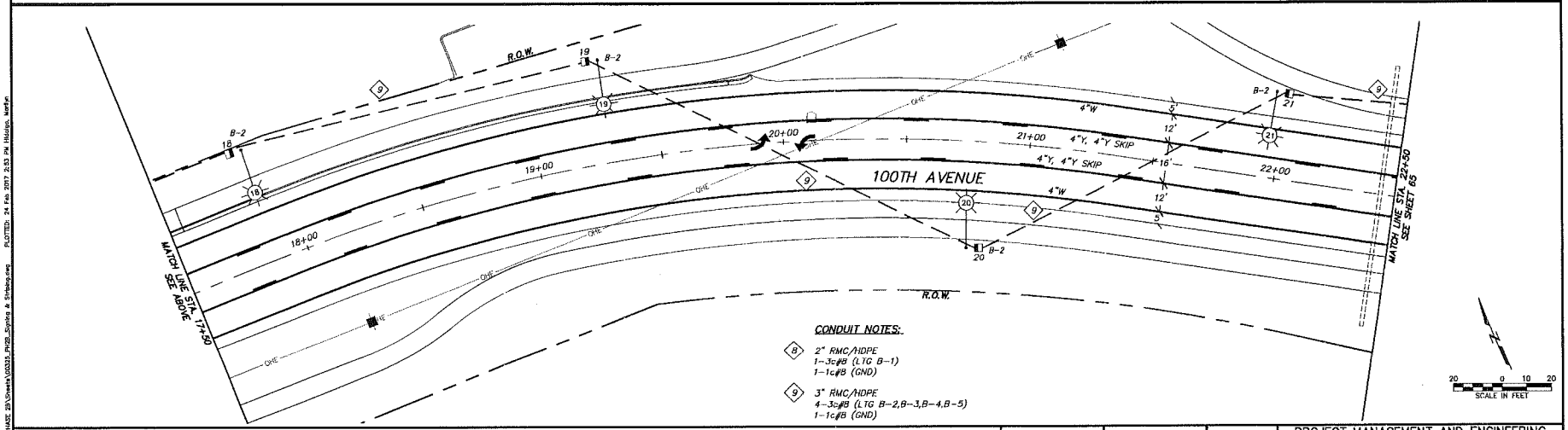
SIGNING, STRIPING, AND ILLUMINATION

SCALE: | DATE: 2/2017 | GRIDS: 2428-30, 2528-30 | ACCT. NO. | SHEET 63 of 84

FILE NO.-
N.T.S.

FILE: U:\2047100255\Dwgs\C_PHASE IIB\Sheets\C0220_PH2B_Signing & Stripe.dwg PLOTTED: 24 Feb 2017 2:53 PM Hodges, Marlyn





CONDUIT NOTES:

(8) 2" RMC/HDPE
1-3c#8 (LTG B-1)
1-1c#8 (GND)

(9) 3" RMC/HDPE
4-3c#8 (LTG B-2,B-3,B-4,B-5)
1-1c#8 (GND)

FIELD BOOKS	BM NO.	LOCATION	ELEV.
DESIGN: NUMBERS	NAME		ELEV
STAKING:			
ASBUILT:			
CONTRACTOR:	BASIS OF DATUM:	1972 N.G.S. DATUM	
INSPECTOR:			

DATA	DRAWN BY	CHECKED BY	DATA	DRAWN BY	CHECKED BY
BASE	STANTEC	—	TELEPHONE	STANTEC	—
TOPOGRAPHY	STANTEC	—	ELECTRIC	STANTEC	—
PROFILE	DG	—	CABLE TV	STANTEC	—
SANITARY SEWER	N/A	—	TRAFFIC SIGNAL	LRG	—
STORM SEWER	N/A	—	DESIGN	DG	—
WATER	N/A	—	QUANTITIES	DG	—
GAS	STANTEC	—	MUN. FINL. DECK		

REV	DATE	DESCRIPTION	BY	REV	DATE	DESCRIPTION	BY

CONSTRUCTION RECORD | VERTICAL DATUM | PLAN CHECK | REVISIONS

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CONSULTANT

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01-098 100TH AVENUE EXTENSION, PHASE IIB MINNESOTA DRIVE TO C STREET SCH A&C

SIGNING, STRIPING, AND ILLUMINATION

SCALE: | DATE: 2/2017 | GRIDS: 3428-30 3926-30 | SHEET 64 OF 84

ACCT. NO.

FILE NO.—
N.T.S.

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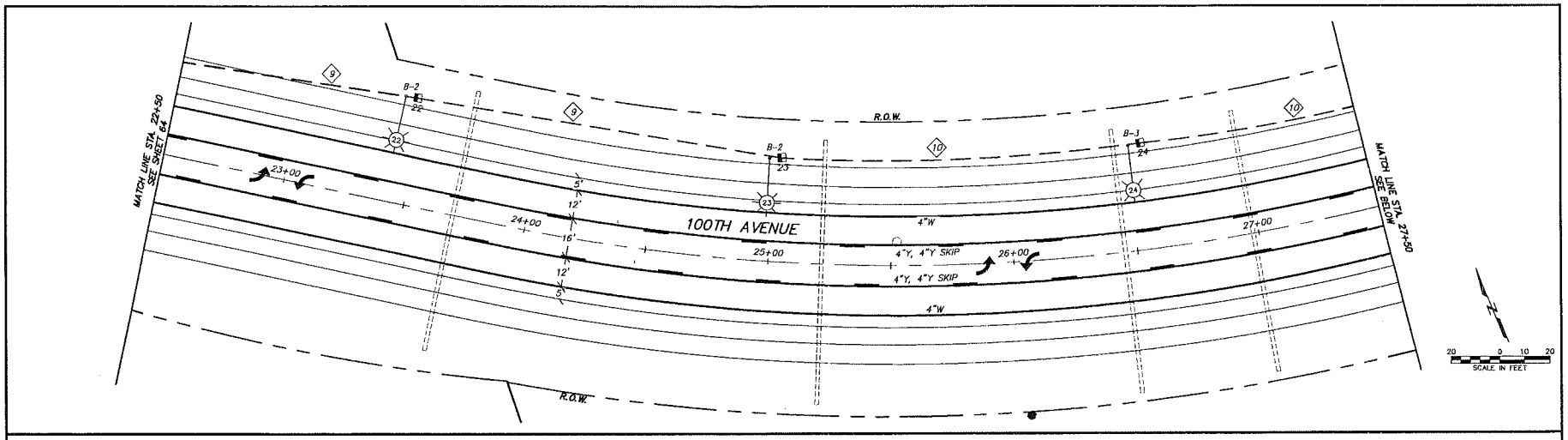

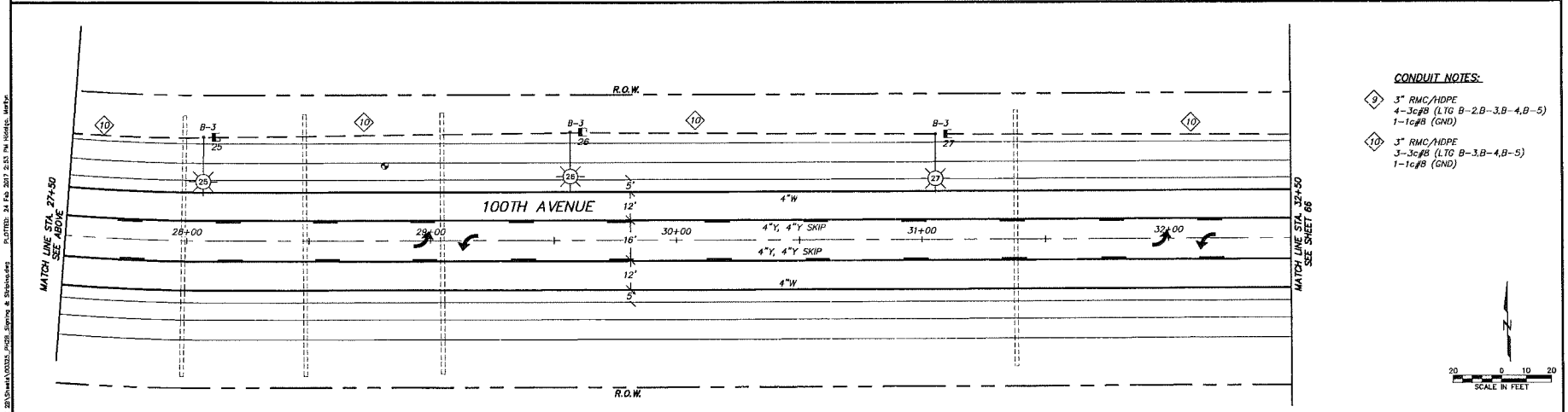

CONDUIT NOTES:

9 — 3" RMC/HDPE
4-3c#8 (LTG B-2,B-3,B-4,B-5)
1-1c#8 (GND)

10 — 3" RMC/HDPE
3-3c#8 (LTG B-3,B-4,B-5)
1-1c#8 (GND)

FIELD BOOKS	BM NO.	LOCATION	ELEV.
DESIGN: NUMBERS	NAME		ELEV.
STAKING:			
ASBUILT:			
CONTRACTOR:	BASIS OF DATUM: 1972 N.G.S. DATUM		
INSPECTOR:			

CONSTRUCTION RECORD — VERTICAL DATUM

DATA	DRAWN BY	CHECKED BY	DATA	DRAWN BY	CHECKED BY
BASE	STANTEC	--	TELEPHONE	STANTEC	--
TOPOGRAPHY	STANTEC	--	ELECTRIC	STANTEC	--
PROFILE	DG	--	CABLE TV	STANTEC	--
SANITARY SEWER	N/A	--	TRAFFIC SIGNAL	LRG	--
STORM SEWER	N/A	--	DESIGN	DG	--
WATER	N/A	--	QUANTITIES	DG	--
CAS	STANTEC	--	MUN. FINAL CHECK		

PLAN CHECK

REV	DATE	DESCRIPTION	BY	REV	DATE	DESCRIPTION	BY

REVISIONS

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95% SUBMITTAL

SEAL

MUNICIPALITY OF ANCHORAGE

PROJECT MANAGEMENT AND ENGINEERING DEPARTMENT

01-09B — 100TH AVENUE EXTENSION, PHASE IIB — MINNESOTA DRIVE TO C STREET — SCH A&C

SIGNING, STRIPING, AND ILLUMINATION

SCALE: | DATE: 2/2017 | GRIDS: 3428-30, 3528-30 | ACCT. NO. | SHEET 65 of 84

FILE NO.–
N.T.S.

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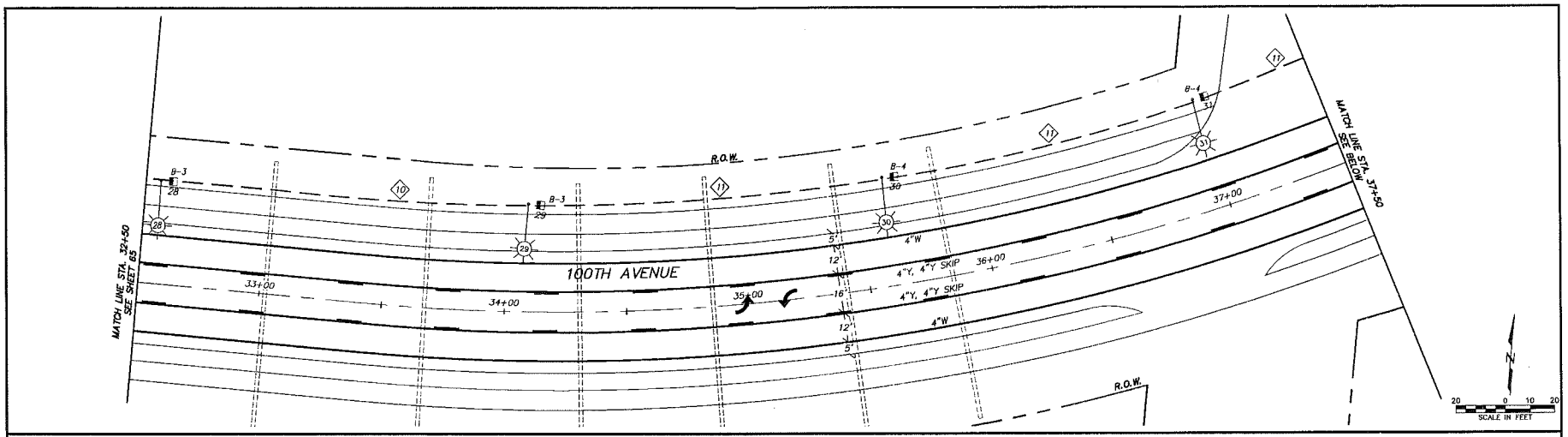

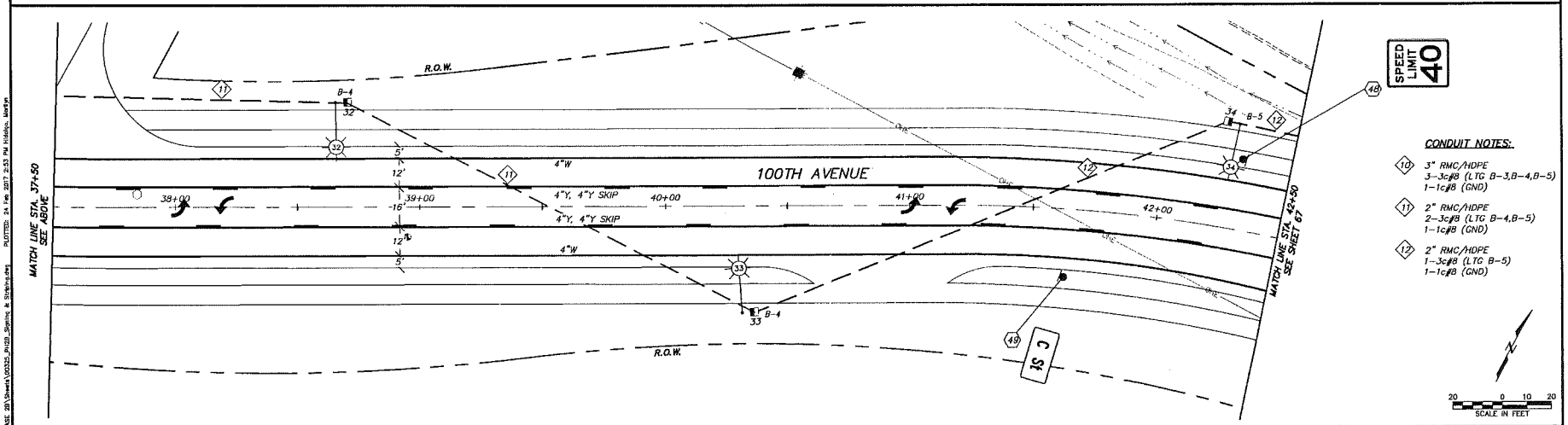

CONDUIT NOTES:

(10) 3" RMC/HDPE
3-3c#8 (LTG B-3,B-4,B-5)
1-1c#8 (GND)

(11) 2" RMC/HDPE
2-3c#8 (LTG B-4,B-5)
1-1c#8 (GND)

(12) 2" RMC/HDPE
1-3c#8 (LTG B-5)
1-1c#8 (GND)

FIELD BOOKS	BM NO.	LOCATION	ELEV.
DESIGN: NUMBERS	NAME		ELEV
STAKING:			
ASBUILT:			
CONTRACTOR:	BASIS OF DATUM:	1972 N.G.S. DATUM	
INSPECTOR:			

CONSTRUCTION RECORD — VERTICAL DATUM

DATA	DRAWN BY	CHECKED BY	DATA	DRAWN BY	CHECKED BY
BASE	STANTEC	--	TELEPHONE	STANTEC	--
TOPOGRAPHY	STANTEC	--	ELECTRIC	STANTEC	--
PROFILE	DG	--	CABLE TV	STANTEC	--
SANITARY SEWER	N/A	--	TRAFFIC SIGNAL	LDG	--
STORM SEWER	N/A	--	DESIGN	DG	--
WATER	N/A	--	QUANTITIES	DG	--
GAS	STANTEC	--	MUN. FINAL CHECK		

PLAN CHECK

REV	DATE	DESCRIPTION	BY	REV	DATE	DESCRIPTION	BY

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PROJECT MANAGEMENT AND ENGINEERING DEPARTMENT

01-09B — 100TH AVENUE EXTENSION, PHASE IIB — MINNESOTA DRIVE TO C STREET — SCH A&C

SIGNING, STRIPING, AND ILLUMINATION

SCALE: | DATE: 2/2017 | GRIDS: 3428-30 3528-30 | ACCT. NO. | SHEET 66 of 84

FILE NO.--
N.T.S.

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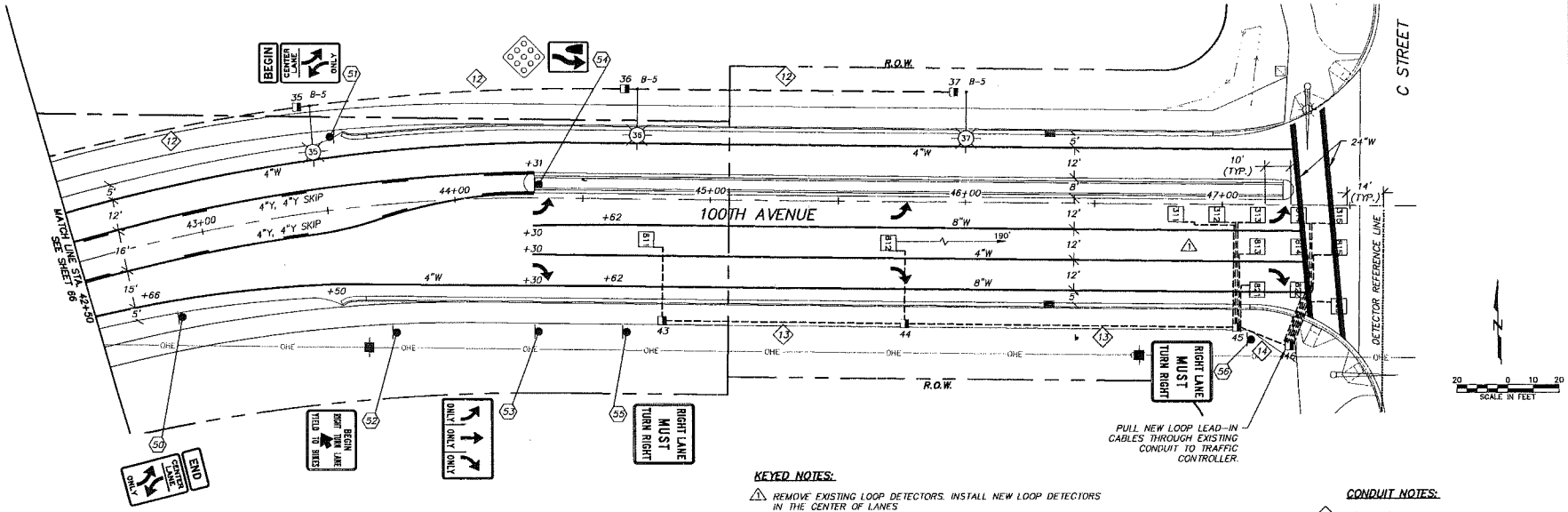

KEYED NOTES:

1. REMOVE EXISTING LOOP DETECTORS. INSTALL NEW LOOP DETECTORS IN THE CENTER OF LANES

CONDUIT NOTES:

12. 2" RMC/HDPE
    1-3c#8 (LTG B-5)
    1-1c#8 (GND)
13. 2" RMC/HDPE
    1-7pr#18 (I/C)
    1-1c#8 (GND)
14. 2" RMC/HDPE
    2-7pr#18 (I/C)
    1-1c#8 (GND)

FIELD BOOKS	EM NO.	LOCATION	ELEV.
DESIGN: NUMBERS	NAME		ELEV
STAKING:			
ASBUILT:			
CONTRACTOR:	BASIS OF DATUM: 1972 N.G.S. DATUM		
INSPECTOR:			

DATA	BY/DATE	CH'CKED BY	DATA	BY/DATE	CH'CKED BY
BASE	STANTEC	—	TELEPHONE	STANTEC	—
TOPOGRAPHY	STANTEC	—	ELECTRIC	STANTEC	—
P/PROFILE	DG	—	CABLE TV	STANTEC	—
SANITARY SEWER	N/A	—	TRAFFIC SIGNAL	LRG	—
STORM SEWER	N/A	—	DESIGN	DG	—
WATER	N/A	—	QUANTITIES	DG	—
GAS	STANTEC	—	M.N. FINAL CHECK		

REV	DATE	DESCRIPTION	BY	REV	DATE	DESCRIPTION	BY

CONSTRUCTION RECORD | VERTICAL DATUM | PLAN CHECK | REVISIONS

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MUNICIPALITY OF ANCHORAGE

PROJECT MANAGEMENT AND ENGINEERING DEPARTMENT

01-09B 100TH AVENUE EXTENSION, PHASE IIB MINNESOTA DRIVE TO C STREET SCH A&C

SIGNING, STRIPING, AND ILLUMINATION

SCALE: | DATE: 2/2017 | GRIDS: 2428-30 2228-30 | SHEET 67 of 84 | ACCT. NO.

FILE NO.–
N.T.S.

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APPENDIX B: COMPLIANCE MATRIX

Project Management and Engineering
100th Avenue Extension: Minnesota Drive to C Street Phase IIB (Project No. 01-09B)

Compliance with Adopted Plans and AMC Title 21 Land Use Regulations Matrix, February 2017

Following is a summary of the adopted plans and policies with which the 100th Avenue Extension Minnesota Drive to C Street Project comply.

Adopted Plan or Municipal Code	Purpose	Plan/Code Section	How 100th Ave Extension Minnesota Drive to C Street project implements or is in compliance
Anchorage Bowl Comprehensive Plan 2001	Transportation Goals & Policies: **Policy 36**: New transportation projects and significant projects shall accommodate new trail sections and easements identified in the Areawide Trails Plan. **Policy 37**: Design, construct and maintain roadways or rights-of-ways to accommodate pedestrians, bicyclists, transit users, the disabled, automobiles, and trucks where appropriate. **Policy 38**: Design, construct and maintain roadways or rights-of-way to promote and enhance physical connectivity within and between neighborhoods. **Policy 53**: Design, construct and maintain roads to retain or enhance scenic views and improve the general appearance of the road corridor. **Policy 54**: Design and construct neighborhood roads and walkways to ensure safe pedestrian movement and neighborhood connectivity to discourage high-speed cut through traffic.	Page 79, 83	• Improvements include pavement, drainage infrastructure, street lighting, pedestrian facilities (multi-use pathway and sidewalks), landscaping, and roundabouts at the 100th Avenue / Minnesota Drive interchange off-ramps. • The project implements the Areawide Trails Plan by providing eight-foot-wide multi-use pathways on both sides of the street. • This project improves connectivity between neighborhoods, commercial facilities and employment center. • The roadway and landscape design specifically complement the natural character of the North Klatt bog, through which it travels.
West Anchorage District Plan, 2012	**Transportation Objective #2:** Expand or complete trail connections that link residential areas and key destinations such as businesses, schools and employment centers. **Transportation Objective #3:** Plan for and develop an efficient road network that accommodates current and future traffic appropriately, including the safe movement of passenger vehicles, trucks, freight movement, bicycles and pedestrians.	Table 4.2-2, page 106 See attachment B	• Please note: Although this project is not within the West Anchorage District planning area, it is directly adjacent. Therefore, transportation objectives were considered during the project. • The eight foot wide multi-use pathways will improve pedestrian access to businesses and residential areas. • 100th Ave provides a critical motorized and non-motorized connection for resident within the West Anchorage District planning area to access businesses, schools and employment centers.

Compliance with Adopted Plans and AMC Title 21 Land Use Regulations Matrix, February 2017

Adopted Plan or Municipal Code	Purpose	Plan/Code Section	How 100th Ave Extension Minnesota Drive to C Street project implements or is in compliance
	Transportation Objective #4: Develop roads and other transportation facilities that support and enhance surrounding land uses.		• The project will support the businesses uses along the corridor with improved pedestrian facilities, improved lighting, and amenities to enhance the appearance of the roadway.
Anchorage Wetlands Management Plan, 2014	**Goal A.** To identify and provide protection for wetlands that support important ecological and hydrological functions. **Goal B.** To ensure that development in wetlands minimizes water quality degradation and maintains wetland hydrologic functions. **Goal C.** To provide a balance between protection of higher value sites and the development of lower value areas. **Goal D.** To provide for timely and predictable authorization of development projects in low-value wetlands and to maintain use of the General Permits.	Page 2	• The specific alignment, design and landscape design of 100th Ave. achieves the goals outlined in the Anchorage Wetlands Management Plan. • The road alignment swings south to preserve a larger contiguous area of Class B wetlands in the North Klatt Bog, building more of the roadway in uplands. • Roadway drainage is designed to promote hydrologic functions. • Landscape plantings are non-invasive species, including moose tolerant vegetation and wetlands seed mix.
Anchorage Wetlands Management Plan, 2014	**Need A.** To minimize alterations to wetlands that modify natural movements of both surface and subsurface water, damage fish and wildlife habitats, adversely affect biological productivity, reduce flood storage capacity, or alter nutrient exchange characteristics. **Need B.** To provide for the demand for community expansion, including residential and institutional housing, commercial and industrial establishments, and transportation corridors on a land base that is largely wetlands.	Page 4	• The 100th Ave road project provides a much-needed transportation project in South Anchorage while at the same time minimizing disturbance to the North Klatt bog. • Portions of the bog are now protected in perpetuity by conservation easement.
Anchorage Wetlands Management Plan, 2014	**Administrative Policy 6.** The Municipality of Anchorage, Community Development Department, Long-Range Planning Section, shall be responsible for requiring site analyses and Best Management Practices, outlined in the following section, as part of a General Permit application, or in its response to a Section 404 review. The applicant shall be	Page 36	• The project team complied with this administrative policy.

Adopted Plan or Municipal Code	Purpose	Plan/Code Section	How 100th Ave Extension Minnesota Drive to C Street project implements or is in compliance
	responsible for supplying the appropriate information and data, which shall in turn be reviewed and determined adequate by the municipal Public Works Department—Watershed Management (including Flood Hazard) and Design and Engineering Sections—and the Community Development Department.		
Anchorage Wetlands Management Plan, 2014	Best Management Practice (BMP) 1: Drainage Impact Analysis BMP 2: Site Drainage Plan BMP 3: Water Quality Control Plan BMP 4: Site Restoration and Stabilization BMP 5: Minimization and Habitat Avoidance	Page 37 - 40	• The project team, including consultants, municipal staff and other agencies complied with the BMPs outlined in the plan.
Anchorage Wetlands Management Plan, 2014	Management Strategies, Enforceable and Administrative Policies specific to Wetlands sites 60 North and 60 South, the project area. Wetland Designations, Anchorage Bowl - Southwest	Page 71, Table 4; Page 117, Figure 4	• The 100th Ave project complied with all enforceable strategies and policies specific to wetlands site 60 North and 60 South including: 1. 60 North: Hydrology, habitat, and drainage pattern information shall be required in the permit and platting process. Must retain patterned ground wetlands and integrity of the larger bog to the maximum extent. 2. 60 South: Higher value areas should be retained. Emphasis during the development process should be toward on-site mitigation efforts.
Anchorage Wetlands Management Plan, 2014	Mitigation: Allow for development, while retaining or avoiding the most critical wetland areas. 1. Avoid 2. Minimize 3. Compensate	Chapter 6, page 137 - 144	• <u>Avoidance</u>: The road alignment provides a buffer between 100th Avenue and the higher value wetlands to the north and places 4.8 acres in a long-term conservation easement. • <u>Minimize:</u> Described in detail on pages 45 – 47 of the Individual Permit Application for the project (Appendix D of the DSR), this project will do the following to minimize wetland impacts 1. Road side slopes are 2:1 to minimize fill embankment 2. Construction methods consistent with SWPPP

Adopted Plan or Municipal Code	Purpose	Plan/Code Section	How 100th Ave Extension Minnesota Drive to C Street project implements or is in compliance
			3. Surface Runoff and Groundwater Control methods are used to maintain bog hydration. 4. Any wetlands affected during construction will be restored. • Compensate: High value wetlands will be preserved. Parcels in the Laurel Acres subdivision were purchased to compensate for the direct and induced impacts of the project.
Interim 2035 Metropolitan Transportation Plan (MTP), 2015	Purpose of the MTP identify and prioritize projects, programs and tasks for transportation infrastructure funding for the long-term. The document is a sub element of Anchorage 2020, the comprehensive plan. **Goal 1:** Ensure development of a balanced transportation network for people, goods and services that provides an acceptable level of service, maximizes safety, minimizes environmental impacts, provides a variety of transportation choices and supports planned land use patterns. **Goal 2:** Provide a transportation system that moves people and goods safely and securely throughout the community. **Goal 3:** Develop an attractive and efficient transportation network that considers the cost of building, operating and maintaining the system; the equity of all users; public health impacts; community values; and social justice. **Goal 4:** Develop a transportation system that supports a thriving, sustainable, broad- based economy by locating and using transportation infrastructure and facilities to enhance community development.		• The project meets goals 1-8 of the MTP. • The project will improve all modes of transportation, vehicle, pedestrian and bicycle. • The project design complements the natural character of the landscape through which it travels. • This project is designed minimizing long-term maintenance and operations costs

Adopted Plan or Municipal Code	Purpose	Plan/Code Section	How 100th Ave Extension Minnesota Drive to C Street project implements or is in compliance
	Goal 5: Establish community connectivity with safe, convenient, year- round automobile and non-automobile travel routes within and between neighborhoods, commercial centers and public facilities. **Goal 6:** Improve access to employment centers, services, housing, and other destinations while providing mobility for people and goods in a safe, affordable, efficient and convenient manner. **Goal 7:** Provide a transportation system that provides viable transportation choices among various modes. **Goal 8:** Design and maintain a transportation system that respects the integrity of the community's natural and built environment and protects scenic vistas.		
Interim 2035 Metropolitan Transportation Plan (MTP), 2015	Table 7-1: Recommended 2035 MTP Road Projects – Short Term, page 7-3, identifies project 103: 100th Ave. Extension – Minnesota Dr. to C St.	Page 7-3	Project scope matches MTP description "Add new facility-extend 100th Ave between Minnesota Dr. and C St. Recommend separated pathway. Wetland impacts anticipated. Purpose: Circulation, access, and freight. Facility class: Collector. Length of project: 0.7 mile. Length of new sidewalk: 0.7 mile. Length of new pathway: 0.7 mile. Linked project(s): None."
Official Streets and Highway Plan (2014)	Functional Classification: Class II Minor Arterial Guidelines for Minor Arterials: • Serve as the distribution link between major arterials and lower classification streets such as collector or residential streets. • Discourage direct access to minor arterials from individual lots. • Connect smaller residential areas such as residential neighborhoods. • Connect residential areas with community schools, neighborhood business areas, and recreational facilities.	Page 12, 57	• Design for 100th Ave, is consistent with its classification as a Class II, Minor Arterial.

Adopted Plan or Municipal Code	Purpose	Plan/Code Section	How 100th Ave Extension Minnesota Drive to C Street project implements or is in compliance
	• Provide landscaping to buffer areas and improve aesthetics. • Connect neighborhoods by providing for safe pedestrian access facilities.		
Anchorage Pedestrian Plan, 2007	Overall Goal: Double the number of pedestrian trips made by Anchorage residents while simultaneously reducing the number of injuries from pedestrian-vehicle crashes. Goal 1: Create a safer, more walkable city that will encourage year-round winter pedestrian activity and make walking a safer and more attractive activity. Goal 2: Provide barrier-free mobility for all populations. Goal 3: Reduce the number and severity of vehicle crashes involving pedestrians and bicyclists by raising public and law enforcement awareness of practices, rights, and responsibilities that promote pedestrian safety. Goal 4: Improve community connectivity by providing safe, convenient, year-round pedestrian routes within and between neighborhoods, commercial centers, schools, and public facilities as well as between major employment centers and adjacent residential neighborhoods. Goal 5: Review the relationship of street design to the design of adjacent land uses to consider needs of all users. Goal 6: Encourage development patterns that increase and enhance pedestrian use.		• The project meets all the goals of the Anchorage pedestrian plan. • The project will meet ADA standards.

Adopted Plan or Municipal Code	Purpose	Plan/Code Section	How 100th Ave Extension Minnesota Drive to C Street project implements or is in compliance
	Goal 7: Raise awareness of the important role of walking in promoting health and preventing disease.		
Anchorage Pedestrian Plan, 2007	100th Ave Extension from Minnesota Drive to C St. is number 312 on the project list.		• Although this project doesn't rank high on the list for Pedestrian Plan implementation, it is a high priority in the 2035 MTP, listed on the short-term project implementation list, providing increased pedestrian connectivity and additional, safe routes for active transportation in south Anchorage.
Anchorage Bicycle Plan, 2010	Purpose of the Anchorage Bicycle Plan is to "expand the bicycle infrastructure and the use of bicycles for transportation." Goals: #1: Improve connectivity and safety of the transportation network. #2: Establish a bicycle network that adequately responds to the transportation needs and desires of Anchorage residents. #3: Develop and maintain a bicycle network that enhances safety by improving compatibility among cycles and other transportation modes. #4: Achieve greater public awareness and understanding of safe bicycling and driving practices, procedures, and skills. #5: Provide support facilities and amenities design to enhance the bicycle network and encourage the use of bicycling as a practical transportation system. #6: Educate the public on the appropriate laws concerning bicycling.	Page 3, 7, 9	• The project complies with the goals of the Anchorage Bicycle Plan.
Anchorage Bicycle Plan, 2010	Proposed separated multi-use pathway along 100th between Minnesota and C St..	Page 41, Figure 13, Proposed Network	• 8' separated multiuse pathways provided on both sides of 100th.
Anchorage Bicycle Plan, 2010	In certain situations, "other types of on-street bicycle infrastructure, such as wide curb lanes and shoulders, can be used to improve riding conditions for bicyclists."	Page 48, Recommended Bicycle Network;	• The Bicycle Plan doesn't recommend on-street facilities in this location. • Safety conditions, including volume and speed warrant a shoulder. • Therefore, a 5' wide shoulder will be provided on the road from Minnesota Dr to C Street to accommodate on-street bicyclists. Entrance and exit ramps, where appropriate, provide on-road cyclists access to the separated multi-use paths.

Compliance with Adopted Plans and AMC Title 21 Land Use Regulations Matrix, February 2017

Adopted Plan or Municipal Code	Purpose	Plan/Code Section	How 100th Ave Extension Minnesota Drive to C Street project implements or is in compliance
Anchorage Bicycle Plan, 2010	Bicycle facility design criteria.	Page 73-74, Table 9	• The bike facilities in this project comply.
Anchorage Bicycle Plan, 2010	Markings and Sign	Page 80	• Three wayfinding kiosks will be installed, consistent with the new MOA Parks & Recreation trail wayfinding guidelines that orient pedestrians to their location within the park, trail and bicycle facility network in the bowl.
Anchorage Bicycle Plan, 2010	Roundabouts: "When implementing roundabouts, careful consideration should be given to the impact of the circle on bicycle travel—usually bicyclists are rerouted off roadways onto separated pathways. Although single-lane roundabouts can provide satisfactory safety for bicyclists compared to other types of controlled intersections, conditions in multi-lane roundabouts have more concerns for bicyclists than the configurations of standard intersections."	Page 85	• When approaching the roundabouts, bicyclists are re-routed on to the separated multiuse path. • If a bicyclist chooses to stay in the roadway and travel through the roundabout on street, the single-lane roundabout is the safest option, as designed.
Anchorage Bicycle Plan, 2010	Construction and Maintenance Access considerations raised in the bicycle plan listed should be considered in plan notes and specifications.	Page 86, 87	• Bicycle detours will be included in traffic control plans.
Anchorage Bicycle Plan, 2010	Bicycle Support Facilities.	Chapter 5	• This project will install a Bike Fix-It station similar to those already installed in Midtown and at the Lagoon. This will be the first facility of this type in South Anchorage.
Anchorage Bowl Park, Natural Resource, and Recreation Facility Plan, 2006.	Park Strategy 6: Create a pedestrian-oriented system of parks and natural resource greenways linking open spaces and residential neighborhoods and existing and proposed parklands and school sites. Park Strategy 7: Establish an integrated open space network throughout the community based upon existing natural resource space patterns and lands which are ecologically valuable and that preserves and enhances Anchorage's scenic vistas, fish, wildlife, and plant habitats and their ecological functions and values.	Page 48 - 51	• This project complements the park plan's strategy of building pedestrian oriented, connected pathways that connect neighborhoods with other community facilities. • The required permitting process for 100th Ave. resulted in the conservation of high value wetlands and a road alignment that has the least amount of impact on natural resources.

WMS Archive File Name: 17100thAveExt

WMS WATERCOURSE MAPPING SUMMARY

Per the requirements for watercourse verification outlined in Project Management and Engineering Operating Policy and Procedure #8 and Planning Department Operating Policy and Procedure #1 (*effective June 18, 2007*), MOA Watershed Management Services has inspected the following location for the presence or absence of stream channels or other watercourses, as defined in Anchorage Municipal Code (21.35).

- Project Case Number or Subdivision Name: PME Project # 01-09B Subdivision: Laurel Acres
- Project Location, Tax ID, or Legal Description: 100 the Ave. between Minnesota and C St. , See attached

  Klatt Bog
- Project Area (if different from the entire parcel or subdivision): * See attached. Also please visit http://100thextension.com/Documents/Draft_DSR_8-13/Appendix_D_Environmental_Permitting_2.pdf for details about the Individual 404 Permit for this project (13 MB). Also attached is the permit authorization from the USACE.

In accordance with the requirements and methods identified, WMS verifies that this parcel, project area, or application:

X KBC **DOES NOT** contain stream channels and/or drainageways, as identified in WMS field or archival mapping information.*

_____ **DOES** contain stream channels and/or drainageways ***AND*** these are located and identified on submittal documents in general congruence with WMS field and archival mapping information.
*New or additional mapping **IS NOT REQUIRED**.**

_____ Contains stream channels and/or drainageways ***BUT*** one or more streams or other watercourses:
- are ***NOT*** shown on submittal documents, or
- are ***NOT*** depicted adequately on submittal documents for verification, or
- are ***NOT*** located or identified on submittal documents in general congruence with WMS field and archival mapping information.

*New or additional mapping **IS REQUIRED** and must be re-submitted for further review and verification.**

_____ Presence of stream channels and/or drainageways is unknown ***AND*** field verification is not possible at this time. WMS will verify as soon as conditions and prioritized resources allow.

* ***Streams omitted in error by WMS or others remain subject to MOA Code and must be shown in new mapping upon identification of the error.***

ADDITIONAL INFORMATION:

☐Y ☒N	WMS written drainage recommendations are available.	☐Preliminary	☐Final
☐Y ☒N	WMS written field inspection report or map is available.	☐Preliminary	☐Final
☐Y ☒N	Field flagging and/or map-grade GPS data is available.		

Inspection Certified By: **Date:** 3/2/17

* Project Area