

## MUNICIPALITY OF ANCHORAGE

### PLANNING DEPARTMENT

#### MEMORANDUM

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**DATE:** May 10, 2017

**TO:** Urban Design Commission

**THRU:** Hal H. Hart, AICP, Director

**FROM:** *sf* Sharon Ferguson, Senior Planner

**SUBJECT:** 2017-0055 Context Sensitive Solutions Transportation Project, Plans in Hand Review, 100<sup>th</sup> Avenue Extension Minnesota Drive to C Street – Phase IIB

**APPLICANT:** MOA Project Management & Engineering

**COMMUNITY COUNCIL:** Bayshore-Klatt, Old Seward-Oceanview, Taku Campbell

**RECOMMENDATION STUDY:** Approval with conditions

#### **Proposal:**

The 100<sup>th</sup> Avenue extension project will build approximately 3,600 feet of new roadway and pedestrian amenities to connect Minnesota Drive and C Street. The purpose of the project is to provide an additional east-west corridor to reduce road congestion by providing a new, year-round multi-modal access route between transit stations, schools, shops, employment centers, and park and recreational facilities.

Phase I of the project was constructed in 2009 between King Street and C Street.

Most of the proposed roadway corridor is within the Klatt Bog, an undeveloped Class B wetland. The road alignment veers to the south to preserve 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.

**Code Citation and Authority** - AMC 21.15.015A.4.b. authorizes the Urban Design Commission to review and approve site plans for public facilities.

AMC 21.03.190B.5.a. states: “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 (OS&HP).”

AMC 21.03.190B.5.b. states: “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.”

Lighting – A continuous roadway LED lighting system, current with MOA standards is proposed with 40’ poles. The lighting is consistent with the street lighting on 100<sup>th</sup> Avenue between Victor Road and Minnesota Drive and also Phase I between King Street and C Street.

Landscape Design – A limited amount of plant material is proposed along the roadway for this phase of the project. Although, the centers of the roundabouts will be planted with an ornamental grass - Foersters Reed Grass and potentilla shrubs. White Spruce trees are shown as part of the roundabout design for the easternmost roundabout. There are Paper Birch and White Spruce trees near the C Street intersection. Roadway edges will be seeded with a wetland seed mix so as not to compromise the adjacent wetlands.

Much of the roadway traverses through bog with existing native vegetation.

**AMC 21.03.190B.5.c.** As applicable, the commission’s review of the plans in hand design drawings shall include but not be limited to:

- i. Compliance with this title;
- ii. Context of the area and the long-term impact on existing and projected adjacent land uses;
- iii. Initial cost of materials including installation;
- iv. Long-term costs associated with operation and maintenance;
- v. Adherence to a design theme established through local area plans or prior public improvements;
- vi. Effectiveness in meeting community design goals; and
- vii. Accommodation of pedestrians and non-motorized users.

**i. Compliance with this title.**

Specific Title 21 requirements generally relate to on-lot development, not roadway development in the right-of-way. The *Design Criteria Manual* guides standards of roadway development for collector and higher road classifications.

Generally Complies. The petitioner’s submittal includes a Compliance with Adopted Plans and AMC Title 21 Land Use Regulations Matrix in Appendix B.

The PIH submittal should include a discussion of how the project has developed a landscaping “theme”. The petitioner’s submittal outlined two reasons that drove the landscape plan:

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.

Refer to the earlier discussion regarding the landscape design and streetscape amenities below under: Adherence to a design theme established through local area plans or prior public improvements.

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

Complies. Much of the roadway alignment passes through Class B wetlands north and south of the road. South Anchorage Park lies to the south of Segment B (refer to page 5). The Corps permit should prevent any negative long-term impacts on the adjacent wetlands.

The only development on Segment A is a church on the north side of the road. No long-term impacts are anticipated to affect the church. Wetland lies to the south.

Segment C has a snow disposal site north of the road. This area has a planted berm for the length of the property between the road and the disposal site. No long-term impacts are anticipated to affect the snow disposal site. Wetland lies to the south.

**iii. Initial cost of materials including installation.**

Complies. The estimated construction cost of the project is \$5 - \$6 million. The estimated cost of landscape and other amenities is \$700,000.

**iv. Long-term costs associated with operation and maintenance.**

Complies. The petitioner’s narrative states that the operation and maintenance costs for landscape will be less than typical for 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 theme established through local area plans or prior public improvements.**

Complies. Phase 1 of the 100<sup>th</sup> Avenue project installed a sculpture on the SE corner of 100<sup>th</sup> and C Street. This sculpture will be mirrored on the NW corner of the same

intersection, providing visual enhancement and consistency with the project theme. Three trail wayfinding signage kiosks are included in the project as well as a bike fix-it station.

Red colored concrete will be used in the medians and the roundabouts.

**vi. Effectiveness in meeting community design goals.**

Complies. Appendix B of the submittal indicates the municipal plans to which the project complies.

The project is in compliance with the Anchorage Wetlands Management Plan in that the road alignment was adjusted to the south to preserve a contiguous, higher value wetland to the north and to protect it in perpetuity as a conservation easement.

Goal 3 of the Interim 2035 Metropolitan Transportation Plan states: “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”. The project is in compliance with this plan.

The project is also in compliance with the Anchorage Pedestrian Plan and the Anchorage Bicycle Plan.

**vii. Accommodation of pedestrians and non-motorized users.**

Complies. The road design includes 8-foot wide multiuse pathways on both sides of 100<sup>th</sup> Avenue. The south pathway completes a pedestrian connection between the Old Seward Highway and Pointe Resolution Drive. The pathway on the north side of the road will connect the sidewalk between King Street and C Street to the sidewalk between Minnesota Drive and Victor Road. The pedestrian facilities also provide a connection with the pathways on each side of C Street between Dimond Boulevard and O’Malley Road.

Five foot shoulders are provided for those bicyclists preferring to bike on the road.

**Response to comments and conditions of approval from Design Study Report review.**

Please refer to the petitioner provided minutes of the Planning and Zoning Commission meeting held on October 7, 2013 and also the PZC Resolution No. 2013-040.

**Public Involvement:** The petitioner’s submittal includes a description of the public involvement.

**AGENCY COMMENTS**

Traffic Department - The Traffic Department recommends approval of the plan with the following comments:

1. Resolve with Traffic the comments regarding improper signage and striping for



roundabouts for 100<sup>th</sup> Avenue plan set.

2. Verify that the minimum of 6 foot refuge is provide at all Pedestrian Refuge location for the roundabouts.
3. Verify maximum slope of 2% of all driveway and pedestrian ramp landings. Resolve the use of tactile warnings that are non-compliant with MOA standards and practices.

Department of Transportation and Public Facilities -

Regarding AMC 21.03.190B.5.Cii:

Access to existing platted lots (Laurel Acres Block 2, Lots 20-29) appears unconstructable in the long term from Arctic Boulevard. Arctic is a recommended collector road as this area grows. Ensure reasonable access will be available for these lots.

DOT&PF design documents for Minnesota Drive anticipate MOA will require a frontage road as needed to serve land use in the quadrant, particularly for parcel 012-611-03-000. Plans need to be in place for developing access to the parcels south of the 100<sup>th</sup> Avenue extension that minimize conflicts and encourages adequate internal circulation.

Does the Arctic Boulevard extension in this plan negatively affect future Arctic extensions both north and south of the intersection as shown in MOA's Official Streets and Highways Plan? What about the implications to the Bike/Ped network?

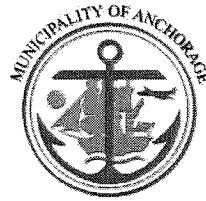
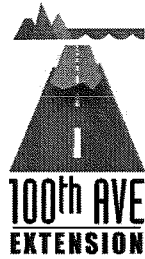
**DEPARTMENT RECOMMENDATIONS**

The Department recommends approval of the Plans in Hand Review for 100<sup>th</sup> Avenue Extension Minnesota Drive to C Street – Phase IIB, subject to the following conditions:

1. All construction and improvements related to this approval shall be substantially in compliance with the narrative and the following plans on file with the Planning Department, except as modified by conditions of this approval:

Context Sensitive Solutions Transportation Project Site Plan Review for Plans in Hand for 100<sup>th</sup> Extension – Minnesota Drive to C Street – Phase IIB – not dated, application dated 2/28/17.

2. Resolve traffic issues with the MOA Traffic Department and ADOT-PF.
3. Change seed mix from Schedule F to Schedule C – wetland seed mix.



Date: February 21, 2017  
Attendees: 22, see sign-in sheet  
Location: Bayshore Elementary School  
Project: 100<sup>th</sup> Ave. Extension Minnesota Dr. to C St. Phase IIB  
Project No: PM&E 01-009

### **Open House Summary**

Open House #2 for the 100<sup>th</sup> Ave Extension project from Minnesota Dr. to C St. was held on Tuesday, February 21, 2017 from 6:30 PM – 8:30 PM at the Bayshore Elementary cafeteria and multipurpose room located near the project area. The Open House did not have a formal presentation but was an open house format style where the attendees could stop by at anytime and ask questions, provide comments and talk to Municipal representatives and design consultants.

Upon arrival, attendees were greeted and asked to sign-in. Project team members were available to answer questions and discuss any ideas or concerns. A set of information graphics and a fact sheet provided general project information including:

- Project fact sheet (including project purpose, funding status and timeline)
- Typical Cross Section for 100<sup>th</sup> Ave.
- Large format aerial plot showing the road alignment, property lines and landscape
- Conservation Easement Location

A copy of the graphics and fact sheet is included in this summary report. The graphics were staffed by the project team. The public involvement team recorded in writing both the questions and concerns expressed by the residents in attendance as well as the answers given by the project engineers.

There were also comment forms for attendees to fill out in writing.

### **Open House Advertising**

Mailing: A mailer invitation to the Open House was sent to more than 3000 homes by postcard via the USPS mail on February 11.

Website: The Open House details, including the date, time and location were posted on the project website by February 11.

### **Open House Follow-Up**

Following the Open House, a “thank you for attending” email was sent to the project email list, including those attendees who provided their email at the Open House.

### **Question – Answer - Comment Summary**

#### General Comments:

- This project greatly improves the non-motorized transportation network between Bayshore and O'Malley.
- Please coordinate with the construction that will be occurring at the Johns Road/Klatt Road roundabout in summer 2017.

Q: Why is there so much fill in the project corridor?

A: The project area is currently being surcharged to prepare to build the roadway. Surcharging is a method of road construction on organic or peat soils. It compacts the soils to a level that is stable to build upon.

Q: Why does the road alignment curve to the south and then curve back north to the intersection at C St. and 100<sup>th</sup>?

A: This project will be constructed on Class B wetlands, the Klatt Bog, requiring a fill permit from the US Army Corps of Engineers. The road curves to the south in order to preserve a larger, continuous area of high-value wetlands north of the road. North of the road, approximately 5-acres will be placed in a conservation easement to protect the wetlands in perpetuity. This is one of the compensation requirement listed in the fill permit.

Q: Will the traffic circles back-up at Minnesota and 100<sup>th</sup>?

A: There will be times of day that have more volume than others, however these roundabouts are designed to accommodate a vehicle capacity of 15,000 vehicles per day and based on our traffic analysis we expect 9,500 per day in 2035.

Q: What will happen to traffic at 100<sup>th</sup> and Victor when the roundabouts are installed?

A: We believe the level of service at 100<sup>th</sup> and Victor will remain the same.

Q: Why isn't the C St. at 100<sup>th</sup> Ave. designed as a roundabout?

A: The project area for this Municipal project did not include improving the intersection of C St., a State of Alaska maintained roadway.

Q: Will there be a bike lane?

A: There will be a 5' paved shoulder bikeway on both sides of the road in addition to 8' multiuse separated pathways on both side of the road. The project will also install the first bike fixit station in South Anchorage, similar to the stations at the lagoon and in Midtown. There will also be three wayfinding kiosks consistent with MOA Parks & Recreation's new guidelines for trail wayfinding. The signs will orient pedestrians and bicyclists to their location on the active transportation system and how to navigate to other trails, parks and nearby facilities.

Q: What if the project is so successful that there is more traffic than this road can handle?

A: The results of this project's traffic analysis do not show traffic numbers to be that which this road, as designed cannot handle. However, there is enough space to add lanes to the roadway in the future if necessary.

Q: Will the roundabouts be constructed first?

A: The project team won't know specific construction details until we have a contractor on board, however, our initial construction planning indicates that the roundabouts will be the first thing built.

Q: What is the construction schedule?

A: The project is contingent on the passing of the 2017 ARDSA bond proposition. If it passes, construction will begin in late summer, 2017 and continue through 2018.

Q: What are the plans for allowing access off of the new road?

A: All future development on land adjacent to the new road will have to complete a traffic analysis through the Municipal Traffic Department to determine access feasibility.

Q: Do the utilities have plans to do work in the area?

A: Chugach Electric, ACS, GCI and Enstar all have plans to do add lines in the area.

Q: What will the roundabouts be like? Will they be like Dowling Road or more like the roundabouts on C Street?

A: The roundabouts will be somewhere in between Dowling Road and C Street. Dowling Road is a two-lane roundabout and C Street needs to accommodate large trucks accessing Anchorage Sand and Gravel. The two roundabouts proposed at the Minnesota and 100<sup>th</sup> interchange will meet DOT standards for minimum radius and will be one lane, giving much more space to navigate without having to worry about traffic moving directly next to your vehicle.

Q: Is there a lot of wildlife in the area? Will there be a wildlife fence?

A: The project team consulted the Alaska Department of Fish and Game during this project. While there is wildlife in the area, there is not enough to have concern for safe roadway travel. Continuous lighting will be installed along the roadway which improves visibility and has shown to decrease vehicle-wildlife collisions.

Q: What will be the speed limit?

A: 40 MPH

Q: How can I stay informed about the project? How will I know when construction is happening?

A: There will likely be a pre-construction open house to which you will be invited. Also, the website will contain up-to-date information.

Q: Who owns the land south of the new road?

A: There is a combination of Municipal park land (70 acres) and private property south of the road corridor.

Q: Is the 7' buffer similar in size to the buffer on Victor Road?

A: Yes, it is about the same size.

#### **Attachments**

1. Sign-in sheet
2. Graphical Displays and Fact Sheet
3. Postcard Mailer



THE STATE  
of ALASKA

GOVERNOR BILL WALKER

Department of Transportation and  
Public Facilities

DIVISION of PROGRAM DEVELOPMENT  
Anchorage Field Office

4111 Aviation Avenue  
P.O. Box 196900  
Anchorage, Alaska 99519-6900  
Main Phone: (907)269-0520  
Fax: (907)269-0521  
Web site: dot.state.ak.us

April 12, 2017

Terry Schoenthal, Current Planning Section Manager  
MOA, Community Development Department  
Planning Division  
P.O. Box 196650  
Anchorage, Alaska 99519-6650

**RECEIVED**

**APR 12 2017**

**PLANNING DEPARTMENT**

RE: MOA Zoning Review

Dear Mr. Schoenthal:

The Alaska Department of Transportation and Public Facilities (DOT&PF), Central Region Planning Review Board has comments on the following zoning case:

- **2017-0055: 100<sup>th</sup> Avenue Extension Minnesota Drive to C Street**
  - Regarding AMC 21.03.190B.5.Cii:
    - Access to existing platted lots (Laurel Acres Block 2, Lots 20-29) appears unconstructable in the long term from Arctic Boulevard. Arctic is a recommended collector road as this area grows. Ensure reasonable access will be available for these lots.
    - DOT&PF design documents for Minnesota Drive anticipate MOA will require a frontage road as needed to serve land use in this quadrant, particularly for parcel 012-611-03-000. Plans need to be in place for developing access to the parcels south of the 100<sup>th</sup> Avenue extension that minimize conflicts and encourages adequate internal circulation.
    - Does the Arctic Boulevard extension in this plan negatively affect future Arctic extensions both north and south of the intersection as shown in MOA's Official Streets and Highways Plan? What about the implications to the Bike/Ped network?

Sincerely,

James Starzec  
Anchorage Area Planner

Cc: Tucker Hurn, Right of Way Agent, Right of Way, DOT&PF  
Morris Beckwith, Right of Way Agent II, Right of Way, DOT&PF  
Scott Thomas, P.E., Regional Traffic Engineer, Traffic Safety and Utilities, DOT&PF  
Jim Amundsen, P.E., Highway Design Group Chief, DOT&PF

*"Keep Alaska Moving through service and infrastructure."*

# MUNICIPALITY OF ANCHORAGE



Development Services Department  
Addressing  
Addressing email: [addressing@muni.org](mailto:addressing@muni.org)

Phone: 907-343-8466  
Fax: 907 249-7868

**RECEIVED**

*Mayor Ethan Berkowitz*

**MAR 22 2017**

**March 22, 2017**

**PLANNING DEPARTMENT**

**Case No. 2017-0055**

Context Sensitive Solutions Transportation Site Plan Review for 100<sup>th</sup> Avenue Extension Minnesota Drive to C Street. (MOA Project #01-09B)

- a. Planting Plan map:
  - i. 100<sup>th</sup> Ave should read W. 100<sup>th</sup> Ave, please correct
- b. Signing, Striping, and Illumination map:
  - i. 100<sup>th</sup> Ave should read W. 100<sup>th</sup> Ave, please correct
- c. Sign Review:
  - i. There was no sheet for sign review on the D3-101 signs, if there is one please forward to addressing for review.

Thanks,

Jennifer M Benson  
MSAG Coordinator



**Municipality of Anchorage**  
Community Development Department  
Planning Division  
**MEMORANDUM**



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**Date:** April 7, 2017

**To:** Sharon Ferguson, Senior Planner  
Current Planning

**RECEIVED**

APR 05 2017

**From:** Jon Cecil, Senior Planner  
Long Range Planning

PLANNING DEPARTMENT

**Subject:** CSSTP SPR (plans in hand) for 100<sup>th</sup> Avenue Extension Minnesota Drive to C Street (MOA Project #01-09B) 2017-0055

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The MOA Long-Range Planning Section has reviewed the plans for the above referenced CSS Transportation Project Site Plan Review (plans in hand) for 100<sup>th</sup> Avenue Extension Minnesota Drive to C Street. We do not have any comments, questions, or concerns about this project. Thank you for the opportunity to review.

Cc: 2017 Case Review Comments

**Kimmel, Corliss A.**

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**From:** Watts, Andrew G.  
**Sent:** Wednesday, April 12, 2017 9:38 AM  
**To:** Blake, Lori A.; Kimmel, Corliss A.  
**Subject:** PTD - no comment

**RECEIVED**

APR 12 2017

**PLANNING DEPARTMENT**

The Public Transportation Department has no comment and no objection on the following cases: 2017-0055, 2017-0062, 2017-0054, 2017-0058, 2017-0056, 2017-0059. None of the above cases are expected to have any impact on current or planned future transit services.

Best,  
Andrew

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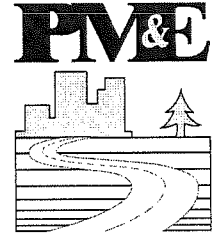
**Andrew Watts, MPA**

Transit Planning Technician  
Public Transportation | Municipality of Anchorage  
3600 Dr. MLK Jr. Avenue | Anchorage, AK 99507  
907-343-8496





**Municipality of Anchorage**  
**Project Management and Engineering**  
**MEMORANDUM**



**DATE:** April 12, 2017

**RECEIVED**

**To:** Terry Schoenthal

APR 12 2017

**FROM:** Kyle Cunningham

PLANNING DEPARTMENT

**SUBJECT:** Comments from Watershed Management Services.

Watershed Management Services (WMS) has the following comments for the May 10, 2017 Urban Design Commission hearing.

2017-0055 100<sup>th</sup> Avenue Extension Minnesota Drive to C Street (MOA Project #01-09B);

WMS has no comments regarding this case.

# MUNICIPALITY OF ANCHORAGE



Planning & Development Services Dept.  
Development Services Division

Building Safety

**RECEIVED**

APR 17 2017

## MEMORANDUM

PLANNING DEPARTMENT

### Comments to Miscellaneous Planning and Zoning Applications

**DATE:** April 17, 2017

**TO:** Terry Schoenthal, Manager, Current Planning

**FROM:** Ron Wilde, P.E.  
Structural Plan Reviewer  
Building Safety  
343-8371

**SUBJECT:** Comments for Case 2017-0055  
100<sup>th</sup>, from Minnesota to C Street

No Comment.

# MUNICIPALITY OF ANCHORAGE



Development Services Department  
Private Development Section

*Mayor Ethan Berkowitz*

Private Development Section  
**RECEIVED**

APR 07 2017

## MEMORANDUM

PLANNING DEPARTMENT

### Comments to Urban Design Commission Applications/Petitions

**DATE:** April 7, 2017  
**TO:** Terry Schoenthal, Current Planning Section Supervisor  
**FROM:** Brandon Telford, Plan Review Engineer  
**SUBJECT:** Comments for Urban Design Commission Public Hearing: May 10, 2017

Case 2017-0055 – Context Sensitive Solutions Transportation Project Site Plan Review (Plans in Hand) for 100<sup>th</sup> Avenue Extension Minnesota Drive to C Street (MOA Project #01-09B).

#### Department Recommendations:

The Private Development Section has no comment on the Site Plan.

Case 2017-0062 – Design Variance from AMC 21.05.060D.1.b. to allow a truck loading rack with canopy, pump house and associated fuel piping at the Crowley Anchorage Tank Farm.

#### Department Recommendations:

The Private Development Section has no comment on the Design Variance.



# MUNICIPALITY OF ANCHORAGE

Department of Health and Human Services



**RECEIVED**

Date: March 31, 2017

To: Department of Planning, Zoning and Platting Division

APR 03 2017

Thru: *DNF* DeeAnn Fetko, Deputy Director, DHHS

From: *SG* Shelley Griffith, EHS Program Manager, DHHS

PLANNING DEPARTMENT

Subject: Comments Regarding CUP 2017-55, MOA Project Management &  
Engineering – 100<sup>th</sup> Ave. extension Minnesota Dr. to C St.

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No Comment.

CC: Clara Park, Sr. Office Associate

Janine Nesheim, Environmental Health Specialist – Plan Review

Shannon Kuhn, HHS, Public Information Officer

Municipality Of Anchorage  
ANCHORAGE WATER & WASTEWATER UTILITY

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MEMORANDUM

MAR 28 2017

DATE: March 28, 2017

PLANNING DEPARTMENT

TO: Terry Schoenthal, Planning Manager, Planning Section, Planning Division

FROM: Paul Hatcher, Engineering Technician III, AWWU Planning

SUBJECT: Zoning Case Comments

Hearing Date: May 10, 2017

Agency Comments Due: April 12, 2017

AWWU has reviewed the materials and has the following comments.

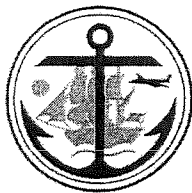
**2017-0055 100<sup>TH</sup> AVENUE, Context Sensitive Solutions Transportation Project Site Plan Review (Plans in Hand) for 100<sup>th</sup> Avenue Extension Minnesota Drive to C Street (MOA Project #01-09B), Grid SW2529, 2530**

1. AWWU water and sewer are not available to these parcels.
2. AWWU has no objection to this site plan review.

**2017-0062 US SURVEY 1170 LT 3 REM ARR TERMINAL RESERVE, Design Variance from AMC 21.050.060D.1.b to allow a truck loading rack with canopy, pump house and associated fuel piping at the Crowley Anchorage Tank Farm, Grid SW1130**

1. AWWU water is available to this parcel.
2. AWWU has no objection to this design variance.

If you have any questions pertinent to public water and sanitary sewer, you may call me at 564-2717 or the AWWU planning section at 564-2721, or e-mail [paul.hatcher@awwu.biz](mailto:paul.hatcher@awwu.biz)



# MUNICIPALITY OF ANCHORAGE

Traffic Department



## MEMORANDUM

RECEIVED

DATE: April 10, 2017

APR 11 2017

TO: Current Planning Division Supervisor,  
Planning Department

PLANNING DEPARTMENT

THRU: Kristen A. Langley, Traffic Safety Section Supervisor,  
Traffic Department

FROM: Randy Ribble, Assistant Traffic Engineer

SUBJECT: **2017-0055 Context Sensitive Solution Transportation Project Site Plan Review for 100<sup>th</sup> Avenue Extension Minnesota Drive to C Street.**

Traffic Department recommends approval of this site plan with the following comments:

1. Resolve with Traffic the comments regarding improper signage and striping for roundabouts for 100<sup>th</sup> Avenue plan set.
2. Verify that the minimum of 6 foot refuge is provide at all Pedestrian Refuge location for the roundabouts.
3. Verify maximum slope of 2% of all driveway and pedestrian ramp landings. Resolve the use of tactile warnings that are non-compliant with MOA standards and practices.

# 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
Contact Phone: Day:	(907) 343-8422	Contact Phone: Day:	(907) 223-0136
Night:	(907) 242-5239	Night:	(907) 223-0136
FAX:	(907) 343-8088	FAX:	n/a
E-mail:	SmithJW@muni.org	E-mail:	holly@huddleak.com

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	
<input type="checkbox"/> Context Sensitive Solutions Concept Report (Planning and Zoning Commission) <input type="checkbox"/> Draft Design Study Report (Planning and Zoning Commission) <input checked="" type="checkbox"/> 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	<i>Holly Spoth-Torres</i>
Date	Signature (Agents must provide written proof of authorization)

Accepted by:	Poster & Affidavit:	Fee <i>\$4800<sup>00</sup> paid thru 2013-128 (DSR)</i>	Case Number 2017-0055
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**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

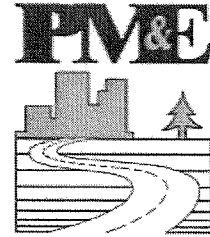
**PLANS IN HAND (55-75% LEVEL OF DESIGN) DOCUMENTATION**

- ☒ 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  
100<sup>th</sup> 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 100<sup>th</sup> Avenue Extension Project. If you have any questions or concerns please contact me at 343-8422 or [smithjw@muni.org](mailto: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

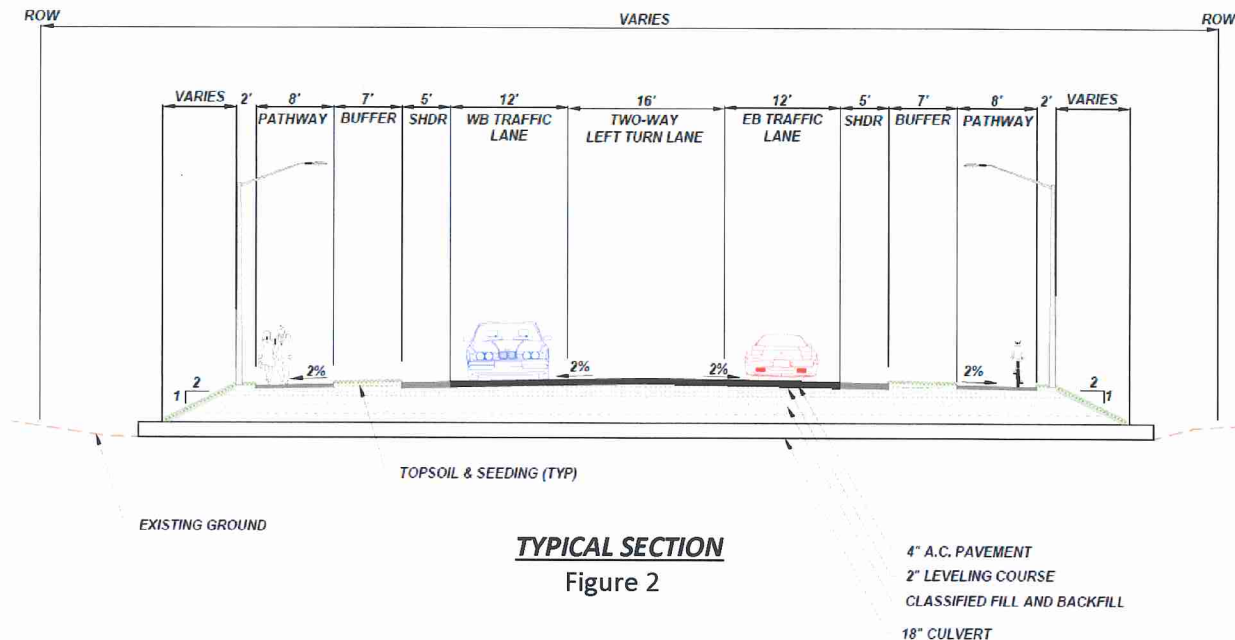
The 100<sup>th</sup> Ave Extension project builds approximately 3,600 feet of new roadway and pedestrian amenities to connect Minnesota Drive and C Street in South Anchorage (See Figure 1).

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.



The recommended horizontal alignment swings to the south, away from the 100<sup>th</sup> 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 100<sup>th</sup> Avenue / C Street intersection. Intersection control at the 100<sup>th</sup> 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  
CSS PIH Application – Supporting Narrative  
Page 3 of 15

### **Project Purpose**

The purpose of the project is to connect 100<sup>th</sup> 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 100<sup>th</sup> 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 / 100<sup>th</sup> Avenue interchange.

In addition to the surcharge material present in the road alignment corridor, current existing conditions over the length of 100<sup>th</sup> 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 100<sup>th</sup> 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 100<sup>th</sup> Avenue, the corridor traverses an undeveloped bog, with black spruce and other inundated vegetation indicating the existence of wetlands. The intersection of 100<sup>th</sup> 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 100<sup>th</sup> 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 100<sup>th</sup> 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 100<sup>th</sup> 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.

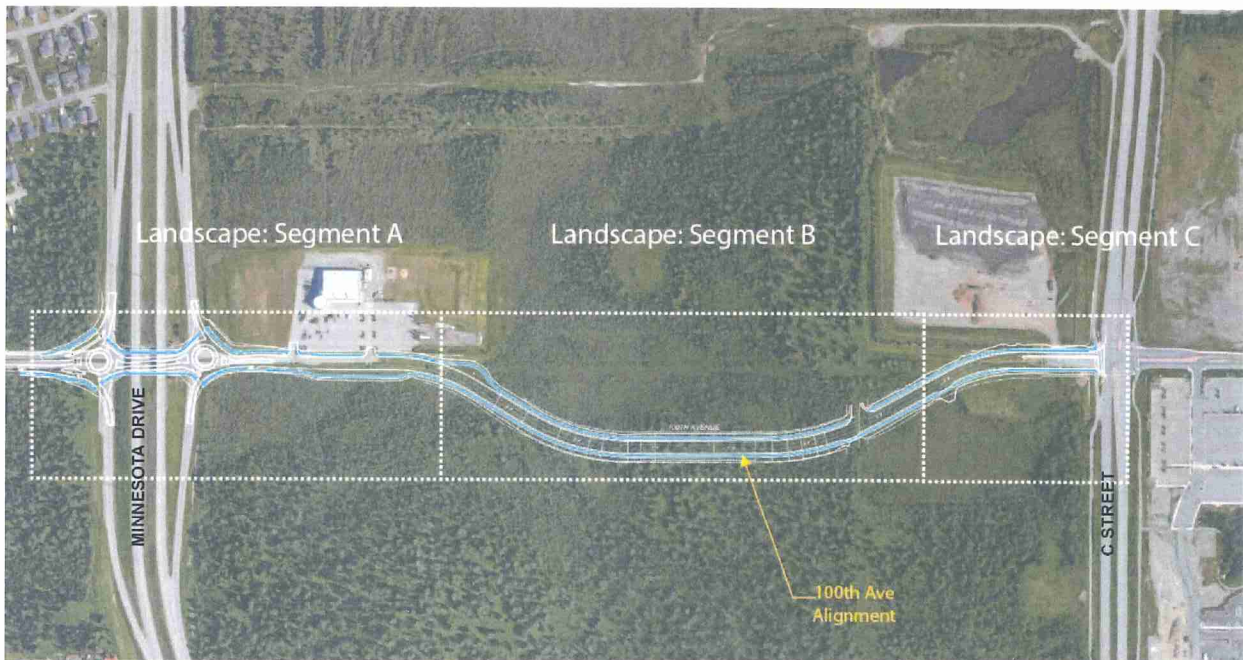


Figure 4

## 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 /100<sup>th</sup> interchange on 100<sup>th</sup> 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 100<sup>th</sup> 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 100<sup>th</sup> Ave project installed a sculpture on the SE corner of 100<sup>th</sup> 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/100<sup>th</sup> 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 100<sup>th</sup> Avenue is a municipal snow disposal and sedimentation basin.

In addition to the new Target store at 100<sup>th</sup> 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 100<sup>th</sup> 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 100<sup>th</sup> 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 100<sup>th</sup> 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 100<sup>th</sup> 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 100<sup>th</sup> 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 100<sup>th</sup> 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 100<sup>th</sup> and C St., will be mirrored on the SW corner of 100<sup>th</sup> 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).

01-0916 K  
FILE COPY

**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 100<sup>TH</sup> AVENUE EXTENSION PHASE II, MINNESOTA DRIVE TO C STREET, GENERALLY LOCATED IN SOUTH ANCHORAGE BETWEEN DIMOND BOULEVARD AND O'MALLEY ROAD.

(Case: 2013-128)

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WHEREAS, the Municipality of Anchorage, Public Works Department, Project Management and Engineering Division, requested approval of the Design Study Report for the extension of 100<sup>th</sup> 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:

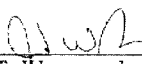
1. The Design Study Report for the 100<sup>th</sup> Avenue Extension Phase II from Minnesota Drive to C Street traverses north Klatt Bog. The Report analyses three alternative alignments for completing the final phase of the 100<sup>th</sup> Avenue construction project. Alternative 2 is the recommended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

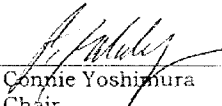
Planning and Zoning Commission  
Resolution 2013-040  
Page 2 of 2

- B. The Commission approves Alternative 2 recommended in the Design Study Report for the 100<sup>th</sup> 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 100<sup>th</sup> 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 7<sup>th</sup> day of October 2013.

ADOPTED by the Anchorage Municipal Planning and Zoning Commission this 4<sup>th</sup> 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:

**PLANNING AND ZONING COMMISSION MEETING**

**October 7, 2013**

Page 15 of 17

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 FERGUSON seconded.

COMMISSIONER FERGUSON 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.

**PLANNING AND ZONING COMMISSION MEETING  
October 7, 2013**

Page 16 of 17

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

COMMISSIONER SPRING finds that the 100<sup>th</sup> 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 100<sup>th</sup> 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 100<sup>th</sup> 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**

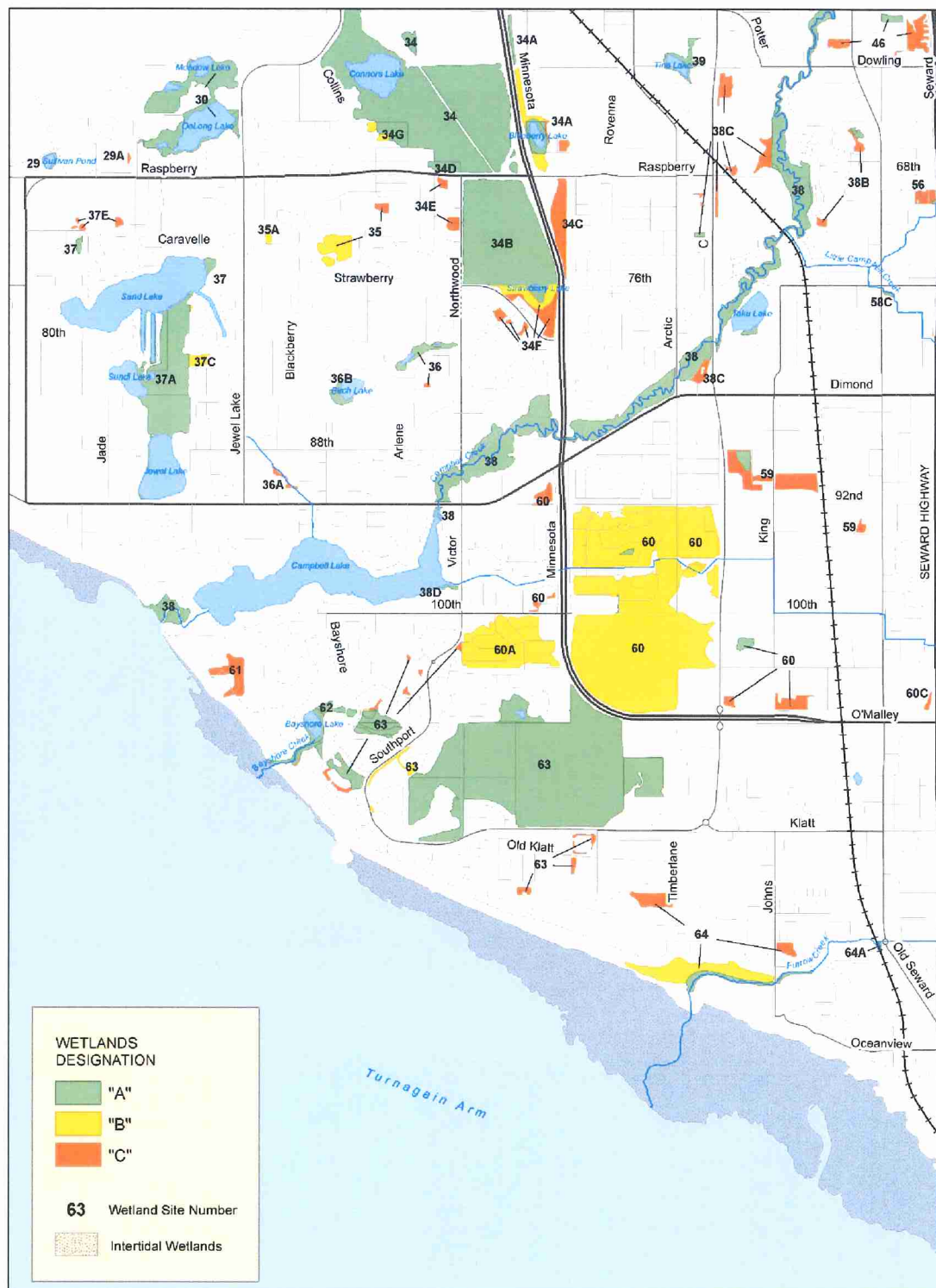


Figure 4

## Wetland Designations Anchorage Bowl - Southwest

These wetland maps produced by the Municipality are not all-inclusive. Wetland boundaries are based on the most readily available data and are not intended to be used as a basis for regulatory decisions. To obtain the most accurate information, it is recommended that individuals, businesses, or organizations contact the Municipality's Planning Department for a determination of whether a project may require a permit. The Municipality's Planning Department staff are responsible for maintaining wetland maps and datasets to service the Municipality's development. For the most accurate, up-to-date wetland mapping information, contact the MCA Long Range Planning Section staff at (907) 264-7627. Wetland data is approximate and shown as informational only. If you are requesting design decisions, please contact the MCA Watershed Management Section at (907) 264-7625.

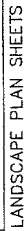
Revised July 9, 2014



**APPENDIX A: LANDSCAPE PLANS, SIGNAGE & STRIPING PLANS**

\* Project Area



[illegible]

1. ALL PROTECTION SHALL BE ACCORDING WITH THE MAJORITY OF LANDSCAPE ENGINEER RECOMMENDATIONS.
2. ALL PLANTING SHALL BE ACCORDING TO THE MAJORITY OF LANDSCAPE ENGINEER RECOMMENDATIONS.
3. ALL PLANT MATERIAL SHALL CONFORM TO THE MAJORITY OF LANDSCAPE ENGINEER RECOMMENDATIONS.
4. PLANTING SHALL BE ACCORDING TO THE MAJORITY OF LANDSCAPE ENGINEER RECOMMENDATIONS.
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PLANS NOT FOR CONSTRUCTION  
FOR UDC SUBMITTAL ONLY

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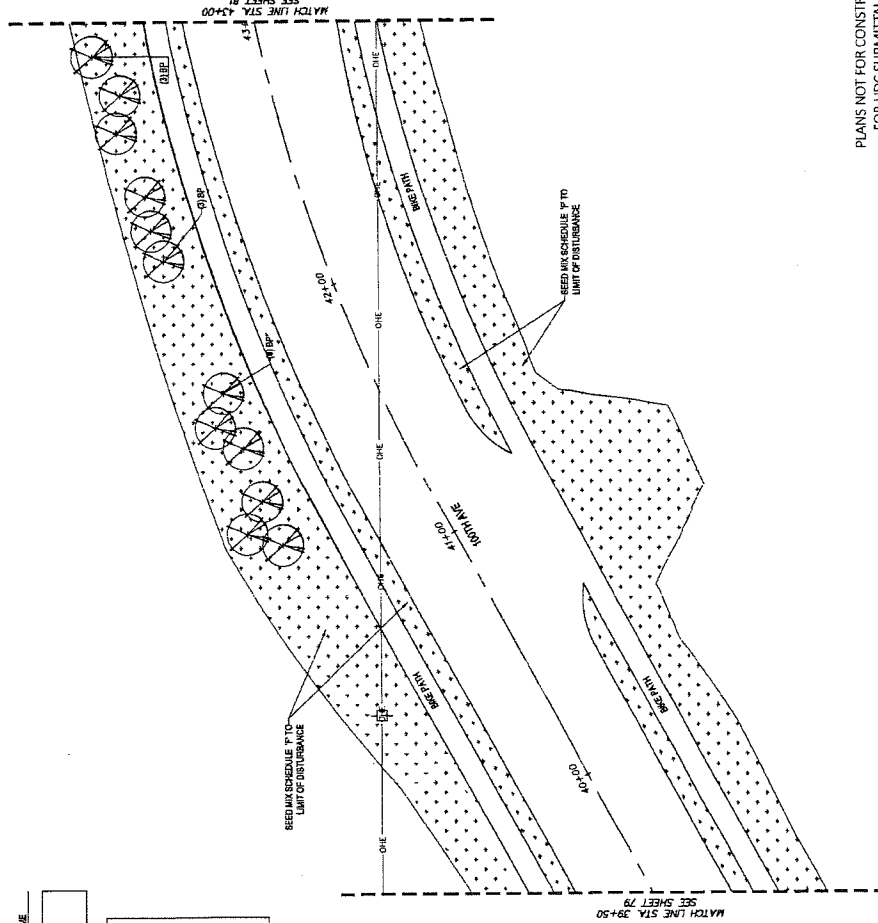






SYMBOL	LABEL	LATIN NAME	COMMON NAME
<b>EVERGREEN TREES</b>			
	PO-8	PICEA GLAUCA	WHITE SPRUCE
	PO-9	PICEA GLAUCA	WHITE SPRUCE
<b>DECIDUOUS TREES</b>			
	BP	BETULA PAPHRIFERA	PAPER BIRCH
<b>SHRUBS</b>			
	PF	POTENTILLA FRUTICOSA	RUBY CINQUEFOIL POTENTILLA

PRODUCT	LABEL LATIN NAME	COMMON NAME
PERENNIALS	CF	FORGETHER REED BRASS
	CF	CALLIGRAPHIC 2 1/2" FLORA "Not Fossil"
	CF	SEED MIX (2" INCH TOPSOIL WITH HUM)
	CF	4" OF WASHED RIVER ROCK
	CF	IMPRINTED COLORED CONCRETE
	CF	LANDSCAPE EDGING
	CF	TEMPORARY TREE PROTECTION FENCE

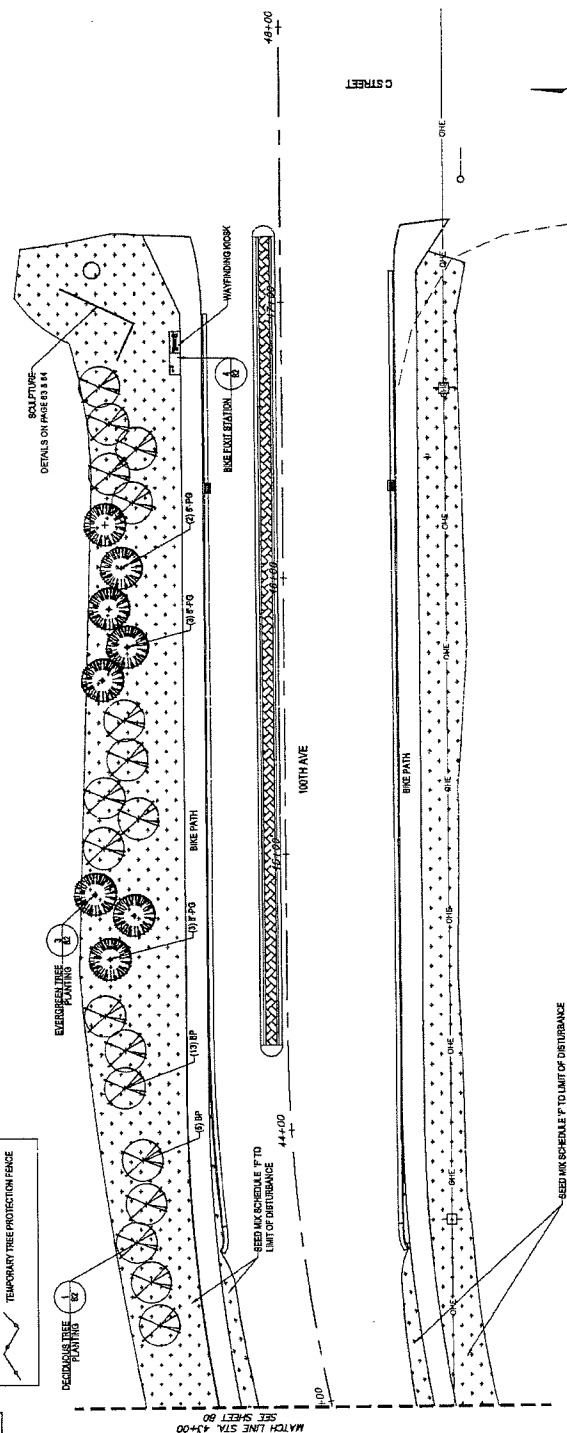


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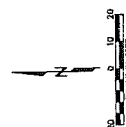
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MODEL	LABEL, LATIN NAME	COMMON NAME
EXPERIMENTALS	OF	FORBESIA XACUTICOLA RED BRASS "Kent's Star"
<p>MISCELLANEOUS</p> <p>SEED INK (2 INCH TOPSOIL WITH HSM)</p> <p>4 1/2" WASHED RUBER ROCK</p> <p>PAINTED COLORED WOOD PLANK LANDSCAPE EDGING</p> <p>TEMPORARY TREE PROTECTION FENCE</p>		

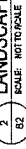


PLANS NOT FOR CONSTRUCTION  
FOR UDC SUBMITTAL ONLY



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FILE NO -



01-098

PROJECT MANAGEMENT AND ENGINEERING  
DEPARTMENT

100TH AVENUE EXTENSION, PHASE 1B

MINNEAPOLIS DRIVE TO C STREET

SOI, A & E

82 of 84

SCALE: NTS

DATE: 1/15/2017

DESIGN: JHE-W

ADIST. NO.

SHEET

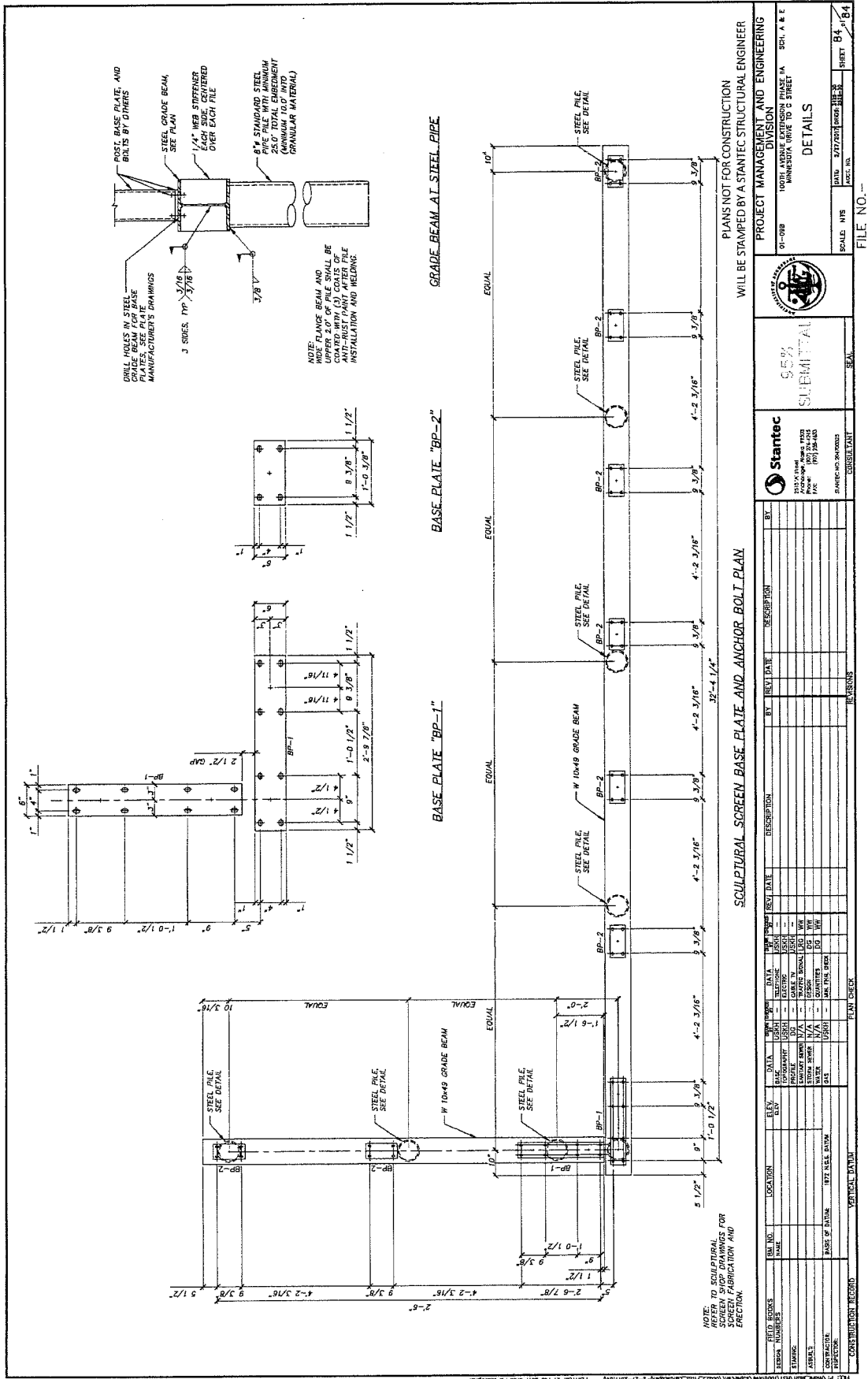
82 of 84

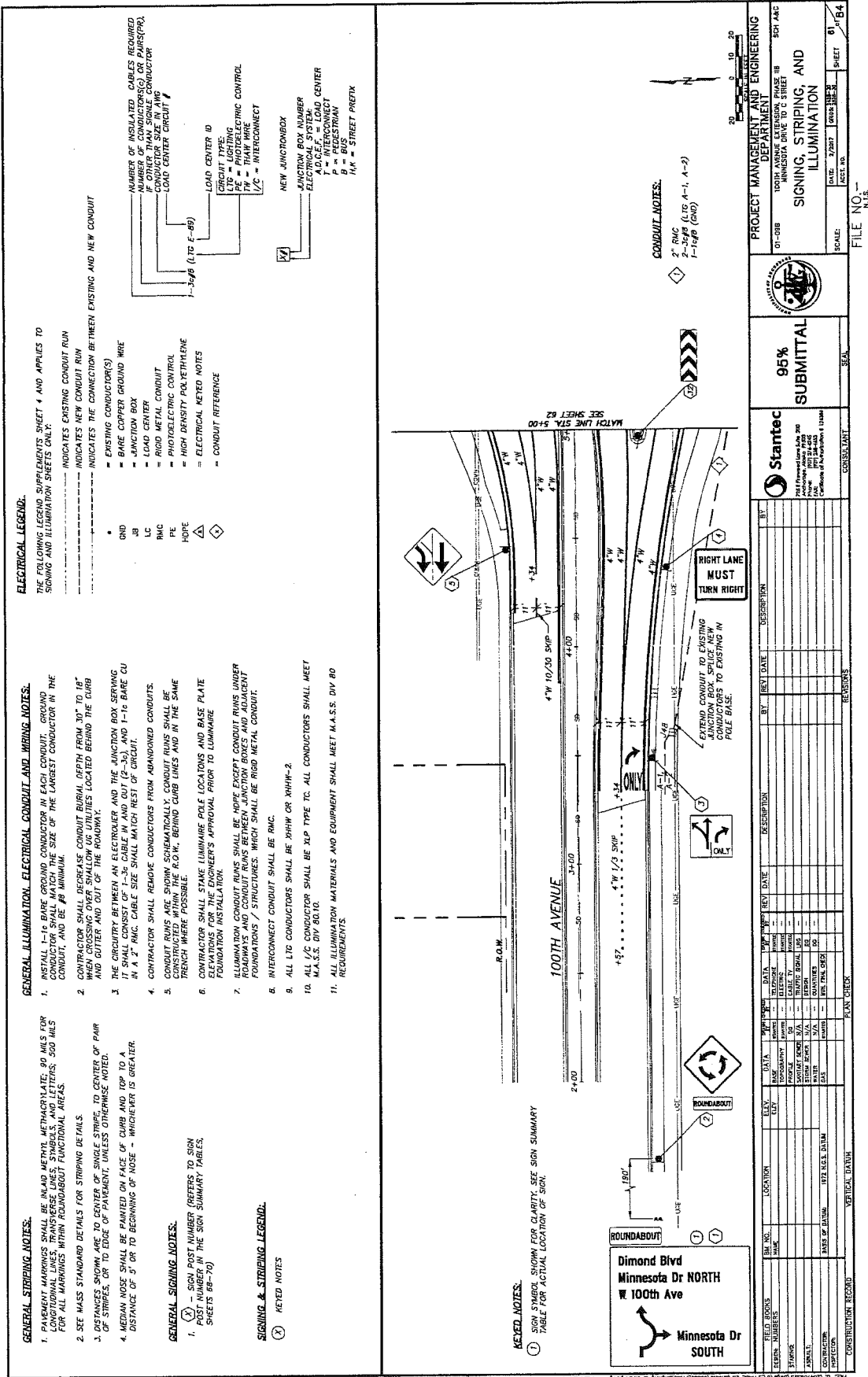
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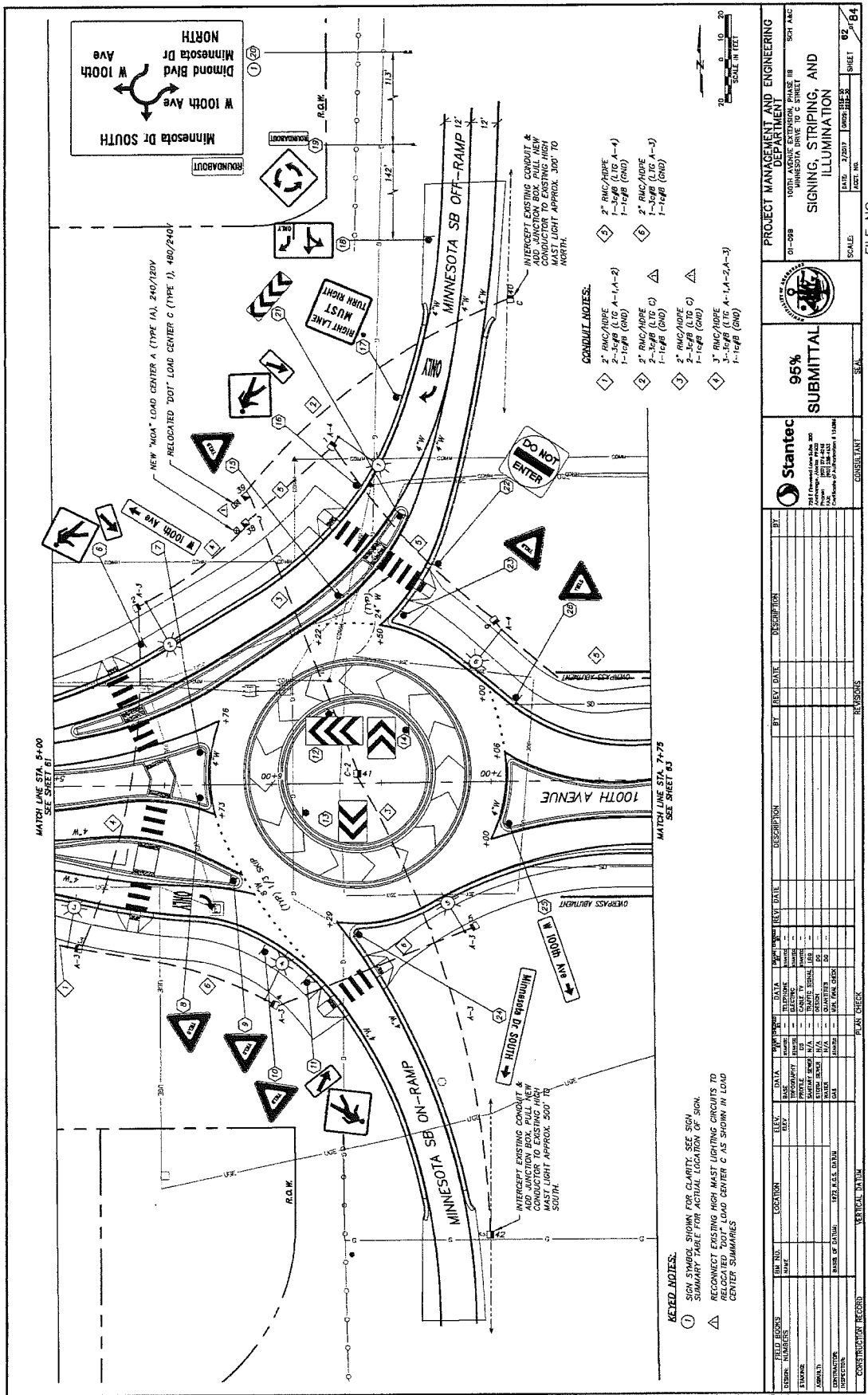


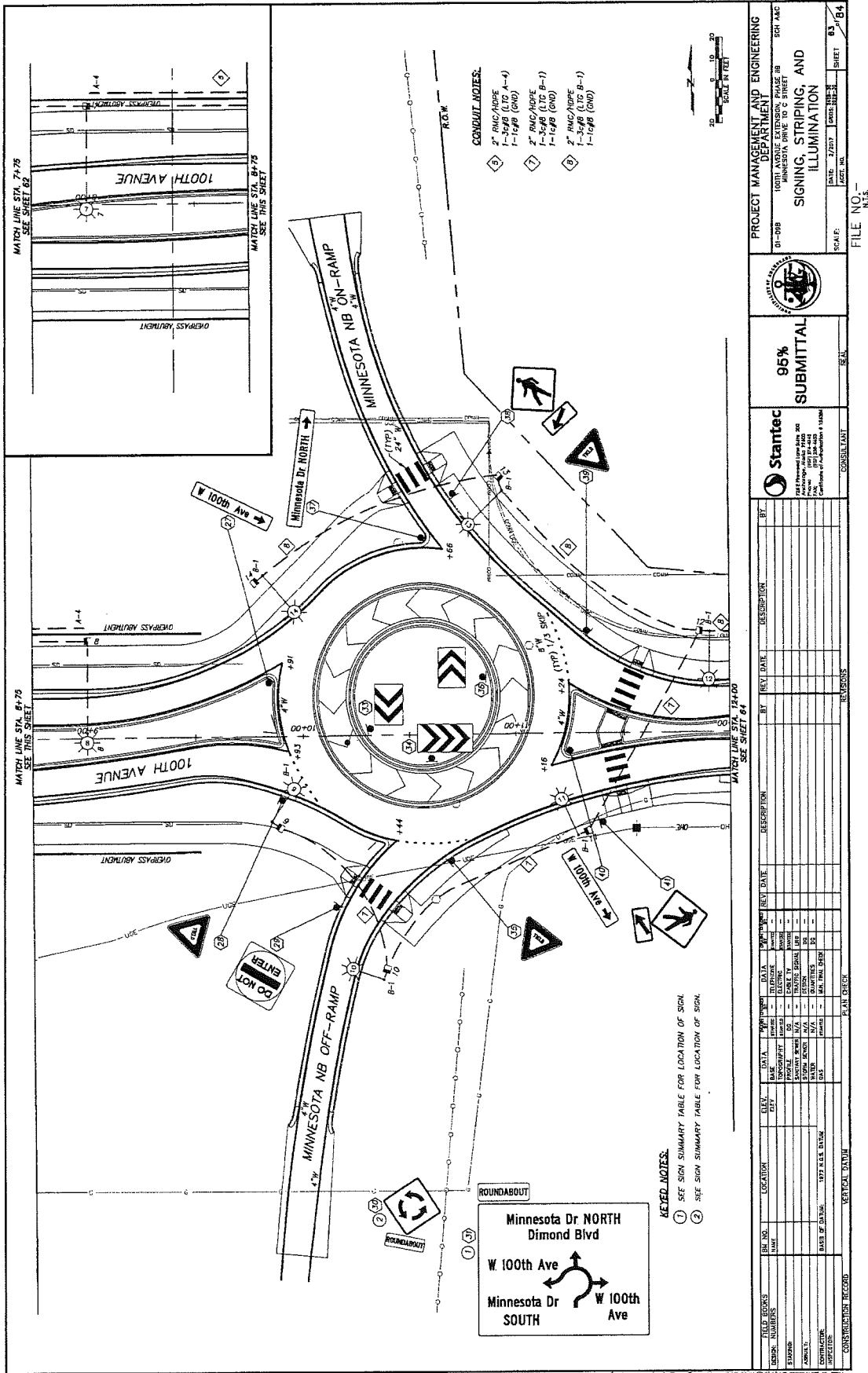
PROJECT MANAGEMENT AND ENGINEERING DIVISION	100TH AVENUE EXTENSION PHASE 1A MINNESOTA DRIVE TO C STREET	SCH. A & B
01-00B		
DETAILS		
SCALE: NTS	DATE: 2/27/2011	UNOS: 111-2
	ACCT. NO.	
		SHEET 83 of 81

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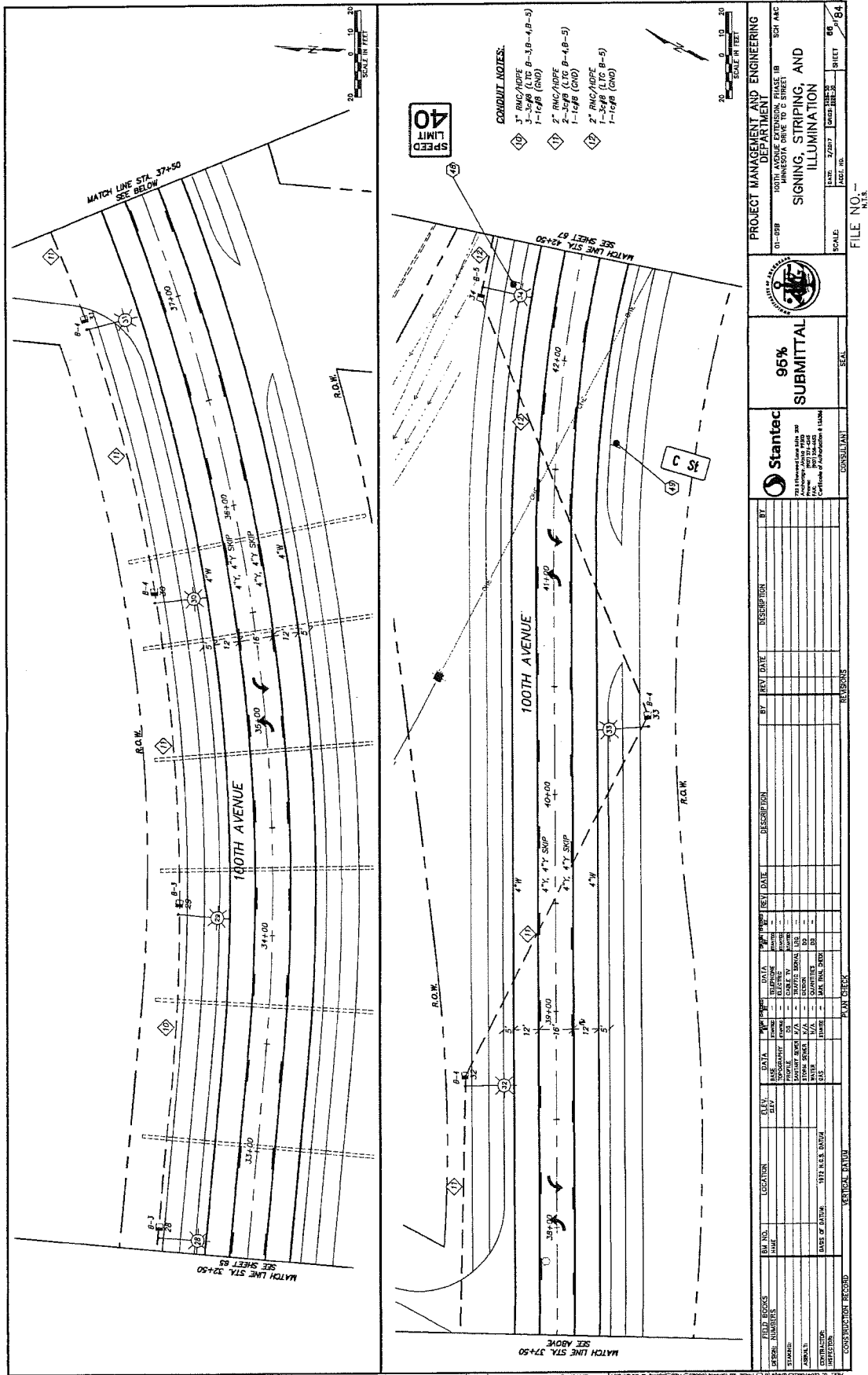














**APPENDIX B: COMPLIANCE MATRIX**

**Project Management and Engineering**  
**100<sup>th</sup> 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 100<sup>th</sup> Avenue Extension Minnesota Drive to C Street Project comply.

Adopted Plan or Municipal Code	Purpose	Plan/Code Section	How 100 <sup>th</sup> Ave Extension Minnesota Drive to C Street project implements or is in compliance
<b>Anchorage Bowl Comprehensive Plan 2001</b>	<p>Transportation Goals &amp; Policies:</p> <p><b>Policy 36:</b> New transportation projects and significant projects shall accommodate new trail sections and easements identified in the Areawide Trails Plan.</p> <p><b>Policy 37:</b> Design, construct and maintain roadways or rights-of-ways to accommodate pedestrians, bicyclists, transit users, the disabled, automobiles, and trucks where appropriate.</p> <p><b>Policy 38:</b> Design, construct and maintain roadways or rights-of-way to promote and enhance physical connectivity within and between neighborhoods.</p> <p><b>Policy 53:</b> Design, construct and maintain roads to retain or enhance scenic views and improve the general appearance of the road corridor.</p> <p><b>Policy 54:</b> Design and construct neighborhood roads and walkways to ensure safe pedestrian movement and neighborhood connectivity to discourage high-speed cut through traffic.</p>	Page 79, 83	<ul style="list-style-type: none"> <li>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.</li> <li>The project implements the Areawide Trails Plan by providing eight-foot-wide multi-use pathways on both sides of the street.</li> <li>This project improves connectivity between neighborhoods, commercial facilities and employment center.</li> <li>The roadway and landscape design specifically complement the natural character of the North Klatt bog, through which it travels.</li> </ul>
<b>West Anchorage District Plan, 2012</b>	<p><b>Transportation Objective #2:</b> Expand or complete trail connections that link residential areas and key destinations such as businesses, schools and employment centers.</p> <p><b>Transportation Objective #3:</b> 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.</p>	Table 4.2-2, page 106 See attachment B	<ul style="list-style-type: none"> <li>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.</li> <li>The eight foot wide multi-use pathways will improve pedestrian access to businesses and residential areas.</li> <li>100<sup>th</sup> 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.</li> </ul>

**Project Management and Engineering**  
**100<sup>th</sup> 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**

Adopted Plan or Municipal Code	Purpose	Plan/Code Section	How 100 <sup>th</sup> Ave Extension Minnesota Drive to C Street project implements or is in compliance
	<b>Transportation Objective #4:</b> Develop roads and other transportation facilities that support and enhance surrounding land uses.		<ul style="list-style-type: none"> <li>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.</li> </ul>
<b>Anchorage Wetlands Management Plan, 2014</b>	<p><b>Goal A.</b> To identify and provide protection for wetlands that support important ecological and hydrological functions.</p> <p><b>Goal B.</b> To ensure that development in wetlands minimizes water quality degradation and maintains wetland hydrologic functions.</p> <p><b>Goal C.</b> To provide a balance between protection of higher value sites and the development of lower value areas.</p> <p><b>Goal D.</b> To provide for timely and predictable authorization of development projects in low-value wetlands and to maintain use of the General Permits.</p>	Page 2	<ul style="list-style-type: none"> <li>The specific alignment, design and landscape design of 100<sup>th</sup> Ave. achieves the goals outlined in the Anchorage Wetlands Management Plan.</li> <li>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.</li> <li>Roadway drainage is designed to promote hydrologic functions.</li> <li>Landscape plantings are non-invasive species, including moose tolerant vegetation and wetlands seed mix.</li> </ul>
<b>Anchorage Wetlands Management Plan, 2014</b>	<p><b>Need A.</b> 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.</p> <p><b>Need B.</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.</p>	Page 4	<ul style="list-style-type: none"> <li>The 100<sup>th</sup> Ave road project provides a much-needed transportation project in South Anchorage while at the same time minimizing disturbance to the North Klatt bog.</li> <li>Portions of the bog are now protected in perpetuity by conservation easement.</li> </ul>
<b>Anchorage Wetlands Management Plan, 2014</b>	<b>Administrative Policy 6.</b> 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	<ul style="list-style-type: none"> <li>The project team complied with this administrative policy.</li> </ul>

**Project Management and Engineering**  
**100<sup>th</sup> 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**

Adopted Plan or Municipal Code	Purpose	Plan/Code Section	How 100 <sup>th</sup> 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.		
<b>Anchorage Wetlands Management Plan, 2014</b>	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	<ul style="list-style-type: none"> <li>The project team, including consultants, municipal staff and other agencies complied with the BMPs outlined in the plan.</li> </ul>
<b>Anchorage Wetlands Management Plan, 2014</b>	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	<ul style="list-style-type: none"> <li>The 100<sup>th</sup> Ave project complied with all enforceable strategies and policies specific to wetlands site 60 North and 60 South including: <ol style="list-style-type: none"> <li>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.</li> <li>60 South: Higher value areas should be retained. Emphasis during the development process should be toward on-site mitigation efforts.</li> </ol> </li> </ul>
<b>Anchorage Wetlands Management Plan, 2014</b>	Mitigation: Allow for development, while retaining or avoiding the most critical wetland areas.  1. Avoid 2. Minimize 3. Compensate	Chapter 6, page 137 - 144	<ul style="list-style-type: none"> <li><u>Avoidance</u>: The road alignment provides a buffer between 100<sup>th</sup> Avenue and the higher value wetlands to the north and places 4.8 acres in a long-term conservation easement.</li> <li><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 <ol style="list-style-type: none"> <li>Road side slopes are 2:1 to minimize fill embankment</li> <li>Construction methods consistent with SWPPP</li> </ol> </li> </ul>

**Project Management and Engineering**  
**100<sup>th</sup> 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**

Adopted Plan or Municipal Code	Purpose	Plan/Code Section	How 100 <sup>th</sup> Ave Extension Minnesota Drive to C Street project implements or is in compliance
			<p>3. Surface Runoff and Groundwater Control methods are used to maintain bog hydration.</p> <p>4. Any wetlands affected during construction will be restored.</p> <ul style="list-style-type: none"> <li>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.</li> <li>The project meets goals 1-8 of the MTP.</li> <li>The project will improve all modes of transportation, vehicle, pedestrian and bicycle.</li> <li>The project design complements the natural character of the landscape through which it travels.</li> <li>This project is designed minimizing long-term maintenance and operations costs</li> </ul>
Interim 2035 Metropolitan Transportation Plan (MTP), 2015	<p>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.</p> <p><b>Goal 1:</b> 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.</p> <p><b>Goal 2:</b> Provide a transportation system that moves people and goods safely and securely throughout the community.</p> <p><b>Goal 3:</b> 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.</p> <p><b>Goal 4:</b> Develop a transportation system that supports a thriving, sustainable, broad-based economy by locating and using transportation infrastructure and facilities to enhance community development.</p>		



**Project Management and Engineering**  
**100<sup>th</sup> 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**

Adopted Plan or Municipal Code	Purpose	Plan/Code Section	How 100 <sup>th</sup> Ave Extension Minnesota Drive to C Street project implements or is in compliance
	<p><b>Goal 5:</b> Establish community connectivity with safe, convenient, year- round automobile and non- automobile travel routes within and between neighborhoods, commercial centers and public facilities.</p> <p><b>Goal 6:</b> 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.</p> <p><b>Goal 7:</b> Provide a transportation system that provides viable transportation choices among various modes.</p> <p><b>Goal 8:</b> Design and maintain a transportation system that respects the integrity of the community's natural and built environment and protects scenic vistas.</p>		
<b>Interim 2035 Metropolitan Transportation Plan (MTP), 2015</b>	Table 7-1: Recommended 2035 MTP Road Projects – Short Term, page 7-3, identifies project 103: 100 <sup>th</sup> Ave. Extension – Minnesota Dr. to C St.	Page 7-3	Project scope matches MTP description “Add new facility-extend 100 <sup>th</sup> 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.”
<b>Official Streets and Highway Plan (2014)</b>	<p>Functional Classification: Class II Minor Arterial</p> <p>Guidelines for Minor Arterials:</p> <ul style="list-style-type: none"> <li>• Serve as the distribution link between major arterials and lower classification streets such as collector or residential streets.</li> <li>• Discourage direct access to minor arterials from individual lots.</li> <li>• Connect smaller residential areas such as residential neighborhoods.</li> <li>• Connect residential areas with community schools, neighborhood business areas, and recreational facilities.</li> </ul>	Page 12, 57	<ul style="list-style-type: none"> <li>• Design for 100<sup>th</sup> Ave, is consistent with its classification as a Class II, Minor Arterial.</li> </ul>

**Project Management and Engineering**  
**100<sup>th</sup> 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**

Adopted Plan or Municipal Code	Purpose	Plan/Code Section	How 100 <sup>th</sup> Ave Extension Minnesota Drive to C Street project implements or is in compliance
	<ul style="list-style-type: none"> <li>Provide landscaping to buffer areas and improve aesthetics.</li> <li>Connect neighborhoods by providing for safe pedestrian access facilities.</li> </ul>		
<b>Anchorage Pedestrian Plan, 2007</b>	<p>Overall Goal: Double the number of pedestrian trips made by Anchorage residents while simultaneously reducing the number of injuries from pedestrian-vehicle crashes.</p> <p>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.</p> <p>Goal 2: Provide barrier-free mobility for all populations.</p> <p>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.</p> <p>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.</p> <p>Goal 5: Review the relationship of street design to the design of adjacent land uses to consider needs of all users.</p> <p>Goal 6: Encourage development patterns that increase and enhance pedestrian use.</p>		<ul style="list-style-type: none"> <li>The project meets all the goals of the Anchorage pedestrian plan.</li> <li>The project will meet ADA standards.</li> </ul>

**Project Management and Engineering**  
**100<sup>th</sup> 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**

Adopted Plan or Municipal Code	Purpose	Plan/Code Section	How 100 <sup>th</sup> 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.		
<b>Anchorage Pedestrian Plan, 2007</b>	100 <sup>th</sup> Ave Extension from Minnesota Drive to C St. is number 312 on the project list.		<ul style="list-style-type: none"> <li>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.</li> </ul>
<b>Anchorage Bicycle Plan, 2010</b>	<p>Purpose of the Anchorage Bicycle Plan is to "expand the bicycle infrastructure and the use of bicycles for transportation." Goals:</p> <p>#1: Improve connectivity and safety of the transportation network.</p> <p>#2: Establish a bicycle network that adequately responds to the transportation needs and desires of Anchorage residents.</p> <p>#3: Develop and maintain a bicycle network that enhances safety by improving compatibility among cycles and other transportation modes.</p> <p>#4: Achieve greater public awareness and understanding of safe bicycling and driving practices, procedures, and skills.</p> <p>#5: Provide support facilities and amenities design to enhance the bicycle network and encourage the use of bicycling as a practical transportation system.</p> <p>#6: Educate the public on the appropriate laws concerning bicycling.</p>	Page 3, 7, 9	<ul style="list-style-type: none"> <li>The project complies with the goals of the Anchorage Bicycle Plan.</li> </ul>
<b>Anchorage Bicycle Plan, 2010</b>	Proposed separated multi-use pathway along 100 <sup>th</sup> between Minnesota and C St..	Page 41, Figure 13, Proposed Network	<ul style="list-style-type: none"> <li>8' separated multiuse pathways provided on both sides of 100<sup>th</sup>.</li> </ul>
<b>Anchorage Bicycle Plan, 2010</b>	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;	<ul style="list-style-type: none"> <li>The Bicycle Plan doesn't recommend on-street facilities in this location.</li> <li>Safety conditions, including volume and speed warrant a shoulder.</li> <li>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.</li> </ul>

**Project Management and Engineering**  
**100<sup>th</sup> Avenue Extension: Minnesota Drive to C Street Phase IIB (Project No. 01-09B)**  
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Adopted Plan or Municipal Code	Purpose	Plan/Code Section	How 100 <sup>th</sup> 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	<ul style="list-style-type: none"> <li>The bike facilities in this project comply.</li> </ul>
Anchorage Bicycle Plan, 2010	Markings and Sign	Page 80	<ul style="list-style-type: none"> <li>Three wayfinding kiosks will be installed, consistent with the new MOA Parks &amp; Recreation trail wayfinding guidelines that orient pedestrians to their location within the park, trail and bicycle facility network in the bowl.</li> </ul>
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	<ul style="list-style-type: none"> <li>When approaching the roundabouts, bicyclists are re-routed on to the separated multiuse path.</li> <li>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.</li> </ul>
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	<ul style="list-style-type: none"> <li>Bicycle detours will be included in traffic control plans.</li> </ul>
Anchorage Bicycle Plan, 2010	Bicycle Support Facilities.	Chapter 5	<ul style="list-style-type: none"> <li>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.</li> </ul>
Anchorage Bowl Park, Natural Resource, and Recreation Facility Plan, 2006.	<p>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.</p> <p>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.</p>	Page 48 - 51	<ul style="list-style-type: none"> <li>This project complements the park plan's strategy of building pedestrian oriented, connected pathways that connect neighborhoods with other community facilities.</li> <li>The required permitting process for 100<sup>th</sup> Ave. resulted in the conservation of high value wetlands and a road alignment that has the least amount of impact on natural resources.</li> </ul>

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](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 KB C **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:

- |  |  |                                      |                                |
|--|--|--------------------------------------|--------------------------------|
| <input type="checkbox"/> Y <input checked="" type="checkbox"/> N | WMS written drainage recommendations are available.      | <input type="checkbox"/> Preliminary | <input type="checkbox"/> Final |
| <input type="checkbox"/> Y <input checked="" type="checkbox"/> N | WMS written field inspection report or map is available. | <input type="checkbox"/> Preliminary | <input type="checkbox"/> Final |
| <input type="checkbox"/> Y <input checked="" type="checkbox"/> N | Field flagging and/or map-grade GPS data is available.   |                                      |                                |

Inspection Certified By:

Date:



3/2/17