



**MUNICIPALITY OF ANCHORAGE
PLANNING DEPARTMENT
MEMORANDUM**

DATE: December 10, 2018

TO: Planning and Zoning Commission

THRU:  Michelle J. McNulty, Director

FROM:  Francis McLaughlin, Senior Planner

SUBJECT: Case 2018-0113, Public Facility Site Selection

APPLICANT: MOA Real Estate Department

RECOMMENDATION SUMMARY: Approval of Site 27, Tudor Municipal Campus Subdivision, Tract 2

Proposal

The Real Estate Department requests approval of the Anchorage School District (ASD) Student Transportation Facility Public Facility Site Selection Study, in accordance with AMC 21.03.140.

ASD operates the Student Transportation Facility under a management agreement on MOA-owned land. The current site of this facility is located at the southwest corner of Tudor Road and Elmore Road on Tudor Road Complex Subdivision, Tract 1. The facility needs to be relocated to a different site in order to allow for the construction of a new Department of Health and Human Services building and a planned mixed-use development.

Needs Assessment

The Student Transportation Facility serves elementary, middle, and high schools in East Anchorage, and, therefore, needs to remain on the east side of town. The current site occupies 9.5 acres and includes partially covered bus parking spaces with electrical hook-ups for 124 school busses. The facility has employee private vehicle parking, specialized equipment parking, seven maintenance and repair bays, a refueling station, a drive-thru wash bay, a snow storage area, three relocatable buildings, and an administrative space for support staff. The important factors in choosing a new site for the Student Transportation Facility are location, site size, zoning, accessibility, environmental constraints, soils and drainage, availability of public utilities, and site acquisition costs.

The site selection study evaluated 83 potential parcels of land within the East Anchorage study area. The ASD Student Transportation Facility is classified in Title 21 as "Government Service", which is an industrial use. This use-type is permitted in the I-1 (light industrial) and I-2 (heavy industrial) districts and is a conditional use in the PLI (public lands and institutions) district. The parcels with obvious environmental constraints and the parcels that are not abutting to an "Arterial" road were also

eliminated from consideration. Sites 13, 18, 21, 22, and 27 were the only potential locations that meet the selection requirements.

The site selection study recommends two of the five potential sites. They are Site 18, which is adjacent an AWWU water reservoir site, and Site 27, which is on the Anchorage Police Department Campus. Sites 13, 22, and 21 are poor options for various reasons, such as contaminated soils requiring remediation, costly site acquisition of private property, zoning that prohibits the use, and a land use designation of “recreational use” in an adopted plan.

Agency and Public Comments

None of the reviewing agencies objected to the site selection study’s findings and recommendation of Site 18 and Site 27.

The Real Estate Department held a work session with the ASD on September 10, 2018, and a publicly noticed community meeting on October 2, 2018. A summary of both of these meetings is attached.

The site selection study was sent to the Federation of Community Councils and the following specific community councils: Northeast, Basher, Scenic Foothills, Campbell Park, and University Area. The Basher Community Council passed a resolution strongly opposing the selection of Site 18. The Northeast Community Council passed a resolution supporting Site 27 and opposing all other sites. The University Area Community Council requested an air quality study.

On October 23, 2018, the Planning Department mailed:

- 146 public hearing notices for Site 13
- 699 public hearing notices for Site 18
- 386 public hearing notices for Site 21
- 433 public hearing notices for Site 22
- 296 public hearing notices for Site 27

Many members of the public provided written comments on the site selection study. The majority of the public comments opposed the selection of Site 18 and Site 22 (next to Totem Theater). The Alaska Botanical Gardens also provided a letter opposing the selection of Site 18.

AMC 21.03.140 Public Facility Site Selection

H. Approval Criteria

The commission shall review the proposed site for consistency with the goals, policies, and land use designations of the comprehensive plan and other municipal plans adopted by the assembly, conformity to the requirements of this title, and the effects of the proposal on the area surrounding the site. The following specific criteria shall be considered:

1. Whether the site will allow development that is compatible with current and projected land uses.

Site 18: The criterion is partially met. The site is identified in the *2040 Land Use Plan* as “Community Facility or Institution”. This designation provides for public facilities on publicly-owned land. Some examples of community facilities are utility substations, water and sewer treatment facilities, and public works maintenance yards. There is an existing AWWU water reservoir site on the parcel south of Site 18. The PLI zoning to the east, south, and west is compatible with this land use designation. Tudor Road runs along the northern boundary of this site. However, Site 18 has the potential of creating a bottleneck of vehicular traffic on Campbell Airstrip Road. The Student Transportation Facility could add school busses and employee private vehicles to the existing traffic from residents of the Stuckagain Heights neighborhood and the park users of popular trails in Far North Bicentennial Park. Additionally, Fire Station #14, the Benny Benson Secondary School, the Alaska Botanical Gardens, and a Municipal Snow Dump rely on Campbell Airstrip Road for their only access. The annual average daily traffic (AADT) on Campbell Airstrip Road is 1,411.

Site 27: The criterion is met. Like Site 18, the *2040 Land Use Plan* designates this site as “Community Facility or Institution.” Similar to Site 18, the surrounding zoning on three sides is also PLI district and Tudor Road runs along the northern boundary. Site 27 is different in that the Student Transportation Maintenance Facility would benefit substantially from being collocated on the same parcel of land as the APD Open Evidence Storage Yard because of the existing site security measures, like surveillance cameras. Also, this site has no residential neighbors and is surrounded on all four sides by major roadways. Site 27 would not disrupt the adjacent land uses and has good access to go both east and west on Tudor Road. The AADT on Tudor Centre Drive is only 523.

2. Whether the site is large enough to accommodate the proposed use and future additions or another planned public facility.

Site 18: The criterion is met. The Student Transportation Facility needs a minimum of 8 acres and this site has 21.6 acres. The site has more than enough land area for the proposed use.

Site 21: The criterion is met. The site has 9.4 acres available for the Student Transportation Facility, which is more than enough land area.

3. Whether the proposed government use and its intensity is compatible with the surrounding district and adopted policies for future development in the district.

Site 18: The criterion is partially met. The 1986 *Tudor Road Public Lands and Institutions Plan* identifies Site 18 as “Reserve - Municipal Land,” which is land managed “as open space until a decision on development options is made.”

Site 18 is bounded by Tudor Road to the north and Campbell Airstrip Road to the west. The *Official Streets and Highways Plan (OS&HP)* classifies Tudor Road as an “Arterial Road” and Campbell Airstrip Road as a “Country Lane.” The Kensington Park residential subdivision and the Chugach Square Mall are located north of Site 18. The Chugach Square Mall has Cook Inlet Native Head Start and a Kaladi Brother’s Coffee shop. Far North Bicentennial Park and an AWWU water reservoir site are located south of Site 18. Fire Station #14, Benny Benson Secondary School, and the Alaska Biotanical Garden are west of the site.

Site 18 has problematic access directly onto Tudor Road and across the Benny Benson Secondary School property to Campbell Airstrip Road, which is the only road access for the homes and trails within the Basher Community Council. Tudor Road is a very busy street, especially during rush hour. The AADT on Tudor Road is 29,000. The intersection of Campbell Airstrip Road and Tudor Road is already a problem intersection. The traffic signal does not have a left-hand turn signal to turn west on Tudor Road and the crosswalks across Tudor Road well used. There are no alternative routes to Campbell Airstrip Road for people who live in the Stuckagain Heights residential subdivision. This is also true for park users who drive to the many trailheads in this neighborhood. The Basher Community Council and residents of this area have expressed major objections to the Student Transportation Facility being relocated to Site 18, primarily because of the challenging road access issues.

Site 27: The criterion is met. The 2007 *3500 Tudor Road Master Plan* identifies Site 27 as land “Suitable for Future Development.”

Site 27 is bounded by Tudor Road to the north, Tudor Centre Drive to the east, Martin Luther King Jr. Boulevard to the south, and Elmore Road to the west. The *OS&HP* classifies Tudor Road, Martin Luther King Jr. Boulevard, and Elmore Road as “Arterial Roads.” Tudor Centre Drive is unclassified, but functions as a “Collector Street.” The surrounding land uses are the APD Campus to the north, a utility substation and the State of Alaska Scientific Crime Lab to the east, the Chuck Albrecht Softball Complex to the south, and the MOA Animal Control and Care Building to

the west. This site has good access to both Tudor Centre Drive and Elmore Road, although the Platting Board would need to approve removal of a plat note that currently prohibits access to Tudor Centre Drive. The plat note was offered by MOA Real Estate Services when the property was subdivided before Tudor Road existed. Today, a single driveway for the Student Transportation Facility onto Tudor Centre Drive does not appear to create a safety concern.

4. Whether adequate utility and transportation infrastructure is available to the site.

Site 18: The criterion is partially met. The site is served by water, storm drain, electric, gas, and telephone. A sewer mainline is located on the north side of Tudor Road. A sewer mainline extension would be required to serve the site. The site has limited access options, which are directly onto Tudor Road and across the Benny Benson Secondary School property to Campbell Airstrip Road, which is the only access for Fire Station #14, Benny Benson Secondary School, the Alaska Botanical Gardens, a Municipal snow dump, numerous trailheads into Far North Bicentennial Park, and the residents of Stuckagain Heights subdivision.

Site 27: The criterion is met. The site is served by water, storm drain, electric, gas, and telephone. A sewer mainline is located west of the site in Elmore Road. A sewer mainline extension would be required to provide sewer serve to the site. The site has an existing driveway to Elmore Road and good access to Tudor Centre Drive, however, a platting process is required to remove a restrictive plat note.

5. Whether the site is located near a transit route, if applicable.

Site 18: The criterion is met. Peoplemover Route 25 runs past the site on Tudor Road.

Site 27: The criterion is met. The site is served by Peoplemover Route 25.

6. Whether there are existing or planned walkways connecting the site to transit stops and surrounding residential areas, where applicable;

Site 18: The criterion is partially met. There is neither pedestrian facilities on the south side of Tudor Road nor a crosswalk to the north side of Tudor Road. The only existing pathway on the north side of Tudor Road ends at Patterson Street and turns into a wide shoulder on Tudor Road. The 1997 *Area-Wide Trails Plan* and the 2010 *Anchorage Bicycle Plan* both show a proposed pathway on the south side of Tudor Road, but it has not yet been

constructed. There are good pedestrian facilities on Campbell Airstrip Road.

Site 27: The criterion is met. There are good pedestrian facilities built on all four streets surrounding the site. There is a grade separated pedestrian overpass crossing Tudor Road, as well as a grade level crossing at the intersection at Elmore Road. There is a tunnel under Martin Luther King Jr. Boulevard too.

7. The environmental suitability of the site.

Site 18: The criterion is met. A portion of the site is encumbered by Class “A” wetlands, which have the highest resource value and cannot be disturbed. There is also a stream that crosses the southeast corner of the site. There is sufficient land area outside of the Class “A” wetlands and away from the stream for the Student Transportation Facility.

Site 27: The criterion is met. The 9.4 acre developable portion of the site is encumbered by Class “B” and “C” wetlands. Development of wetlands may be permitted following the issuance of an Individual Section 404 Permit by the Corps of Engineers. Individual Section 404 Permits were previously issued to develop the APD Campus and the State of Alaska Scientific Crime Lab. The existing Individual Section 404 Permit covering the Site 27 would need to be modified for a new development plan.

8. The financial feasibility of the site, including maintenance and operations.

Site 18: The criterion is substantially met. The site is owned by the MOA Heritage Land Bank, so there would be no site acquisition cost. However, the cost of grading the site would be significant.

Site 27: The criterion is substantially met. Like Site 18, the parcel is owned by the MOA Heritage Land Bank and would not require the property to be purchased from a private entity. Similar to Site 18, the parcel needs significant earthwork to create a level site.

9. Whether the proposed site for major municipal, state, and federal administrative offices conforms with the adopted policy priority for locating in the Central Business District. Satellite government offices and other civic functions are encouraged to locate in regional or town centers if practicable.

Site 18: The criterion is not applicable. The Student Transportation Facility is a government service yard, not an administrative office. There is

no requirement for it to be located in the Downtown Central Business District, Regional Centers, or Town Centers. Note that the *2040 Land Use Plan* shows a “Town Center” on the west side of Elmore Road.

Site 27: The criterion is not applicable because this is not an administrative office. The *2040 Land Use Plan* shows a “Neighborhood Center” on the north side of Tudor Road.

Recommendation

The process by which new sites for public facilities are reviewed and decided upon is set forth in AMC 21.03.140, *Public Facility Site Sections*. The Department finds that the approval criteria for public facility site selections is met, as required by AMC 21.03.140H. *Approval Criteria*. Based on an analysis of the strengths and weaknesses of the two recommended sites in the study, the Department finds that the preferred location for the ASD Student Transportation Facility is Site 27, Tudor Municipal Campus, Tract 2.

The Commission makes a recommendation to the Assembly based on the approval criteria after holding a public hearing. Authority over the decision for this public facility site selection lies with the Assembly. Enclosed is a draft version of an assembly resolution.

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

**Anchorage, Alaska
AR 2018-**

**A RESOLUTION OF THE ANCHORAGE MUNICIPAL ASSEMBLY
RECOMMENDING RELOCATION OF THE ANCHORAGE SCHOOL DISTRICT
STUDENT TRANSPORTATION FACILITY TO TUDOR MUNICIPAL CAMPUS
SUBDIVISION, TRACT 2, PER PLAT 2009-16; GENERALLY LOCATED
SOUTH OF TUDOR ROAD, WEST OF TUDOR CENTRE DRIVE, NORTH OF
MARTIN LUTHER KING JR. BOULEVARD, AND EAST OF ELMORE ROAD.**

(Campbell Park Community Council) (Case 2018-0113)

THE ANCHORAGE ASSEMBLY RESOLVES:

WHEREAS, a public facility site selection study was conducted for the Anchorage School District (ASD) Student Transportation Facility; and

WHEREAS, the study evaluated 83 potential locations within the East Anchorage study area and recommended two properties that both meet the needs of ASD and comply with the Title 21 approval criteria; and

WHEREAS, the Tudor Municipal Campus parcel (Site 27) is the superior location because it best meets the needs of ASD with good access to major thoroughfares and complies with the 3500 Tudor Road Master Plan; and

WHEREAS, the Planning and Zoning Commission held a public hearing on December 10, 2018 and recommended approval of the public facility site selection review with Site 27 as the preferred location; now therefore,

Section 1. The Assembly approves the public facility site selection which recommends relocation of the ASD Student Transportation Facility to Tudor Municipal Campus Subdivision, Tract 2, per Plat 2009-16; generally located south of Tudor Road, west of Tudor Centre Drive, north of Martin Luther King Jr. Boulevard, and east of Elmore Road.

The property described above is shown on Exhibit "A," attached.

Section 2. This resolution shall become effective immediately upon passage and approval by the Anchorage Assembly.

AR Student Transportation Facility Site Selection

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PASSED AND APPROVED by the Anchorage Assembly this
day of _____ 2018.

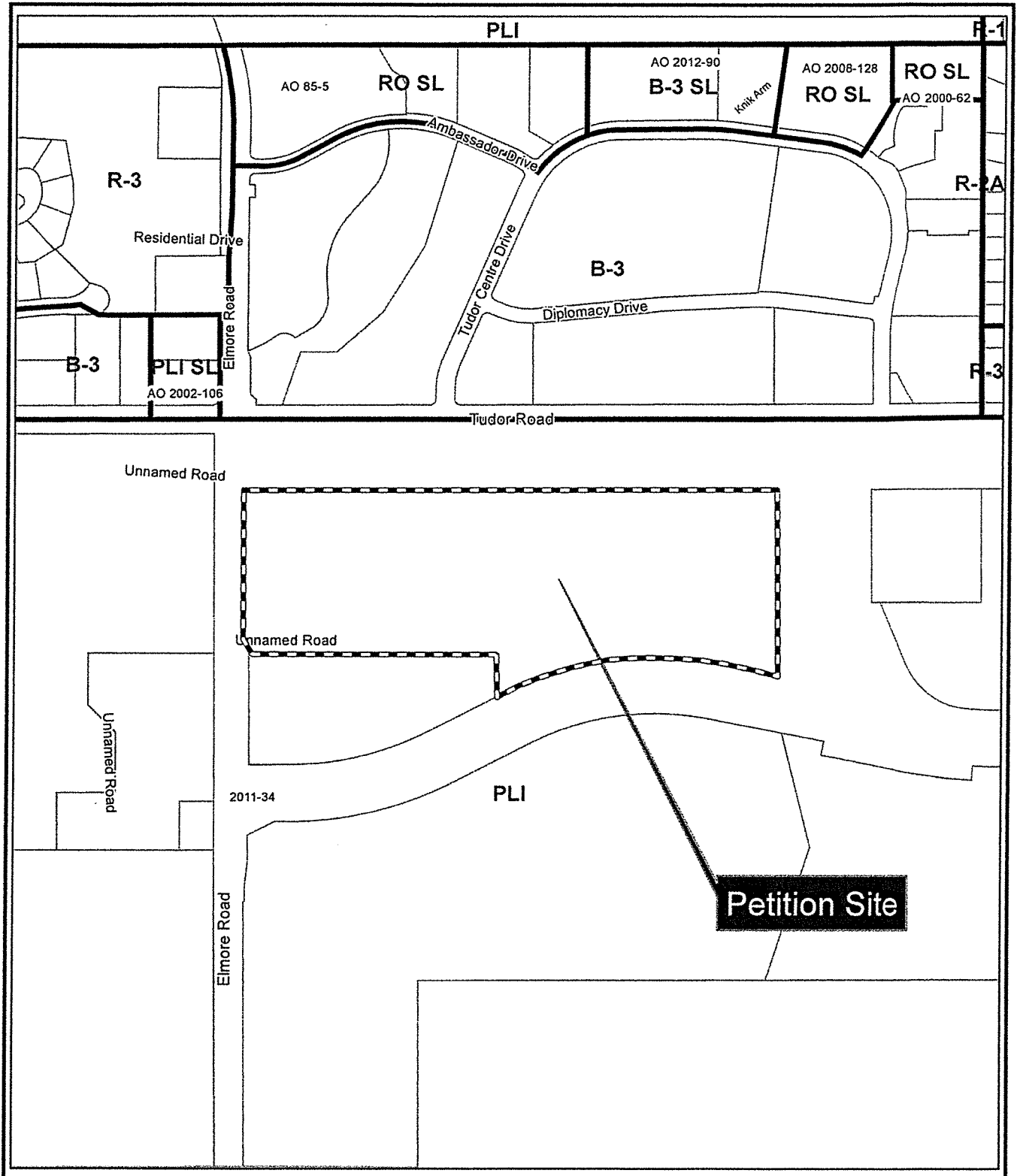
ATTEST:

Chair

Municipal Clerk

(Case 2018-0113; Parcel ID Number 008-091-16)

2018-0113 Site 27 EXHIBIT A



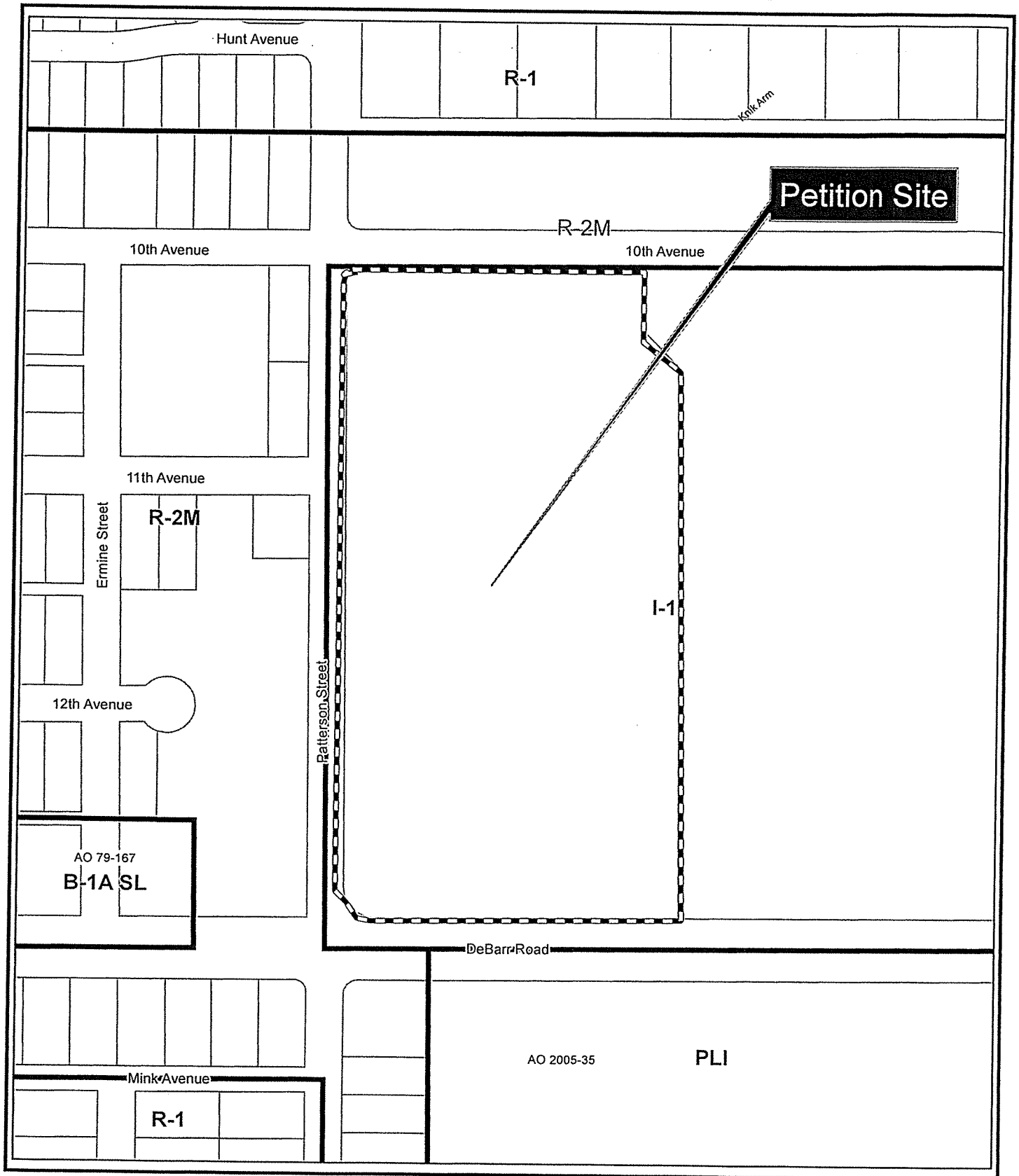
Municipality of Anchorage
Planning Department

Date: October 19, 2018

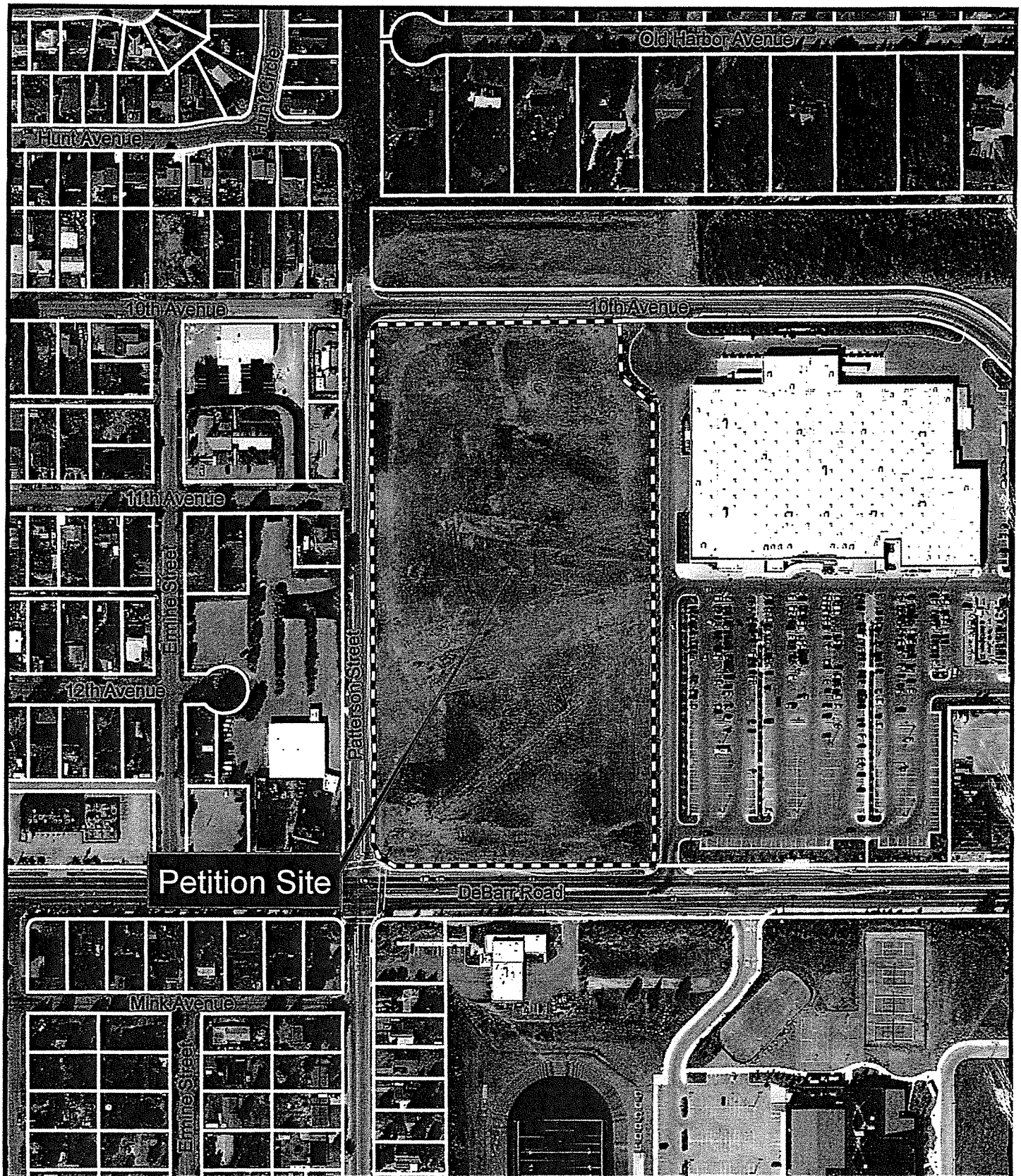


Maps

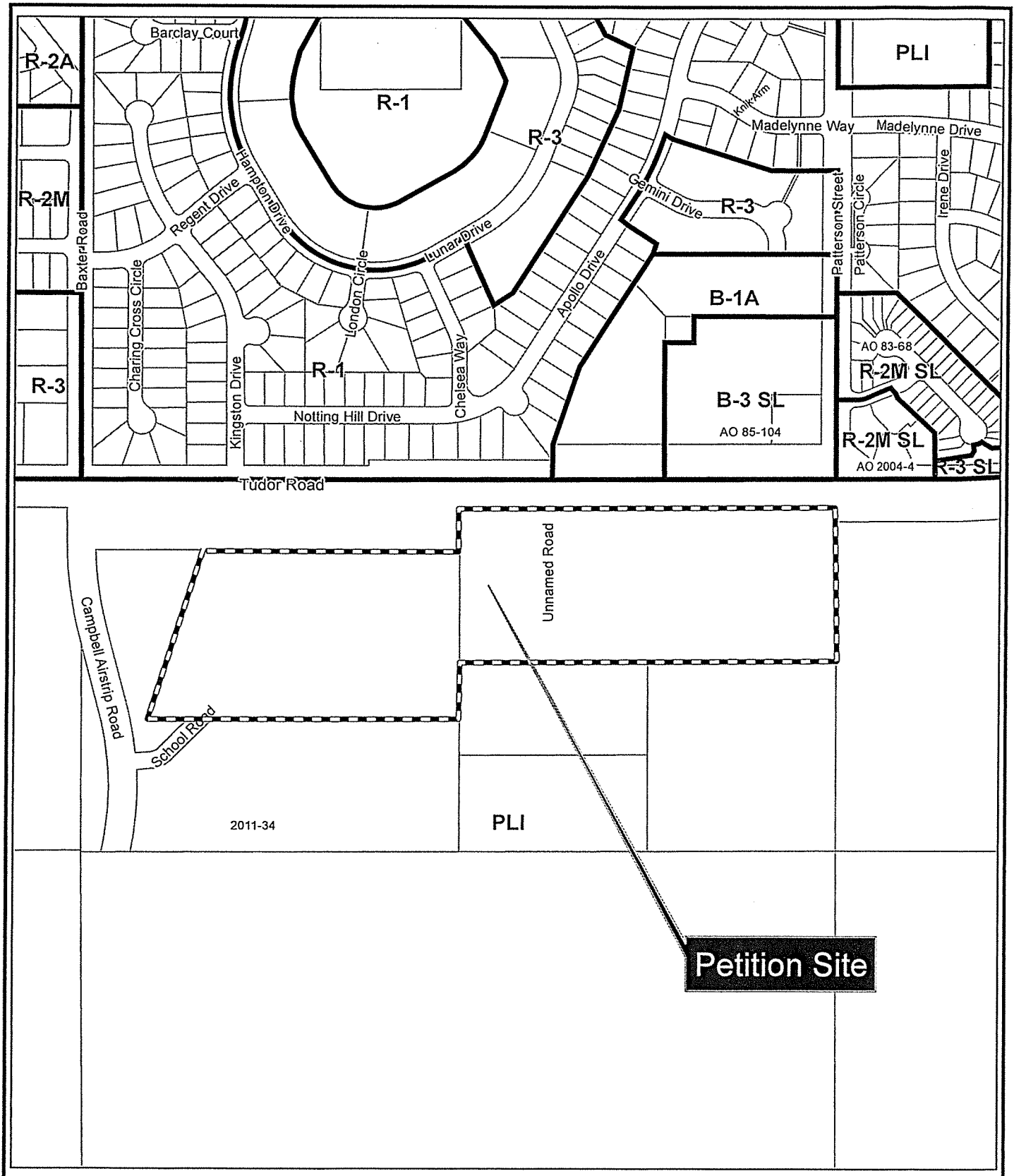
2018-0113 Site 13



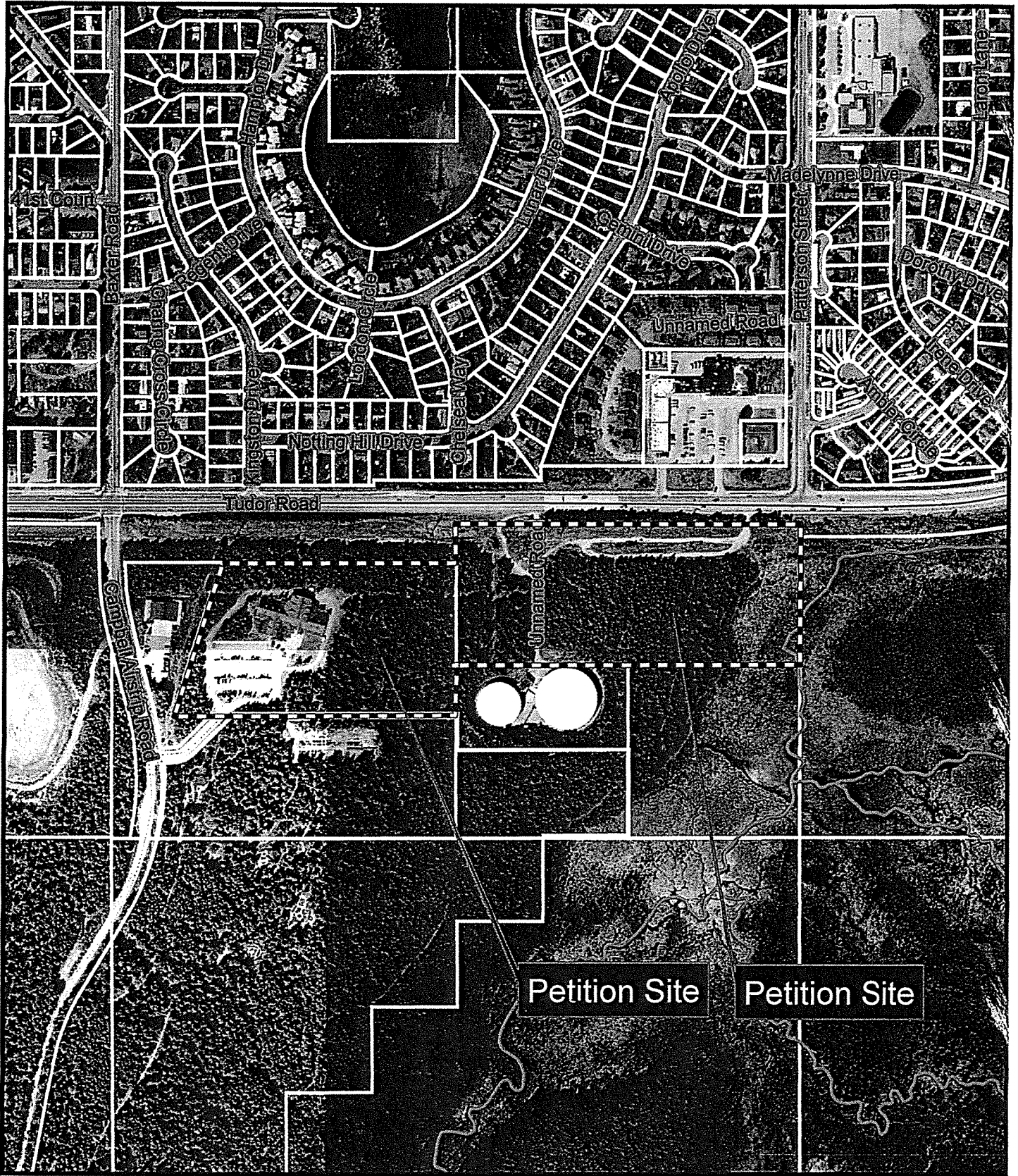
2018-0113 Site 13



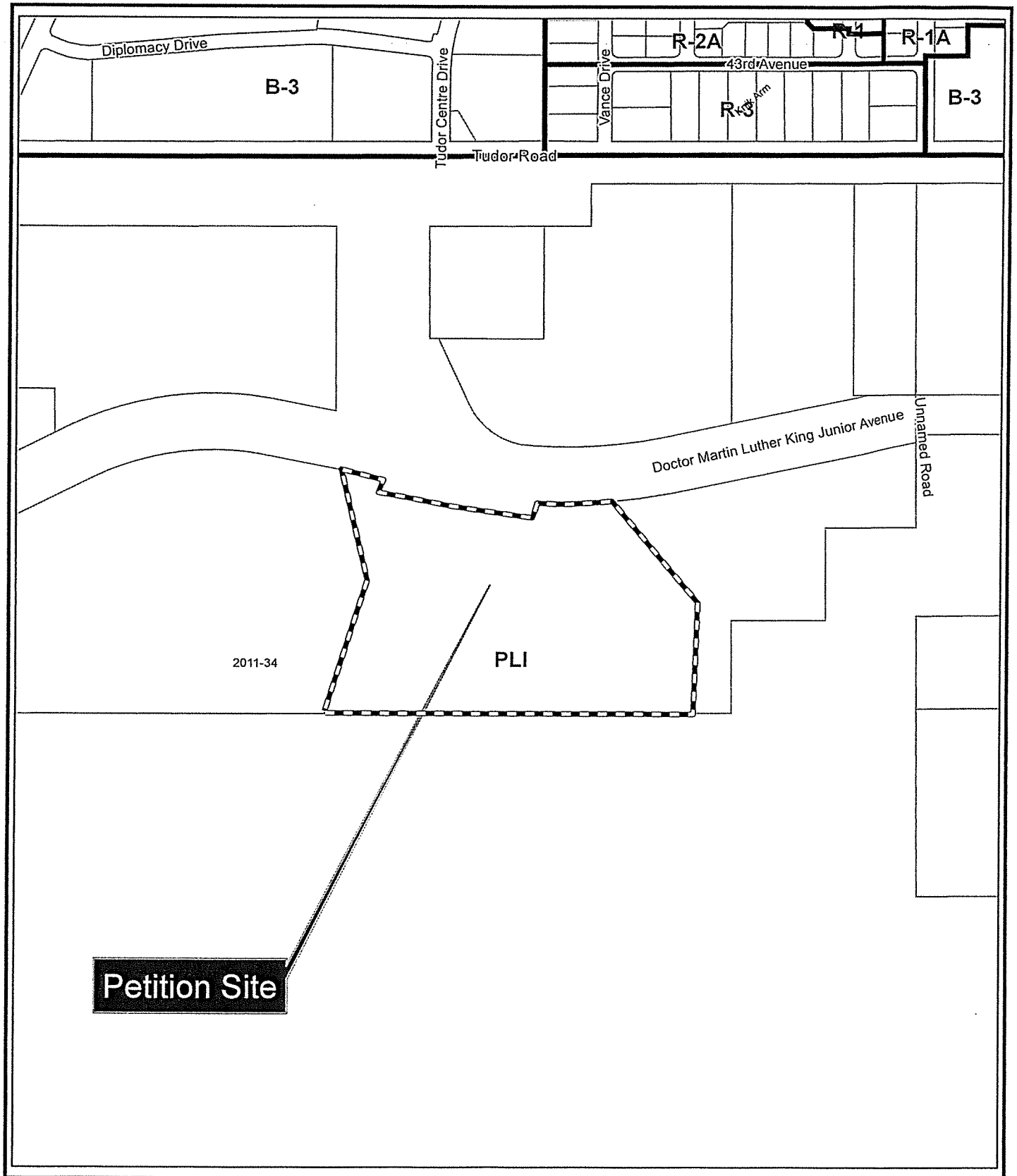
2018-0113 Site 18



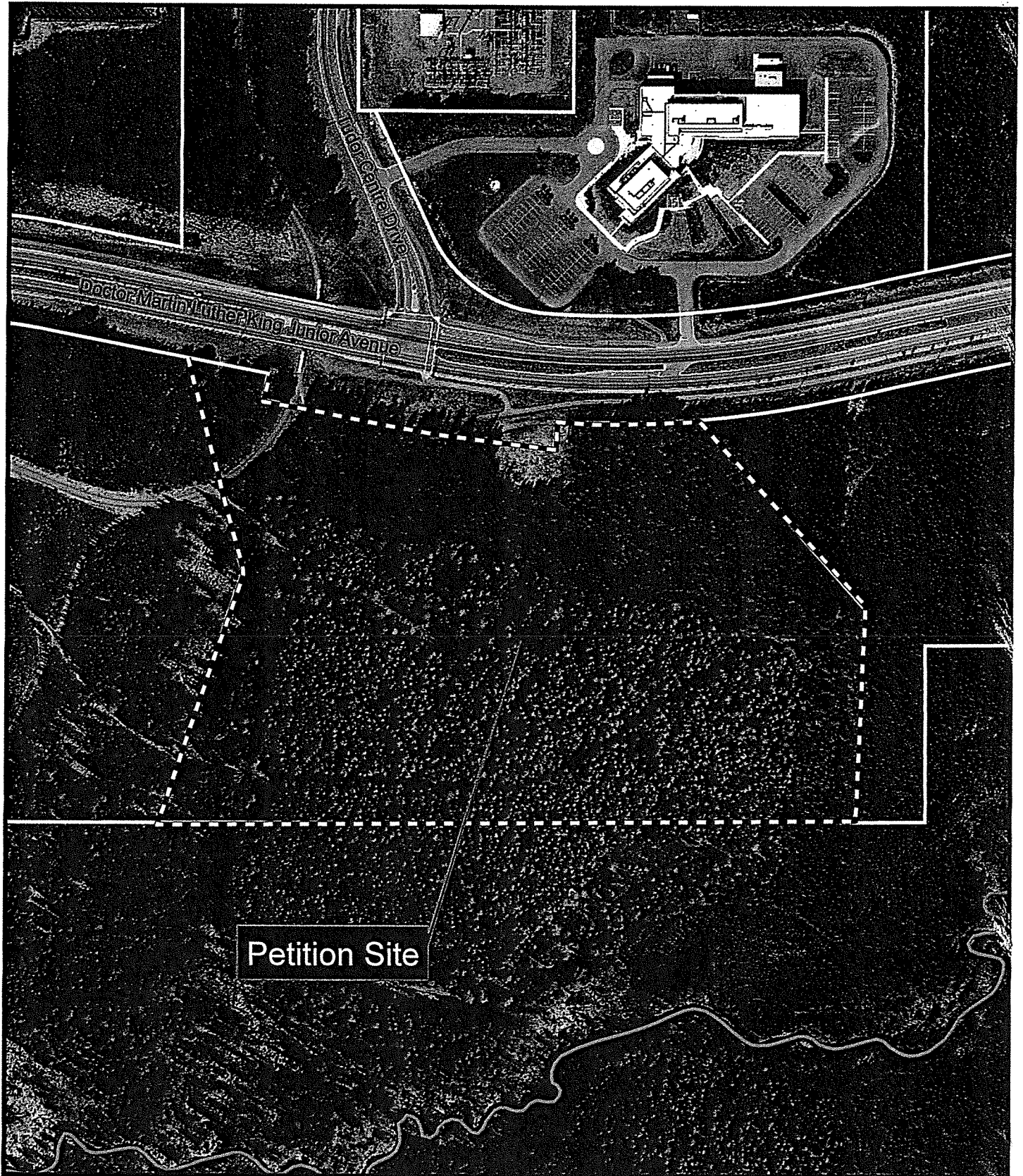
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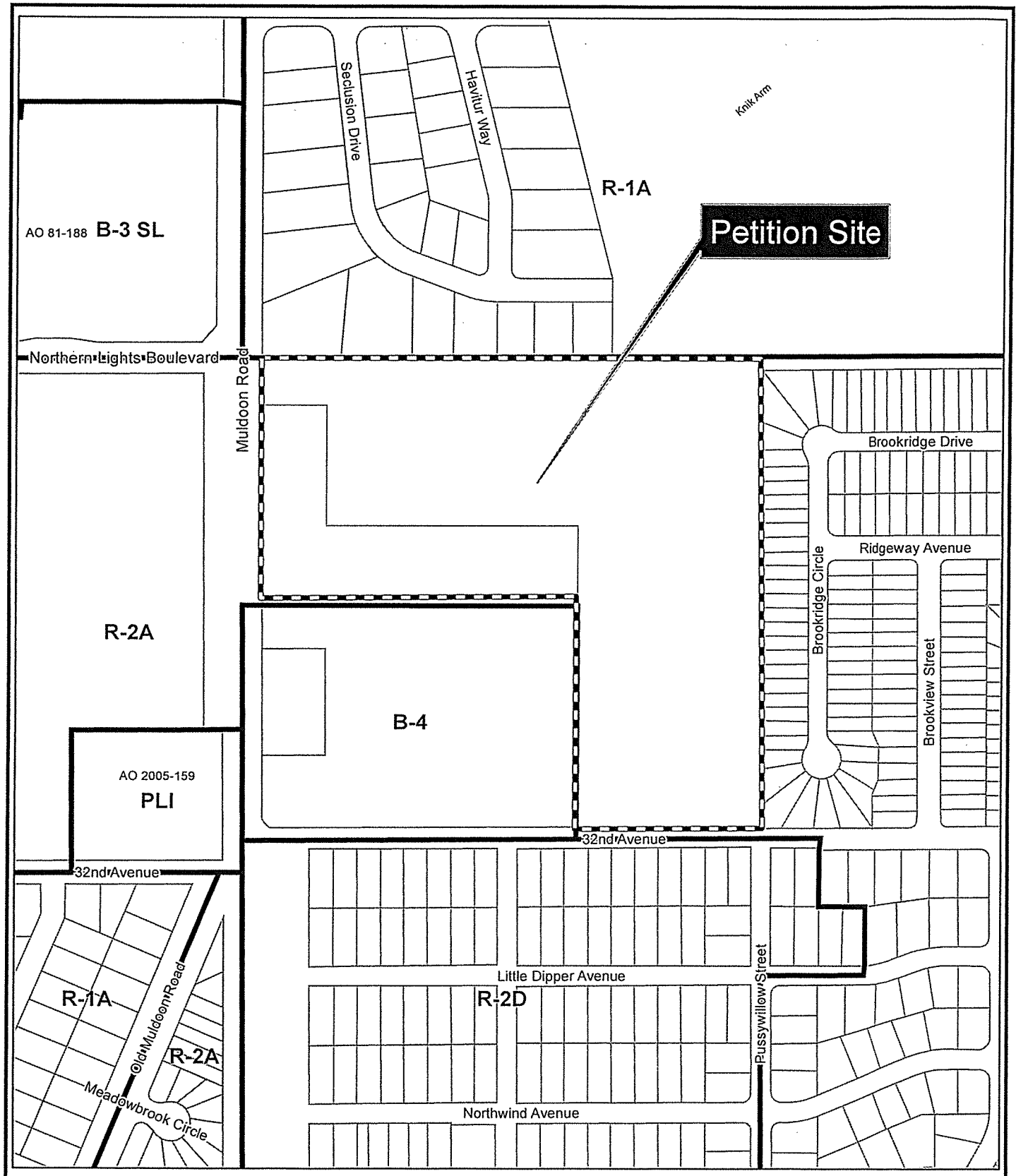
2018-0113 Site 21



2018-0113 Site 21



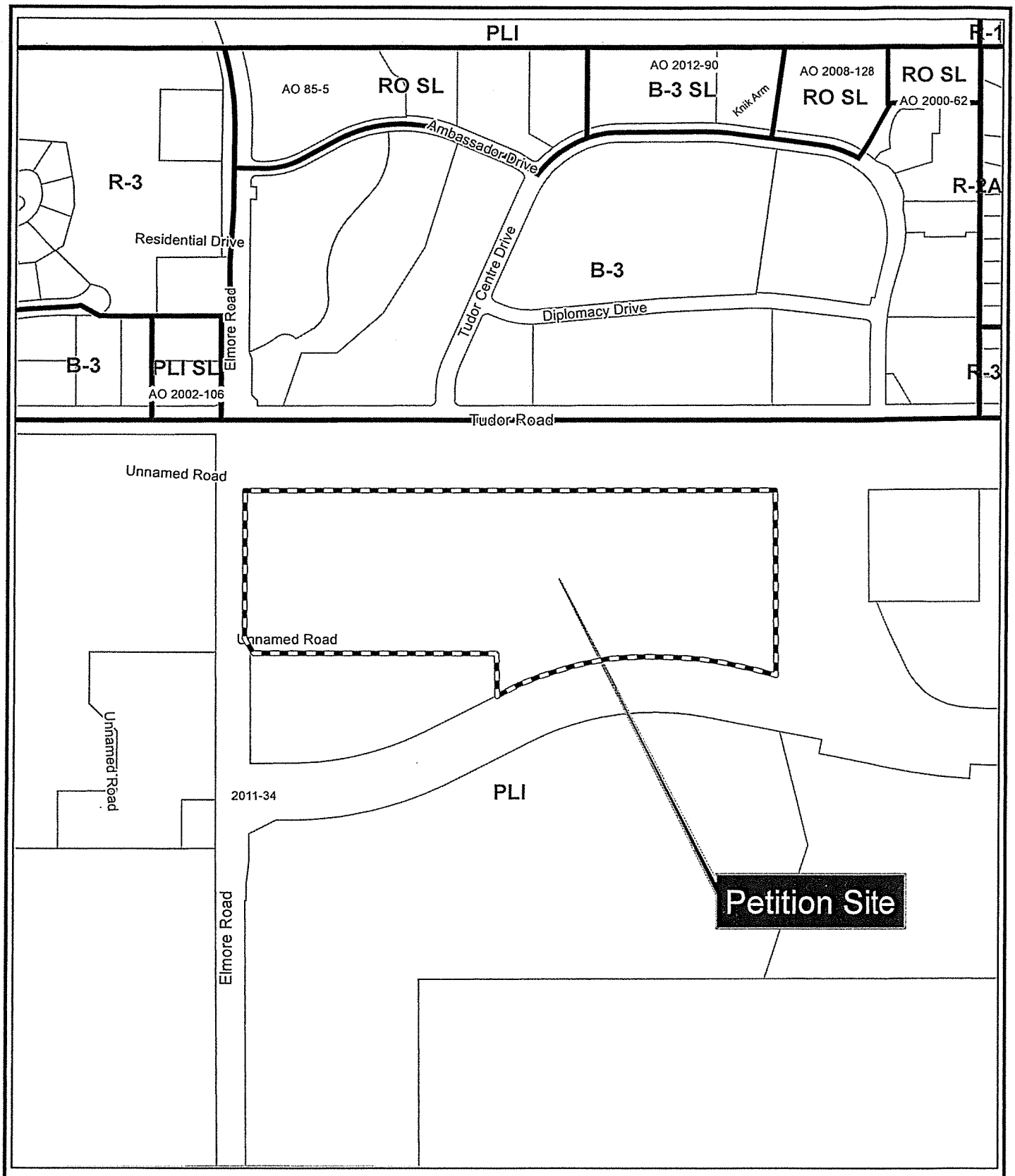
2018-0113 Site 22



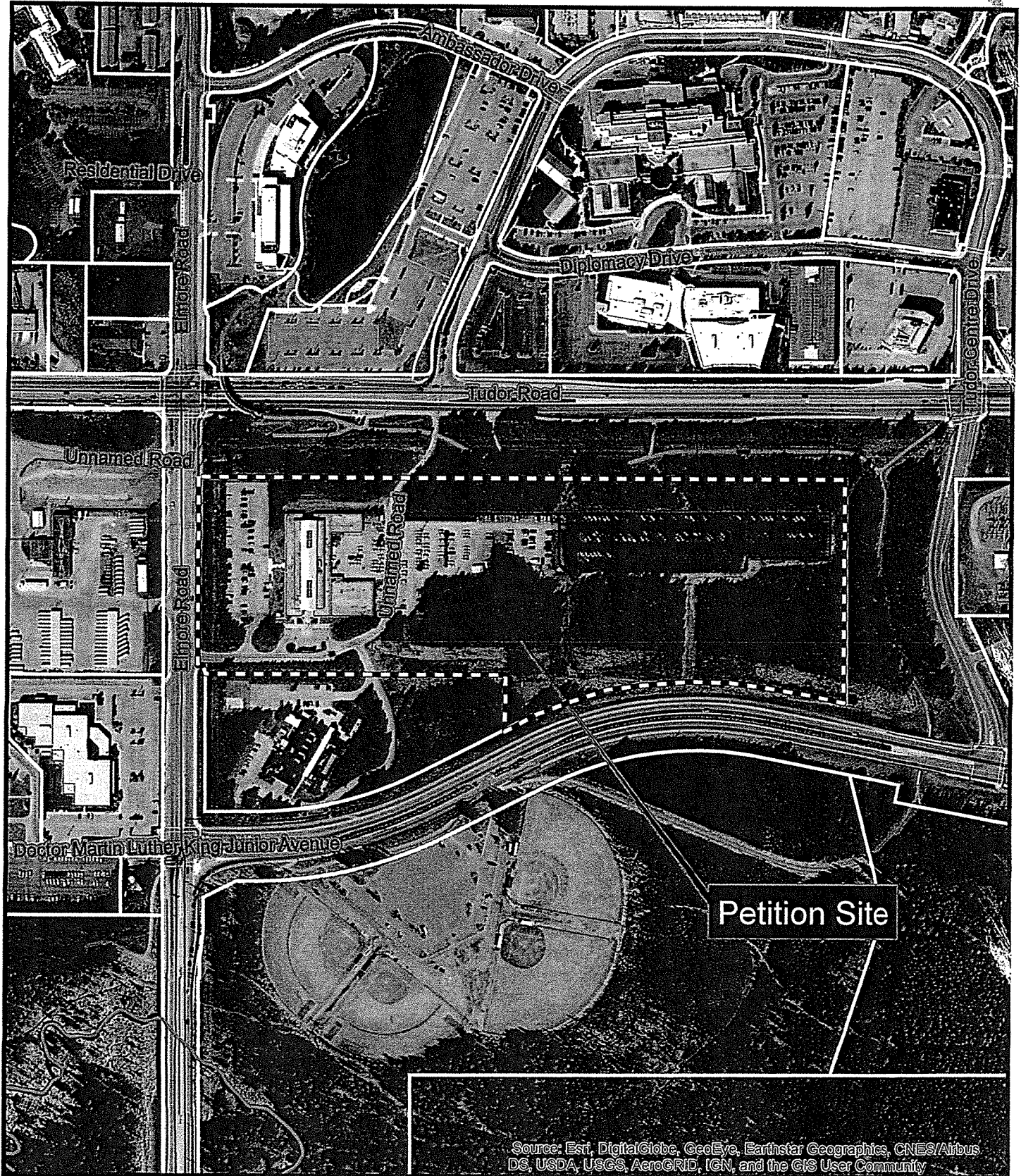
2018-0113 Site 22



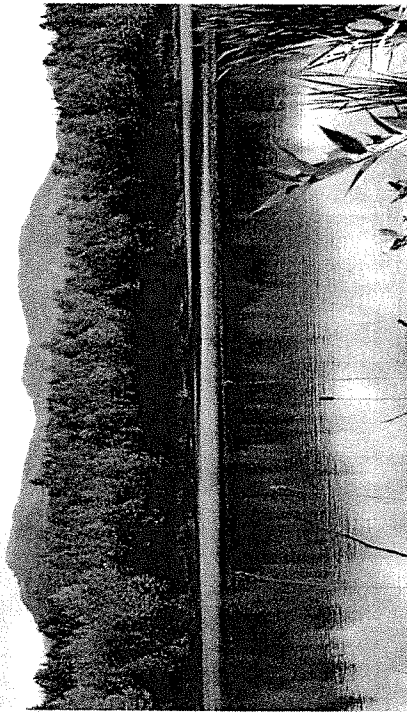
2018-0113 Site 27



2018-0113 Site 27

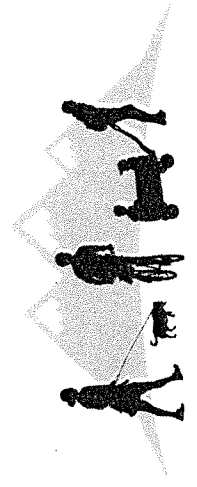
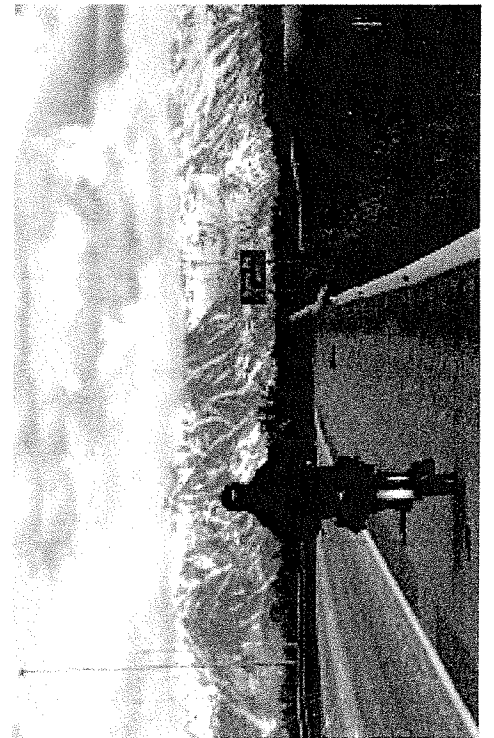


Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

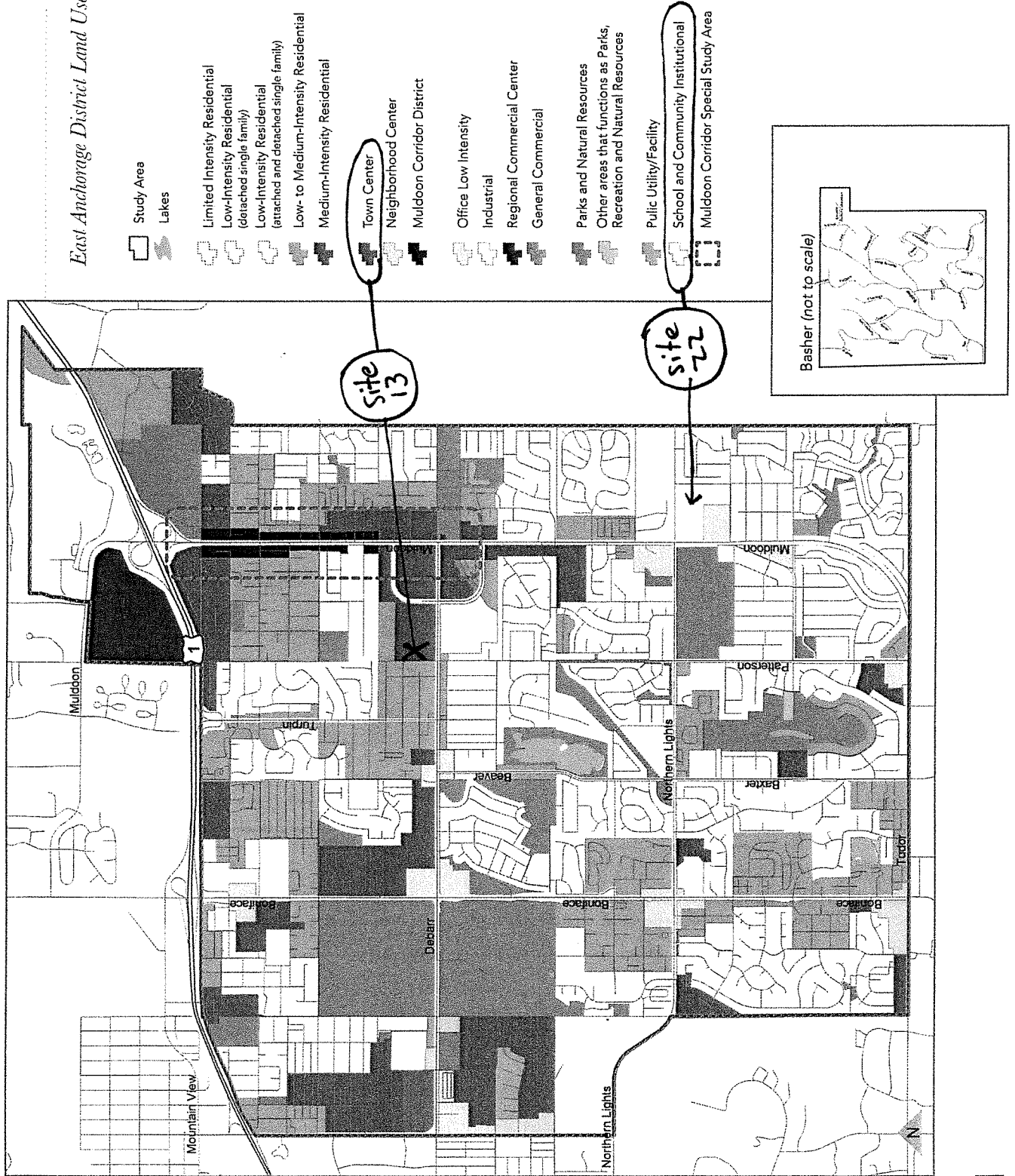


East Anchorage

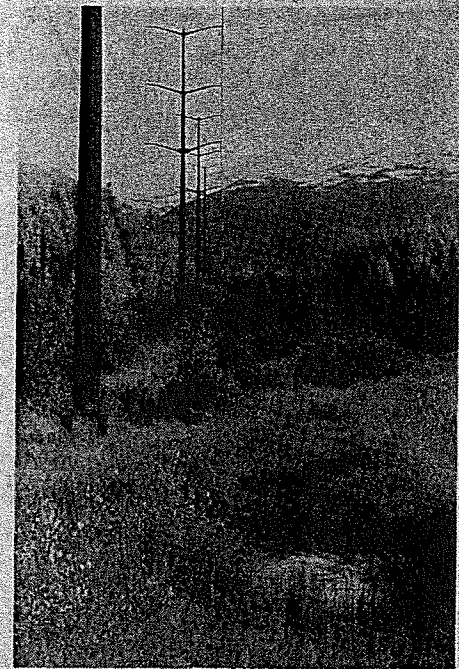
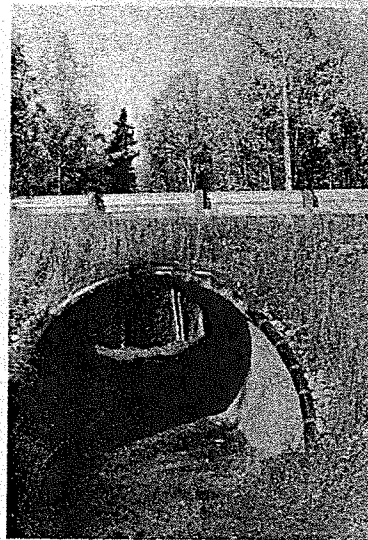
March 2014 District Plan



East Anchorage District Land Use Map



TUDOR ROAD PUBLIC LANDS and INSTITUTIONS PLAN



Department of Community Planning
Municipality of Anchorage



Tony Knowles, Mayor

APRIL 1986

Return to:
Physical Planning Division
Community Planning & Development

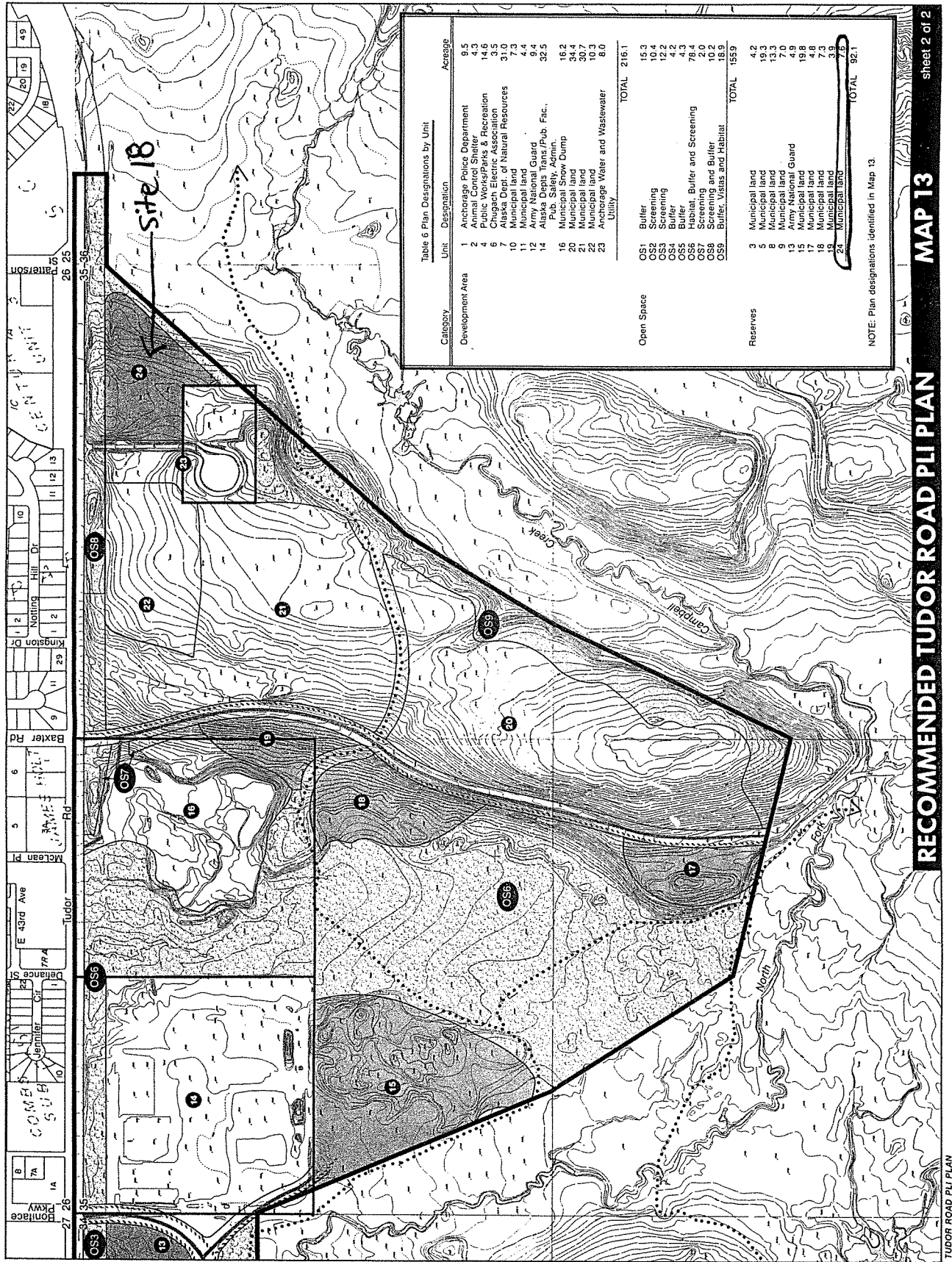


Table 6 Plan Designations by Unit

Category	Unit	Designation	Area
Development Area	1	Anchorage Police Department	9.5
	2	Animal Control Shelter	4.3
	4	Public Works/Parks & Recreation	14.6
	6	Chugach Electric Association	33.5
	7	Chugach Electric Association	33.5
	10	Department of Natural Resources	37.3
	11	Municipal land	4.4
	12	Army National Guard	9.4
	14	Alaska Dept. Trans./Pub. Fac.	35.5
	16	Pub. Safety, Admin.	18.2
	20	Municipal land	34.4
	21	Municipal land	36.7
	22	Municipal land	10.3
	23	Anchorage Water and Wastewater	8.0
	Utility		
Open Space	OS1	Buffer	216.1
	OS2	Screening	15.3
	OS3	Screening	10.4
	OS4	Buffer	12.2
	OS5	Buffer	4.2
	OS6	Buffer, Buffer and Screening	4.2
	OS7	Screening and Buffer	76.3
	OS8	Screening and Buffer	2.0
	OS9	Buffer, Views and Habitat	10.2
Reserves	TOTAL		155.9
	3	Municipal land	4.2
	4	Municipal land	4.2
	8	Municipal land	13.3
	9	Municipal land	7.0
	13	Army National Guard	4.9
	15	Municipal land	19.8
	17	Municipal land	4.8
	18	Municipal land	4.8
	19	Municipal land	3.9
	24	Municipal land	7.6
	TOTAL		92.1

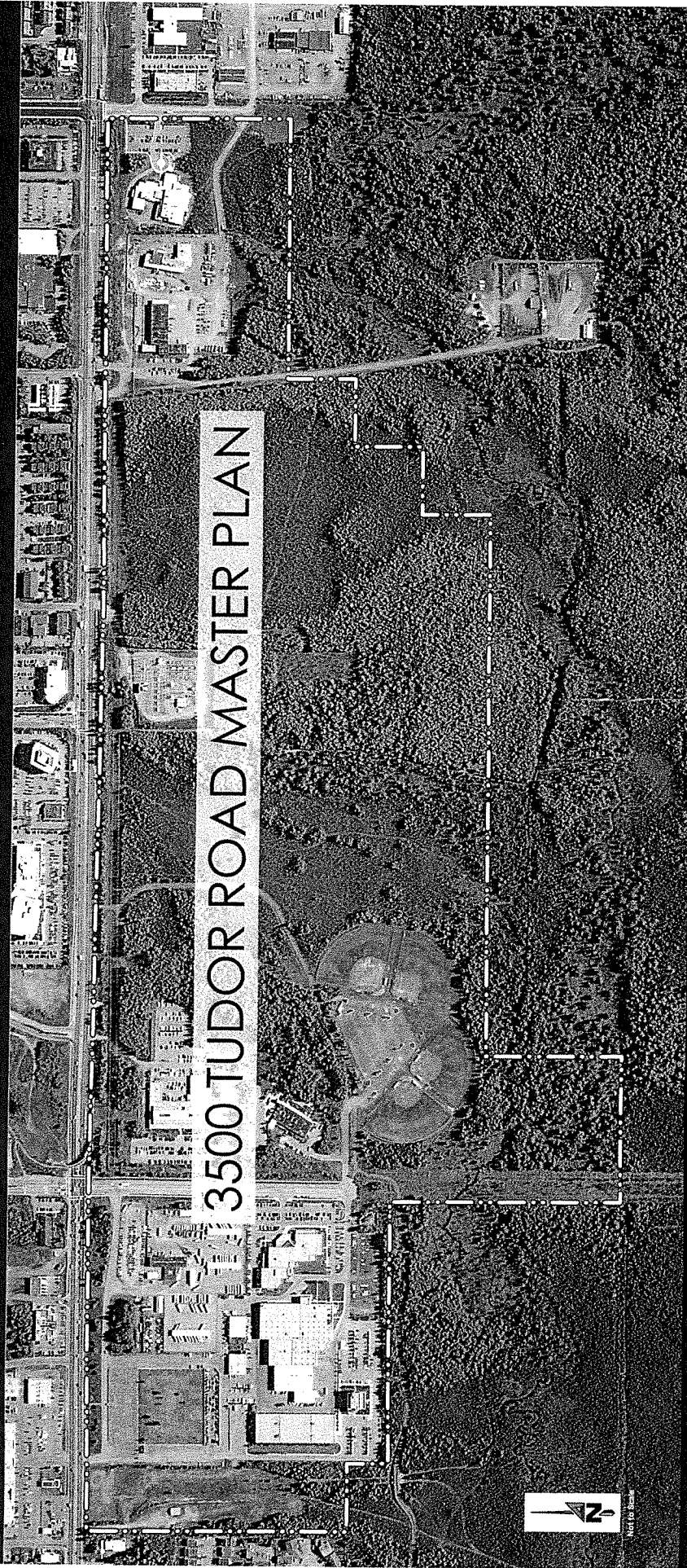
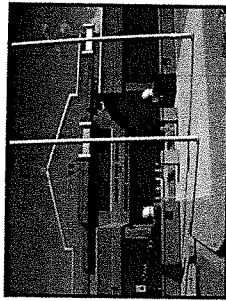
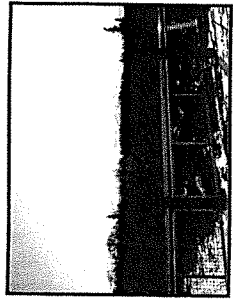
NOTE: Plan designations identified in Map 13.

RECOMMENDED TUDOR ROAD PLI PLAN

MAP 13

sheet 2 of 2

TUDOR ROAD PLI PLAN



NOT TO SCALE

ADOWL
ENGINEERS

December 2007

RECOMMENDED PLAN

The development of the land use plan, shown in Figure 11, is based on overlaying the natural resources of the site to determine the areas of most suitable development. After researching the natural resources and mapping the wetlands, soils, and topography, a series of overlays between these resources was created. The wetland areas were the main elements of the overlays and provided the strongest suggestions for where the development could occur. Class B wetlands are defined in the Anchorage Wetlands Management Plan (MOA 1985) as "those intended to conserve and maintain a site's key functions and values primarily by limiting and minimizing fills and development to less valuable zones while retaining higher value areas. Development could be permitted in the less valuable zones of a Class B wetland, provided avoidance, minimization and Best Management Practices are applied to minimize disturbance and impacts to the higher value non-fill portions." The MOA has not established a percentage

and values primarily by minimizing and minimizing units and development to less valuable zones while retaining higher value areas. Development could be permitted in the less valuable zones of a Class B wetland, provided avoidance and minimization and Best Management Practices are applied to minimize disturbance and impacts to the higher value non-fill portions." The MOA has not established a percentage

After creating bubble diagrams of areas suitable for development, the needs of the community and the development pressures for the area were weighed. It is the role of the master plan to strike a balance between areas that are determined suitable for development and the areas that should be preserved as valuable and functional open space and wetlands. The needs of the program elements were balanced with the future functionality of the existing wetlands and open space areas. Regulatory agency and stakeholder meetings identified a strong desire to preserve open space and wetlands south of the proposed 48th Avenue extension, closer to FNEBP and Campbell Creek, and to limit more intense development to the area north of 48th Avenue.

The master plan's recommendations for the 3500 Tudor Road Master Plan area are outlined in the following sections that follow: Land Use Elements and Development Types, Potential Land Uses, Utilities, Transportation, Wetlands, and Trails and Open Space. Design standards for the master plan area are addressed in Chapter 4.

Suitable for New Development: These areas are recommended for development of institutional facilities.

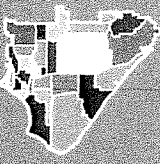
Existing Recreation: The Chuck Albrecht Softball Complex.

Recreation and Recreation-Related Public Purposes: This area has uplands that are appropriate for more active recreational or recreation-related uses than the surrounding wetlands; however, its location requires that use of this area be recreation-related to assure compatibility with the adjacent park lands to the south.



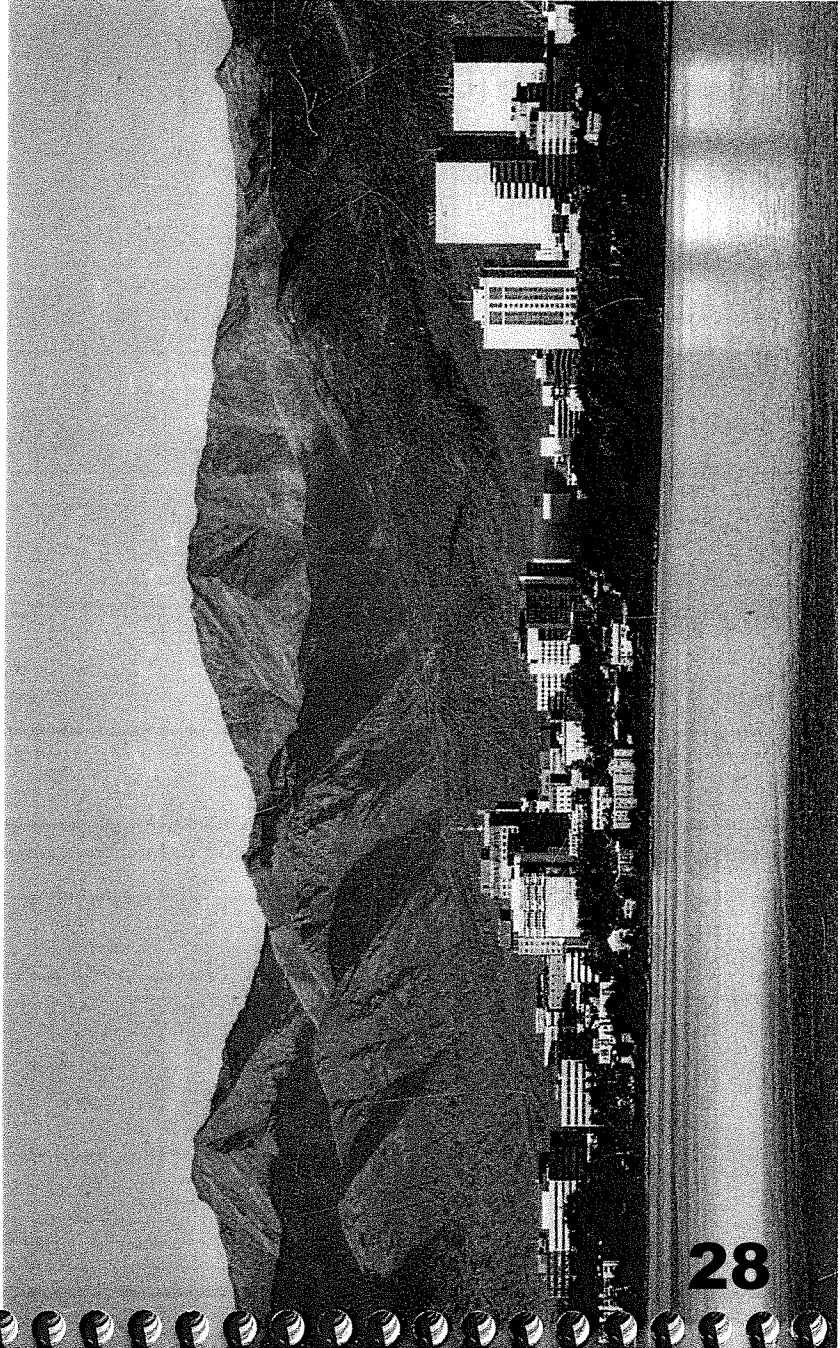
Figure 11: Land Use Plan

12 of 15 72 of 15



Anchorage 2040 Land Use Plan

A Supplement to Anchorage 2020 - Anchorage Bowl Comprehensive Plan



Adopted
September 26, 2017
Assembly Ordinance 2017-116

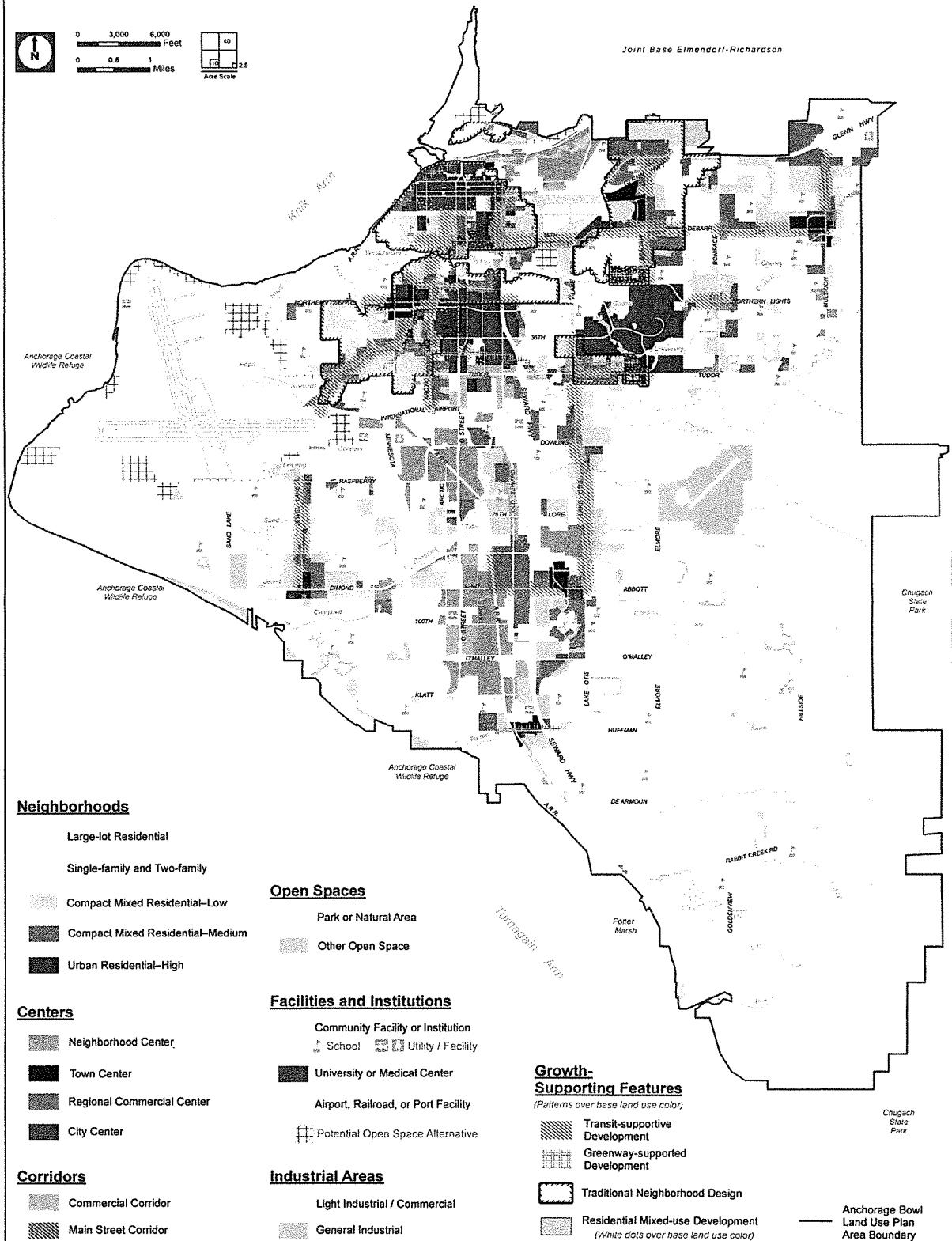


Anchorage 2040 Land Use Plan Map

A Supplement to the Anchorage 2020 Comprehensive Plan

Anchorage 2040
Land Use PlanAs Adopted by AO 2017-116
September 26, 20170 3,000 6,000
Feet
0 0.5 1
Miles

Joint Base Elmendorf-Richardson

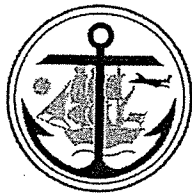


This map is a part of Section 2 of the Anchorage 2040 Land Use Plan narrative. Section 2 of the Plan provides definitions and guidance regarding the land use designations and other features on this map.

1/10/2018 Land_Use_Plan_Map_T1X17.mxd



Departmental and Public Comments



MEMORANDUM

DATE: November 14, 2018

TO: Current Planning Division Supervisor.
Planning Department

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

FROM: Randy Ribble, Assistant Traffic Engineer

SUBJECT: **2018-0113 Public Facility Site Selection for relocation of the ASD Student Transportation Facility**

RECEIVED

NOV 14 2018

PLANNING DEPARTMENT

Traffic Department has completed a review of the site selection study and provides the following comment:

The study identifies 5 potential sites within the selection area that met the required site selection criteria. It indicates that two sites are being recommend as potential locations for the future transportation facility. Each of these sites are adjacent to either arterial or collector classified right of ways. However, the study did not provide any specific information on where the facility will be located on the specific parcels or anticipated access to the adjacent right of ways.

Site 18 is located along Muldoon Road and behind Benny Benson School site with potential access to Campbell Airstrip Road.

Site 27 is located along Martin Luther King Jr. Drive and adjacent to Tudor Center Drive with potential access to each road.

Once the final site has been selected and conceptual design begins for layout of the facility and its access to the adjacent right of ways are determine, the Traffic Department recommends that a meeting be held to determine if a Traffic Impact Analysis (TIA) will be required for the additional trips that will occur on these adjacent roads and intersections.

RECEIVED

NOV 02 2018

MEMORANDUM

PLANNING DEPARTMENT

DATE: November 2, 2018

TO: Dave Whitfield, Manager, Current Planning

CC: Corliss Kimmell, Current Planning

FROM: Kristine Bunnell, Senior Planner, Long-range Planning Division

RE: Case No 2018-0113 – Public Facility Site Selection – Relocation of the ASD Student Transportation Facility

The Public Facility Site Selection Study is thorough and considered the many relevant factors for the benefit of the relocation of the Tudor/Elmore Student Transportation Facility.

The Study adequately addressed the Assembly-adopted guiding district and comprehensive plans. With respect to the UMED District Plan, the Study incorporates important community input and support for student and employee housing, a local-serving grocery store, retail and restaurant offerings anticipated for the proposed new development at the current Tudor/Elmore roads ASD Student Transportation Facility.

The study also adequately addressed the current needs and requirements of the ASD for this important relocation project.

Sites 18 and 27 were found to have the least negative impact on surrounding neighborhoods. Either location is conveniently adjacent to major roadway facilities. Some wetland mitigation may be required depending on the final site selection. Both site 18 or 27 reflects the community's desire conveyed during the UMED District Plan planning process to have the ASD Student Transportation Facility moved away from the neighborhoods.


RECOMMENDATION

We recommend Sites 18 and 27 be forwarded on to the next phase of the site selection process.



Municipality of Anchorage
Project Management and Engineering
MEMORANDUM



DATE: October 31, 2018
TO: Dave Whitfield
FROM: Steven Ellis 
SUBJECT: Comments from Watershed Management Services

RECEIVED

OCT 31 2018

PLANNING DEPARTMENT

Watershed Management Services (WMS) has the following comments for the December 10, 2018, Planning and Zoning Commission meeting.

2018-0113. Public Facility Site Selection for the relocation of the Anchorage School District Student Transportation Facility. WMS has the following comments.

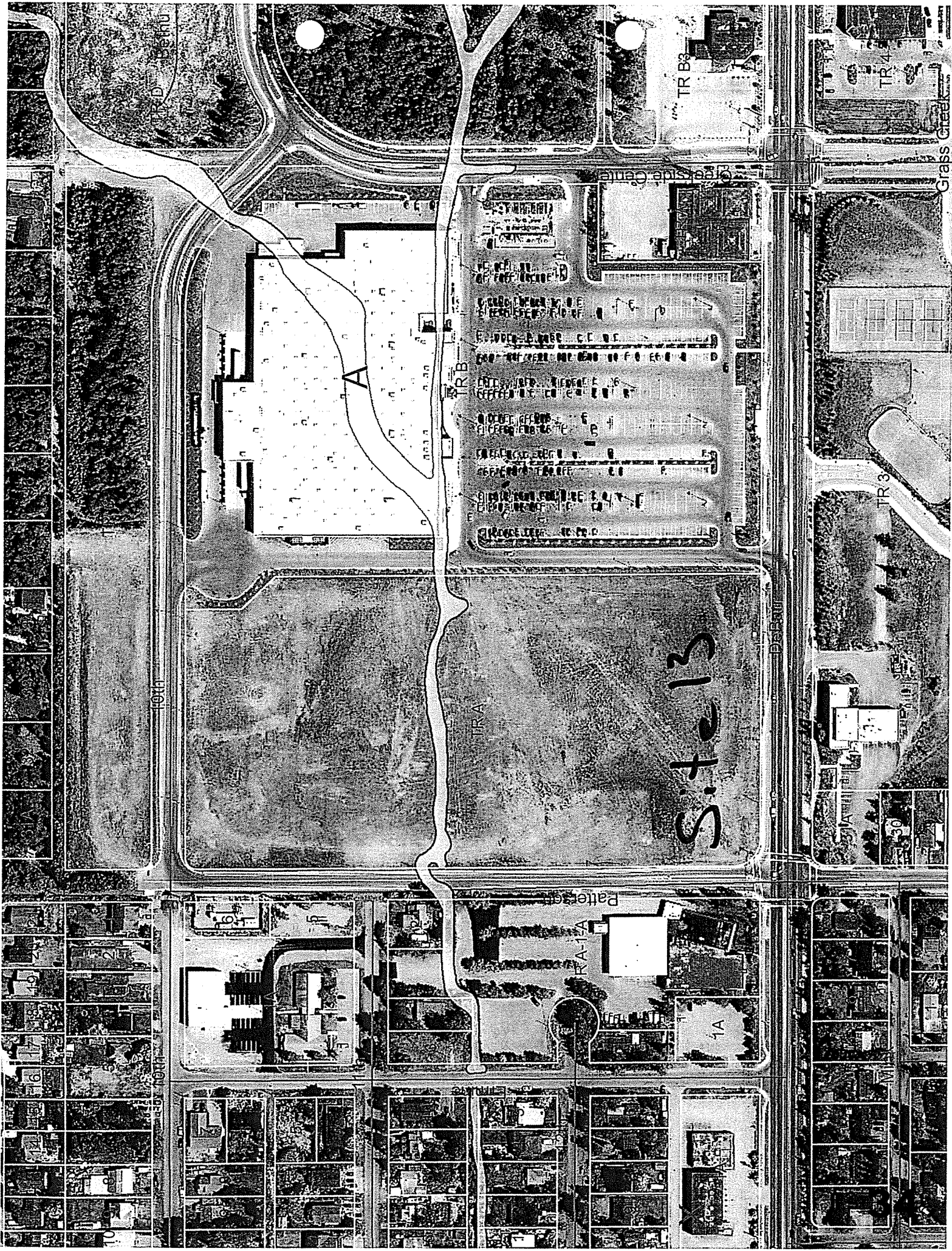
WMS has no comments for Sites 21, 22, and 27.

Site 13 is affected by a FEMA mapped Special Flood Hazard Area (see image). In the past Site 13 was possibly used for HAZMAT remediation (see image). During the permit review for the Walmart on Tract B, soil contamination was an issue. I do not recall if the contamination also extended to Tract A. This should be determined prior to purchase.

Site 18 also has a stream (see image).

Attachments:

Image of Site 13 with flood plain
Image of Site 13, 2009
Image of Site 18



Site 13

A

B

TR B3

TR 3

Grass Creek

RA-1A

4A



Site 13

DeBarr

Creekside Center

TR B3

TR B

TR A

TR 3

Grass Creek

40A

1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21

1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21

1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21

1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21

1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21

Patterson

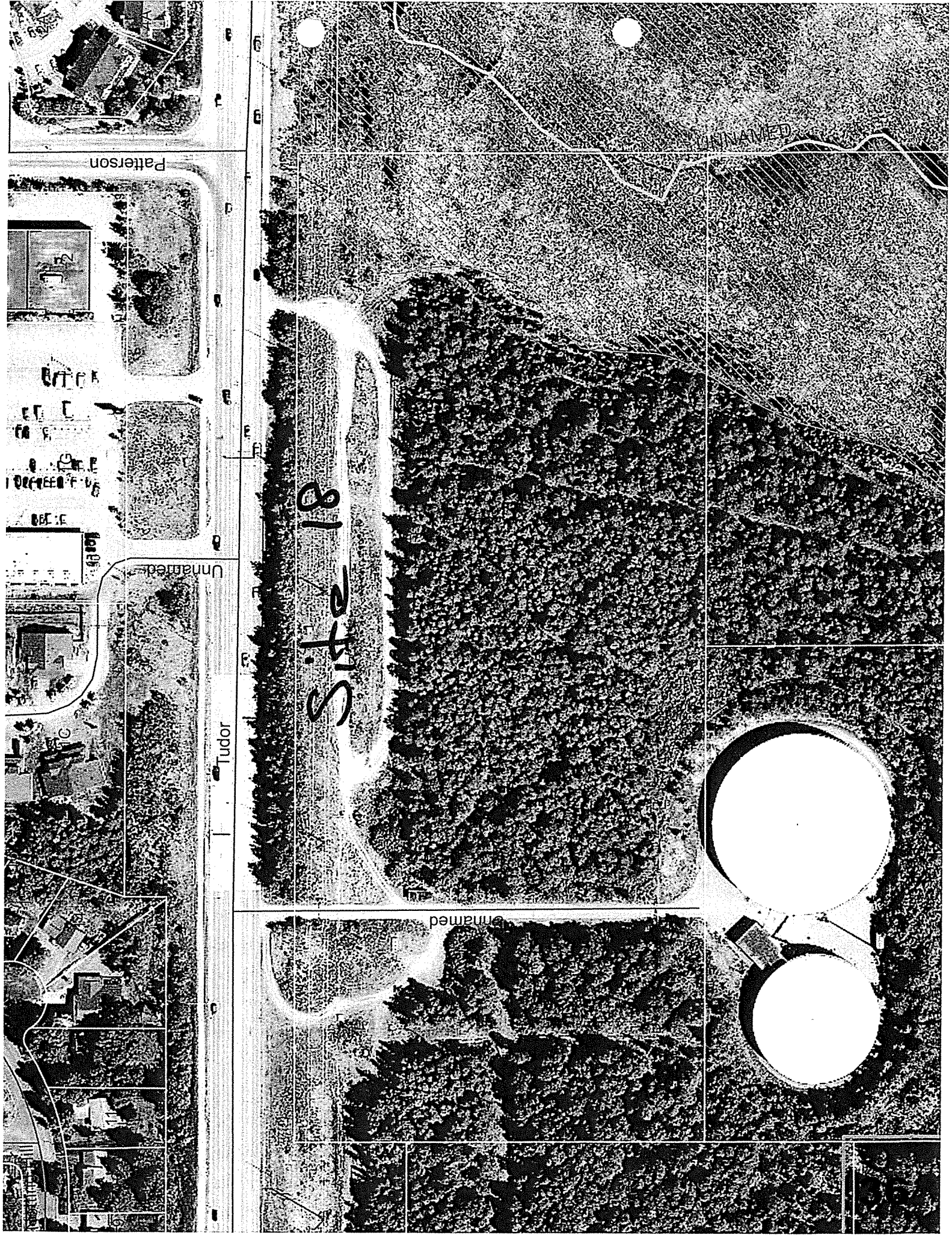
Unnamed

Tudor

Site 18

Unnamed

MINIAMED



MEMORANDUM

DATE: October 29, 2018
TO: Dave Whitfield, Planning Manager, Planning Section, Planning Division
FROM: Paul Hatcher, Engineering Technician III, Planning Section, AWWU
RE: Zoning Case Comments
Hearing date: December 10, 2018
Agency Comments due: November 13, 2018

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OCT 29 2018

PLANNING DEPARTMENT

AWWU has reviewed the materials and has the following comments.

2018-0113 MULTIPLE SITES FOR ASD BUS BARN, Public Facility Site Selection for relocation of the Anchorage School District Student Transportation Facility, Grid N/A

1. AWWU water and sanitary sewer are available to most of these parcels.
2. AWWU has no objection to this site selection.

If you have any questions pertaining to public water or sewer, please call 564-2721 or send an e-mail to paul.hatcher@awwu.biz



NORTHEAST COMMUNITY COUNCIL
Resolution Addressing Bus Barn

Whereas the Northeast Community Council does not support site numbers 13, 18, 21, and 22 of the ASD Bus Depot Selection and

Whereas we support that site 27, along Martin Luther King Drive south of the police department.

We resolve that only site 27 be considered for the ASD Bus Barn.

Date: 11/15/18

Secretary-Rachel Boudreau

President-Selina Metoyer

VOTE: FOR 15 AGAINST 0 ABSTAIN 4

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



00618205000
SENA TANYA
1401 PATTERSON STREET
ANCHORAGE, AK, 99504-2744

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NOV 26 2018

PLANNING DEPARTMENT

NOTICE OF PUBLIC HEARING: Monday, December 10, 2018

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

CASE: 2018-0113

PETITIONER: Municipality Of Anchorage-Heritage Land Bank
REQUEST: Public Facility Site Selection for relocation of the Anchorage School District Student Transportation Facility.
TOTAL AREA: 12.81 acres
SITE ADDRESS: N/A
LOCATION: Generally located north of Debarr Road, south of East 10th Avenue, east of Patterson Street, and west of Creekside Center Drive.
CURRENT ZONE: I1 Light Industrial
COM COUNCIL(S): Northeast
LEGAL DESCR: CREEKSIDE TR A

The Planning and Zoning Commission will hold a public hearing on the above matter at 6:30PM, Monday, December 10, 2018 in the Loussac Library Assembly Chambers, 3600 Denali Street, Anchorage, Alaska.

The zoning ordinance requires that you be sent notice because your property, residence, or business is within the vicinity of the petition area. This will be the only public hearing before the commission regarding this case and you are invited to attend and present testimony, if you so desire.

If you would like to comment on the petition, this form may be used for your convenience. Mailing Address: Municipality of Anchorage, Planning Department, P.O. Box 196650, Anchorage, Alaska 99519-6650. For more information call 343-7943; FAX 343-7927. Case information may be viewed online at <http://www.muni.org/CityViewPortal>.

Name: Tanya Sena

Address: 1401 Patterson St.

Anchorage, AK 99504

Comments: The Muldoon neighborhood has been working towards some great improvements in aesthetics, residential safety, and shopping options. Putting in a bus depot would not only be an eyesore, it would not fit with improvements already made, and possibly even discourage future projects that would fit. It would also have an unknown impact on our property value, but likely lead toward a decrease. A bus depot would better fit in a more industrial area. Please do not approve this project!

Public Comments: 2018-0113

Commenter	Email	Phone Number	Submitted
ERIK H SCHMITZ 8521 BROOKRIDGE DR Anchorage, AK 99504	erikownsyoud@gmail.com	9073010766	10/25/2018 6:48:14 PM
<p>I oppose placing the bus barn at the 2955 Muldoon location near Totem Theater. The problem with the Totem location is that it backs directly up to a neighborhood which is down hill and would be flooded with exhaust due to the pressure differential at the bottom of the hill. Smoke from wood stoves and car exhaust already hang in the area in winter creating awful air quality. Not to mention hours of early morning noise - engines and beeping, right up against a large residential neighborhood to the East.</p> <p>The proposal also had the entry route on the east side of the theater, coming north off of 32nd which is going to cause pretty severe congestion on both 32nd and coming onto both 32nd from Muldoon and onto Muldoon from the barn.</p> <p>This is government / school zoned property, but a bus barn is truly light industrial. The other bus lot over by Old Seward and Minnesota is zoned light industrial. Light industrial doesn't belong here so close to homes.</p> <p>Harry Crawford worked really hard to get this parcel for ASD for the purpose of a school to build the existing community. A bus barn here would choke it out with exhaust. consider a different location please!</p>			
Dawn Conatser 2910 Brookview Street Anchorage, AK 99504	conatsdr@gmail.com	9072448609	10/30/2018 7:33:59 AM
<p>I continue to be opposed to placing the bus barn at the 2955 Muldoon Road location. Our community fought this proposed site last year and were told by the Mayor "we heard the community, we will find another location" so WHY IS THIS EVEN AN ISSUE NOW? This is exactly why the public doesn't trust those in politics. The bus barn would be right in the middle of a residential area. We don't need to noise every day, the pollution or the traffic this site would bring to our WORKING CLASS neighborhood. There are other sites proposed with far less impact to a residential area such as the one by the APD crime lab. None of the people voting on this project would want it in their residential area and WE DON'T WANT IN OURS.</p>			
Matthew Kliemann 2920 Brookview St Anchorage, AK 99504	mkliemann78@gmail.com	9074449251	10/30/2018 8:11:04 AM
<p>Please consider a different location than 2995 Muldoon. This backs right up to a residential neighborhood and the noise, light & air pollution would have a negative impact on all who live there and that is not even going into the traffic problems this would cause on both E 32nd & Muldoon in the mornings.</p>			
Heather Swanson 8026 Seclusion Dr Anchorage, AK 99504	mrobinwood@gmail.com	9072237467	10/30/2018 9:11:25 AM
<p>As stated at multiple meetings, the Muldoon site is not supported by the neighborhood. This location would ruin the quality of life for our close-knit community. The Muldoon site has buses spewing their exhaust less than 100 ft away from my home and many of my neighbors. The noise level would be unbearable. Muldoon cannot handle that much traffic at that juncture, it's already clogged. If the facility MUST be moved, the site directly across the street from its current location makes the most sense. It has the smallest impact on neighborhoods and their quality of life. Keep it in a light industrial area, not a residential!</p>			
Fran Bancroft 8670 Kushtaka Cir. Anchorage, AK 99504	ebod@gci.net	9072234797	10/30/2018 9:31:24 AM
<p>The only location that makes any sense is the 4501 Elmore Rd. The other two locations are in residential areas and will cause major traffic, noise, and pollution problems.</p> <p>KEEP residential areas residential.</p>			
Dorothy Earp	dorothy@aesalaska.com	907-317-9640	10/30/2018 12:09:37 PM

2900 Brookview Street
Anchorage, AK 99504

I am protesting any & everything to do with locating the ASD Bus Barn on Muldoon next to the Totem Theater. Especially since the mayor previously said the location was off the table.

I have a respiratory illness that is not going to be helped by locating the facility backing up to a residential area that is geographically located in an area where the pollution & fumes from busses would be trapped with no place to dissipate. Add to that, the hundreds of extra vehicles this would put out onto Muldoon as it is not only the busses, but the bus drivers vehicles as well as any other personnel working at the location. Not to mention the added traffic that would result on 32nd street and with that invariably comes, folks driving around down into the neighborhoods off of 32nd street. The site that makes the most sense is the one by the APD crime lab since it is already a commercial type area. Not sure why this is not the location for this project to concentrate on.

Anne Hill

10/30/2018 3:19:52 PM

6556 CIMARRON CIR
Anchorage, AK 99504-3943

I am opposed to the ASD Bus Barn being located on 2995 Muldoon. It is too close to residential neighborhood and will create noise, light, and air pollution that should not be in that location.

Donna Gail Shaw

chocolatechip@gci.net

9073332072

10/31/2018 9:19:55 PM

3400 Evergreen Street
Anchorage, AK 99504

I am writing to express my opposition to both the rezoning of 2955 Muldoon Road and to the relocation of the ASD bus operation to this residential area. This is an established residential area. I purchased a duplex on East 32nd Ave. in the early 90s and still own this property. I currently reside on Evergreen Street, which is less than half a mile from the proposed bus operation relocation site.

The negative impacts to my neighborhood will be significant. Relocation of the bus operation to this site will have the following impacts.

- 1) It will affect the air quality in the area. The emissions from 120 bus engines being warmed on cold mornings will be significant and detrimental to the health of residents. I can provide scientific research to support this claim.
- 2) It will increase noise pollution. The constant beeping of the back-up safety feature as well as engine noise from 120 buses in the early morning hours and afternoons will disrupt the peaceful quietness of this neighborhood. Residents should not be subjected to this type of noise when the homes they purchased were in a residential area.
- 3) It will increase light pollution. One of the nicest features of this neighborhood is being able to enjoy the night sky without excessive light. The addition of artificial lighting that is adequate enough to protect the safety of the drivers and other personnel as well as security of the equipment will be unpleasant for the residents and may have negative health consequences.
- 4) It will cause traffic congestion. This area already has high traffic and adding 120 buses, plus an additional 120 or more personal vehicles of the bus drivers and other employees, to the mix will cause significant trafficability access and egress issues. According to Robin Ward, about 50 buses will need to use East 32nd Ave. each afternoon and another 50 or so will be turning east off Muldoon Road to return to the facility. It is unclear how many buses will access East 32nd Ave. each morning. Robin Ward indicated that most of the buses would turn north on Muldoon Road each morning, and that the turn on Muldoon Road would not be at a traffic signal. At the current location of the bus operation, the turn onto Muldoon Road is at a traffic signal. The access and egress issues at this site are significant. Traveling on East 32nd Ave. in the winter months is an even bigger challenge with snow piled high resulting in a narrower roadway.
- 5) It will increase the potential for environmental pollution. According to Robin Ward, there will be fuel on this site and maintenance of buses will be conducted on site. The potential for the negative effects of an environmental accident and environmental pollution will be increased for this residential area. I did not buy a home in a residential area to be exposed to environmental pollutants from a transportation operation. This area is also very close to a wetlands area.
- 6) It will add another unsightly operation to a location with beautiful mountain views. People who purchased property in a residential area should not be subjected to this type of unattractive development. It is bad enough to have to look at the deteriorating Totem Theater, but that is not a justification to add another unattractive operation to the area.
- 7) It may impact property values. I have heard from several residents who are concerned that a transportation operation of this magnitude near their homes will reduce property values. I was unable to find research that directly addresses the impact of a school bus operation being placed in a residential area, probably because it is simply not done. However, I did find some evidence that supports the fear of Scenic Foothills residents that this type of operation could result in a decrease in property values, particularly within close proximity to the site. I know that I would not buy a home that is across the street from or that backs up to this type of operation. Yet, if this operation is relocated to this residential area, my property will be directly across the street from it.

No one with whom I have communicated wants the ASD bus operation near his/her own home or in any other residential area. It belongs in an area that is suitable for a transportation industry. If such a site cannot be found, please leave it where it is.

Kathleen Chamberlain 3400 Creekside Drive Anchorage, AK 99504	kathyc3400@outlook.com	9073321232	11/1/2018 11:30:22 AM
I am opposed to relocating the ASD Bus Barn to 2955 Muldoon Road. When the community voiced its objection when this was first proposed we were assured by the mayor that this location was not longer under consideration so I was very dismayed to see it on the list for this current proposal. All of the objections previously stated including increased noise, light, traffic and air pollution in a residential area are still valid. It doesn't seem wise to compromise an established residential area by moving this type of industrial/transportation activity into the middle of it. After reviewing the proposal the location that makes the most sense is the one next to the crime lab as it is in a commercial area away from residential neighborhoods.			
Debbie Montgomery East 32nd Ave Anchorage , AK 99504	dmontgomery919295@gmail.com		11/3/2018 3:20:04 AM
<p>My family and I are opposed to the plan to relocate the ASD bus transportation facility to directly across the street from my home. I have been a resident of East 32nd Ave. for 21 years. I am one of the few families that have lived on this street this long and take much pride in our neighborhood.</p> <p>There will be significant and negative impacts on my family and me.</p> <p>This large operation with 120 buses will substantially and negatively impact the air quality, noise level, and traffic in my neighborhood, not to mention the unattractive nature of this type of facility.</p> <p>It is not a residential-friendly operation. This neighborhood has lots of neighborhood children out playing and this operation would be a potential hazard to little ones out and about. Also, there are many residents of the neighborhood that walk up and down 32nd as it is the Main Street in and out of our development. This would make for much more traffic than there already is. It will bring high pollution to the neighborhood, which is VERY bad for my family and I, as we have severe asthma in our family members.</p> <p>Also to hear continual beeping of the buses in the wee hours of the morning would be very annoying. Residents enjoy sleeping in until their alarm goes off each morning, and would not like the annoying sound waking them up.</p> <p>Please put yourself in our shoes as if you lived here and think how you would feel and support the neighborhood of not moving it in our area.</p> <p>They need to find another location that is appropriate for an operation of this size and type. And, I agree the current location is the best for such a development. We hope that ASD and the City don't choose this area just because the Totem property is cheap and ASD already owns some of the area. Because when we moved in 21 years ago it was projected for a school to be put there. Which didn't happen, as it was built and is Begich Middle School.</p> <p>I ask again, PLEASE support our neighborhood with a FIRM no to move the project here.</p> <p>Unhappy Resident of East 32nd, Debbie</p>			
Basher Community Council	mnelsonrealestate@gmail.com	(907)632-4594	11/13/2018 3:15:39 PM

Anchorage, AK 99507

The Basher Community Council representing 225 households in Stuckagain Heights adopted this Resolution Sept. 30, 2018 regarding the location of the Muni bus barn.
BASHER COMMUNITY COUNCIL
Anchorage, Alaska

A Resolution Supporting Site #27 and
Opposing Site #18 for the Location of the
Anchorage School District Student Transportation Maintenance Facility

Whereas, the Municipality of Anchorage released a site selection study in September 2018 identifying new locations for the Anchorage School District (ASD) Student Transportation Maintenance Facility (school bus barn); and

Whereas, that site selection study authors did not discuss the options with residents of Stuckagain Heights or the members of the Basher Community Council.

Whereas, the Basher Community Council (BCC) and residents of Stuckagain Heights (residents) reject Site #18 as identified in the ASD Student Transportation Maintenance Facility location for the following reasons:

1. Site #18 will severely impact the residents of this neighborhood as there is only one road into and out of the subdivision. The BCC and residents disagree with the study's finding on Page 17, last paragraph;
2. The impact of approximately 130 buses and numerous employees driving vehicles in multiple trips per day will make it difficult to get onto Tudor Road from Campbell Airstrip Road and will impede the flow of traffic east and west along Tudor Road and result in traffic slowdowns daily.;
3. Increased bus and vehicle traffic will significantly impact residents due to the location of Fire Station #14. The location will adversely affect the ingress and egress of the emergency personnel and residents. The location will increase the time emergency personnel will be able to respond to life threatening calls;
4. The neighborhood north of Tudor Road will also be affected by noise, traffic, and pollution;
5. The Benny Benson School will also be adversely affected by traffic, noise, and safety issues;
6. The Botanical Gardens is a gem and prized for its peacefulness. The noise and pollution from the bus traffic and employees coming to and from the bus barn will adversely affect the gardens, and finally
7. The intersection of Baxter and Campbell Airstrip Road has more traffic accidents with injuries than the Boniface and Tudor intersection, according to the Municipality of Anchorage website.

Whereas, the BCC and residents approve of Site #27 as the best site for the ASD bus barn as it has the least impact to any Anchorage residents.

Now Therefore Be It Resolved that the BCC and residents hereby oppose the selection of Site #18 and support Site #27.

Adopted this 30th day of September, 2018.

signed _____

Margaret Nelson, Secretary

Paul kapinos

11/13/2018 5:15:42 PM

6405 east 32 ave
Anchorage, Ak 99504

The bus barn does not belong in a residential area. It belongs on Elmora or by crime lab. I oppose it being put at the totem location. This was already settled and taken off the table. Why is it being considered again!

Ken & Kathy Privratsky

11/14/2018 3:37:42 AM

We oppose the Tudor - Campbell Airstrip Road location for the ASD Bus Barn. We Stuckagain Heights residents rely heavily on Campbell Airstrip/Basher road and the signaled intersection at Tudor and Campbell Airstrip. It does not appear that the DOWL Study proposes construction of a separate entry point off of Tudor for the new Student Transportation Maintenance Facility. Rather, in several places it emphasizes the favorability of the signaled intersection at Tudor and Campbell Airstrip.

This concerns us very much since this intersection already accommodates not only all Stuckagain residents but rapid response for a fire station, traffic for an elementary school, a route for dump trucks hauling snow for storage during winter (on the southwest side), and access to the popular Botanical Garden in the summer. Congestion at this intersection is already frustrating during most workweeks as a large portion of the Stuckagain neighborhood leaves for and returns from work. During the winter, when roads are slick, it is not unusual to wait for multiple lights during rush hours to get onto Tudor, especially when snow removal is underway. There are no other ways out of the neighborhood by via that intersection.

We cannot believe that out of 88 parcels considered that the best option must impact the Stuckagain community so significantly.

Dahlene Hancock	anyadh@aol.com	9073330284	11/15/2018 2:37:27 PM
3131 Brookview Anchorage, Ak 99504	<p>Name: Dahlene D Hancock Email Address: anyadh@aol.com Phone: (907) 333-9284 Subject: Anchorage School District Student Transportation Facility New Facility.. 2955 Muldoon Rd. Message Dear Sirs, Now That I have someone to contact about this School bus transportation Facility. Our neighborhood last year said no to this facility because of the high density of homes right behind the proposed facility. This bus depot should go where there are no residential ares around it . The facility has a home off of Tudor right now. It is not a residential area there. why move it? My community does not want it here. We made it this clear last year nothing has changed. We are and R2A two-family Residential zoning area. My 2 grandsons have asthma. How is this facility going to affect them and I am a senior citizen, I have my own issues with health and do not need the added air quality problems right in my back yard. Please stop this Facility from being built in any high density area. Thank you for the opportunity to discuss this issue with you. Please help us remove this proposed facility from our area and build the much needed Elementary school that we all agreed upon to be built on this property.</p> <p>Thank you again Dahlene D. Hancock</p>		
LuAnn Pİccard	lpiccard@msn.com	9704431917	11/17/2018 4:33:34 PM

6212 Redtop Cir
Anchorage, AK 99507-7504

I am a resident of Stuckagain Heights writing in opposition to relocating the ASD Bus Barn from its current location to the Dowl Report's Site #18 at the base of Campbell Airstrip Road near Fire Station #14, Benny Benson School, and the Alaska Botanical Gardens. This Bus Barn would house and maintain 120 + school buses that will access Tudor Road from Campbell Airstrip Road via the road between Benny Benson School and the Botanical Gardens. Our Stuckagain Heights neighborhood and Basher Community Council was not consulted regarding this project. A poll taken in our neighborhood shows that 100% of residents in Stuckagain Heights oppose this proposed location. A potential location near Totem Theaters was also rejected due to outcry from nearby residents. An industrial site/bus barn does not belong near any residential areas.

Imagine the traffic, pollution, noise, and congestion resulting from 120+ school buses lumbering from and onto the small road between the Botanical Gardens and Benny Benson School and onto and from Campbell Airstrip Road at Tudor Road for several hours each morning and afternoon, the impact on residents in Stuckagain Heights as well as other neighborhoods from Boniface to Patterson, and users of Far North Bicentennial Park. Then consider the potential daily impact on emergency responders at Fire Station #14 as they attempt to navigate congestion resulting from 120 buses coming and going at that small intersection just in front of the fire station. Then appreciate the impact to the tranquil, serene, and beautiful Alaska Botanical Gardens with 120+ idling school buses housed and maintained on its doorstep. Please also think about the huge industrial land scar it will create at the base of our otherwise beautiful Far North Bicentennial Park and in front yard of the Alaska Botanical Gardens. This intersection currently accommodates a municipal snow dump serviced by large side dumpers and other industrial equipment. Adding 120 buses and maintenance equipment at an already congested intersection makes no sense. These are just a few of the reasons this location should not be considered further.

The report prepared by Dowl also identified location (#27) which is between Martin Luther King Drive and Tudor and between Elmore and Tudor Center Drive. Location #27 is close to the current ASD Bus Barn, is not adjacent to any residential areas or parks, and has numerous points of access from Martin Luther King Blvd to Tudor at Elmore, Tudor Center Drive and Boniface compared to the single small access point to Tudor at the Campbell Airstrip Road intersection.

On behalf of the neighborhoods, people, parks, safety, traffic congestion and noise/pollution concerns with location #18, I respectfully request that site #18 be removed from further consideration. If the bus barn must be moved, site #27 is the logical choice.

Glenn Hughton 9120 Teri Circle Anchorage, AK 99507	ghughton@gci.net	9072445559	11/19/2018 2:04:08 PM
I am against the selection of site #18 at the base of Campbell Airstrip Road. Putting a bus barn would completely disrupt the current intersection at Campbell Airstrip Road and Tudor Road. You would have that intersection completely grid locked with 80-90 buses going through 2-3 times a day. You would also add about 500 more vehicles a day for the workers and drivers of the buses. Site 27 has 4 lanes roads that could handle this traffic and makes a much logical choice. I also think putting all those buses next to the Botanical Gardens would subject it to noise and pollution. Please select Site 27 for the location or have the city widen it's search to include a location in a industrial area that would not effect residential neighborhoods. Thanks Glenn Hughton			
Karen Hansen			11/19/2018 7:38:00 PM

I am opposed to site #18 at Campbell Airstrip and Tudor Roads as a location for a bus barn. I am a resident of Stuckagain Heights Neighborhood. Campbell Airstrip road is the only access in and out of our neighborhood and bicentennial park. There is no alternative. There are multiple access points to Chugach state park as well. A bus barn does not belong near neighborhoods where it will seriously impact current residents daily with noise, pollution, and congestion.

Fire station 14 is at Campbell Airstrip and Tudor roads. Putting 120 busses on the road multiple times per day would affect their ability for a timely response to any emergency. Not to mention that there are already several vehicle collisions at that intersection. Changing the signal timing at the intersection is also not a possibility, as this would change the entire east-west Tudor road corridor.

Benny Benson school, the Botanical Gardens and the neighbors would all be seriously affected on a daily basis. Please remove site #18 from consideration. The only site that makes some sense is site #27 as there is no residential housing, currently has multiple access points including signal intersections. Or perhaps it's time to examine the parameters of the study, broaden the parameters and put the bus barn in an industrial area.

Thank you. Karen Hansen

University Area Community Council (UACC) Comments

Case No. 2018-0113

Site Selection for

Anchorage School District Transportation Facility

RECEIVED

NOV 19 2018

PLANNING DEPARTMENT

Currently, over 124 school buses are located at site on the southwest corner of Elmore and Tudor. The site has been a long-term environmental and health hazard to local residents due to PM 10 and PM 2.5 diesel air pollutants from bus warm-ups.

As we understand it, the problem is that the site sits near the low lying areas of Campbell Creek and experiences severe atmospheric inversion conditions during calm winter days where the temperatures are below 20 degrees Fahrenheit. The diesel fumes are created first by starting buses early in the morning to verify that they will start. The buses are then started a second time (each running 15-20 minutes) to warm them up to temperature suitable for picking up the students. These actions create clouds of toxic fumes that spread over the western side of the University Area Community Council area due to the inversion. Residents have protested this situation for many years but the Anchorage School District has not been successful with remedial efforts taken to solve the problem. Furthermore, the air pollutants from the bus warm-ups disperse around nearby neighborhoods in normal, non-inversion conditions, albeit in a somewhat less concentrated form.

The Muni commissioned an ASD Student Transportation Maintenance Facility Relocation Public Facility Site Selection Study dated September 2018 to look at 27 potential alternate sites within northeast Anchorage where school buses could be located. The study has narrowed the field down to two sites. One is located between Elmore Road, Dr. Martin Luther King Junior Avenue and Tudor Centre Drive - east of the police station (site 27). The other is located near the southeast corner of East Tudor Road and Campbell Airstrip Road (site 18). While the study report was fairly comprehensive, it did not address the health problems during winter inversions associated with diesel fume concentrations from the warming of buses in the mornings from any of the sites.

This serious deficit should be corrected before any further action is taken on selection. Site 27 would seem to be most likely to produce the same air pollution problems mentioned in the first paragraph. That may also be the case for Site 18.

The Muni should consider other options rather than moving the buses to another single site. The Muni should look at parking buses at high school locations, which might spread out the diesel fume pollution problem and the dilution effect might help alleviate the problem by not concentrating it in one area. The Muni should consider other sites that are away from residential neighborhoods. Also, the Muni should seriously consider accelerating conversion to electric school buses thereby solving the fume problem by removing the cause of the air pollution in Anchorage neighborhoods. In addition, the Muni should consider use of engine block heaters to help moderate the air pollutant discharges. Likewise, the Muni should consider building a structure to house the buses and contain and clean the air emissions or another method of filtering out/and or cleaning the buses' air pollutants.

If the Muni dismisses the UACC's recommendations and suggestions and decides that air pollution from the starting and warming of the school buses entering neighborhoods is of little or no concern, the UACC would be forced to take a "not in my back yard" approach and recommend Site 18. But this likely would just transfer the problem to the residents on and northwest of Notting Hill Drive in the Scenic Foothill's Community council area, but also likely affect, to a lesser degree, UACC residents in the area northwest of the intersection of Baxter Road and E Tudor Road. Thus, with either site, health problems would likely remain unsolved.

Finally, if the Muni is locked into the two sites, the Muni should do a thorough examination of the air pollution effects on nearby neighborhoods this winter, especially when such inversions occur. At a minimum, the Muni should monitor predicted weather conditions and when the next day's predicted temperature/wind conditions are expected to match those indicated above, the Muni should move half the buses to each site (18 and 27) or as close to each site as possible and monitor the air pollution results in a grid of homes within several blocks around each site to assess the concentrations and areal extent of the emitted pollution throughout the next morning and factor the results into the Muni's site selection

The UACC requests a substantive response to these recommendations from the Muni. Please send to Paul Stang, President, UACC, 3037 Widgeon Lane, Anchorage, Alaska 99508 (PaulRStang@gmail.com)

Municipality of Anchorage, Planning Department

PO Box 196650

Anchorage, AK 99509-6650

RECEIVED

NOV 14 2018

PLANNING DEPARTMENT

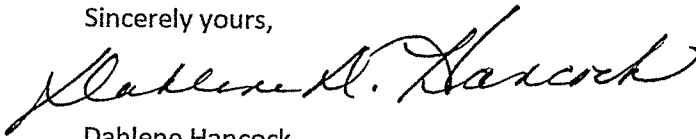
2018-0113

Regarding the placement of the Anchorage School District Student Transportation Facility

Not more than a year ago, the people of East Anchorage, in the area where you wish to place the new facility, was discussed by our community and turned down. This was conducted by public meetings, letters, and personal visitations to our public representatives. I still feel like you are not paying attention to what the people of east anchorage, concerned by this new facility and its associated health hazards to our children and families, are saying. Why is that? Again, I would like you to pay attention to what the people want with this facility- Not in a housing zoned area. Please consider the ramifications of starting a hundred school buses, in the morning, in front of family residences with children, elders, and families. My household already contains two members with asthma, and we are downhill from the proposed facility. I would like you to find another location for this facility.

Thank you for listening to my opposing position.

Sincerely yours,



Dahlene Hancock

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



00720185008
SPRUNGMAN ERIK J
6843 E TUDOR RD
ANCHORAGE, AK, 99507-1241

RECEIVED

NOV 14 2018

PLANNING DEPARTMENT

NOTICE OF PUBLIC HEARING: Monday, December 10, 2018

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

CASE: 2018-0113

9950731291 0005



PETITIONER: Municipality Of Anchorage-Heritage Land Bank
REQUEST: Public Facility Site Selection for relocation of the Anchorage School District Student Transportation Facility
TOTAL AREA: 33.7 acres
SITE ADDRESS: 4515 CAMPBELL AIRSTRIP ROAD AND 6790 E TUDOR RD, ANCHORAGE, AK 99507
LOCATION: Generally located south of East Tudor Road and east of Campbell Airstrip Road
CURRENT ZONE: PLI Public Lands and Institutions
COM COUNCIL(S): Basher, Scenic Foothills, Campbell Park, University Area
LEGAL DESCR: SAVE II, Tract A (Plat No. 1990-65) and T13N R3W SEC 35 N2NE4NE4

The Planning and Zoning Commission will hold a public hearing on the above matter at 6:30PM, Monday, December 10, 2018 in the Loussac Library Assembly Chambers, 3600 Denali Street, Anchorage, Alaska.

The zoning ordinance requires that you be sent notice because your property, residence, or business is within the vicinity of the petition area. This will be the only public hearing before the commission regarding this case and you are invited to attend and present testimony, if you so desire.

If you would like to comment on the petition, this form may be used for your convenience. Mailing Address: Municipality of Anchorage, Planning Department, P.O. Box 196650, Anchorage, Alaska 99519-6650. For more information call 343-7943; FAX 343-7927. Case information may be viewed online at <http://www.muni.org/CityViewPortal>.

Name:

Erik & Debbie Sprungman

Address:

6843 E. TUDOR RD.

ANCHORAGE, AK 99507

Comments:

Debbie: I worked as a travel nurse for 3 years in the lower 48 (minn.). I am against having this facility in my neighborhood on the following reasons - It is already a high traffic area, buses will be idled slower moving, and decreases air quality. Only complicating matters. Buses don't care if they're in the "scenic" foothills - people do.

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



00720363000
LEMAY PATRICK & JENNIFER LIVING TRUST
4272 CHELSEA WAY
ANCHORAGE, AK, 99504-4518

RECEIVED

NOV 14 2018

PLANNING DEPARTMENT

NOTICE OF PUBLIC HEARING: Monday, December 10, 2018

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

CASE: 2018-0113 9950434518 C051



PETITIONER: Municipality Of Anchorage-Heritage Land Bank
REQUEST: Public Facility Site Selection for relocation of the Anchorage School District Student Transportation Facility
TOTAL AREA: 33.7 acres
SITE ADDRESS: 4515 CAMPBELL AIRSTRIP ROAD AND 6790 E TUDOR RD, ANCHORAGE, AK 99507
LOCATION: Generally located south of East Tudor Road and east of Campbell Airstrip Road
CURRENT ZONE: PLI Public Lands and Institutions
COM COUNCIL(S): Basher, Scenic Foothills, Campbell Park, University Area
LEGAL DESCR: SAVE II, Tract A (Plat No. 1990-65) and T13N R3W SEC 35 N2NE4NE4

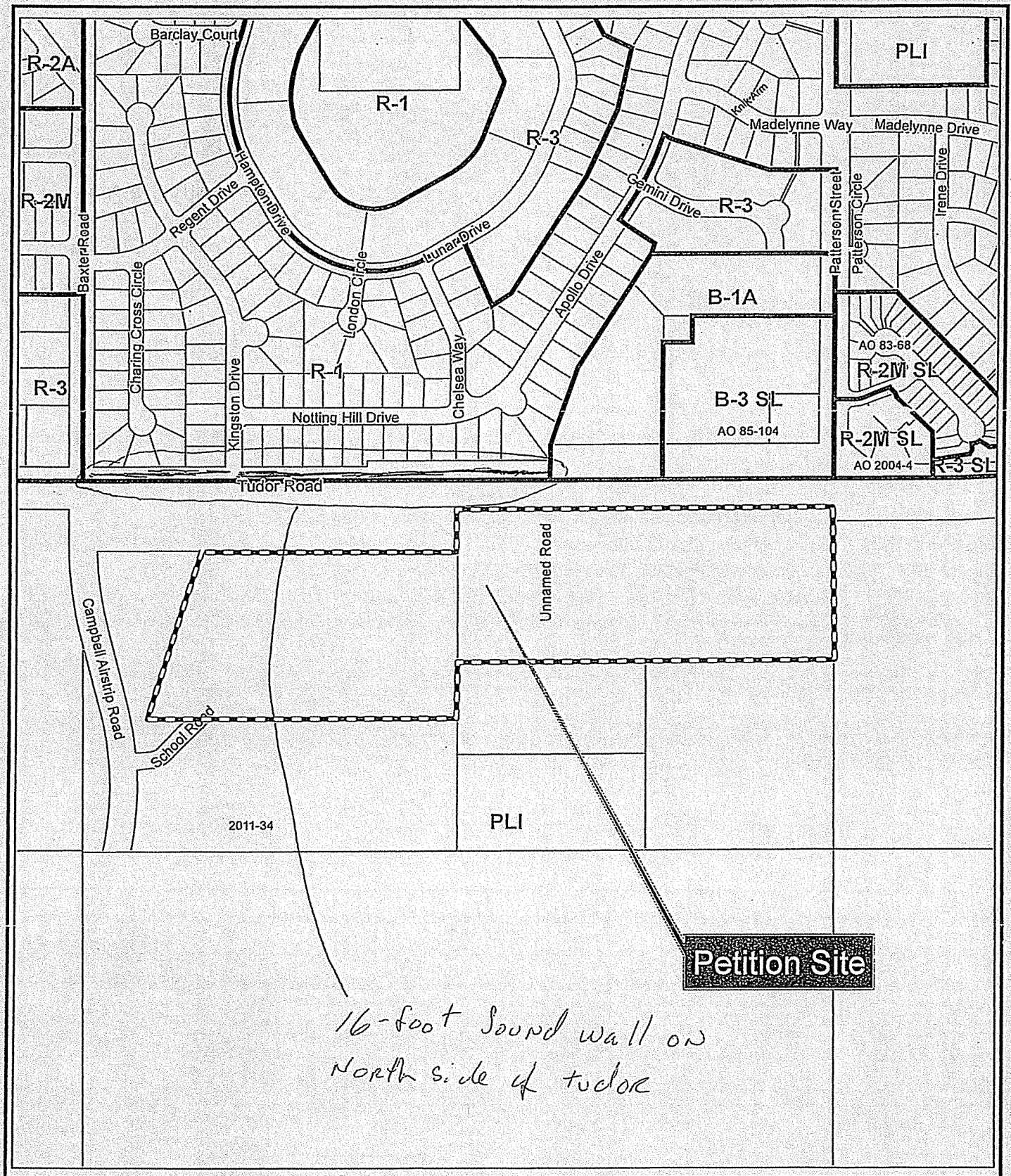
The Planning and Zoning Commission will hold a public hearing on the above matter at 6:30PM, Monday, December 10, 2018 in the Loussac Library Assembly Chambers, 3600 Denali Street, Anchorage, Alaska.

The zoning ordinance requires that you be sent notice because your property, residence, or business is within the vicinity of the petition area. This will be the only public hearing before the commission regarding this case and you are invited to attend and present testimony, if you so desire.

If you would like to comment on the petition, this form may be used for your convenience. Mailing Address: Municipality of Anchorage, Planning Department, P.O. Box 196650, Anchorage, Alaska 99519-6650. For more information call 343-7943; FAX 343-7927. Case information may be viewed online at <http://www.muni.org/CityViewPortal>.

Name: Patrick LeMay
Address: 4272 Chelsea Way
Anchorage, AK 99504
Comments: Our Area of Anchorage is considered a Bedroom Community. We enjoy our quiet mornings with the addition of the bus barn move to the proposed location, our quiet mornings will end. If this proposed location is selected a 16' sound wall needs to be constructed on the North Side of Tudor. See Location Map on Back side for this sound wall.

2018-0113 Site 18



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

FIRST CLASS MAIL

00720188019
FELIX BEVERLY
4142 KINGSTON DR
ANCHORAGE, AK, 99504

RECEIVED

NOV 07 2018

PLANNING DEPARTMENT

NOTICE OF PUBLIC HEARING: Monday, December 10, 2018

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

CASE: 2018-0113 9950434441 0351

PETITIONER: Municipality Of Anchorage-Heritage Land Bank
REQUEST: Public Facility Site Selection for relocation of the Anchorage School District Student Transportation Facility
TOTAL AREA: 33.7 acres
SITE ADDRESS: 4515 CAMPBELL AIRSTRIP ROAD AND 6790 E TUDOR RD, ANCHORAGE, AK 99507
LOCATION: Generally located south of East Tudor Road and east of Campbell Airstrip Road
CURRENT ZONE: PLI Public Lands and Institutions
COM COUNCIL(S): Basher, Scenic Foothills, Campbell Park, University Area
LEGAL DESCR: SAVE II, Tract A (Plat No. 1990-65) and T13N R3W SEC 35 N2NE4NE4

The Planning and Zoning Commission will hold a public hearing on the above matter at 6:30PM, Monday, December 10, 2018 in the Loussac Library Assembly Chambers, 3600 Denali Street, Anchorage, Alaska.

The zoning ordinance requires that you be sent notice because your property, residence, or business is within the vicinity of the petition area. This will be the only public hearing before the commission regarding this case and you are invited to attend and present testimony, if you so desire.

If you would like to comment on the petition, this form may be used for your convenience. Mailing Address: Municipality of Anchorage, Planning Department, P.O. Box 196650, Anchorage, Alaska 99519-6650. For more information call 343-7943; FAX 343-7927. Case information may be viewed online at <http://www.muni.org/CityViewPortal>.

Name: _____

Address: _____

Comments: _____

RECEIVED

NOV 07 2018

PLANNING DEPARTMENT

Municipality of Anchorage, Planning Department.

P.O. Box 196650, Anchorage, Alaska 99519-6650

RE: Notice of public hearing. Case 2018-0113

Public Facilities Site Selection for relocation of the Anchorage School District Student Transportation Facility.

Beverly Felix, Tracy Evans

4142 Kingston Dr

Anchorage, Ak 99504

Comments: To who it may concern. The idea of relocating the ASD student transportation facility to site 18, Located off Tudor/Baxter and Campbell Airstrip Rd is a poor choice.

The surrounding area encompasses 5 schools, both ASD and private. These facilities are all located within a few blocks of the new proposed site. A vast majority of the students in this area walk to and from school daily. Along the sides of already overcrowded and dangerous roads in this area. The addition of 100 plus school busses, the size of tractor trailers entering the traffic corridor at this location will greatly increase the danger to our children, pedestrians, and drivers. The intersection located at this proposed new site consist of two small two lane roads entering Tudor Road. The intersection is grossly undersized and has minimal turning lanes to handle the new volume of traffic that it will receive. Additional traffic at the proposed location will greatly impede the ability of the Anchorage Fire Department located on Campbell Airstrip Road, to respond to any emergencies in this area in a timely manner. The location of this proposed site will also impede the only evacuation route for the residence located off Campbell Airstrip Road. The traffic patterns for Patterson Drive, Kingston Drive and Baxter Road will also be greatly influenced, making it nearly impossible to enter or exit these neighborhoods.

Site 27 would be a much more favorable location for the ASD Student Transportation Facility. This location does not encroach upon any surrounding neighborhoods and is located within a block of its existing location. Surrounded by city and state facilities such as APD, Alaska HWY Department and the Alaska State Trooper, site 27 is accessible by four major intersections with no less than 30 extended turning lanes in place. There would be no impact to the already existing free flowing traffic patterns located in the area as well as no danger to children other pedestrians, drivers or the surrounding community.

Thank you for your time and interest in our comments.

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



00704113000
SHAW DONNA GAIL TRUST AGREEMENT OF SHAW DONNA GAIL TTES
3400 EVERGREEN STREET
ANCHORAGE, AK, 99504-4235

RECEIVED

NOV 07 2018

NOTICE OF PUBLIC HEARING: Monday, December 10, 2018

PLANNING DEPARTMENT

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

CASE: 2018-0113 **9950434235 COS1**

PETITIONER: Municipality Of Anchorage-Heritage Land Bank
REQUEST: Public Facility Site Selection for relocation of the Anchorage School District Student Transportation Facility.
TOTAL AREA: 24.83 acres
SITE ADDRESS: 2955 MULDOON RD, ANCHORAGE, AK 99504
LOCATION: Generally located east of Muldoon Road, north of East 32nd Avenue, and west of Brookridge Circle.
CURRENT ZONE: R2A Two-Family Residential (larger lot)
COM COUNCIL(S): Northeast
LEGAL DESCR: T13N R3W SEC 25 NW4NW4NE4&NE4NW4NE4 PTNS & E2NW4NE4&NW4NW4NE4 PTNS

The Planning and Zoning Commission will hold a public hearing on the above matter at 6:30PM, Monday, December 10, 2018 in the Loussac Library Assembly Chambers, 3600 Denali Street, Anchorage, Alaska.

The zoning ordinance requires that you be sent notice because your property, residence, or business is within the vicinity of the petition area. This will be the only public hearing before the commission regarding this case and you are invited to attend and present testimony, if you so desire.

If you would like to comment on the petition, this form may be used for your convenience. Mailing Address: Municipality of Anchorage, Planning Department, P.O. Box 196650, Anchorage, Alaska 99519-6650. For more information call 343-7943; FAX 343-7927. Case information may be viewed online at <http://www.muni.org/CityViewPortal>.

Name: Donna Gail Shaw

Address: 3400 Evergreen Street

Anchorage, AK 99504

Comments: See attached letter -

October 31, 2018

Municipality of Anchorage, Planning Dept.
P.O. Box 196650
Anchorage, AK

Dear MOA Planning Department:

It is my understanding that there is a plan to relocate the ASD bus operation from 3580 Tudor Rd. to 2955 Muldoon Rd. (Case: 2018-0113). I am writing to express my opposition to both the rezoning of this area and to the relocation of the bus operation to this residential area. This is an established residential area. I purchased a duplex on East 32nd Ave. in the early 90s and still own this property. I currently reside on Evergreen Street, which is less than half a mile from the proposed bus operation relocation site.

The negative impacts to my neighborhood will be significant. Relocation of the bus operation to this site will have the following impacts.

1) It will affect the air quality in the area. The emissions from 120 bus engines being warmed on cold mornings will be significant and detrimental to the health of residents. (*The Toxicity of Diesel Exhaust: Implications for Primary Care* from the Journal of the American Board of Family Medicine at <http://www.jabfm.org/content/21/1/55.full> and *School Bus Pollution and Changes in the Air Quality at Schools: A Case Study* from the Journal of Environmental Monitoring at <https://med.uc.edu/docs/default-source/Environmental-Health/li-c-school-bus-pollution-jem.pdf?sfvrsn=2>)

The following information in reference to diesel exhaust from school buses can be found on the U.S. Environmental Protection Agency website at <https://www.epa.gov/schools-transportation/schools-school-buses>. While this information specifically addresses idling buses at schools, it can apply to idling school buses at a bus facility in close proximity to homes.

Buses idling at schools can produce concentrated diesel exhaust emissions inside and outside schools.

Diesel exhaust can cause lung damage when inhaled and has been identified as a likely cause of cancer.

The soot and gases emitted by diesel engines are associated with:

- Acute eye, throat and bronchial irritation
- Exacerbation of asthma and allergies
- Potential interference with lung development in children

In addition to impacting human health, diesel exhaust also harms the environment by contributing to smog formation and acid rain.

2) It will increase noise pollution. The constant beeping of the back-up safety feature as well as engine noise from 120 buses in the early morning hours and afternoons will disrupt the peaceful quietness of this neighborhood. Residents should not be subjected to this type of noise when the homes they purchased were in a residential area.

3) It will increase light pollution. One of the nicest features of this neighborhood is being able to enjoy the night sky without excessive light. The addition of artificial lighting that is adequate enough to protect the safety of the drivers and other personnel as well as security of the equipment will be unpleasant for the residents and may have negative health consequences. *Missing the Dark: Health Effects of Light Pollution* from Environmental Health Perspectives at <https://www.ncbi.nlm.nih.gov/pmc/articles/PMC2627884/>

4) It will cause traffic congestion. This area already has high traffic and adding 120 buses, plus an additional 120 or more personal vehicles of the bus drivers and other employees, to the mix will cause significant trafficability access and egress issues. According to Robin Ward, about 50 buses will need to use East 32nd Ave. each afternoon and another 50 or so will be turning east off Muldoon Road to return to the facility. It is unclear how many buses will access East 32nd Ave. each morning. Robin Ward indicated that most of the buses would turn north on Muldoon Road each morning, and that the turn on Muldoon Road would not be at a traffic signal. At the current location of the bus operation, the turn onto Muldoon Road is at a traffic signal. The access and egress issues at this site are significant. Traveling on East 32nd Ave. in the winter months is an even bigger challenge with snow piled high resulting in a narrower roadway.

5) It will increase the potential for environmental pollution. According to Robin Ward, there will be fuel on this site and maintenance of buses will be conducted on site. The potential for the negative effects of an environmental accident and environmental pollution will be increased for this residential area. I did not buy a home in a residential area to be exposed to environmental pollutants from a transportation operation. This area is also very close to a wetlands area.

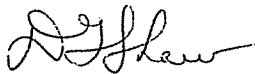
6) It will add another unsightly operation to a location with beautiful mountain views. People who purchased property in a residential area should not be subjected to this type of unattractive development. It is bad enough to have to look at the deteriorating Totem Theater, but that is not a justification to add another unattractive operation to the area.

7) It may impact property values. I have heard from several residents who are concerned that a transportation operation of this magnitude near their homes will reduce property values. I was unable to find research that directly addresses the impact of a school bus operation being placed in a residential area, probably because it is simply not done. However, I did find some evidence that supports the

fear of Scenic Foothills residents that this type of operation could result in a decrease in property values, particularly within close proximity to the site. I know that I would not buy a home that is across the street from or that backs up to this type of operation. Yet, if this operation is relocated to this residential area, my property will be directly across the street from it.

No one with whom I have communicated wants the ASD bus operation near his/her own home or in any other residential area. It belongs in an area that is suitable for a transportation industry. If such a site cannot be found, please leave it where it is.

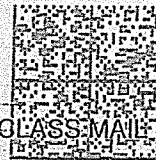
Sincerely,

A handwritten signature in cursive script, appearing to read "D. G. Shaw".

Donna Gail Shaw
3400 Evergreen Street
Anchorage, AK 99504
Owner: 8122 East 32nd Ave.
907/333-2072

Note: Links may need to be copied to a browser to work properly.

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



U.S. POSTAGE >> PITNEY BOWES



FIRST CLASS MAIL

ZIP 99501 \$ 000.47⁹
02 1W
0001394691 OCT 24 2018

00720203002
SNELL WILLIAM R & BARBARA A
6603 LUNAR DR
ANCHORAGE, AK, 99504-4550

RECEIVED

NOV 07 2018

PLANNING DEPARTMENT

NOTICE OF PUBLIC HEARING: Monday, December 10, 2018

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

CASE: 2018-0113 9950434550 C051

PETITIONER: Municipality Of Anchorage-Heritage Land Bank
REQUEST: Public Facility Site Selection for relocation of the Anchorage School District Student Transportation Facility.
TOTAL AREA: 33.7 acres
SITE ADDRESS: 4515 CAMPBELL AIRSTRIP ROAD AND 6790 E TUDOR RD, ANCHORAGE, AK 99507
LOCATION: Generally located south of East Tudor Road and east of Campbell Airstrip Road
CURRENT ZONE: PLI Public Lands and Institutions
COM COUNCIL(S): Basher, Scenic Foothills, Campbell Park, University Area
LEGAL DESCR: SAVE II, Tract A (Plat No. 1990-65) and T13N R3W SEC 35 N2NE4NE4

The Planning and Zoning Commission will hold a public hearing on the above matter at 6:30PM, Monday, December 10, 2018 in the Loussac Library Assembly Chambers, 3600 Denali Street, Anchorage, Alaska.

The zoning ordinance requires that you be sent notice because your property, residence, or business is within the vicinity of the petition area. This will be the only public hearing before the commission regarding this case and you are invited to attend and present testimony, if you so desire.

If you would like to comment on the petition, this form may be used for your convenience. Mailing Address: Municipality of Anchorage, Planning Department, P.O. Box 196650, Anchorage, Alaska 99519-6650. For more information call 343-7943; FAX 343-7927. Case information may be viewed online at <http://www.muni.org/CityViewPortal>.

Name: William R. Snell

Address: 6603 Lunar Dr.

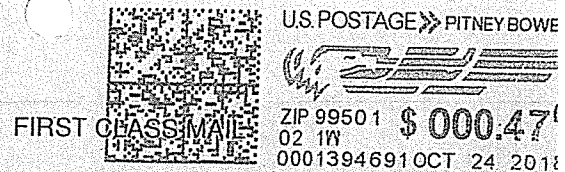
Anchorage, AK 99504

Comments:

Supportive of the proposed project provided the limitations by the
growth action and taking concerns are met.

W. R. Snell

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



00720172000
STEFFENS GARY M & PERRY E
6730 NOTTING HILL DR
ANCHORAGE, AK, 99504-4563

RECEIVED

NOV 05 2018

PLANNING DEPARTMENT

NOTICE OF PUBLIC HEARING: Monday, December 10, 2018

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

CASE: 2018-0113 9950434563 C051 

PETITIONER: Municipality Of Anchorage-Heritage Land Bank
REQUEST: Public Facility Site Selection for relocation of the Anchorage School District Student Transportation Facility
TOTAL AREA: 33.7 acres
SITE ADDRESS: 4515 CAMPBELL AIRSTRIP ROAD AND 6790 E TUDOR RD, ANCHORAGE, AK 99507
LOCATION: Generally located south of East Tudor Road and east of Campbell Airstrip Road
CURRENT ZONE: PLI Public Lands and Institutions
COM COUNCIL(S): Basher, Scenic Foothills, Campbell Park, University Area
LEGAL DESCR: SAVE II, Tract A (Plat No. 1990-65) and T13N R3W SEC 35 N2NE4NE4

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Name: GARY STEFFENS
Address: 6730 NOTTING HILL DRIVE, ANCH, AK 99504
(I LIVE DIRECTLY ACROSS TUDOR FROM THIS OPTION)
Comments: I AM ABSOLUTELY AGAINST THIS. INCREASING INDUSTRIAL
SPRAWL INTO A RESIDENTIAL / PRISTINE AREA WHILE THE
POPULATION OF ANCHORAGE IS IN DECLINE & MALLS ARE
VACANT MAKES NO SENSE. THE SALE OF THE CURRENT
BUS TRANSIT LOCATION TO PRIVATE ENTITY FOR
CORPORATE PROFIT FEELS UNETHICAL. WHAT WILL
A NEW BUS TRANSIT CENTER ULTIMATELY COST
THE TAXPAYERS OF ANCHORAGE?

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



00720114003
ALLEN JANET K
6912 GEMINI DR
ANCHORAGE, AK, 99504-4520

RECEIVED

NOV 02 2018

PLANNING DEPARTMENT

NOTICE OF PUBLIC HEARING: Monday, December 10, 2018

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

CASE: 2018-0113 9950434520 C051

PETITIONER: Municipality Of Anchorage-Heritage Land Bank
REQUEST: Public Facility Site Selection for relocation of the Anchorage School District Student Transportation Facility.
TOTAL AREA: 33.7 acres
SITE ADDRESS: 4515 CAMPBELL AIRSTRIP ROAD AND 6790 E TUDOR RD, ANCHORAGE, AK 99507
LOCATION: Generally located south of East Tudor Road and east of Campbell Airstrip Road
CURRENT ZONE: PLI Public Lands and Institutions
COM COUNCIL(S): Basher, Scenic Foothills, Campbell Park, University Area
LEGAL DESCR: SAVE II, Tract A (Plat No. 1990-65) and T13N R3W SEC 35 N2NE4NE4

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The zoning ordinance requires that you be sent notice because your property, residence, or business is within the vicinity of the petition area. This will be the only public hearing before the commission regarding this case and you are invited to attend and present testimony, if you so desire.

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Name: Janet K. Allen

Address: 6912 Gemini Drive
Anchorage AK 99504

Comments: I have several concerns about this site. The first is its proximity to the botanical garden, currently one of the most serene spots in Anchorage. The second is the impact on traffic. Campbell Airstrip Road is only two lanes wide and is the sole outlet for Steeplegain Heights. The Campbell/Tudor intersection is already busy with traffic to and from the glen. The third concern is environmental, with the potential for pollution from noise, vehicle exhaust, and runoff from pavement affecting Campbell Creek and Far North Bicentennial Park.
I will be travelling outside the US at the time for the scheduled hearing.

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



00712209000
MILLS SCOTT R
4224 IRENE DRIVE
ANCHORAGE, AK, 99504-4629


RECEIVED

OCT 31 2018

PLANNING DEPARTMENT

NOTICE OF PUBLIC HEARING: Monday, December 10, 2018

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

CASE: 2018-0113 3950434629 COSI 

PETITIONER: Municipality Of Anchorage-Heritage Land Bank
REQUEST: Public Facility Site Selection for relocation of the Anchorage School District Student Transportation Facility.
TOTAL AREA: 33.7 acres
SITE ADDRESS: 4515 CAMPBELL AIRSTRIP ROAD AND 6790 E TUDOR RD, ANCHORAGE, AK 99507
LOCATION: Generally located south of East Tudor Road and east of Campbell Airstrip Road
CURRENT ZONE: PLI Public Lands and Institutions
COM COUNCIL(S): Basher, Scenic Foothills, Campbell Park, University Area
LEGAL DESCR: SAVE II, Tract A (Plat No. 1990-65) and T13N R3W SEC 35 N2NE4NE4

The Planning and Zoning Commission will hold a public hearing on the above matter at 6:30PM, Monday, December 10, 2018 in the Loussac Library Assembly Chambers, 3600 Denali Street, Anchorage, Alaska.

The zoning ordinance requires that you be sent notice because your property, residence, or business is within the vicinity of the petition area. This will be the only public hearing before the commission regarding this case and you are invited to attend and present testimony, if you so desire.

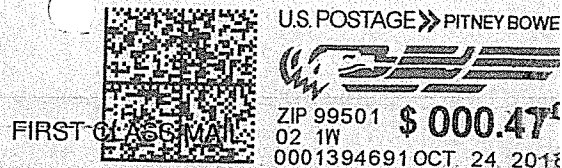
If you would like to comment on the petition, this form may be used for your convenience. Mailing Address: Municipality of Anchorage, Planning Department, P.O. Box 196650, Anchorage, Alaska 99519-6650. For more information call 343-7943; FAX 343-7927. Case information may be viewed online at <http://www.muni.org/CityViewPortal>.

Name: _____

Address: _____

Comments: Very Much Against This.

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



00729316000
BOICE GEORGE E JR & KRUAWAN
8451 BROOKRIDGE DRIVE
ANCHORAGE, AK, 99504

RECEIVED

OCT 31 2018

PLANNING DEPARTMENT

NOTICE OF PUBLIC HEARING: Monday, December 10, 2018

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

CASE: 2018-0113 550434197 0081

PETITIONER: Municipality Of Anchorage-Heritage Land Bank
REQUEST: Public Facility Site Selection for relocation of the Anchorage School District Student Transportation Facility.
TOTAL AREA: 24.83 acres
SITE ADDRESS: 2955 MULDOON RD, ANCHORAGE, AK 99504
LOCATION: Generally located east of Muldoon Road, north of East 32nd Avenue, and west of Brookridge Circle.
CURRENT ZONE: R2A Two-Family Residential (larger lot)
COM COUNCIL(S): Northeast
LEGAL DESCR: T13N R3W SEC 25 NW4NW4NE4&NE4NW4NE4 PTNS & E2NW4NE4&NW4NW4NE4 PTNS

The Planning and Zoning Commission will hold a public hearing on the above matter at 6:30PM, Monday, December 10, 2018 in the Loussac Library Assembly Chambers, 3600 Denali Street, Anchorage, Alaska.

The zoning ordinance requires that you be sent notice because your property, residence, or business is within the vicinity of the petition area. This will be the only public hearing before the commission regarding this case and you are invited to attend and present testimony, if you so desire.

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Name:

GEORGE BOICE

Address:

8451 BROOKRIDGE DR.

ANCH. AK 99504

Comments:

WHERE WILL THE ENTRANCE & EXIT BE FROM?
WE HAVE A HARD TIME GETTING OUT FROM 32ND AVE
NOW. WE DO NOT NEED IT HARDER. ABSOLUTELY
NOT IF YOU ARE PLANNING ON USING 32ND AVE.
THE PEOPLE LIVING HERE DO NOT NEED THE
EXTRA TRAFFIC TO MESS UP THERE DAYS

Sincerely George Boice



**Alaska
Botanical
Garden**

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Michael A. Monterusso



October 29, 2018

Robin Ward
Real Estate Department Director and Chief Housing Officer
4700 Elmore Road, 2nd floor
Anchorage, AK 99507

Dear Robin,

The Alaska Botanical Garden Executive Director and Board of Directors wishes to go on record as opposing the proposed school bus barn on Site 18. We are concerned that this is an incompatible development directly adjacent to the Garden. In an article published in the Anchorage Daily News on October 12, 2018, Jeff Lowenfels clearly articulated several issues of concern regarding this incompatible usage. In addition to points brought up by Mr. Lowenfels, the Garden is also concerned that various automotive lubricants, oils, and onsite fuel storage may potentially contaminate the groundwater or nearby wetlands. The Garden has a well that provides both potable water for the public and water for the botanical collections. Additionally, bus traffic through the Benny Benson school parking lot and on Campbell Airstrip Rd would adversely impact access to and from Garden.

Of the sites under consideration, we believe Site 27 is more compatible with the type of usage described given its location in an existing commercial/industrial area and not adjacent to a residential zone, school, and major tourist attraction.

Thank you for the opportunity to provide input to the decision-making process. If there are any further questions, please contact me directly at (907) 562-7010.

Sincerely,

Michael A. Monterusso
Executive Director
Alaska Botanical Garden

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



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BRANDAL ANDREW O & ANGILA K
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ANCHORAGE, AK, 99504-4100

RECEIVED

OCT 29 2018

PLANNING DEPARTMENT

NOTICE OF PUBLIC HEARING: Monday, December 10, 2018

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

CASE: 2018-0113 9950434100 C081

PETITIONER: Municipality of Anchorage Heritage Land Bank
REQUEST: Public Facility Site Selection for relocation of the Anchorage School District Student Transportation Facility.
TOTAL AREA: 24.83 acres
SITE ADDRESS: 2955 MULDOON RD, ANCHORAGE, AK 99504
LOCATION: Generally located east of Muldoon Road, north of East 32nd Avenue, and west of Brookridge Circle.
CURRENT ZONE: R2A Two-Family Residential (larger lot)
COM COUNCIL(S): Northeast
LEGAL DESCR: T13N R3W SEC 25 NW4NW4NE4&NE4NW4NE4 PTNS & E2NW4NE4&NW4NW4NE4 PTNS

The Planning and Zoning Commission will hold a public hearing on the above matter at 6:30PM, Monday, December 10, 2018 in the Loussac Library Assembly Chambers, 3600 Denali Street, Anchorage, Alaska.

The zoning ordinance requires that you be sent notice because your property, residence, or business is within the vicinity of the petition area. This will be the only public hearing before the commission regarding this case and you are invited to attend and present testimony, if you so desire.

If you would like to comment on the petition, this form may be used for your convenience. Mailing Address: Municipality of Anchorage, Planning Department, P.O. Box 196650, Anchorage, Alaska 99519-6650. For more information call 343-7943; FAX 343-7927. Case information may be viewed online at <http://www.muni.org/CityViewPortal>.

Name:

Andrew & Angila Brandal

Address:

2910 Brookridge Cir.
Anchorage, AK 99504

Comments:

HIGHLY AGAINST!! Not Good place
for buses. Pollution settles in our valley. You will
reduce our air quality immensely. Having Bus /
transportation in the back yard of a school sounds
like a extreme safety for the children. BAD
IDEA. Look in sand lake area. Any where
but east Anchorage, where our winter
air quality is already an issue, even
before your buses, trucks, plows, etc. start
smogging up our back yard.
Sincerely, concerned voter,
parent, home owner

66

Ward, Robin E.

From: Ronnie Brown <rgurl3.4@gmail.com>
Sent: Wednesday, October 3, 2018 5:51 PM
To: Ward, Robin E.
Subject: Bus barn

I apologize for not getting to the meeting last night.

First question, what is wrong with the current location?

Second question, why are they trying to put buses in an area of homes and schools and local businesses. Bus barns belong in an industrial area, not neighborhoods.

I oppose these selections to our neighborhoods. (District 27) Out Martin Luther King drive, where there aren't homes and children and local walking areas to local stores is the best place. Why is Muni trying to put these big buses and their grease and carbon monoxide and driving hazards and congestion in our neighborhood. I oppose this wholeheartedly. this is wrong. Huge hazards like this need to be out away from homes and children and areas of gentle commerce. thank you for listening. Rowena Brown, constituent of district 27

Ward, Robin E.

From: Charles Sloan <charliesak@gmail.com>
Sent: Wednesday, October 3, 2018 3:58 PM
To: Ward, Robin E.
Subject: Site for new bus barn location

Hi Robin

You may not remember me, but we both attended East Anchorage UMC some years ago. I'm writing to protest the possible move to a site across Tudor from Kuladis. I live close by on Apollo drive. I have several concerns with this location: 1. Traffic hazards where Tudor is a high speed route close to a curve and a hill crest that limit sight distance. 2. Proximity to a residential neighbor hood with increased traffic, noise, and air pollution from those cold starts on winter mornings. For these reasons, I would prefer the alternative site near Martin Luther King Ave. thank you for your consideration on this matter.

Charles Sloan

Sent from my iPad

Ward, Robin E.

From: Conatser, Dawn (Hawk Consultants, LLC) <Dawn.Conatser@contractor.conocophillips.com>
Sent: Wednesday, October 3, 2018 11:32 AM
To: Ward, Robin E.
Subject: Bus Barn

Hello,

Thanks for providing your email so that we could comment on the Bus Barn.

I will say that although site #5 "meets the criteria" of the study done by Dowl, it seems to only continue to confuse the issue since residents have been told by Mayor Berkowitz "that he heard us" and would make a different plan and even enjoyed a piece of our No Bus Barn cake. It's almost like a "threat" to say if one of these 2 sites don't pass, then you'll have to go back and look at the other 3 sites of which #5 is one of them. It would make a lot of us feel a whole lot better if you folks would just **remove our site** from the list & conversation if Mayor Berkowitz is honest that he indeed heard us.

I actually don't like either of the sites proposed. Feeding those buses into morning and afternoon commutes for people trying to get across town and/or out of town is just ridiculous. Although people said this isn't a case of "not in our back yard" it really is exactly that. If you folks would consider the site on Debarr that is close to Wal-Mart there's not a whole lot over there but Wal-Mart, Fred Meyer, Alaska USA, etc. and they're not going to care if a bus barn goes in over there.

Anyway I do understand that this Bus Barn serves the East Side community but I feel there's a rush put on the project because the city wants their "free" building and the investor(s) wants to build their project, and those who are going to pay for this "rush" job, are east side residents.

Sincerely,

Dawn Conatser-Kuhlman

Ward, Robin E.

From: Jack Walker <cspjack@gmail.com>
Sent: Wednesday, October 3, 2018 9:39 AM
To: Ward, Robin E.
Subject: Anchorage "Bus Barn" Site Selection

Dear Ms. Ward:

Thank you for holding the community meeting regarding the Anchorage School District Student Transportation Facility site selection on October 2, 2018. I am a 37-year resident of east Anchorage, and reside at 7320 Montagne Circle. I am a member of the Section 6/Campbell Airstrip Road Limited Road Service Area Board of Supervisors (Seat C). The "bus barn" sites described in the September 2018 "Site Selection Study Anchorage School District Student Transportation Facility" for the Municipality of Anchorage included two recommended sites, identified as Site 18 and Site 27.

Site 18 is not acceptable for the bus barn due to public safety at the intersection of Campbell Airstrip Road and Tudor Road. This two-lane / four-lane intersection with turn lanes does not have the capacity to handle the additional traffic associated with the bus barn school bus drivers, bus attendants, maintenance workers, and other staff associated with the ASD Student Transportation Maintenance Facility. Campbell Airstrip Road is a local street not suitable for the bus barn use.

Site 27 is clearly a better site situated among higher capacity roads. Access to Site 27 via Elmore Road, Martin Luther King Junior Avenue, and Tudor Road are far superior to options for Site 18. I did not understand your statement in the Oct. 2 meeting that a new access to Tudor Center will be required for Site 27.

I would be happy to discuss this with you any time. I can be reached at 907-338-1418.

Regards,
Jack Walker

Ward, Robin E.

From: Reno <areno@gci.net>
Sent: Tuesday, October 2, 2018 9:59 PM
To: Mayor Berkowitz
Cc: Tracy Reno; Ward, Robin E.
Subject: Anchorage School District (ASD) Student Transportation Facility (Bus Barn) Relocation - support Site 27 Near APD

Dear Mayor Berkowitz,

I would like to request that you support Site 27 for the location to accommodate the ASD Bus Barn at MLK and Tudor Center.

My family has lived in the Scenic Foothills subdivision for over 22 years. My 24 year old attended Scenic Park Elementary, Wendler and Begich Middle Schools and Bartlett High School. My 14 year old son currently attends Bartlett High School.

The other sites proposed are not compatible with the surrounding neighborhoods. I have the following concerns:

1. Light Industrial Transportation Facility next to a residential neighborhood and school.
2. Traffic/Safety - Buses and fuel trucks traveling next to children and their schools.

Students walking on the 32nd (only one sidewalk on far side) and the along driveway with dozens of buses and fuel trucks everyday. Narrowing of road and danger to children with lack of snow removal/piling up of snow berms. Back up of traffic turning off and on to 32nd and Campbell Airstrip Rd.

3. Environmental - diesel exhaust, refueling of diesel to storage tanks, ground contamination from de-greasers, de-icer, potential fuel spills, etc. Cold air inversion - lack of wind, area colder than current location on Tudor affecting homes adjacent to location. All sites except for the two on MLK and Tudor.
4. Noise - 75-120 buses warming up every morning, back up beeping.
5. Communication with this project is again a concern. Title 21's 500 ft. notification area is inadequate and must be changed/expanded.

6. This proposed rezone was not included in the East Anchorage District Plan (2014).

Anchorage 2020 – Anchorage Bowl Comprehensive Plan Guidance Page 3

Balance of Commercial and Industrial Land. Preserve a balanced supply of commercial and industrial land that is compatible with surrounding uses and has access to transportation networks

Compatible Development. Promote development that respects the scale and character of existing neighborhoods, contributes to neighborhoods of lasting value and vitality, and is supported by investment in local amenities and services.

Page 23 LUP 7.1. Preserve, accommodate, and contribute to the character, scale, and identity of established neighborhoods as new housing and mixed-use development occurs. Protect and restore the natural environment as development occurs in these neighborhoods.

“The overarching goal of the East Anchorage District Plan (2014) is to enhance the quality of life for existing and future East Anchorage citizens by planning smartly for future population growth and other changes in the District.”

These site proposals will not enhance the quality of life for those living next to this project or the children that will attend the future school on 32nd, the existing Benny Benson school or next to the new city center on DeBarr or children walking near Begich Middle School.

I appreciate your consideration and request that you support Site 27 for the Bus Barn relocation.

Sincerely,

Tracy Reno
3933 Roundtop Circle
Anchorage, AK 99504
areno@gci.net
907-227-2193

Ward, Robin E.

From: Katherine Karabelnikoff <kkarabelnikoff@gmail.com>
Sent: Tuesday, October 2, 2018 12:28 PM
To: Ward, Robin E.
Subject: EAST ANCHORAGE BUS BARN PROPOSAL

Robin,

I just wanted to give you a recommendation that if the Campbell airstrip site is chosen and moves forward it is HIGHLY suggested that at the traffic signal light at Tudor and Campbell Airstrip/Baxter there needs to be a designated left turn arrow to allow traffic from Campbell airstrip to turn westbound on to Tudor Rd. Since the updates on Campbell Airstrip with the bike path there is now a cross walk on that side of the intersection and it can be extremely difficult to turn westbound while yielding to the traffic turning from Baxter Rd and pedestrians. I believe that with the extra traffic as well as buses it would be imperative to have this traffic signal.

Thank you for allowing for public input. If you have any further questions please let me know.

Kind regards,
Katherine Karabelnikoff

Ward, Robin E.

From: Courtney LC Everard <clcpenguin@hotmail.com>
Sent: Tuesday, October 2, 2018 10:17 AM
To: Ward, Robin E.
Subject: Meeting Notice on ASD Bus Barn

Dear Robin Ward,

I received the update below from Senator Cathy Giessel. I shared my concerns with her regarding the issue of moving the Bus Barn, and I wanted to share my concerns with you as well.

I have not seen much info on this Bus Barn issue, but my main question is whether this move is necessary. Is there a good and worthwhile reason the Bus Barn is being moved in the first place? Does the current location no longer function as needed? Obviously, a move will require time, funds, and the upheaval of a certain area, and this is a waste of our resources if it is not a true necessity. The city and state are always concerned about budget, and we hear constantly about ASD not having enough money, so it concerns me to think we are spending funds on an unnecessary project.

I believe the current location is fine in terms of pure location.

If it is inevitable that the Bus Barn will be moved, I think we need to choose a site that requires as little change and funding as possible. It seems to me that the top two recommended sites (Tudor Road & Campbell Airstrip Road and MLK Jr & Tudor Centre Drive) would both require clear cutting to create an open space for the Bus Barn and would change the landscape in a negative way. From the five options, it seems the DeBarr and Patterson location is the only one that would require little change of the current landscape and would not obstruct neighborhoods.

Again, I would like to stress that, first and foremost, we should confirm that this move is truly necessary.
Thank you for your time.
Courtney Everard

Courtney LC Everard
clcpenguin@hotmail.com

From: Senator Cathy Giessel's Newsletter <sen.cathy.giessel@akleg.gov>
Sent: Monday, October 1, 2018 11:30 AM

To: clcpenguin@hotmail.com
Subject: Meeting Notice on ASD Bus Barn

Senator Cathy Giessel



Dear Friends and Neighbors:

PUBLIC MEETING on ASD Student Transport Facility

Get involved and share your comments and input!

**Tuesday, October 2nd
6:00pm-7:30pm**

at the
Permit & Development Center, located at 4700
Elmore Rd.

The Anchorage School District Student
Transportation Facility (or Bus Barn) is currently
at the corner of Tudor and Elmore and is being
relocated. The Muni has completed a site selection
study and of the 5 locations 3 of them are located
in District 27.

Site 13: Northeast Corner of Debarr and
Patterson Street

Site 18: Tudor Road & Campbell Airstrip Road

Site 21: Martin Luther King Jr. Ave (beside the
Crime Lab)

Site 22: Corner of Muldoon and 32nd Ave. (beside
Totem Theatre)

Site 27: Corner of Martin Luther King Jr. and
Tudor Centre Drive

The Site Selection Study is recommending Site 18
or Site 27.

Click Site Selection Study to view the Site Study
and proposed locations.

For More info or to send in your comments
contact Robin E. Ward at 343-7536 or
WardRE@muni.org

Come join our neighbors at the meeting October
2nd!



Email Me Here

Senator Cathy Giessel's Newsletter, 1500 W. Benson Blvd., Anchorage, AK 99503

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Sent by sen.cathy.giessel@akleg.gov in collaboration with

Ward, Robin E.

From: Reno <areno@gci.net>
Sent: Monday, October 1, 2018 9:22 PM
To: Ward, Robin E.
Cc: Tracy Reno
Subject: Bus barn relocation

Dear Ms. Ward,

I was unable to attend the Public Facility Site Selection community meeting for the Relocation of the Anchorage School District Student Transportation Facility tonight.

I would like to express my concerns for the future location.

1. This industrial use facility does not belong near a school or residences.
2. Site 21 or Site 27 are my preference because they are already owned by the government and have better access for buses to enter and exit.
3. Site 21 and 27 are near the existing location, are in a light industrial area away from housing and schools.
4. I do not support Sites 13, 18 or 22.

Sincerely,
Tracy Reno
907-227-2193
areno@gci.net

Ward, Robin E.

From: carolyngraham@aol.com
Sent: Monday, October 1, 2018 8:10 PM
To: Ward, Robin E.
Subject: Re: ASD bus barn

I would select the location closest to the Anchorage Police facility which I think is Site 27. I didn't review the land at Patterson and Debarr as site selection but the last I knew the ground was contaminated because of a large construction company polluting this land many years so I would reevaluate if I were the Muni. I don't support movement period but definitely not at 32nd and Muldoon or any place where the buses would be using Muldoon or Tudor Rd. Why aren't we looking at a Westside or Southside location where more warehouses are? Carolyn Graham

Ward, Robin E.

From: Ahrens Family <dcahrens@alaska.net>
Sent: Monday, October 1, 2018 1:36 PM
To: !MAS Assembly Members; Petersen, Pete; Dunbar, Forrest; Mayor Berkowitz
Cc: Ward, Robin E.; Representative.Lance.Pruitt@akleg.gov
Subject: Bus Barn Relocation

My name is Caroline Ahrens and I have lived in the Baxter and Stuckagain Heights area since 1989. I have read through the "Site Selection" reports for the ASD Bus Barn Relocation and understand that it comes down to 2 possible choices #27 and #18. Thanks to Rep.Lance Pruitt and NextDoor for making us aware of this.

Strongly oppose doesn't really come close to my feeling on MOA putting a 120 bus Transportation Facility at the bottom of Campbell Airstrip Road and what is possibly one of the most dangerous intersections in Anchorage, Tudor and Baxter. Nor do I see the impact of the Alaska Botanical Gardens or Fire Station 14 in the report. The mention of Benny Benson High School is only in the context of a road access not its students. And dare I say that the new 63 unit Baxter Senior Housing across the street will add even more traffic to the intersection and people breathing the air.

Could you please direct me to the following resources:

1. Traffic study for adding 120 busses and 120+ employee cars to the intersection of Campbell Airstrip Road/Baxter and Tudor Road, a major arterial East/West commuter state road.
2. SWPPT plan for run off water and chemicals from a facility next to Class A wetlands, bogs, and parkland trails.
3. Exhaust fume study for Air Quality in the area for the Pre-School across the street, the High School next door, the Botanical Gardens, and Scenic Park Elementary School on Patterson and it's surrounding housing. Not to mention the Far North Bicentennial Park and its users, Fire Station 14 and the Stuckagain Heights neighborhood.

We already have a snow dump on one side of Campbell Airstrip, with dump traffic in the winter, we do not need another commercial facility on the other side. To say that this facility "...is considered such a public purpose, and is consistent with development of adjacent land.." is truly a stretch. We need to preserve and manage the areas of East Anchorage for public use. Site #18 as a Bus Barn does not improve the area.

The choice with the least impact to the residents and wildlife of East Anchorage is #27, please do the right thing.

Sincerely

80

Caroline Ahrens
East Anchorage Resident
Since 1989

Ward, Robin E.

From: Judith Brendel <loonranger4@yahoo.com>
Sent: Monday, October 1, 2018 1:27 PM
To: Ward, Robin E.
Subject: Bus barn

I disagree with the recommendation for site 18 or 27. The air quality on the east side is probably not meeting EPA standards now, a bus barn would certainly make it worse. Both of these sites are high traffic areas now, especially site 18. Move to midtown, more central area.
Judith Brendel

Sent from Yahoo Mail on Android

Ward, Robin E.

From: Ryan McGhan <ryanmcghan11@gmail.com>
Sent: Monday, October 1, 2018 1:00 PM
To: Ward, Robin E.
Subject: Proposal to relocate the MOA ASD Student Transportation Maintenance Facility
Attachments: Bus barn letter.docx

robin--

thank you for your time on the phone today. please forward my comments to the planning board and the assembly, and/or please provide their contacts so that i can do so myself.

-ryan mcghan

October 1, 2018

To Whom It May Concern:

I am writing to provide public comment on the proposal to relocate the MOA ASD Student Transportation Maintenance Facility.

I reviewed the Site Selection Study, and found it to be very informative.

I am a resident of Stuckagain Heights, and I writing to encourage the MOA to strongly consider selecting Site 27 instead of Site 18.

My chief concern regarding the selection of Site 18 pertains to traffic flow on Campbell Airstrip Road. Currently, it is the only road into or out of our neighborhood, and we currently share the road with others using the parks, the Botanic Gardens, Benny Benson School, the Fire Department, and the snow dump.

Leaving our neighborhood can be quite challenging at the intersection of Campbell Airstrip Road and Tudor; crossing to Baxter northbound or making a right to head east on Tudor is easy, but most traffic is heading west. Although there is a turn lane, we

must yield to pedestrians crossing the newly installed crosswalk, to traffic crossing northbound from Baxter, and must compete with the bulk flow of traffic from Baxter which is turning right also trying to head west on Tudor. While I understand some of the bus traffic may have direct access to Tudor, any substantial increase in traffic on Campbell Airstrip road, especially westbound Tudor traffic, will make for an untenable situation.

I understand the barriers to Site 27 in terms of class B and C wetlands, as well as the need for fill and for permitting to access Tudor Center, but I would hope that exploring that site would be priority #1.

If Site 27 is not chosen, substantial re-engineering will need to occur to facilitate the flow of traffic at the Tudor/Campbell Airstrip intersection. While the bulk of the bus traffic may occur outside of rush hour, it cannot hamstring our ability to get in and out of the neighborhood. I am one of many physicians living in the neighborhood and need to be able to get to the hospital as soon as possible to manage critically ill patients while on call.

Thank you for your consideration.

Sincerely,

Ryan McGhan, MD, MSPH

Ward, Robin E.

From: Scott Banks <scottab@gci.net>
Sent: Monday, October 1, 2018 11:45 AM
To: Ward, Robin E.
Subject: ASD Student Transportation Facility Relocation

Ms Ward, I am writing to endorse relocation of the transportation facility to site 27. I feel as if Bicentennial Park and near the park, over the years has been picked apart, piece by piece: the Botanical Garden, Benny Benson School, Fire station 14, Martin Luther King Jr. Ave.....And although site 27 also intrudes on parts of the park, I think it's the best choice in order to keep large parts of the park intact. Preserving green spaces is important to me and many of my neighbors

Thanks,

Scott Banks

Scott Banks
4234 Kingston Drive
Anchorage, AK 99504
907-342-5045

Ward, Robin E.

From: Carlton Roberts <cbrobertsster@gmail.com>
Sent: Monday, October 1, 2018 11:01 AM
To: Ward, Robin E.
Subject: Bus barn

I am strongly against the relocation of the bus barn to the Site 18 location. The traffic this would create would make those of us that live in Stuckagain Heights unable to get to Tudor Road when the buses were moving. The intersection is already a mess.
Carlton Roberts

Ward, Robin E.

From: Craig Parks <csparks8991@yahoo.com>
Sent: Sunday, September 30, 2018 6:01 PM
To: Ward, Robin E.
Subject: ASD Student Transportation Facility Relocation

It has come to my attention that one of the possible relocation sites for the "Bus Facility " is across the street from my home. I am concerned about the location, the added traffic noise and noise pollution this facility will have in a residential neighborhood. Tudor is already a busy thoroughfare for regular traffic as well as emergency services; adding a bus facility to that mix will most certainly disrupt the community more than necessary.

There are several question I have concerning this move.

Why make the move in the first place?

Have we outgrown the current facility?

Why move an industrial facility to a residential neighborhood?

Why are we spending money on this facility during our current economic environment?

Isn't there more important things to spend taxpayers money on when we have this facility currently operating?

Can the current facility be improved upon instead of spending money to disrupt a neighborhood?

With this many questions I can't see why you would move forward with this move. As a resident in the neighborhood It's my position to say no to this move and find a solution to fix the current facility instead of moving it to a new location.

Thank you

Craig S. Parks

Sent from my iPad

Ward, Robin E.

From: Diane Schenker <diane.schenker@gmail.com>
Sent: Sunday, September 30, 2018 11:44 AM
To: Mayor Berkowitz; Lyon, Craig H.; McNulty, Michelle J.; Rep. Lance Pruitt; Sen. Cathy Giessel; snelling_elisa@asdk12.org; mitchell_deena@asdk12.org; marsett_starr@asdk12.org; donley_david@asdk12.org; davis_bettye@asdk12.org; hilde_alisha@asdk12.org; holleman_andy@asdk12.org; Paramo, Deena Petersen, Pete; Dunbar, Forrest; Ward, Robin E.
Cc:
Subject: NO to bus barn relocation near Campbell Airstrip Road

Dear Officials:

I have lived at 9700 Basher Drive in Stuckagain Heights since 1995 (and in Anchorage since 1955). I strongly oppose Site #18 at Tudor/Campbell Airstrip Road.

The study completed by Dowl Engineers failed to address impact to the 200+ households located in Stuckagain Heights, the location of the Benny Benson School, Botanical Gardens and Fire Station #14. The 120 buses and employees will adversely impact the community especially since there is only one access road into and out of the area. It is already one of the longest lights in town to turn left or cross Tudor to leave our neighborhood - the only way we can get out. Adding buses to the very short space for cars waiting to enter Tudor road would make our daily commutes much longer, as we will be waiting longer to get onto Tudor Road if buses are added to the waiting line. The intersection is already very dangerous, with more serious accidents per year per vehicle ratio than the much larger nearby intersection of Boniface and Tudor many years out of the last ten years. Especially in winter, the downward slope for westbound Tudor traffic approaching the light at this intersection in a 50 MPH speed zone leads to frequent, dangerous red-light running at great speeds.

Adding buses to this intersection would be disastrous for traffic in every direction. Buses will be slowed, Tudor traffic will be slowed and there will be even more red light running, road rage and bad accidents.

I also want to know what has been done to address pollution from a bus barn so close to a school, the fire department and the Botanical Gardens. Will the pollution affect our homes? Someone who works near the current bus barn, who asked to remain confidential due to employment with the city, told me that the pollution/smell from the bus barn is "horrible".

I am a bit shocked that the city would even consider inflicting this on our neighborhood after trying to put it near the other neighborhood in Muldoon earlier, and having to abandon that due to the residents' strong opposition. Why would you think we would deserve something that the other neighborhood refused to tolerate?

Diane Schenker
diane.schenker@gmail.com

Ward, Robin E.

From: carolyngraham@aol.com
Sent: Friday, September 28, 2018 7:00 PM
To: Ward, Robin E.
Subject: Re: bus barn

This is my input on the proposed site selections for the new bus barn. I don't know why the proposals seem to always be near the busiest streets in town? Tudor and Muldoon areas are where the traffic from the Valley, Eagle River and town traffic is the greatest. Buses will prove more congestion on the Tudor and Muldoon roads even putting the bus barn at the corner of DeBarr and Patterson would put too much traffic on the East side of town. These are not wise locations with so much traffic. Why would the city need a new bus barn now with no teacher contract and the city and state grappling for money. Why are you choosing all of your sites on the East side of Anchorage? NO Respectfully, Carolyn Graham

Ward, Robin E.

From: Edward P Mjolsnes <emds@gci.net>
Sent: Saturday, September 29, 2018 12:48 PM
To: Mayor Berkowitz; Ward, Robin E.; Rep.Lance.Pruitt@akleg.gov; Petersen, Pete; Dunbar, Forrest; McNulty, Michelle J.; Lyon, Craig H.; Whitfield, David R.; schoolboard@asdk12.org; grant_katy@asdk12.org
Subject: ASD Student Transportation Facility Site Selection Study - Sept 2018

I am opposed to selecting Site #18 for the "bus barn" as presented in the Selection Study.

I am strongly in favor of selecting Site #27.

I live at 6257 Farpoint Dr in "Stuckagain" aka Basher Community Council area (BCC).

I have reviewed the ASD Site Selection Study and viewed aerial maps. In addition to what was posted by our BCC in the form of a proposed Resolution on the subject, here are some of my thoughts and observations about Sites #18 and #27.

One positive aspect of Site #18 concerns access and safety at the intersection at Patterson /Tudor.

Site #18 is at the southwest corner of the intersection at Patterson and Tudor. Installing a signal light at that intersection would be at the same spacing (for traffic flow) as the other signal lights on Muldoon to the north and on Tudor to the west. That should not interfere with the flow of traffic on Tudor and it would eliminate the disruption of traffic on Campbell Airstrip Road. It would also improve access to the strip mall on the northwest corner and create a safer access to and from Patterson.

The water and sewer utilities for Site #18 would require R.O.W. interruption on Tudor whether the access for the Site was at Patterson and Tudor or if it went west to Campbell Airstrip. Sewer and Storm drainage would still have to go into Tudor and under Enstar and any other utilities south of Tudor.

The residential area on the northeast corner would be minimally impacted by the "bus barn noise".

Additional information about the adverse impact at Tudor/Campbell/Baxter signal

Site #18 developing access to Tudor via the Benny Benson and AFD Station 14 locations and Campbell Airstrip Rd will have adverse effects on; AFD Station 14 response time, Benny Benson School, the Botanical Garden site, the Municipality Snow Dump site, the USPS mailbox location for the Basher Community Council area, park users, all of the residences in the Basher Community Council area and, north/south traffic on Baxter.

Site #18 would provide for only ONE access route for the ASD buses and ASD employees/drivers, etc.

Due to the "time of day" and "operating hours", it will create a serious congestion problem at the Tudor/Baxter/Campbell intersection during peak traffic times.

One positive aspect of Site #27 concerns access as well as traffic congestion.

Site #27 would allow for THREE or FOUR access routes for bus migration into the community; MLK to Boniface/Tudor, MLK to Elmore (both north and south) and Tudor Ctr Dr/Tudor. Whereas Site #18 would provide for only ONE.

I urge you to select Site #27.
Sincerely,

EPM, P.E.

Ward, Robin E.

From: L&D <ldbaxter@gci.net>
Sent: Friday, September 28, 2018 4:11 PM
To: Ward, Robin E.
Subject: ASD Bus Barn Site Selection - Oppose Site #18; Support for Site #27

Ms. Ward –

I have received a copy of the Site Selection Study for the proposed ASD bus barn. From the way I interpret the study, the Muni has narrowed the decision on the new bus barn to two sites. One is Site #18 which puts the new bus barn near the Campbell Airstrip Road/Tudor/Baxter intersection. It appears the study has not considered is the traffic or quality of life impacts upon Stuckagain Heights residents. I believe this will adversely affect 225 homes in Stuckagain Heights as Campbell Airstrip Road is the ONLY road in and out of our neighborhood and is only a 2 lane road not meant to handle such increased volumes of traffic.

The Muni is suggesting that 130 buses (making multiple trips per day) will be using the road. This is already of slow intersection and adding the additional traffic will impede the flow. Even further, it is a dangerous intersection. I never enter the intersection when the light turns green. It is a notorious site for light runners. Add in the increased traffic and people trying to beat the light before the buses enter the intersection, and I foresee more opportunities for accidents. With the new bus barn and 130 buses, there will be private vehicles for 130 bus drivers and operational staff who are driving to/from work. We're looking at a significant increase in traffic. I believe this will adversely affect the 225 homeowners who must use this as their only option for getting to work, taking kids to school (we have no ASD bus service), and attending to daily life needs. Commute times will be significantly increased, especially in the morning commute times. Additionally, I foresee problems with buses obstructing the entrance to the Fire Station and impacting their ability to respond to emergency, health, and life safety issues.

Beyond the traffic concerns, there is an issue of the diesel exhaust and noise. Drivers who must sit behind all those buses will be forced to inhale the fumes. Students and staff of Benny Benson school which is adjacent to the proposed site will be exposed to the diesel fumes and noise. Plus, the peace and tranquility of the Alaska Botanical Gardens will be impacted, a place where special social events occur as well as youth related outdoor activities happen. Additionally, homeowners from Boniface to Patterson will also be exposed to congested traffic, worse air quality, and noise pollution as well. This is not a positive thing for the communities on the east side of Anchorage.

The increased traffic, pollution, and noise has potential to impact housing values not only in Stuckagain Heights, but also residences between Boniface and Patterson.

I have an additional concern about the Municipality's long term plans for the bus barn location. At one of our community council meetings last year, an Assemblyman commented that the plan was to eventually expand the bus barn location and the Campbell Airstrip/Tudor location had sufficient acreage to allow for that. I do not believe this was addressed in the Site Selection Report. If it is their plan, the communities involved need to be aware of it. Is this one of the factors in determining the final site selection?

I am concerned that Scenic Foothills Community Council members may not be aware of what is being proposed. At the meeting we most recently had (as well as one last year), comments were made that the Muni was not required to notify anyone unless they were within a certain distance to the project and that, effectively, they were not really required to notify us of the proposed project. I believe it was something like 500 feet from the project. If that is true, then it is possible that the Scenic Foothills community is not aware of this project and potential impact upon them. Not only the congestion at Tudor/Baxter/Campbell Airstrip intersection that they also use, and the noise and air pollution, but increased traffic near Kaladis on Tudor/Patterson. It is my understanding that a second entrance will be placed across from the Kaladi's area; it will serve as the entrance for buses returning to the bus barn. Invariably, that will impact the flow of traffic between the Tudor/Baxter/Campbell Airstrip Road intersection and Patterson. This area already becomes congested in the evening as people exit Anchorage taking the Tudor/Muldoon route to the Glenn Highway. As the community meeting/hearing with the Permit and Development center is scheduled for October 2, 6:00-7:30 pm at 4700 Elmore Road, it is important for all impacted community councils be aware of what is happening so that they can also evaluate the impact upon their neighborhoods.

The second Site #27 is near the existing APD on Martin Luther King Drive. There are currently no residential homes in that area. It has better access with Elmore, Martin Luther King Drive and Tudor Road. It is our understanding that the primary driving factors against Site #27 are the costs. I contend that there is more to consider than cost. Quality of life of residents (i.e., residents near the proposed Site #18) should have a major influence upon the decision.

I have contacted Forrest Dunbar, Pete Peterson, and the Planning Department and copied the Mayor's office by sending an email in opposition to Site #18 and support for Site #27.

Thank you for your time and accepting this message elaborating on our concerns.

Sincerely,

Duby Baxter
338-5490

Ward, Robin E.

From: fireweedmom@aol.com
Sent: Friday, September 28, 2018 11:54 AM
To: Ward, Robin E.; Petersen, Pete; Dunbar, Forrest

My name is Carol Northcutt and I have resided in Stuckagain Heights since 1982. I very strongly oppose the relocation of the bus barn to site #18....at Tudor/Campbell Airstrip Road! The 120+ buses and employees will gravely impact our community especially since there is only one, two lane access road into and out of our area.....said road servicing AFD house#14, the botanical gardens, Benny Benson secondary school, park users--especially the multitudes for races or trips to the Science Center, plus all the visitors, repair people, deliveries and residents who use this ONLY entrance/egress for all of Stuckagain Heights! This proposal would also greatly impact all the people using Baxter Rd from Tudor/Campbell Airstrip intersection!

If this 'relocation of the bus barn' is imperative and really necessary then I strongly urge you to choose site#27 which is city-owned land, less of a move from the existing site and has THREE entrances/egresses onto 4-lane roads, greatly reducing the impact on the commuters and flow of traffic!!

Sincerely, Mrs Carol Northcutt

Ward, Robin E.

From: Terry Tauschek <tatauschek@acsalaska.net>
Sent: Friday, September 28, 2018 10:10 AM
To: Ward, Robin E.
Cc: Rep.Lance.Pruitt@akleg.gov
Subject: ASD bus barn relocation

Good morning. I am writing to comment on the proposed relocation of the ASD student transport center. We live in Stuckagain Heights and will be directly affected. DOWL Engineering has identified two sites, #18 at Tudor/Campbell Airstrip Rd and #27 on MLK Ave/Tudor Center as being appropriate for development and use as the new bus barn site. While I cannot question their judgment on the value and geographic properties of the land itself it is clear that they have not adequately addressed, nor do they understand, the access situation.

Site 27 would allow access in both directions, east and west, onto MLK Ave. The existing lights at Elmore and Tudor Centre would provide adequate breaks in traffic to allow buses to enter traffic. Traveling either direction to Tudor Centre or Elmore also allows easy access to any North or South route.

Site 18 on the other hand, already has problematic access. There are more than 200 families in the Basher Community area and most of them head into work early—same time as the buses would be on the road. Turning left onto Tudor is already a problem. Existing practice is a mutual “I’ll turn left into the second lane and you—those entering Tudor from Baxter Road—turn right into the curb lane”. This is, in reality, an illegal turn. But it works, mostly, until someone coming off of Baxter (and I’m sorry for the stereotype here but it’s almost always some clown in a pickup) who makes an equally illegal turn into the second lane on Tudor. This intersection (Tudor/Baxter) is the regular site of some pretty serious accidents, usually a result of someone running the light on Tudor or a misunderstanding of right-of-way while turning. There is no priority turn signal, nor is there adequate stacking space in the one turn lane. To correct these deficiencies would require extensive reconstruction of Campbell Airstrip Rd at the intersection—something that was just done in 2017. Additionally, the traffic collecting there would interfere with AFD Station 14 egress onto Campbell Airstrip. Fire trucks and the EMTs there would have to go around and into the opposing traffic lane.

We know this happens because—another thing DOWL overlooked—is that in Jan-April, when the Muni is using the snow dump across the road, all of the empty dump trucks use this same approach to access Tudor. And it’s a mess. The light does not allow time enough to these heavier vehicles (eg: a Bus) to get moving. And then they’re still facing the limited turn opportunities.

Add these considerations to the loss of ambiance to Benny Benson school and the Botanical Garden? I think the Campbell Access is way more problematic than DOWL recognizes and renders this site, #18, as far less desirable. Unless, and this is important, unless Site 18 is designed with access directly onto Tudor Road through a new driveway/curb cut into the south side of Tudor. This would likely require a new light to control access, though that light could be programmed to be operational only during the hours required for bus transit in/out of Site 18.

In conclusion, we think Site 27 is far preferable. Site 18 is acceptable to us only if new access directly onto Tudor is a part of the development plan.

Thank you for allowing us to speak to this issue

Terrence A Tauschek

Debra English

9787 Middlerock Road

907 244 4563

Ward, Robin E.

From: Becky Garnett <beckgarnett@gmail.com>
Sent: Friday, September 28, 2018 9:30 AM
To: Dunbar, Forrest; Petersen, Pete; Ward, Robin E.; McNultyMJ@anchorage.ak.us; Mayor Berkowitz
Subject: Bus Barn

Good morning,

My name is Becky Garnett and I am a resident in the Stuckagain Heights neighborhood. I realize you have likely already received a number of letters similar to mine, so please forgive the repetition. As I'm sure you are aware, the Municipality of Anchorage is in the final stages of choosing a new location for the Anchorage School District Student Transportation Facility (Bus Barn). After reading through the site selection study report, (Dowl Engineers, September 2018) recommending either site #27 at Martin Luther King Jr/Tudor Center site, or Site #18 at Tudor/Campbell Airstrip Road, I felt compelled to add my voice to the conversation.

The study seems thorough and well thought out, but failed to take into account the impact that choosing Site #18 would have on the 200+ households in Stuckagain Heights, and the fact that the Campbell Airstrip Road/Tudor Road intersection is the ONLY road into and out of the neighborhood. This intersection is already overloaded and prone to vehicle collisions, especially at the morning rush hour, allowing only a few cars through per traffic light cycle. Pushing 100+ school busses through at the same time would be pure chaos. Not to mention, during the winter months, this intersection (on the way out of the neighborhood) is often an icy spot on a downhill heading toward Tudor Road.

We need to also take into account the students and staff at the Benny Benson School, Fire Station #14, and the Botanical Garden who will not only be greatly inconvenienced by the morning and afternoon traffic jams, but who's health and well being must be considered, as these folks will be exposed to all the pollution emitted by the idling busses (because that is what they must do to keep the busses warm and ready to roll).

We must also seriously consider the location of Fire Station #14, only steps away from the proposed access intersection. In an emergency, seconds matter. If the intersection is jammed, and backed up past the fire station (as it already is on some busy mornings), it could be a matter of life and death if our fire personnel cannot get out and on their way in a timely fashion.

For all of these reasons, I strongly oppose the choice of Site#18 for the new Bus Barn, and suggest instead that site #27 would be a much better choice. It seems far better suited to the purpose.

Thank you for your time and consideration in the matter.

Sincerely,
Becky Garnett

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Ward, Robin E.

From: Scott & Debbie Cameron <scamerond.ak@gmail.com>
Sent: Friday, September 28, 2018 7:45 AM
To: Ward, Robin E.
Subject: Bus barn

Dear Ms. Ward,

I understand that the Municipality of Anchorage is considering two sites for the Anchorage School District Student Transportation Facility (Bus Barn). I am in favor of site #27 at Martin Luther King Jr/Tudor Center site. It has the least impact to people and neighborhoods.

I strongly oppose Site #18 at Tudor/Campbell Airstrip Road. The study completed by Dowl Engineers did not take into account the impact to the 200+ households located in Stuckagain Heights, the location of the Benny Benson School, Botanical Gardens and Fire Station #14 and the many people who recreate in Bicentennial Park. The 120 buses and employees will adversely impact the community especially since there is only one access road into and out of the area.

I urge you to select Site #27.

Sincerely,
Debbie Cameron
Stuckagain Heights Resident

Ward, Robin E.

From: Shawn O'Connor <Socalaska@outlook.com>
Sent: Thursday, September 27, 2018 4:12 PM
To: Dunbar, Forrest; Petersen, Pete; Ward, Robin E.
Subject: Bus Barn

Hello,

My name is Shawn O'Connor and I live in Stuckagain Heights at 7230 Montagne Circle.

I understand that the Municipality of Anchorage is considering two sites for the Anchorage School District Student Transportation Facility (Bus Barn).

I am in favor of site #27 at Martin Luther King Jr/Tudor Center site. It has the least impact to people and neighborhoods.

I strongly oppose Site #18 at Tudor/Campbell Airstrip Road. The study completed by Dowl Engineers did not take into account the impact to the 200 plus households located in Stuckagain Heights, the location of the Benny Benson School, Botanical Gardens and Fire Station #14. The 120 buses and employees will adversely impact the community especially since there is only one access road into and out of the area.

I urge you to select Site #27.

Sincerely,

Shawn O'connor

Ward, Robin E.

From: Diane Schenker <diane.schenker@gmail.com>
Sent: Thursday, September 27, 2018 2:55 PM
To: Dunbar, Forrest; Petersen, Pete; Ward, Robin E.
Subject: No Bus Barn at Site #18

Dear Assembly Members and Ms. Ward,

I have lived at 9700 Basher Drive in Stuckagain Heights since 1995 (and in Anchorage since 1955). I strongly oppose Site #18 at Tudor/Campbell Airstrip Road.

The study completed by Dowl Engineers failed to address impact to the 200+ households located in Stuckagain Heights, the location of the Benny Benson School, Botanical Gardens and Fire Station #14. The 120 buses and employees will adversely impact the community especially since there is only one access road into and out of the area. It is already one of the longest lights in town to turn left or cross Tudor to leave our neighborhood the only way we can get out. Adding buses to the very short space for cars waiting to enter Tudor road would make our daily commutes much longer, as we will be waiting longer to get onto Tudor Road if buses are added to the waiting line. The intersection is already very dangerous, with more serious accidents per year than the much larger nearby intersection of Boniface and Tudor many years out of the last ten years. Especially in winter, the downward slope for westbound Tudor traffic approaching the light at this intersection in a 50 MPH speed zone leads to frequent, dangerous red-light running at great speeds.

Adding buses to this intersection would be disastrous for traffic in every direction. Buses will be slowed, we will be slowed, Tudor traffic will be slowed and there will be even more red light running, road rage and accidents.

I also want to know what has been done to address pollution from a bus barn so close to a school, the fire department and the Botanical Gardens. Will the pollution affect our homes? Someone who works near the current bus barn, who asked to remain confidential due to employment with the city, told me that the pollution/smell from the bus barn is "horrible".

I am a bit shocked that the city would even consider inflicting this on our neighborhood after trying to put it near the other neighborhood in Muldoon earlier, and having to abandon that due to the residents' strong opposition. Why would you think we would deserve something that the other neighborhood refused to tolerate?

Diane Schenker
diane.schenker@gmail.com

Ward, Robin E.

From: Loran Baxter <lr Baxter@outlook.com> on behalf of Loran Baxter <lr Baxter@alaskan.com>
Sent: Thursday, September 27, 2018 7:44 AM
To: Ward, Robin E.
Subject: Bus Barn Location

Ms. Robin Ward,

I'm writing to express my opposition to relocating the Bus Barn to the vicinity of Tudor and Campbell Airstrip Road. Increasing congestion at an intersection that already experiences significant traffic accidents does not make sense. In the winter I've observed numerous occasions where west bound traffic on Tudor fail to stop at red lights. This is especially true in winter when fast moving vehicles can't stop due to ice and snow.

Besides impacting the residents of Stuckagain Heights relocating the bus barn would also impact the egress of the Fire Station, Benny Benson school and the Botanical Garden.

I strongly encourage the Municipality to reconsider and NOT relocate the bus barn to the vicinity of Campbell Airstrip Road.

Thanks,
Loran R. Baxter, PE, PMP
(907) 887-6391

Sent from Mail for Windows 10

Ward, Robin E.

From: Tim Bateman <tabateman1@yahoo.com>
Sent: Wednesday, September 26, 2018 6:05 PM
To: Ward, Robin E.
Subject: Transportation facility

Hi Robin,

I live in stuckagain heights and heard about the proposed site for the transportation facility. There are many reason why this cannot work.

- 1) getting on to Tudor - I suggest you try getting onto Tudor westbound in the morning. Even the cars coming down Campbell airstrip road have to turn left while cars from Basher are turning right. Busses wouldn't be able to do this and we would never be able to get out. Even with a new left arrow, it would have to be a very long light. The current system won't work. Additionally, there is a crosswalk on the west side of the intersection with frequent pedestrians. Tudor road, already incredibly slow during the morning commute would come to a standstill.
 - 2) pedestrian safety - many students at Benny Benson walk to school. The incredible inconvenience of the new intersection will cause people to rush and will likely lead to problems for the pedestrians. Even after they get across Tudor they will need to get across to Benny Benson. The increased traffic on Campbell airstrip road will make this process very unsafe.
 - 3) public safety - like i said, getting off Campbell airstrip road on Tudor westbound will be very difficult. With all the busses and the community traffic, I simply cannot imagine how a fire truck will be able to get out of the area. There absolutely needs to be an access for the busses off patterson.
 - 4) location - I have no idea why the district would park their cars so far from the majority of Anchorage students. It makes no sense fiscally. Something more central obviously makes more sense. Even 2 miles closer is probably thousands of dollars saved each year.
 - 5) access to Campbell airstrip road - I have no idea if it will go through the fire station or the school/ botanical gardens. Regardless, it is difficult terrain, popular with outdoor recreators. I don't see how this can be done economically.
- I seriously hope that full study on traffic, not only on Campbell airstrip, but all Tudor is done before this ridiculous decision is made. Also, I hope the impact on pedestrian safety, student pedestrian/biking safety, as well as emergency services leaving the fire station is evaluated.

This must not happen.

Tim Bateman

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Sent from my iPhone

Ward, Robin E.

From: Karen Hansen <khansenpt@gci.net>
Sent: Wednesday, September 26, 2018 4:56 PM
To: Dunbar, Forrest; Petersen, Pete; Ward, Robin E.
Subject: Please don't throw Stuckagain Heights under the bus barn.

Dear Representatives Dunbar and Peterson and Ms. Ward,

My name is Karen Hansen and I live in Stuckagain Heights at 9120 Teri Circle. I understand that the Municipality of Anchorage is considering two sites for the Anchorage School District Student Transportation Facility (Bus Barn). I am in favor of site #27 at Martin Luther King Jr/Tudor Center site. It has the least impact to people and neighborhoods. I strongly oppose Site #18 at Tudor/Campbell Airstrip Road. The study completed by Dowl Engineers did not take into account the impact to the 200+ households located in Stuckagain Heights, the location of the Benny Benson School, Botanical Gardens and Fire Station #14. The 120 buses and employees will adversely impact the community especially since there is only one access road into and out of the area. I urge you to select Site #27.

Sincerely,

Karen Hansen

Ward, Robin E.

From: Traci Schacht <tracischacht@gmail.com>
Sent: Wednesday, September 26, 2018 4:09 PM
To: Ward, Robin E.; Dunbar, Forrest; Petersen, Pete
Cc: David Matthys
Subject: Bus Barn - Opposition to Site #18

Robin Ward, Real Estate Director & Chief Housing Officer
Forrest Dunbar, Assembly Chair Pete Peterson, Assembly

My name is Traci Schacht and I live in Stuckagain Heights at 10635 Shivalik Circle. I was recently made aware that the Municipality of Anchorage is considering two sites for the Anchorage School District Student Transportation Facility (Bus Barn), one being a location at Tudor/Campbell Airstrip Road. I strongly oppose Site #18 at Tudor/Campbell Airstrip Road. The study completed by Dowl Engineers did not take into account the impact to the 200+ households located in Stuckagain Heights, the location of the Benny Benson School, Botanical Gardens, and Fire Station #14. The 120 buses and employee vehicles will adversely impact the community especially since there is only one access road into and out of the area. I am concerned with our ability to exit off of Campbell Airstrip Road during morning and afternoon bus runs. It is my understanding that the additional traffic cannot be mitigated by changing the light cycles. As it is, I often have to wait more than one light cycle to exit Campbell Airstrip Road onto Tudor due to traffic coming from the other direction and the lack of a left turn signal. Any additional traffic will have an even greater impact. I would also be concerned about traffic backups and how that would impact the fire department's ability to navigate such traffic and respond to emergencies quickly.

I am in favor of site #27 at Martin Luther King Jr/Tudor Center site. It has a much smaller impact to surrounding neighborhoods.

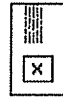
Sincerely,
Traci Schacht and David Matthys

Ward, Robin E.

From: Glenn Hughton <ghughton@gci.net>
Sent: Wednesday, September 26, 2018 3:13 PM
To: Ward, Robin E.
Subject: Bus Barn

"My name is __ Glenn Hughton __ and I live in Stuckagain Heights at __ 9120 Teri Circle __. I understand that the Municipality of Anchorage is considering two sites for the Anchorage School District Student Transportation Facility (Bus Barn). I am in favor of site #27 at Martin Luther King Jr/Tudor Center site. It has the least impact to people and neighborhoods. I strongly oppose Site #18 at Tudor/Campbell Airstrip Road. The study completed by Dowl Engineers did not take into account the impact to the 200+ households located in Stuckagain Heights, the location of the Benny Benson School, Botanical Gardens and Fire Station #14. The 120 buses and employees will adversely impact the community especially since there is only one access road into and out of the area. I urge you to select Site #27. Sincerely, __ Glenn Hughton __"

Glenn Hughton
Associate Broker
Dall Realty
Cell 907 244-5559
ghughton@gci.net



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Ward, Robin E.

From: Kenneth Privratsky <privratsky@gmail.com>
Sent: Wednesday, September 26, 2018 1:17 PM
To: Ward, Robin E.
Subject: Maintenance Facility Site for Anchorage School District

Dear Ms Ward,

My wife, Kathy, and I recently became aware of the Site Selection Study for the relocation and construction of the Municipality of Anchorage, Anchorage School District Student Transportation Maintenance Facility, September 2018, developed by DOWL Engineering. Among the requirements are 9.5 acres of land and parking for 124 buses, special equipment and employees, as well as areas for maintenance facilities, and snow storage. The study considered 83 potential parcels, reduced that to 44 and then eventually selected 5 for further analysis. The conclusion of that analysis identified two municipality-owned parcels as the most desirable, one of which is identified as Site 18 located near the southeast corner of East Tudor Road and Campbell Airstrip Road.

We Stuckagain Heights residents rely heavily on Campbell Airstrip/Basher road and the signaled intersection at Tudor and Campbell Airstrip. It does not appear that the DOWL Study proposes construction of a separate entry point off of Tudor for the new Student Transportation Maintenance Facility. Rather, in several places it emphasizes the favorability of the signaled intersection at Tudor and Campbell Airstrip.

This concerns us very much since this intersection already accommodates not only all Stuckagain residents but rapid response for a fire station, traffic for an elementary school, a route for dump trucks hauling snow for storage during winter (on the southwest side), and access to the popular Botanical Garden in the summer. Congestion at this intersection is already frustrating during most workweeks as a large portion of the Stuckagain neighborhood leaves for and returns from work. During the winter, when roads are slick, it is not unusual to wait for multiple lights during rush hours to get onto Tudor, especially when snow removal is underway. There are no other ways out of the neighborhood by via that intersection.

We cannot believe that out of 88 parcels considered that the best option must impact the Stuckagain community so significantly. We would appreciate reassessment and intervention in your capacity as Real Estate Director and Chief Housing Officer for the Anchorage Municipality.

Very respectfully,

Ken (and Kathy) Privratsky
7201 Montagne Circle
Anchorage, AK 99507

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Ward, Robin E.

From: Selina Duncan-Metoyer <selinalily@hotmail.com>
Sent: Wednesday, September 26, 2018 12:52 PM
To: Ward, Robin E.
Subject: Bus Barn

I will be unable to attend the meeting as I will be out of town. I am not in favor of the barn being located on the property next door to the Walmart on DeBarr. The property is next to residential neighborhoods on the West, North, and Southwest. I do not want bus fumes to contaminate these neighborhoods. Please consider he more industrial options on your list.
I live next to Creekside Park.
Thanks you.

Selina Metoyer
528 Oklahoma St Unit A

Sent from [Mail](#) for Windows 10

Ward, Robin E.

From: BGroeneweg <groeneweg@acsalaska.net>
Sent: Wednesday, September 26, 2018 11:38 AM
To: Ward, Robin E.
Subject: Bus barn site

Dear Robin Ward:

"Our name is Robert and Bertha Groeneweg and we live in Stuckagain Heights at 9701 Middlerock Road. I understand that the Municipality of Anchorage is considering two sites for the Anchorage School District Student Transportation Facility (Bus Barn). I am in favor of site #27 at Martin Luther King Jr/Tudor Center site. It has the least impact to people and neighborhoods. I strongly oppose Site #18 at Tudor/Campbell Airstrip Road. The study completed by Dowl Engineers did not take into account the impact to the 200+ households located in Stuckagain Heights, the location of the Benny Benson School, Botanical Gardens and Fire Station #14. The 120 buses and employees will adversely impact the community especially since there is only one access road into and out of the area. I urge you to select Site #27. Sincerely, Bob and Bertha Groeneweg

Ward, Robin E.

From: Margaret Nelson <mnelsonrealestate@gmail.com>
Sent: Wednesday, September 26, 2018 11:25 AM
To: Ward, Robin E.; Petersen, Pete; Dunbar, Forrest
Subject: Please select site #27 for bus barn

My name is Margaret Nelson and I live in Stuckagain Heights at 10121 Middlerock Road. I understand that the Municipality of Anchorage is considering two sites for the Anchorage School District Student Transportation Facility (Bus Barn). I am in favor of site #27 at Martin Luther King Jr/Tudor Center site. It has the least impact to people and neighborhoods. I strongly oppose Site #18 at Tudor/Campbell Airstrip Road. The study completed by Dowl Engineers did not take into account the impact to the 200+ households located in Stuckagain Heights, the location of the Benny Benson School, Botanical Gardens and Fire Station #14. The 120 buses and employees will adversely impact the community especially since there is only one access road into and out of the area. I urge you to select Site #27. Sincerely, Margaret Nelson

Ward, Robin E.

From: Andrea Bateman <bateman398@gmail.com>
Sent: Tuesday, September 25, 2018 9:05 PM
To: Ward, Robin E.
Subject: Resident input re. Proposal to Relocate the ASD Student Transportation Facility

Ms. Ward,

My name is Andrea Bateman, and my family and I have lived at 9444 Atelier Drive in the Stuckagain Heights neighborhood since 2007. I have recently become aware that Site 18 is being seriously considered for the Transportation Facility Site. I will be out of town for the Community meeting on October 2 but I would like my concerns to be added to the many other voices from our neighborhood against this proposal.

While I understand the benefits of the site in terms of cost, location, etc. I am very concerned about the proposed access via Campbell Access Road. The intersection of Tudor and Campbell Access Road is very heavily trafficked between the hours of 7 to 8am and 2 to 3pm. In addition to cars leaving the Stuckagain Heights neighborhood, there is a steady stream of cars entering Tudor from Baxter Road from the north. There are teens walking to and from Benny Benson school, often in the dark. The recent "upgrade" of the intersection added a pedestrian crosswalk to the west side crossing Tudor which is incredibly dangerous already with the current amount of traffic. There is no left turn signal to enter Tudor from Baxter or Campbell Airstrip Road. There will need to be a MAJOR upgrade of that intersection to handle the increased traffic - I see no cost included in the estimates for this construction.

Safety is additionally a huge concern. There is only one access road for the 100+ homes in our neighborhood. Having a huge bottleneck at the bottom of the hill will result in a tragic situation in the case of a large fire (always a worry for us with the large number of daily legal and overnight illegal users of the park along the road). Having limited access on that road will also significantly impact Fire Station 14's ability to serve the larger neighborhood.

Please consider access to the site via an extension of Patterson Road. The addition of a intersection with a stoplight there will be an easy way to slow the sometimes speedy traffic along East Tudor (speed limit 50mph, often westbound traffic flows closer to 60mph) and likely reduce the excessive amount of accidents that already occur at the Tudor/Campbell Airstrip Road intersection. Or, if that is not an option, at least be honest in the cost assessment about the need for an significantly upgraded intersection at Tudor/Campbell Airstrip Road, including additional lanes and lights in all directions.

Thank you for your consideration.

Sincerely,
Andrea Bateman

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Ward, Robin E.

From: rlewis7608@alaska.net
Sent: Monday, September 24, 2018 6:01 PM
To: Ward, Robin E.
Subject: bus barn relocation

Hello

As a resident of the Stuckagain Heights neighborhood I strongly disagree with the recommendation of site #18 as a suitable spot for the ASD bus barn.

It would certainly have a negative impact on the 200+ residents in the area. There is only one road in and out of the neighborhood and adding 130 buses to the intersection of Campbell Airstrip Road and Tudor sounds like a traffic nightmare. Imagine trying to get to work in the morning behind a long line of buses waiting at an intersection with a very short light. It will also impact the Fire Station and their ability to respond quickly to emergency situations. Benny Benson Secondary School and the Botanical Garden would also be affected by noise, pollutions and increased traffic. This location would not only be a traffic hazard but a safety issue for the area residents and the students and staff at the school.

I hope you will look again at all of these issues and reconsider the best location for the bus barn.

Thank you

Margaret Lewis

From: L&D [mailto:ldbaxter@gci.net]
Sent: Friday, September 28, 2018 12:46 PM
To: 'michelle.mcNulty@anchorageak.gov'
Cc: 'Mayor@Muni.org'; 'david.whitfield@anchorageak.gov'
Subject: Opposition to Bus Barn Site Location #18; Support for Location #27

Dear Ms. McNulty,

I am a resident of Stuckagain Heights, a subdivision of 225 homes located on Campbell Airstrip Road off Tudor. We have only one road in/out of our subdivision, Campbell Airstrip Road which is a 2 lane road. We have recently been given a copy of the Site Selection Study for the proposed new Anchorage School District bus barn. One of the proposed sites is Site 18 which includes using the Campbell Airstrip Road as the primary exit/entry point for 130+ school buses. The last page of the study indicates there are two sites (site 18 and 27) that would have "the least negative impact on surrounding neighborhoods." We highly disagree with this conclusion and believe the Municipality has overlooked a number of significant issues.

1. The intersection at Campbell Airstrip Road and Tudor is a very busy AND dangerous intersection with a short light. We NEVER enter the intersection when the light turns green. Drivers on Tudor routinely run the light. It is not a safe intersection.
2. Campbell Airstrip Road is the ONLY road in and out of our subdivision and a 2 lane road. If there is an emergency requiring fire or EMTs to get to the Stuckagain Heights area, it is critical that the road not be blocked. Putting 130+ buses on the road in front of the fire station can potentially hinder response times. We are significantly concerned about the traffic impeding safety and emergency responses. Putting the bus barn in this location will create life and public safety issues.
3. 130+ buses warming up in the mornings will create a significant amount of diesel exhaust and noise. The neighborhood directly across the street from the proposed bus barn area will be exposed to the exhaust and noise. Visitors and gardeners who volunteer at the Botanical Gardens will be impacted. Skiers who use the Botanical Gardens will be forced to inhale exhaust. Benny Benson school is adjacent to the proposed area. Students and staff will be forced to breathe exhaust a good part of the day. Commuters from Stuckagain Heights who are forced to sit behind all those buses will have no option but to breathe the exhaust. The area between Tudor and the Campbell Airstrip parking lot have extremely cold temperatures and is frequently trapped by inversions. This means the exhaust will also be trapped by the inversion and will undoubtedly present breathing and health concerns to those traveling by car or foot thru the area. Putting the bus barn in this location has the potential to provide significant breathing and health hazards.
4. Stuckagain Heights currently has 225 homes. It is safe to say, residents are on the road every day, multiple times a day. Those who work are at the Tudor/Campbell Airstrip Road intersection from 5:00 to 9:00 am. It is a slow light. On a good day, 3-4 cars can get thru the intersection on a green light. If there is an oncoming car on Baxter, we are lucky to have 2 cars getting thru the intersection. Adding all those buses on the road will definitely impact those who are trying to get to work on time or taking their kids to school (we have no ASD bus service in Stuckagain Heights). In addition to the 130 buses, there will be at bus drivers and operational staff

reporting to the bus barn. 130 buses, 130 bus drivers, plus operational staff, this significantly increases the number of vehicles traveling thru this intersection and 2 way road during peak traffic hours and will contribute to delays for commuters from Stuckagain Heights. If we are competing with buses for the same space on Campbell Airstrip Road, a 30 minute commute will invariably take us more than an hour to achieve.

5. Bikers, skiers, and joggers in the Tudor area as well as from UAA, APU, and high schools constantly use Campbell Airstrip Road as their training grounds. Stuckagain residents continually must dodge others using the road. A short length of bike trail was put in last year, but the trail is not plowed in the winter and the users stay on the main road. Teams of runners and skiers frequently have 12-20 people on the road. Adding buses and the increased traffic to the mix is setting up a dangerous environment for drivers and others using the road.
6. Our subdivision has 225 homes. There is still land for additional homes to be built. We are existing property owners paying taxes. Creating the bottleneck at the Campbell Airstrip Road/Tudor intersection with the increased traffic may be a deterrent to home buyers. That means lower prices for homes and lower taxes that can be collected.
7. Last year, one of the assembly persons stated at a community council meeting that the Campbell Airstrip Road location provided an opportunity for the bus barn to be expanded at a later time. If this is part of the Municipality's plan, this has not been clearly stated to the residents of Stuckagain Heights or adjoining residential areas along Tudor Road and across from the proposed site.
8. Last year, one of the assembly persons stated that the Muni was not actually required to notify the Stuckagain Heights community or those on the other side of Tudor across from the proposed project as we were less than the required number of feet from the proposed project. What an abysmal neglect upon the part of the Municipality. To expect to impact 225 homes in Stuckagain Heights serviced by one two-lane road and many more homes on the other side of Tudor and then state that the Municipality had no obligation to inform us of a project which would impact us all? That in itself showed disrespect and disregard for those of us residing in this portion of the city.

As a resident of Stuckagain Heights subdivision and neighborhood, I am strongly opposed to site 18 for the proposed bus barn. Site 18 will severely impact the residents of the Stuckagain Heights neighborhood. We have ONLY ONE road providing ingress and egress, that being Campbell Airstrip Road. There is no other option for us. The Municipality, however, has other options which can be considered for the bus barn.

The alternative site, Site 27, is adjacent to Martin Luther King Drive. There are currently no residential homes in that area. A bus barn would not affect a residential neighborhood. This location also has better access options with Elmore, Martin Luther King Drive and Tudor Road. We strongly support Site 27.

We understand from comments from our assemblymen that we must consider what's good for the city. From what we understand, the city's primary concern is the cost of the bus barn and the desire to construct 200 more condo type residences and a health and human services facility in the location

where the current bus barn is located. We have been told that the Mayor wants to highlight the UMED area. To be frank, from comments in the media, Assembly, and Mayor's office, it appears this is a project that the Muni wants to push through. We ask the Municipality to consider ALL the issues related to relocating the bus barn. We ask you to consider what is good for OUR part of the community which not only includes Stuckagain Heights, but other residents along Tudor, users of the Botanical Gardens, students and staff at the Benny Benson School, and Fire Station responders.

To enhance the UMED area, we are being asked to accept increased congestion at the Tudor/Campbell Airstrip intersection as well as along Tudor for the new "return" entrance to the bus barn, increased air pollution and noise, increasing danger at an already dangerous intersection, a need to add not just a few minutes, but 30-60 minutes onto working commutes, impediments to emergency response teams, reducing the peaceful nature of the Botanical Gardens, and impacting the health and safety of those working or attending Benny Benson School. We have over 200 homeowners who currently pay taxes. We have potential for more homes in our subdivision. We are also residents of this city and have just as much value as those new condo type residences which have not been constructed. It strongly appears that the Municipality has placed our needs and rights to have a peaceable and safe environment as being less than those of the future business owners and homeowners for the UMED area. Therefore, I request you eliminate site #18 from further consideration.

Thank you for your time, for listening to my concerns, and considering my request.

Mrs Baxter

October 14, 2018

TO: Robin Ward, Real Estate Director & Chief Housing Director Municipality of Anchorage
4700 Elmore Road
Anchorage, AK 99507

CC: Lance Pruitt, Alaska State Representative

RE: **ASD Student Transportation Facility
Potential Relocation to Benny Benson School on Tudor Road**

FROM: Gary Steffens (home owner since 1992): My property is adjacent to Tudor Road and directly across from potential Benny Benson bus parking facility.

Items of concern:

1. ZONING:

- a. Is the Benny Benson location zoned for this type of activity? The volume of busses (120) that will be based and maintained there, plus the support personnel and maintenance structures makes that facility the equivalent of a truck repair shop.
- b. The Benny Benson at Tudor location currently contains structures associated with a school, botanical garden, and a fire station placed within a pristine wooded, wildlife environment. A bus parking facility appears to be in conflict.

2. TRAFFIC VOLUME:

- a. When Tudor Road was constructed and paved to its current width at this particular location in 1974 and 1975, the average daily traffic (ADT) was 9,800 vehicles per day. Vehicular traffic in 1974 and 1975 was predominantly passenger cars combined with some semi-trucks, busses and motorcycles. Truck traffic was 5% of the ADT
- b. By 2013 ADT for Tudor Road was 23,179 ADT, reaching as high as 28,998 vehicles per day. The high vehicle per day events occurred primarily during the spring and summer months. However; sometime after 1975, Tudor Road became the travel corridor from the solid waste transfer center located near New Seward Highway and International Airport Road, to the garbage dump located in Eagle River. Further; 2 construction asphalt plants did not exist to the west. These asphalt plants use Tudor Road as a primary haul route for all projects east of Baxter Road.
- c. The ADT in 2013 was 23,179. If the potential school bus parking location is moved to the Benny Benson and Tudor Road location, traffic volume would increase overnight by about 4% during the school year. (120 buses, 120 bus

driver personal vehicles, each at 4 times per day ingress & egress to the facility.)

3. ROAD VERTICLE PROFILE:

- a. The eastbound road vertical profile beginning at Tudor Road and Baxter Road intersection transitions up from 2% to 6.5%. Because that intersection is signal controlled, a good portion of those vehicles accelerate up that portion of the road from a stopped condition. In winter time, especially since the State started sanding and plowing less frequently due to budget constraints, it is harder for vehicles to accelerate to the desired speed. Campbell Airstrip Road, which adjoins the Tudor Road/Baxter road on the south leg of that intersection, has a similar, steep profile.
- b. A large volume of westbound Tudor Road traffic just before Baxter Road has to brake from the 50 mile per hour posted speed to a stopped condition at the Baxter Road intersection. During the winter months, road surface conditions make it hard to achieve a stopped condition. With exception to posted speed limit, Campbell Airstrip Road faces the same dilemma.
- c. For profile reasons, the Tudor Road and Baxter Road intersection is considered substandard. I spoke with Wolfgang Junge, who is second in command to the Central Region Alaska Department of Transportation (AKDOT.) He stated that anytime a municipal government proposes a change that potentially impacts traffic onto a state road, such as the relocation of the school bus parking facility, a Traffic Analysis (TA) must be performed beforehand. He did not know if one had been performed for this potential project yet.

4. HORIZONTAL ROAD FOOTPRINT: An AKDOT traffic analysis would address turning lane motions, turning lane lengths, vehicular accident rates, and more.

5. SCHOOL BUS TRAVEL DISTANCE. Is the current bus facility at Elmore Road positioned more centrally on Tudor Road with respect to the Anchorage area schools? If so, moving the facility about 2.5 miles to the east from its current location, would likely add 10 miles per day per bus over current travel lengths. This amounts to approximately 1,000 miles per day in total just for the school busses. (120 buses X 2.5 miles per day X 4 times per day X 80% of the total number of the school bus routes that would be increased.)

6. ENVIRONMENTAL:

- a. The area of the Benny Benson parking facility would be substantial. It would probably require that a sedimentation pond be built to prevent runoff from contaminating adjacent lands and waterways.
- b. Air pollution from the potential Benny Benson and Tudor location would increase more than 4% from its current volume; considering that the diesel engines of the buses would have to sit idling twice a day before beginning their routes. The personal vehicles that the bus drivers and maintenance personnel use will also contribute to increased air pollution.

- c. The exhaust from diesel engines is a heavy, burned fossil fuel particulate. As such, it will decrease the air quality in the surrounding area, before settling onto the surrounding area. Since the adjacent area is comprised of pristine wooded wildlife lands, residential subdivisions, a school, botanical garden and a fire station; the volume and type of air pollution that would be generated from 120 school buses would degrade air standards (potentially below federal minimums.) It is also possible that the exhaust fallout could negatively impact vegetation.
 - d. Noise pollution; based on the ADT information previously stated, this portion of Tudor Road beginning at Patterson Road, then proceeding westbound to the crest of the road (Tudor Road Hill), and then to the intersection at Baxter Road; a noise pollution study by the Alaska Department of Transportation is long overdue. The study will show that a noise barrier is warranted for much of the length of that corridor, and on the north side of Tudor Road. By comparison; when C Street was widened to its current footprint in the year 2000, its ADT was 12,000 vehicles per day for the 40 mile per hour segment of the road from Dimond Boulevard to 76th Avenue. Finished, glass-plated noise barriers were constructed at 5 locations along that segment of the C Street corridor. That section of C Street corridor is projected to be 24,000 vehicles per day by the year 2020. Tudor Road traffic, from Patterson to Baxter Road, supersedes C Street in terms of traffic volume, traffic type, adverse vertical road profile, posted speed limit, adjacent individual residential property values, and more; since before the day that C Street was widened to its current footprint.
7. BENNY BENSON STUDENTS: Considering all that was previously stated; 120 buses exiting the nearby parking lot before the end of the school day would, in all likelihood, be adverse to student studies and overall environment. The Anchorage School District and faculty at the Benny Benson School should weigh in on the potential impacts.
8. EMERGENCY VEHICLE EGRESS: The worst that can happen will happen if the bus parking facility uses the same access to Tudor Road that the Tudor Road/Campbell Airstrip Road fire station currently uses. Buses will queue back into Campbell Airstrip Road numerous times each day. Bus queues will occur early morning hours when busses exit the parking facility before school days. Bus queues will also occur again in midafternoon hours when busses exit the parking facility just before the end of each school day. Traffic accidents and fires will occur during those hours. Paramedics and firefighters will be impeded, and then delayed. With this knowledge and at this particular point in the decision making process, is enough to eliminate the Benny Benson & Tudor Road bus parking location. If the Benny Benson & Tudor Road is chosen, MOA may be setting themselves up for future lawsuits in the event emergency vehicles are prevented from saving lives or reducing property damages due to bus queueing.

In closing; the relocation of the school bus parking facility lacks transparency from its very inception. My understanding is that the current Tudor Road/Elmore Road bus parking facility is being moved for financial gain to private developers. Developers intend to build senior housing and various business shops. Just across the street there is a strip mall, with retail vacancies, that is more than 30 years old. It is not well maintained, and probably in the final stages of its economic life. What is the appraised cost of acquisition of that land inclusive of existing building demolition costs? What acquisition cost is MOA offering the developers, inclusive of existing building demolition costs? If a cost comparison of the existing strip mall and the current MOA bus facility has not been made public at this point in the process, the entire MOA school bus facility relocation process should be audited in terms of procedure and cost at this point in time.

Sincerely,
Gary Steffens
6730 Notting Hill Drive
Anchorage, AK 99504

On 10/11/18, 1:44 PM, "huling-plzak_deb" <debhuling@gci.net> wrote:

Absolutely NO on moving the ASD bus barn to property located next to Benny Benson and Alaska Botanical Gardens! We are too tightly packed on the East side and cherish our green spaces! No! No! No! Do not allow this to go through! The public spoke when they shot down moving the bus barn next to Totem Theaters. The same reasons apply now, plus more. We currently have a new Baxter Senior Living facility being built on the corner of Baxter and Tudor. We Do NOT want an industrial bus barn next to are beloved botanical gardens and green spaces! This makes no sense. Why put an Anchorage School District bus barn in an area that is not central to all of anchorage and not an established industrial area. This needs to be shot down. I have no idea why they are even looking to move the current bus barn in our state's and district's current economic situation. Please fight for us eastsiders and help keep one of our last beloved green spaces GREEN!

From: Sandi [<mailto:sandi514@alaskan.com>]

Sent: Monday, October 1, 2018 2:16 PM

To: Dunbar, Forrest <forrest.dunbar@anchorageak.gov>; Petersen, Pete

<pete.petersen@anchorageak.gov>; Ward, Robin E. <robin.ward@anchorageak.gov>; McNulty, Michelle

J. <michelle.mcnulty@anchorageak.gov>; Mayor Berkowitz <Mayor@Muni.org>; Lyon, Craig H.

<craig.lyon@anchorageak.gov>

Subject: Bus Barn Relocation Site OPPOSITION

Ladies and Gentlemen,

We are Sandra and Stephen Mierop, and we live at 9630 Burning Bush Drive in the Stuckagain Heights neighborhood.

We strongly oppose the Tudor/Campbell Airstrip site for the Anchorage School District Transportation Facility!

There is only one road for ingress and egress on Campbell Airstrip Road for Stuckagain Heights, Far North Bicentennial Park, the Alaska Botanical Garden, the Anchorage Fire Department, the Municipality Snow Dump Site, and the Benny Benson Secondary School. The impact of adding 120 buses and all of the employees driving to and from the bus barn is simply incomprehensible to this entire area, including the residents of the Baxter Road neighborhoods!

Shouldn't a bus barn be placed in an industrial area? That's where it is in every other community that we've ever lived.

Thank you for reconsidering this REALLY BAD idea.

All the best,

**Sandra and Stephen Mierop
9630 Burning Bush Drive
Anchorage, Alaska 99507**

Dear Mayor Berkowitz, Ms McNulty and Mr. Lyon,

I sent the message below to Mayor Berkowitz but have not received a reply. I am sending again, hoping to hear back.

I am a resident of Stuckagain Heights and writing to you in opposition of relocating the ASD Bus Barn from its current location on Tudor Road to Site #18 at the base of Campbell Airstrip Road near Benny Benson School and the Alaska Botanical Gardens. If you are not familiar with the study or proposed locations, I have provided a link below to access that information.

Our Basher Community Council was made aware just last week that the Anchorage School District (ASD) proposes to relocate its School Bus Barn and Maintenance Shed from its current location on Tudor Road near Elmore to a location just to the east of Benny Benson School and north of the Botanical Gardens between there and Tudor Road. This Bus Barn would house and maintain 120 + school buses that will access Tudor from Campbell Airstrip Road via the road between Benny Benson School and the Botanical Gardens. Our Stuckagain Heights neighborhood and Basher Community Council was not consulted regarding this project. A poll taken in just the last 2 days shows that 100% of residents in Stuckagain Heights oppose this proposed location. This situation seems like another unfortunate example of limited information being provided to the primary stakeholders impacted by a project with limited time and opportunity to engage or respond. Per the report, a potential location near Totem Theaters was rejected due to outcry from nearby residents.

Please imagine the traffic, pollution, noise, and congestion resulting from 120+ school buses lumbering from and onto the small road between the Botanical Gardens and Benny Benson School and onto and from Campbell Airstrip Road at Tudor Road for several hours each morning and afternoon, the impact on residents in Stuckagain Heights as well as other neighborhoods from Boniface to Patterson, and users of Far North Bicentennial Park. Then consider the potential daily impact on emergency responders at Fire Station #14 as they attempt to navigate congestion resulting from 120 buses coming and going at that single, small intersection just in front of the fire station. If there is an accident at that intersection, there is NO OTHER access point onto Campbell Airstrip Road or onto Tudor Road for responders. Then appreciate the impact to the tranquil, serene, and beautiful Alaska Botanical Gardens with 120+ idling school buses housed and maintained on its doorstep. Please also think about the huge land scar it will create at the base of our otherwise beautiful Far North Bicentennial Park and in front yard of the Alaska Botanical Gardens. These are just a few of the reasons this location should not be considered further. This is not NIMBY, it is simply common sense.

The report prepared by Dowl (link below) assessed many possible locations, narrowed it to five and then selected two "finalists". Site #18 is the location on the door step of the Alaska Botanical Gardens, the park and many residential neighborhoods in addition to ours. The second location (#27) is between Martin Luther King Drive and Tudor and between Elmore and Tudor Center Drive. The second location (#27) is close to the current ASD Bus Barn,

is not adjacent to any residential areas or parks, and has numerous points of access from Martin Luther King Blvd to Tudor at Elmore, Tudor Center Drive and Boniface compared to the single small access point to Tudor at the Campbell Airstrip Road intersection. It seems like a more suitable and appropriate location for the Bus Barn. The report states that the current Bus Barn location is leased by ASD from the Municipality of Anchorage and the city wants to re-purpose that location into a grocery store, mixed use housing/commercial space, and a DHSS building. Neither of these projects seem appropriate at this time given the recently discovered deficit in our Municipality funds.

Our neighborhood has prepared a resolution against pursuing Site #18 and supporting Site #27. (Current draft attached)

On behalf of the neighborhoods, people, parks, and safety concerns with location #18, I respectfully request that you help us in our efforts to oppose further consideration of Site #18. We are also disappointed that we have had such limited time to mobilize and provide input. A meeting with incredibly short notice (one week) will be held on October 2 from 6:00-7:30pm at the Permit and Development Center. We would appreciate it if you could ensure that our community's voice is included in these discussions including Robin Ward and any others involved in this process. We further request that you support our efforts to make sure that our voice can be adequately heard and considered prior to any decisions made.

Information about the site study can be found at the following link:

[<http://www.muni.org/departments/hlb/pages/default.aspx>]

<http://www.muni.org/departments/hlb/pages/default.aspx>

Real Estate Department

www.muni.org

Welcome to the Real Estate Department . The Heritage Land Bank and Real Estate Services are Divisions of the Real Estate Department. We manage municipally owned real estate property and administer the tax-foreclosure process. Please feel free to contact me.

Regards,

LuAnn Piccard
6212 Redtop Circle
Anchorage, AK 99507
(907) 443-1917 (Cell, Colorado Area Code)

RESOLUTION 2018-2

BASHER COMMUNITY COUNCIL

Anchorage, Alaska

A Resolution Supporting Site #27 and

Opposing Site #18 for the Location of the

Anchorage School District Student Transportation Maintenance Facility

Whereas, the Municipality of Anchorage released a site selection study in September 2018 identifying new locations for the Anchorage School District (ASD) Student Transportation Maintenance Facility (school bus barn); and

Whereas, that site selection study authors did not discuss the options with residents of Stuckagain Heights or the members of the Basher Community Council.

Whereas, the Basher Community Council (BCC) and residents of Stuckagain Heights (residents) reject Site #18 as identified in the ASD Student Transportation Maintenance Facility location for the following reasons:

1. Site #18 will severely impact the residents of this neighborhood as there is only one road into and out of the subdivision. The BCC and residents disagree with the study's finding on Page 17, last paragraph;
2. The impact of approximately 130 buses and numerous employees driving vehicles in multiple trips per day will make it difficult to get onto Tudor Road from Campbell Airstrip Road and will impede the flow of traffic east and west along Tudor Road and result in traffic slowdowns daily.;
3. Increased bus and vehicle traffic will significantly impact residents due to the location of Fire Station #14. The location will adversely affect the ingress and egress of the emergency personnel and residents. The location will increase the time emergency personnel will be able to respond to life threatening calls;
4. The neighborhood north of Tudor Road will also be affected by noise, traffic, and pollution;
5. The Benny Benson School will also be adversely affected by traffic, noise, and safety issues;
6. The Botanical Gardens is a gem and prized for its peacefulness. The noise and pollution from the bus traffic and employees coming to and from the bus barn will adversely affect the gardens, and finally
7. The intersection of Baxter and Campbell Airstrip Road has more traffic accidents with injuries than the Boniface and Tudor intersection, according to the Municipality of Anchorage website.

Whereas, the BCC and residents approve of Site #27 as the best site for the ASD bus barn as it has the least impact to any Anchorage residents.

Now Therefore Be It Resolved that the BCC and residents hereby oppose the selection of Site #18 and support Site #27.

Adopted this ____ day of September, 2018.

President: _____

Date: _____

October 1, 2018

To: Robin E. Ward

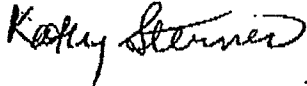
Am out of town and can not attend the meeting to discuss the location of the Bus Barn.

If I am reading the map correctly, the locations under consideration are #18 and 27. #27 seems an appropriate area.

At one time #13 was a consideration and it does not seem to be a consideration now, which I am glad to see as I live behind that area and would not want all of the associated problems that would go along with having the bus barn there. Noise, pollution, increased traffic, etc.

Thank you for letting express my opinion.

Sincerely,

A handwritten signature in black ink, appearing to read "Kathy Sterner". The signature is written in a cursive, flowing style.

Kathy Sterner

RESOLUTION 2018-2

BASHER COMMUNITY COUNCIL
Anchorage, Alaska

**A Resolution Supporting Site #27 and
Opposing Site #18 for the Location of the
Anchorage School District Student Transportation Maintenance Facility**

Whereas, the Municipality of Anchorage released a site selection study in September 2018 identifying new locations for the Anchorage School District (ASD) Student Transportation Maintenance Facility (school bus barn); and

Whereas, that site selection study authors did not discuss the options with residents of Stuckagain Heights or the members of the Basher Community Council.

Whereas, the Basher Community Council (BCC) and residents of Stuckagain Heights (residents) reject Site #18 as identified in the ASD Student Transportation Maintenance Facility location for the following reasons:

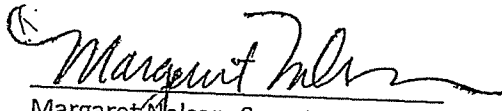
1. Site #18 will severely impact the residents of this neighborhood as there is only one road into and out of the subdivision. The BCC and residents disagree with the study's finding on Page 17, last paragraph;
2. The impact of approximately 130 buses and numerous employees driving vehicles in multiple trips per day will make it difficult to get onto Tudor Road from Campbell Airstrip Road and will impede the flow of traffic east and west along Tudor Road and result in traffic slowdowns daily.;
3. Increased bus and vehicle traffic will significantly impact residents due to the location of Fire Station #14. The location will adversely affect the ingress and egress of the emergency personnel and residents. The location will increase the time emergency personnel will be able to respond to life threatening calls;
4. The neighborhood north of Tudor Road will also be affected by noise, traffic, and pollution;
5. The Benny Benson School will also be adversely affected by traffic, noise, and safety issues;
6. The Botanical Gardens is a gem and prized for its peacefulness. The noise and pollution from the bus traffic and employees coming to and from the bus barn will adversely affect the gardens, and finally

7. The intersection of Baxter and Campbell Airstrip Road has more traffic accidents with injuries than the Boniface and Tudor intersection, according to the Municipality of Anchorage website.

Whereas, the BCC and residents approve of Site #27 as the best site for the ASD bus barn as it has the least impact to any Anchorage residents.

Now Therefore Be It Resolved that the BCC and residents hereby oppose the selection of Site #18 and support Site #27.

Adopted this 30th day of September, 2018.


Margaret Nelson, Secretary

Media Release

Basher Community Council Recommends Tudor Center/Dr. MLK Jr Avenue Location for the site of a Proposed ASD Bus Barn; Opposes Campbell Strip Road/Tudor Site

October 1, 2018—The Basher Community Council (BCC) and residents of the Stuckagain Heights neighborhood overwhelming favor a 25-acre site near Dr. Martin Luther King Jr. Avenue and Tudor Center Drive as the location of a proposed Anchorage School District Student Transportation Facility (bus barn). They also strongly oppose the site located at the intersection of Campbell Airstrip and Tudor roads. The BCC and residents shared their concerns in a resolution.

The BCC and residents quickly acted after the Municipality of Anchorage (MOA) in September issued a study conducted by Dowl Engineers identifying five sites. Before issuing the study, the MOA had already narrowed the selection to two.

Mayor Ethan Berkowitz is proposing to develop the current site of the ASD Bus Barn into a new municipal health & social services building as well as a commercial center with a grocery store and housing.

“Stuckagain Heights residents immediately acted when the study came out,” said Margaret Nelson, secretary of the BCC and resident. “The municipality and its contractor did not attend our community council meeting nor did they contact any residents who would be impacted. We want our choice to be known and our concerns to be heard.”

Residents have learned that there are to be no new ingress and egress roads onto Tudor Road to service the ASD bus barn if located at the Campbell Airstrip/Tudor Road site. Therefore, all the traffic will be routed onto the existing Campbell Airstrip and Tudor roads intersection.

“The traffic of 120 busses and employees will adversely impact residents,” said resident Karen Hansen. “It may severely increase the response time of fire/emergency personnel from Fire Station #14 located at that intersection to all the residents they serve. Additionally, it will affect the Benny Benson School and the Botanical Gardens.

“We only have one road into and out of our subdivision,” Hanson said. “It’s a safety issue. That’s why we believe the Dr Martin Luther King Jr Avenue/Tudor Center Drive is a better choice. That site does not impact current tax paying residents.”

The relocation of the bus barn first came to light last September when the Municipality announced that it would be locating the bus barn on Muldoon behind the Totem Theater. That site was summarily rejected since Scenic Park residents came out in force against the site and there had been no public process.

The BCC and residents issued its resolution in time for a community meeting to discuss the relocation of the bus barn. It is scheduled October 2, 2018 at the MOA Permit & Development Center at 4700 Elmore Road from 6-7:30 p.m.

-END-

Whitfield, David R.

From: Edward P Mjolsnes <emds@gci.net>
Sent: Saturday, September 29, 2018 12:48 PM
To: Mayor Berkowitz; Ward, Robin E.; Rep.Lance.Pruitt@akleg.gov; Petersen, Pete; Dunbar, Forrest; McNulty, Michelle J.; Lyon, Craig H.; Whitfield, David R.; schoolboard@asdk12.org; grant_katy@asdk12.org
Subject: ASD Student Transportation Facility Site Selection Study - Sept 2018

I am opposed to selecting Site #18 for the "bus barn" as presented in the Selection Study.

I am strongly in favor of selecting Site #27.

I live at 6257 Farpoint Dr in "Stuckagain" aka Basher Community Council area (BCC).

I have reviewed the ASD Site Selection Study and viewed aerial maps. In addition to what was posted by our BCC in the form of a proposed Resolution on the subject, here are some of my thoughts and observations about Sites #18 and #27.

One positive aspect of Site #18 concerns access and safety at the intersection at Patterson /Tudor.

Site #18 is at the southwest corner of the intersection at Patterson and Tudor. Installing a signal light at that intersection would be at the same spacing (for traffic flow) as the other signal lights on Muldoon to the north and on Tudor to the west. That should not interfere with the flow of traffic on Tudor and it would eliminate the disruption of traffic on Campbell Airstrip Road. It would also improve access to the strip mall on the northwest corner and create a safer access to and from Patterson.

The water and sewer utilities for Site #18 would require R.O.W. interruption on Tudor whether the access for the Site was at Patterson and Tudor or if it went west to Campbell Airstrip. Sewer and Storm drainage would still have to go into Tudor and under Enstar and any other utilities south of Tudor.

The residential area on the northeast corner would be minimally impacted by the "bus barn noise".

Additional information about the adverse impact at Tudor/Campbell/Baxter signal

Site #18 developing access to Tudor via the Benny Benson and AFD Station 14 locations and Campbell Airstrip Rd will have adverse effects on; AFD Station 14 response time, Benny Benson School, the Botanical Garden site, the Municipality Snow Dump site, the USPS mailbox location for the Basher Community Council area, park users, all of the residences in the Basher Community Council area and, north/south traffic on Baxter.

Site #18 would provide for only ONE access route for the ASD buses and ASD employees/drivers, etc.

Due to the "time of day" and "operating hours", it will create a serious congestion problem at the Tudor/Baxter/Campbell intersection during peak traffic times.

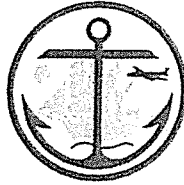
One positive aspect of Site #27 concerns access as well as traffic congestion.

Site #27 would allow for THREE or FOUR access routes for bus migration into the community: MLK to Boniface/Tudor, MLK to Elmore (both north and south) and Tudor Ctr Dr/Tudor. Whereas Site #18 would provide for only ONE.

I urge you to select Site #27.
Sincerely,

EPM, P.E.

Affidavit of Posting



AFFIDAVIT OF POSTING

CASE NUMBER: 2018-0113

I, Robin Word hereby certify that I have posted a Notice as prescribed by Anchorage Municipal Code 21.03.020H.5. on the property that I have petitioned for Site Selection. The notice was posted on _____ which is at least 21 days prior to the public hearing on this petition. I acknowledge this Notice(s) must be posted in plain sight and displayed until all public hearings have been completed.

Affirmed and signed this 9th day of November, 2018.

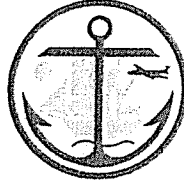
Robin Word
Signature

LEGAL DESCRIPTION

Tract or Lot: _____

Block: _____

Subdivision: T13N R3W Sec35 N2NE4NE4



AFFIDAVIT OF POSTING

CASE NUMBER: 2018-0113

I, Robin Ward hereby certify that I have posted a Notice as prescribed by Anchorage Municipal Code 21.03.020H.5. on the property that I have petitioned for Site Selection. The notice was posted on _____ which is at least 21 days prior to the public hearing on this petition. I acknowledge this Notice(s) must be posted in plain sight and displayed until all public hearings have been completed.

Affirmed and signed this 9th day of November, 2018.

Robin Ward
Signature

LEGAL DESCRIPTION

(Tract) or Lot: 2

Block: _____

Subdivision: Tudor Municipal Campus

Application



Municipality of Anchorage

Ethan A. Berkowitz, Mayor

- Real Estate Department -

DATE: September 28, 2018

TO: Michelle McNulty, Planning Department Director

FROM: Robin E. Ward, Real Estate Department Director REW

SUBJECT: ASD Student Transportation Facility Relocation
Public Facility Site Selection Study

OVERVIEW

The Municipality of Anchorage has entered into an agreement with a private group to re-develop the north 20 acres of the Tudor Municipal Campus at Tudor and Elmore Roads. The majority of the property is able to be re-developed without much difficulty, however, the existing ASD Student Transportation Facility has been located on this property for almost 50 years and will require relocation to be able to fully develop the entire 20 acres. Per 21.03.140, a Public Facility Site Selection Process has been undertaken to determine potential sites for relocation within the ASD designated service area for these buses. The report has been completed and is attached.

A pre-application meeting was held on August 29, 2018.

The Real Estate Department is requesting a public hearing at the Planning and Zoning Commission, which is the next step in this process.

SITE SELECTION STUDY

Municipality of Anchorage
Anchorage School District
Student Transportation Maintenance Facility

September 2018

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1.0 INTRODUCTION

1.1 Background

The Anchorage School District (ASD) Student Transportation Facility operates on a property near the southwest corner of Tudor and Elmore Roads. This facility will need to be relocated to allow for a mixed-use development planned on the site to be developed to its highest and best potential and as identified in the recently adopted Anchorage 2040 Land Use Plan (2040 LUP). The future Tudor-Elmore Development will include the new location for the Department of Health and Human Service (DHHS) facility, as well as proposed medical office buildings, a grocery store, hotel, retail, restaurant, and residential. The mixed-use development is required to provide at least 192 dwelling units. Development of the grocery store, which has been a priority of the community for several decades, and dwelling units are dependent on the relocation of the ASD Student Transportation Facility. The facility uses a considerable amount of area and its location on the site would prevent a commercial development from having adequate access, impeding its potential to be viable.

The ASD Student Transportation Facility serves East and Bartlett High Schools, and all East-Anchorage elementary and middle schools. This facility is the only ASD Student Transportation Facility that is not privately owned. The current location is owned by the MOA and is managed by the ASD under a management agreement. The current facility occupies approximately 9.5 acres of land which includes partially covered bus parking for 124 buses with electrical hook-ups, employee parking, specialized equipment parking, snow storage, a facility with seven maintenance bays, a drive-thru wash bay, and an administrative area for staff support and operation functions. In addition, it includes three portable classroom buildings used as additional administrative space and storage, separate storage containers and bus refueling and cleaning stations.

Public buildings or facilities, such as the ASD Student Transportation Facility, are subject to a Public Facility Site Selection Study under Anchorage Municipal Code (AMC) 21.03.140. The purpose of this study is to document the analysis of alternative sites evaluated for the relocation of the ASD Student Facility and to provide the MOA with the results of this analysis and a recommendation for suitable sites for its relocation.

1.2 New Site Criteria

The goal of this site selection study is to identify sites that can be efficiently developed to accommodate the ASD Student Transportation Facility while providing a high level of efficient service for East Anchorage schools and residents. The study also considers the cost effectiveness of potential sites in terms of acquisition and development costs. The following criteria were used in the initial analysis of potential sites.

- Location
- Size
- Zoning District
- Accessibility
- Environmental Sensitivity

- Soil and Drainage
- Availability of Utilities
- Acquisition and Development Cost

These evaluation criteria are described further below.

Location- The ASD Student Transportation Facility serves schools in East Anchorage. The initial study area looked at sites from Lake Otis Parkway, east to Muldoon Road, and Debarr Road, south to Tudor Road. Due to the abundance of publicly owned land south of Tudor Road and along Dr. Martin Luther King Junior Avenue, the boundary was extended south as depicted in Figure 1, Study Area. Due to the operations of the facility, proximity to a high-capacity road, such as an arterial or greater classification in the Official Streets and Highway Plan (OSHP), is desirable to create an efficient and effective route.

Size- The size desired is based on the required area of the ASD Student Transportation Facility to function, including: bus maneuvering; maintenance and cleaning; fueling; parking; and office space for ASD support staff. The current facility covers approximately 9.5 acres. Various conceptual site layouts were prepared that show the facility could work on 8 acres, which was determined to be the minimum size parcel acceptable for a new location. Parcel shape influences functionality.

Zoning District - The ASD Student Transportation Facility is permitted as an Outdoor Storage of Vehicles and/ or Equipment associated with Community use in the Public Lands and Institutions (PLI) District. Alternatively, it is permitted in the Light Industrial (I-1) or Heavy Industrial (I-2) Districts as a storage yard. Sites that are zoned PLI, I-1, or I-2 District are preferred over those with other zoning designations. Rezoning a site would only be allowable if supported by the 2040 LUP and adopted land use plan map.

Accessibility - Accessibility considerations include the ease of ingress/egress from the property onto existing streets. Site proximity to arterial or collector roads is favored in the analysis, while use of residential streets for access is less favorable.

Environmental Resource Sensitivity- The environmental resource sensitivity criteria evaluates issues such as wetland functions and values, waterways, and upland habitats. High value wetlands and large areas of contiguous habitat are typically more cost prohibitive to develop. Sites that do not contain environmental resources are favored over sites that are encumbered.

Soil and Drainage- Soils, drainage, and groundwater characteristics are very important factors affecting development costs. In general, sites with engineered quality soils and good on-site drainage are less expensive to develop and are preferred.

Availability of Utilities- The ASD Student Transportation Facility requires water, sewer, storm drain, electric, gas, and telecommunications connection services. Sites with adequate utility access (proximity and capacity) are preferred to sites that lack some of these utilities. Sites requiring on-site wells and on-site septic systems require larger site sizes, as well as potentially higher operations and maintenance costs.

Acquisition and Development Cost- In general, municipally-owned property is preferable over privately-owned sites, as there is typically no direct cost associated with site acquisition. However, there is an opportunity cost associated with reserving municipal lands for a non-revenue-producing use. In addition, off-site development costs, such as constructing an access road or upgrading utility systems increase the overall cost to develop a site. Site characteristics, such as those mentioned above, are very important factors in development cost and can result in a no-cost site being more expensive in the end than a purchased site.

1.3 Site Selection Process

The site identification and evaluation process consisted of:

1. Determining search criteria and identifying desired parameters of the site.
2. Inventorying potentially available parcels.
3. Evaluating parcels against initial criteria and eliminating unsuitable sites.
4. Refining the inventory to only suitable parcels and expanding analysis on these sites.
5. Presenting the most suitable sites and documenting the merits and potential drawbacks for each.
6. Making a site recommendation based on the analysis.

A comprehensive list of potential sites was developed based on the following initial screening criteria:

- Location: Lake Otis Parkway, east to Muldoon Road, and Debarr Road, south to Dr. Martin Luther King Junior Avenue, including parcels directly abutting these streets (Figure 1- Study Area).
- Size: The parcel must be at least 8 acres in size.

The initial site inventory included 83 potential parcels within the study area. The zoning designation of each site was evaluated and only sites zoned PLI, I-1, or 1-2 District were retained for further evaluation. This resulted in 44 suitable sites for further consideration (Figure 2- Potential Sites for Analysis).

Of these 44 remaining sites, developed parcels, parcels with obvious environmental constraints (wetlands and/or lakes covering majority of site) (Figure 3 – Wetlands Map), or parcels not adjacent or in close proximity to an arterial or greater classified road were eliminated. This resulted in five sites to be evaluated against the remaining criteria.

1.4 Sites Selected for Further Analysis

The five sites selected for further analysis include Sites 13, 18, 21, 22, and 27 (Figure 2). Below is a brief overview of each site. A more detailed evaluation for each site is provided in Section 2 (Site Evaluations).

Site 13: Located at the northeast corner of Debarr Road and Patterson Street, the site is zoned I-1 District. The undeveloped parcel is approximately 12.8 acres and is currently under private ownership. There is a signalized intersection at Debarr Road and Patterson Street, providing good access. Access to Debarr Road provides good east/west connections to several major north/south corridors.

Site 18: Located near the southeast corner of East Tudor Road and Campbell Airstrip Road, the parcel is owned by the MOA and is zoned PLI District. The undeveloped parcel is 20 acres and has some wetlands on the site. Given the size of this parcel and the availability of adjacent undeveloped lands to the west (portion of site 15), there would likely be adequate area, not encumbered with wetlands, for at least an 8-acre development. The site enjoys good access from a signalized intersection at Tudor and Campbell Airstrip Roads, with Tudor Road providing east/west access to several major north/south corridors.

Site 21: Located south of Dr. Martin Luther King Junior Avenue and the Alaska State Crime Lab, this property is owned by the MOA and is zoned PLI District. This undeveloped parcel is 19.8 acres. The site has direct access onto Dr. Martin Luther King Junior Avenue which provides good east/west connections to several major north/south corridors.

Site 22: Located at the northeast corner of Muldoon Road and East 32nd Avenue, the site is adjacent to the Totem Theater. This parcel is zoned Two-Family Residential (R-2A) District, and is undeveloped. The parcel is approximately 24.8 acres and is owned by the Anchorage School District. The site has direct access onto Muldoon Road at a signalized intersection via East 32nd Avenue. Muldoon Road provides good north/south access to several major east/west corridors.

Site 27: Located near the northwest corner of Dr. Martin Luther King Junior Avenue and Tudor Centre Drive, the site is partially developed with the Anchorage Police Department. This parcel is zoned PLI District, and is approximately 25.7 acres, however the developable area is 9.6 acres. The site is positioned to potentially have direct access Dr. Martin Luther King Junior Avenue which provides good east/west connection, and Tudor Centre Drive, providing good north/south connections to several major corridors. There is a plat note restricting access to Tudor Centre Drive that can potentially be modified or removed to allow this connection.

1.5 Land Use Planning Considerations

The sites being considered for the relocation of the ASD Student Transportation Facility are subject to the provisions of the Anchorage Bowl Comprehensive Plan (Anchorage 2020), the 2040 LUP, East Anchorage District Plan (EADP), The UMED District Plan, and Anchorage Municipal Code (AMC) Title 21 land use regulations.

Anchorage 2020 does not specifically address development of these sites. The 2040 LUP designates site 13 as Town Center. Town Centers are intended to provide a focal point of activity for a group of neighborhoods and the regional area for major parts of the Anchorage Bowl and to serve as destinations for shopping, entertainment, and services in pedestrian-friendly settings. Sites 18, 21, and 22 are designated as Community Facility or Institution in the 2040 LUP. The Community Facility or Institution designation is intended for public or institutional facilities on public or institutional lands. The 2040 LUP designation supports the ASD Student Transportation Facility use.

Sites 13 and 22 are within the EADP area. The EADP land use map designates site 13 as Town Center, which, like the 2040 LUP, is intended to provide areas that serve as a focus of community activity including retail shopping and services, public facilities, and medium- to high-density housing. This

designation does not support the ASD Student Transportation Facility use on site 13. Site 22 is designated as School and Community Institutional in the EADP land use plan map. The purpose of this designation is to provide small- to medium-scale institutions that provides a community service for the surrounding area. This designation supports the ASD Student Transportation Facility use.

Sites 21 and 27 are located within the 3500 Tudor Road Master Plan area. The purpose of this plan is to provide a framework for development of the area south of Tudor Road between Tozier Track and Boniface Parkway. The 3500 Tudor Road Master Plan Land Use Map designates site 21 as Recreation and Recreation-Related Public Purposes, which does not support the ASD Student Transportation Maintenance Facility use. The plan designates site 27 as Suitable for New Development for institutional uses, which does support the ASD Student Transportation Maintenance Facility use.

Under Title 21, the PLI District is intended to include “major public and quasi-public civic, administrative, and institutional uses and activities” (AMC 21.04.060). The ASD Student Transportation Facility is permitted as an Outdoor Vehicle and/or Equipment Storage associated with Community Use in the PLI District, subject to approval of a Major Site Plan Review.

The I-1 District is intended primarily for “public and private light and general manufacturing, processing, service, storage, wholesale, and distribution operations along with other uses that support and/or are compatible with industrial uses (AMC 21.04.050). The ASD Student Transportation Facility is a permitted use in the I-1 District.

2.0 SITE EVALUTATIONS

The following provides a detailed discussion of the evaluation of the five sites. Existing condition maps, graphically summarizing each of the five sites, can be found in Appendix B.

2.1 Site 13 Evaluation

2.1.1 General Information/Size

Site 13 is located near the northeast corner of Debarr Road and Patterson street and can be found on MOA Grid SW1340. The site is privately owned and is just under 13 acres in size. The Parcel ID number is 006-411-19 and is legally described as Creekside Subdivision, Tract A, per plat 2012-065.

2.1.2 Zoning District

The site is zoned I-1 District. Under this designation, lots are required to be at least 50 feet wide, with a total area of 6,000 square feet or more. Front yards must be at least 10 feet deep, and side and rear yards must be 20 feet deep if adjacent to a residential district; otherwise 0 or at least 5 feet deep. There is a 50-foot height restriction for structures located within the I-1 District (AMC 21.06.020). While this parcel meets zoning requirements and the zoning designation supports the use, this site is designated as Town Center by the 2040 LUP and the East Anchorage District Plan, as noted in section 1.5. This designation does not support the use.

2.1.3 Accessibility

Access to this site is available via both Debarr Road and Patterson Street. Debarr Road is classified as a major arterial, which is preferred for this type of use. There is a signalized intersection at Debarr Road and Patterson Road which provides good multi-directional access to major corridors.

2.1.4 Environmental Resource Sensitivity

The site is not encumbered with any known wetlands, streams, or critical habitat. This site has been partially developed with fill and grade activities.

2.1.5 Soil and Drainage

The site is relatively level and drains to the northwest. Ground conditions generally consist of 20 to 35 feet of alluvial gravel with varying degrees of silt and sand overtop dense, glacial till. Pockets of loose silty soils are present across the site and fill up to several feet thick is present in some areas. Several feet of alluvial sand and gravel may have been mined in some areas and backfilled with inferior materials. Geotechnical reports from 2008 reference that the northern portion of the site appears to have been contaminated with petroleum hydrocarbons and chlorinated solvents and were in the process of being remediated.

2.1.6 Availability of Utilities

Water Supply

This site is serviced by AWWU from a water main located within the north side of Debarr Road, the east side of Patterson Street, and the north side of 10th Avenue. A water service extension would be required to connect into this water main.

Sewer

A sewer main is located within the east side of East 10th Avenue. A sewer mainline extension would be required to connect into this sewer main. This connection may require a bore under East 10th Avenue, which is a significant cost impact.

Storm Drain

The municipal storm system is available on the east portion of the site.

Electric

This property is within the Chugach Electric Association (CEA) service area. An electric main runs along the northern side of Debarr Road, the western side of Patterson Street, and the northern side of East 10th Avenue. An electric service with connect will be required to serve this site.

Gas

This property is within the ENSTAR service area. Gas is available on the south side of Debarr Road and the west side of Patterson Street.

Telecommunications

This property is within the Alaska Communications Service (ACS) service area. Telecommunications is available on the northern side of Debarr Road.

2.1.7 Acquisition/Site Development Cost

This site is privately owned and would need to be acquired. The site is currently not listed in the Alaska Multiple Listing Service (MLS) or otherwise advertised as being for sale. The 2018 MOA assessed value for the entire site is \$5,581,000.

Earthwork for site grading may involve filling low areas or improving soft silty areas by over excavation and replacement. Conventional shallow foundations are feasible with the potential for additional over excavation if deeper fill is encountered.

2.1.8 Summary of Approval Criteria Outlined in AMC 21.03.140.H

The approval criteria for public facilities site selection is outlined in AMC 21.03.140H and is summarized below for Site 13:

1. Whether the site will allow development that is compatible with current and projected land uses.

The site is identified as a town center in the 2040 LUP and the East Anchorage District Plan, as noted in section 1.5. This designation does not support this use. Therefore, this condition is not met.

2. Whether the site is large enough to accommodate the proposed use and future additions or other planned public facility

The site is just under 13 acres in size and is privately owned. The current facility is located on 9.5 acres and 8 acres has been determined to be the minimum lot size. The site is of adequate size for this project. This condition is met.

3. Whether the proposed government use and its intensity is compatible with the surrounding district and adopted policies for future development in the district.

The site is zoned I-1, Light Industrial and this facility is a permitted use. However, this site is designated as a Town Center by the 2040 LUP and the East Anchorage District Plan. This designation does not support the use. This condition is partially met.

4. Whether adequate utility and transportation infrastructure is available.

The site is served by the water, storm drain, electric, gas and telephone. A sewer main is located on the east side of 10th Avenue, which would require a sewer mainline extension to serve the property. Although there is a cost associated with the sewer mainline extension, utilities are located adjacent or near the site. The condition is met.

5. Whether the site is located near a transit route, if applicable.

This condition is not applicable.

6. Whether there are existing or planned walkways connecting the site to transit stops and surrounding residential areas, where applicable.

This condition is not applicable.

7. The environmental suitability of the site.

The site is not encumbered with any known wetlands, streams, or critical habitat. This condition is met.

8. The financial feasibility of the site, including maintenance and operations.

The site is privately owned and would need to be acquired. A portion of the site is currently developed with fill and grade activities. Additional earthwork for site grading may include filling low areas or improving soft silty areas by over excavation and replacement. Conventional shallow foundations are feasible with the potential for additional over excavation if deeper fill is encountered. This condition is met.

9. Whether the proposed site for a major municipal, state administrative offices conforms with the adopted policy priority for locating in the Central Business District. Satellite government offices and other civic functions are encouraged to locate in regional or town centers if practicable.

This condition is not applicable.

2.2 Site 18 Evaluation

2.2.1 General Information/Size

Site 18 is located along the south side of Tudor Road, east of the Tudor Road and Campbell Airstrip Road intersection within MOA Grid SW1839. The site is owned by the MOA Heritage Land Bank and is 21.6 acres in size. The Parcel ID number is 007-261-01 and is legally described as T13N R3W SEC 35 N2NE4NE4. This site is subject to a US Department of Interior Bureau of Land Management Certificate of Approval (number 50-17) to transfer lands to the MOA to be used for public parks and recreation purposes, and other compatible public purposes only. The use of the ASD Student Transportation Facility is considered such a public purpose, and is consistent with development of adjacent land that is also affected by this Certificate of Approval. This site also includes a portion of Parcel ID 007-261-06, owned by the MOA School District, to provide adequate access to the site via Campbell Airstrip Road.

2.2.2 Zoning District

This site is zoned PLI District. Under this designation, lots are required to be at least 50 feet wide, with a total area of 6,000 square feet or more, with up to 45 percent maximum lot coverage. Front, rear, and side yard setbacks shall be 25 feet when abutting a DR, PR, PLI, or residential district; otherwise, no yard

is required. The height restriction for structures located within the PLI District is 45 feet (AMC 21.06.020).

This parcel meets these requirements, and as noted in section 1.5, this site is designated as Community Facility or Institution by the 2040 LUP. This designation supports the use.

2.2.3 Accessibility

Access to this site as available via both Tudor Road and Campbell Airstrip Road. Tudor Road is classified as a major arterial by the OSHP, which is preferred for this type of use. Campbell Airstrip Road is not specifically classified in the OSHP and is therefore considered a local street, although it serves and is constructed as a collector. There is a signalized intersection at East Tudor Road and Campbell Airstrip Road, providing multi-directional access, with East Tudor Road providing good access to major corridors. A traffic study will likely be required, which would identify any off-site traffic improvements that would be required as part of the development. There is potential for a secondary access point from the private drive that serves Benny Benson that would require a shared access agreement.

2.2.4 Environmental Resource Sensitivity

A portion of the property is encumbered with Class A wetlands. Class A wetlands have the highest resource values, and perform at least two significant wetland functions. Class A wetlands are not to be altered or otherwise disturbed in any manner. Any activity that includes placement of fill in a Class A wetland requires an Individual Section 404 permit from the Corps of Engineers prior to development. The site is large enough that it could likely be developed without disturbing any onsite wetlands.

2.2.5 Soil and Drainage

The southwestern portion of this site is a topographic high which supports the Municipality's 5 million gallon (MG) and 10 MG water tanks. The east and southeastern parcel are delineated as Class A wetlands and likely contain significant peat and may be unsuitable for structures or pavement. The northern parcel (or half of the area) is primarily the hill or topographic high. Based on the geotechnical report for the water tank, the hill consists of 15 feet of loose silt or silty sand over dense, silty sand and gravel (till). The dense soil is suitable for conventional foundations for structures or pavement sections. Undeveloped areas may contain relic permafrost, due to the north facing slope aspect.

2.2.6 Availability of Utilities

Water Supply

The site is served by AWWU by a public water main line that runs along the northern property boundary.

Sewer

A sewer mainline is located within the north side of East Tudor Road. A sewer mainline extension would be required to connect to this sewer main.

Storm Drain

The municipal storm drain runs along the north side of Tudor Road.

Electric

This property is within the CEA service area. An electric main runs along north property boundary within the south side of Tudor Road.

Gas

This property is within the ENSTAR service area. Gas is available on the south side of Tudor Road.

Telecommunications

This property is within the ACS service area. Telecommunications is available on the south side of Tudor Road.

2.2.7 Ownership and Acquisition Cost

This site is owned by the MOA Heritage Land Bank, so there would be no cost associated with acquisition. This use would be subject to approval of a Major Site Plan Review, which would cost approximately \$25-30K requires an approximate 4-month time-period for approval.

Earthwork considerations include significant grading to level the site, particularly the northern parcel. The silty soil may be difficult to compact due to the high fines content (30+ percent) for cut and fill although it is possible. Areas of fill supporting structures may require imported NFS fill to reduce frost heave movement for cold foundations.

2.2.8 Summary of Approval Criteria Outlined in AMC 21.03.140.H

The approval criteria for public facilities site selection is outlined in AMC 21.03.140H and is summarized below for Site 18:

1. Whether the site will allow development that is compatible with current and projected land uses.

The site is identified as a Community Facility or Institution by the 2040 LUP. This designation supports the use. This condition is met.

2. Whether the site is large enough to accommodate the proposed use and future additions or other planned public facility

The site is 21.6 acres in size and owned by the MOA Heritage Land Bank. The current facility is located on 9.5 acres and 8 acres has been determined to be the minimum lot size. The site is of adequate size for this project. This condition is met.

3. Whether the proposed government use and its intensity is compatible with the surrounding district and adopted policies for future development in the district.

The site is zoned PLI and the use is permitted in this zoning district. The site is designated as a Community Facility or Institution by the 2040 LUP, which supports this use. This condition is met.

4. Whether adequate utility and transportation infrastructure is available.

The site is served by the water, storm drain, electric, gas and telephone. A sewer main is located within the north side of East Tudor Road and a sewer mainline extension would be required to serve the site. Although there is a cost associated with the sewer mainline extension, utilities are located adjacent or near the site. The condition is met.

5. Whether the site is located near a transit route, if applicable.

This condition is not applicable.

6. Whether there are existing or planned walkways connecting the site to transit stops and surrounding residential areas, where applicable.

This condition is not applicable.

7. The environmental suitability of the site.

A portion of the property is encumbered with Class A wetlands. Class A wetlands have the highest resource values and perform at least two significant wetland functions. Class A wetlands are not to be altered or otherwise disturbed in any manner. However, the site is large enough that it could likely be developed without disturbing any onsite wetlands. Since development could likely occur without disturbing the Class A wetlands, the condition is met.

8. The financial feasibility of the site, including maintenance and operations.

The site is owned by the MOA Heritage Land Banks, so there would be no cost associated with acquisition. Earthwork considerations include significant grading to level the site, particularly the northern parcel. Areas of fill supporting structures may require imported NFS fill to reduce the frost heave movement for cold foundation. Although acquisition cost is not required, the earthwork associated with the site could have a significant cost. Therefore, this condition is partially met.

9. Whether the proposed site for a major municipal, state administrative offices conforms with the adopted policy priority for locating in the Central Business District. Satellite government offices and other civic functions are encouraged to locate in regional or town centers if practicable.

This condition is not applicable.

2.3 Site 21 Evaluation

2.3.1 General Information/Size

Site 21 is located south of the intersection of Dr. Martin Luther King Junior Avenue and Tudor Centre Drive and can be found on MOA Grid SW1836. The site is owned by the MOA Heritage Land Bank and is just under 20 acres in size. The Parcel ID number is 008-121-08 and is legally described as Tudor Municipal Campus Subdivision, Tract 6, per plat 2009-16. This site is also subject to the US Department

of Interior Bureau of Land Management Certificate of Approval (number 50-17) discussed above. The use of the ASD Student Transportation Facility is considered such public purpose and is consistent with development of adjacent land that is also affected by this Certificate of Approval.

2.3.2 Zoning District

This site is zoned PLI District. Under this designation, lots are required to be at least 50 feet wide, with a total area of 6,000 square feet or more, with up to 45 percent maximum lot coverage. Front, rear, and side yard setbacks shall be 25 feet when abutting a DR, PR, PLI, or residential district; otherwise, no yard is required. The height restriction for structures located within the PLI District is 45 feet (AMC 21.06.020).

This parcel meets these requirements and as noted in section 1.5, this site is designated as Community Facility or Institution by the 2040 LUP. This designation supports the use. However, the applicable 3500 Tudor Road Master Plan Land Use Map designation of Recreation and Recreation-Related Public Purposes does not support the use.

2.3.3 Accessibility

Access to this site as available via Dr. Martin Luther King Junior Avenue, which is classified as a minor arterial by the OSHP. A road classification of arterial or greater is desired for the facility and would satisfy that requirement. There is a signalized intersection at Dr. Martin Luther King Junior Avenue and Tudor Centre Drive and provides good access to major corridors.

2.3.4 Environmental Resource Sensitivity

This site is an isolated upland area surrounded by Class A wetlands

2.3.5 Soil and Drainage

Site 21 has geotechnical data nearby for the roadway and trail overpass. Peat from 1 to 6 feet deep was encountered overlying silt, silty sand and gravel, and sand to depths of 15 to 20 feet. Below this, very stiff, lean clay approximately 10 feet thick over silty gravel, silt, and sand to 60 feet. There is a local topographic high, with potentially 30 to 40 feet of site elevation change across the parcel. Drainage across the site is generally to the west with the area draining south towards Campbell Creek. Undeveloped areas may contain discontinuous permafrost.

2.3.6 Availability of Utilities

Water Supply

This site is served by AWWU from a water main located within the north side of Dr. Martin Luther King Junior Avenue. A water service extension would be required to connect into this water main. This connection will likely require a bore under Dr. Martin Luther King Junior Avenue, which is a significant cost impact.

Sewer

A sewer mainline is located within the east side of Elmore Road. A mainline extension would be required

to connect to this sewer main. This connection will likely require a bore under Elmore Road and Dr. Martin Luther King Junior Avenue, which is a significant cost impact.

Storm Drain

The municipal storm drain is available within Dr. Martin Luther King Junior Avenue.

Electric

This property is within the CEA service area. Electric mains run along the east sides of Elmore Road and Tudor Centre Drive. An electric service connect will be required to serve this site.

Gas

This property is within the ENSTAR service area. Gas is available along the south side of Tudor Drive.

Telecommunications

This property is within the ACS service area. There are no telecommunications connections near the property and will need to be developed to serve this site.

2.3.7 Ownership and Acquisition Cost

This site is owned by the MOA Heritage Land Bank, so there would be no cost associated with acquisition. This use would be subject to approval of a Major Site Plan Review, which would cost approximately \$25-30K and requires an approximate 4-month time-period for approval.

Earthwork considerations include significant cut and fill to the level the parcel. The site appears generally suitable to support structures and pavement with up to 6 feet of peat observed in the area that will require over excavation and replacement.

2.3.8 Summary of Approval Criteria Outlined in AMC 21.03.140.H

The approval criteria for public facilities site selection is outlined in AMC 21.03.140H and is summarized below for Site 21:

1. Whether the site will allow development that is compatible with current and projected land uses.

The site is identified as a Community Facility or Institution by the 2040 LUP. This designation supports the use. However, the applicable 3500 Tudor Road Master Plan Land Use map designation of Recreation and Recreation-Related Public Purposes does not support the use. This condition is not met.

2. Whether the site is large enough to accommodate the proposed use and future additions or other planned public facility

The site is just under 20 acres in size and owned by the MOA Heritage Land Bank. The current facility is located on 9.5 acres and 8 acres has been determined to be the minimum lot size. The site is of adequate size for this project. This condition is met.

3. Whether the proposed government use and its intensity is compatible with the surrounding district and adopted policies for future development in the district.

The site is zoned PLI and the use is permitted in this zoning district. The site is designated as a Community Facility or Institution by the 2040 LUP, which supports this use. However, the applicable 3500 Tudor Road Master Plan land use Map designation of Recreation and recreation-Related Public Purposes does not support the use. This condition is not met.

4. Whether adequate utility and transportation infrastructure is available.

The site is served by the storm drain, electric, gas and telephone. A water main is located within the north side of Dr. Martin Luther King Junior Avenue. A water service connection would likely require a bore under Dr. Martin Luther King Junior Avenue, which is a significant cost impact. A sewer mainline is located within the east side of Elmore Road. A mainline extension would be required to provide sewer service. This would likely require a bore under Elmore Road and Dr. Martin Luther King Junior Avenue, which is a significant cost. Since both water and sewer service would likely require roadway boring, which is a significant cost impact, the condition is not met.

5. Whether the site is located near a transit route, if applicable.

This condition is not applicable.

6. Whether there are existing or planned walkways connecting the site to transit stops and surrounding residential areas, where applicable.

This condition is not applicable.

7. The environmental suitability of the site.

The site is an isolated upland area surrounded by Class A wetlands. Therefore, the condition is met.

8. The financial feasibility of the site, including maintenance and operations.

The site is owned by the MOA Heritage Land Banks, so there would be no cost associated with acquisition. Earwork considerations include significant cut and fill to level the parcel. The site appears generally suitable to support structures and pavement with up to 6 feet of peat observed in the area that will require over excavation and replacement. Therefore, this condition is met.

9. Whether the proposed site for a major municipal, state administrative offices conforms with the adopted policy priority for locating in the Central Business District. Satellite government offices and other civic functions are encouraged to locate in regional or town centers if practicable.

This condition is not applicable.

2.4 Site 22 Evaluation

2.4.1 General Information/Size

Site 22 is located near the northeast corner of Muldoon Road and East 32nd Avenue and can be found on MOA Grid SW1641. This site is adjacent to Totem Theater. The site is owned by the MOA School District and is just under 25 acres in size. The Parcel ID number is 007-291-07 and is generally described as T13N R3W SEC 25 NW4NW4NE4&NE4NW4NE4 PTNS & E2NW4NE4&NW4NW4NE4 PTNS.

2.4.2 Zoning District

This site is zoned R-2A District, which does not allow outdoor storage associated with community uses as a permitted or conditional use. Under this designation, lots are required to be at least 50 feet wide, with a total area of 6,000 square feet or more, with up to 40 percent maximum lot coverage. Front yard setbacks must be 20 feet deep, side yards must be 5 feet deep, and rear yards must be 10 feet deep. The height restriction for primary structures located within the R-2A District is 30 feet (AMC 21.06.020). This site was acquired by the ASD for a possible middle school or elementary school. Following the development of Begich Middle School at another site, only an elementary school is required for this area. The site is large enough to accommodate a future elementary school and the ASD Student Transportation Facility.

The site would have to go through a zoning map amendment to rezone the parcel to PLI District, which is supported by the East Anchorage District Plan designation of School and Community Institution as well as the 2040 LUP designation of Community Facility or Institution, noted in section 1.5. This designation supports the use. However, the possible relocation for the ASD Student Transportation Facility at this location was presented to the Northeast Community Council on September 21, 2017. This was met by opposition by the community due to surrounding residential uses, and it was determined that a site selection process should be performed to determine if there were any other suitable sites that would not impact residential development.

2.4.3 Accessibility

Access to this site is available via Muldoon Road. Muldoon Road is classified as a major arterial by the OSHP, which is preferred for this type of use. There is a signalized intersection at Muldoon Road and East 32nd Avenue and Muldoon Road provides good access to several major transportation corridors.

2.4.4 Environmental Resource Sensitivity

A portion of the site, along the east property line, is encumbered with Class C wetlands. Given the size and shape of the parcel, it is likely that an 8-acre development would work on the site with minimal to no disturbance of the wetlands.

2.4.5 Soil and Drainage

Site 22 has multiple geotechnical studies which have been completed for private entities. The northwest area of the parcel appears to be primarily silty sand and gravel capable of supporting conventional shallow foundations or parking areas. This area is also the high topographical point with onsite drainage to the eastern portion. The eastern portion of the site is lower elevation and contains uncontrolled fill consisting of silty sand, silty gravel, and peat to depths of 23 feet overlying natural peat to depths up to 33 feet. Overall peat thickness is up to 25 feet thick in the deeper areas.

2.4.6 Availability of Utilities

Water Supply

This site is served by AWWU from a public water main line, which runs from East 32nd Avenue to East Northern Lights Boulevard.

Sewer

A public sewer main line runs along a portion of East 32nd Avenue, serving the adjacent Totem Theatre. A main line extension, bringing sewer to the site, would be required.

Storm Drain

A municipal storm drain runs along the south side of East 32nd Avenue and available to this site from its southern boundary.

Electric

This property is within the CEA service area. An electric main runs along eastern property boundary, and a portion of the northern property boundary. An electric service connect will be required to serve this site.

Gas

This property is within the ENSTAR service area. Gas is available on the south side of East 32nd Avenue.

Telecommunications

This property is within the ACS service area. Telecommunications is available on the northern side of East 32nd Avenue.

2.4.7 Ownership and Acquisition Cost

This site is owned by the MOA School District, so there would be no cost associated with acquisition. The site would need to be rezoned to PLI District which could cost between approximately \$25-30K and would add 6-9 months to the development. This use would be subject to approval of a Major Site Plan Review, which would cost approximately \$25-30K and requires an approximate 4-month time-period for approval.

Excavation and replacement of deep peat is typically not economical for parking or structures. The northwest portion of the site appears suitable for structures. The eastern portion could be surcharged to reduce settlement. Pavement or canopy structures are not recommended in the eastern portions of the

site without surcharging the site due to the substantial peat thickness (up to 25 feet). Deep foundations such as driven piles are possible through the peat but may require pile lengths more than 50 feet due to down drag forces or frost heave resistance.

2.4.8 Summary of Approval Criteria Outlined in AMC 21.03.140.H

The approval criteria for public facilities site selection is outlined in AMC 21.03.140H and is summarized below for Site 22:

1. Whether the site will allow development that is compatible with current and projected land uses.

The site is currently zoned R-2A, which does not allow outdoor storage associated with community uses as a permitted or conditional use. The site would need to go through a zoning map amendment to rezone the parcel to PLI District, which is supported by the East Anchorage District Plan designation of School and Community Institution as well as the 2040 LUP designation of Community Facility or Institution. This designation supports the use. However, the possible relocation for the ASD Student Transportation Facility at this location was presented to the Northeast Community Council on September 21, 2017. This was met by opposition by the community due to surrounding residential uses, and it was determined that a site selection process should be performed to determine if there were any other suitable sites that would not impact residential development. Therefore, the condition is not met.

2. Whether the site is large enough to accommodate the proposed use and future additions or other planned public facility

The site is just under 25 acres in size and owned by the MOA School District. The current facility is located on 9.5 acres and 8 acres has been determined to be the minimum lot size. The site is of adequate size for this project. This condition is met.

3. Whether the proposed government use and its intensity is compatible with the surrounding district and adopted policies for future development in the district.

The site is currently zoned R-2A, which does not allow outdoor storage associated with community uses as a permitted or conditional use. The site would need to go through a zoning map amendment to rezone the parcel to PLI District, which is supported by the East Anchorage District Plan designation of School and Community Institution as well as the 2040 LUP designation of Community Facility or Institution. This designation supports the use. However, the possible relocation for the ASD Student Transportation Facility at this location was presented to the Northeast Community Council on September 21, 2017. This was met by opposition by the community due to surrounding residential uses, and it was determined that a site selection process should be performed to determine if there were any other suitable sites that would not impact residential development. Therefore, the condition is not met.

4. Whether adequate utility and transportation infrastructure is available.

The site is currently served by water, sewer, storm drain, electric, gas and telephone. Therefore, the condition is met.

5. Whether the site is located near a transit route, if applicable.

This condition is not applicable.

6. Whether there are existing or planned walkways connecting the site to transit stops and surrounding residential areas, where applicable.

This condition is not applicable.

7. The environmental suitability of the site.

A portion of the site, along the east property line, is encumbered with Class C wetlands. Given the size and shape of the parcel, it is likely that an 8-acre development would work on the site with minimal to no disturbance of the wetlands. Therefore, the condition is met.

8. The financial feasibility of the site, including maintenance and operations.

The site is owned by the MOA School District, so there would be no cost associated with acquisition. The site would need to be rezoned, which has a cost and schedule impact to the project. A Major Site Plan Review would also be required.

The northwest portion of the site appears suitable for structures. The eastern portion could be surcharged to reduce settlement. Pavement or canopy structures are not recommended in the eastern portion of the site without surcharging the site due to substantial peat thickness (up to 25 feet). Deep foundations such as driven piles are possible through the peat but may require pile lengths more than 50 feet due to down drag forces or frost heave resistance. Due to the cost associated with a rezone and Major Site Plan Review along with the associated construction cost, it may not be financially feasible to use this site. Therefore, the condition is not met.

9. Whether the proposed site for a major municipal, state administrative offices conforms with the adopted policy priority for locating in the Central Business District. Satellite government offices and other civic functions are encouraged to locate in regional or town centers if practicable.

This condition is not applicable.

2.5 Site 27 Evaluation

2.5.1 General Information/Size

Site 27 is located near the northwest corner of Dr. Martin Luther King Junior Avenue and Tudor Centre Drive, and can be found on MOA Grid SW1836. The site is owned by the MOA and is approximately 25.7

acres in size, however is partially developed with the Anchorage Police Department. The portion of this site that is developable is 9.4 acres and may be developed further to the west on current Animal Control land, if additional space is required. The Parcel ID is 008-091-16 and is legally known as Tudor Municipal Campus, Tract 2, per plat 2009-016.

2.5.2 Zoning District

This site is zoned PLI District. Under this designation, lots are required to be at least 50 feet wide, with a total area of 6,000 square feet or more, with up to 45 percent maximum lot coverage. Front, rear, and side yard setbacks shall be 25 feet when abutting a DR, PR, PLI, or residential district; otherwise, no yard is required. The height restriction for structures located within the PLI District is 45 feet (21.06.020).

This parcel meets these requirements, and as noted in section 1.5, this site is designated as Community Facility or Institution by the 2040 LUP. This designation supports the use.

2.5.3 Accessibility

Access to this site as available via Dr. Martin Luther King Junior Avenue, which is classified as a minor arterial by the OSHP. A road classification of arterial or greater is desired for the facility, and would satisfy that requirement. There is a signalized intersection at Dr. Martin Luther King Junior Avenue and Tudor Centre Drive and provides good access to major corridors. Plat 2009-016 restricts direct access onto Tudor Centre Drive, which may be modified or removed if approved by the Platting Board to allow this access. A traffic study will likely be required as part of the development, which would identify any off-site traffic improvements that would be required as part of the development. There is potential for a secondary access point from the private drive that serves the Anchorage Police Department that would require a shared access agreement.

2.5.4 Environmental Resource Sensitivity

The 9.4 acre developable portion of this site is encumbered with Class B and C wetlands. Given the size and shape of the parcel, it is likely that development would work on the site with minimal disturbance of the Class C wetlands. Development of wetlands may be permitted following issuance of an Individual Section 404 Permit from the Corp of Engineers. This site was previously granted a Section 404 permit to the MOA, however a new permit would need to be obtained.

2.5.5 Soil and Drainage

Site 27 has geotechnical data that was obtained during development of the Anchorage Police Department Facilities. In general, 1 to 10 feet of peat overlay sand and gravel with silt, with sand being more prevalent than gravel. Existing geotechnical data is to a maximum depth of 30 feet. The water table is shallow, typically between 2 and 10 feet below ground surface. Topography is generally flat, with ridges 5 to 15 feet in height scattered over the site. These ridges are waste piles from gravel extraction in the area and contain organic material. Existing material below the peat is dense and would likely support conventional foundations for structures or pavement sections.

2.5.6 Availability of Utilities

Water Supply

The site is served by AWWU by a public water main line that runs along the southern property boundary.

Sewer

A sewer mainline is located to the west of this site, south of the Anchorage Police Department. A mainline extension would be required to connect to this sewer main.

Storm Drain

The municipal storm drain is available near the southern boundary of the site at Dr. Martin Luther King Junior Avenue, and east of the property at Tudor Centre Drive.

Electric

This property is within the CEA service area. An electric main runs along west property boundary. An electric service extension may be required to enhance service to this site.

Gas

This property is within the ENSTAR service area. Gas is available on the south side of Tudor Drive, north of the property.

Telephone

This property is within the ACS service area. Telephone is available on the southern side of East Tudor Road, north of the property.

2.5.7 Ownership and Acquisition Cost

This site is owned by the MOA, with management authority to MOA Real Estate Services, so there would be no cost associated with acquisition. This use would be subject to approval of a Major Site Plan Review, which would cost approximately \$25-30K requires an approximate 4-month time-period for approval. Section 404 permitting would add additional cost and potential development time for this site.

Earthwork considerations include significant grading to level the site particularly the northern parcel. The silty soil may be difficult to compact due to the high fines content (30+ percent) for cut and fill although it is possible. Areas of fill supporting structures may require imported NFS fill to reduce frost heave movement for cold foundations.

2.5.8 Summary of Approval Criteria Outlined in AMC 21.03.140.H

The approval criteria for public facilities site selection is outlined in AMC 21.03.140H and is summarized below for Site 27:

1. Whether the site will allow development that is compatible with current and projected land uses.

The site is currently zoned PLI and this use is permitted. The site is designated as a Community Facility or Institution in the 2040 LUP. This designation supports the use. Therefore, the condition is met.

2. Whether the site is large enough to accommodate the proposed use and future additions or other planned public facility

The site is 25.7 acres in size, however is partially developed with the Anchorage Police Department. The portion of this site that is developable is 9.4 acres. The current facility is located on 9.5 acres and 8 acres has been determined to be the minimum lot size. The site is of adequate size for this project. This condition is met.

3. Whether the proposed government use and its intensity is compatible with the surrounding district and adopted policies for future development in the district.

The site is zoned PLI and is designated as a Community Facility or Institution by the 2040 LUP. Therefore, the condition is not met.

4. Whether adequate utility and transportation infrastructure is available.

The site is currently served by water, storm drain, electric, gas and telephone. A sewer mainline is located to the west of this site, south of the Anchorage Police Department. A mainline extension would be required to provide sewer service to the site. Although there is a cost associated with the sewer mainline extension, utilities are available at or near the site. Therefore, the condition is met.

5. Whether the site is located near a transit route, if applicable.

This condition is not applicable.

6. Whether there are existing or planned walkways connecting the site to transit stops and surrounding residential areas, where applicable.

This condition is not applicable.

7. The environmental suitability of the site.

The 9.4 acre developable portion of this site is encumbered with Class B and C wetlands. Given the size and shape of the parcel, it is likely that development would work on the site with minimal disturbance of the Class C wetlands. Development of wetlands may be permitted following issuance of an Individual Section 404 Permit from the Corp of Engineers. This site was previously granted a Section 404 permit to the MOA; however, a new permit would need to be obtained. Although wetland permitting may be required, the site was previously granted a Section 404. Therefore, the condition is met.

8. The financial feasibility of the site, including maintenance and operations.

The site is owned by the MOA with management authority to MOA Real Estate Services, there would be no cost associated with acquisition.

Earthwork considerations included significant grading to level the site particularly the northern parcel. Areas of fill supporting structures may require imported NFS fill to reduce frost heave movement for cold foundations. Due to the potential earthwork requirements, the condition is partially met.

9. Whether the proposed site for a major municipal, state administrative offices conforms with the adopted policy priority for locating in the Central Business District. Satellite government offices and other civic functions are encouraged to locate in regional or town centers if practicable.

This condition is not applicable.

3.0 COMPARISON AND RECOMMENDATIONS

All five potential sites present challenges and benefits when considered for the potential of the ASD Student Transportation Facility relocation. However, Sites 18, 21, and 27 clearly are more desirable than Sites 13 and 22.

While site 13 is zoned I-1, the ASD Student Transportation Facility it is not in line with the 2040 LUP or the EADP. There is access to utilities, however the soils are poor and likely has unknown materials placed on site and on-site contamination has been previously reported. Furthermore, the site it is under private ownership and based on the MOA's assessed taxable value of \$5,581,000, acquisition costs could be significant.

Site 18 is zoned PLI District and is designated Community Facility or Institution in the 2040 LUP, which both allow the ASD Student Transportation Facility. There is good access from a signalized intersection at Tudor and Campbell Airstrip Road. While the site is partially encumbered with wetlands, it is large enough to develop without disturbing them and soils suitable for development are present on the remainder of the site. The site has sufficient access to utilities. This site is owned by the MOA, resulting in no direct acquisition costs.

Site 21 is zoned PLI District with a 2040 LUP designation of Community Facility and Institutions that support the ASD Student Transportation Facility, however the 3500 Tudor Road Land Use Plan designates this area for Recreation and Recreation-Related Public Purposes, which does not support this use, as it is inconsistent with previous commitments to agencies reflected by this plan. There is a signalized intersection at Dr. Martin Luther King Junior Avenue and Tudor Centre Drive, providing good access. While the site is owned by the MOA and the soils are likely suitable for development, development will likely include extensive cut and fill activities. Utility connections will likely require boring under Dr. Martin Luther King Junior Avenue, which could also result in significant costs.

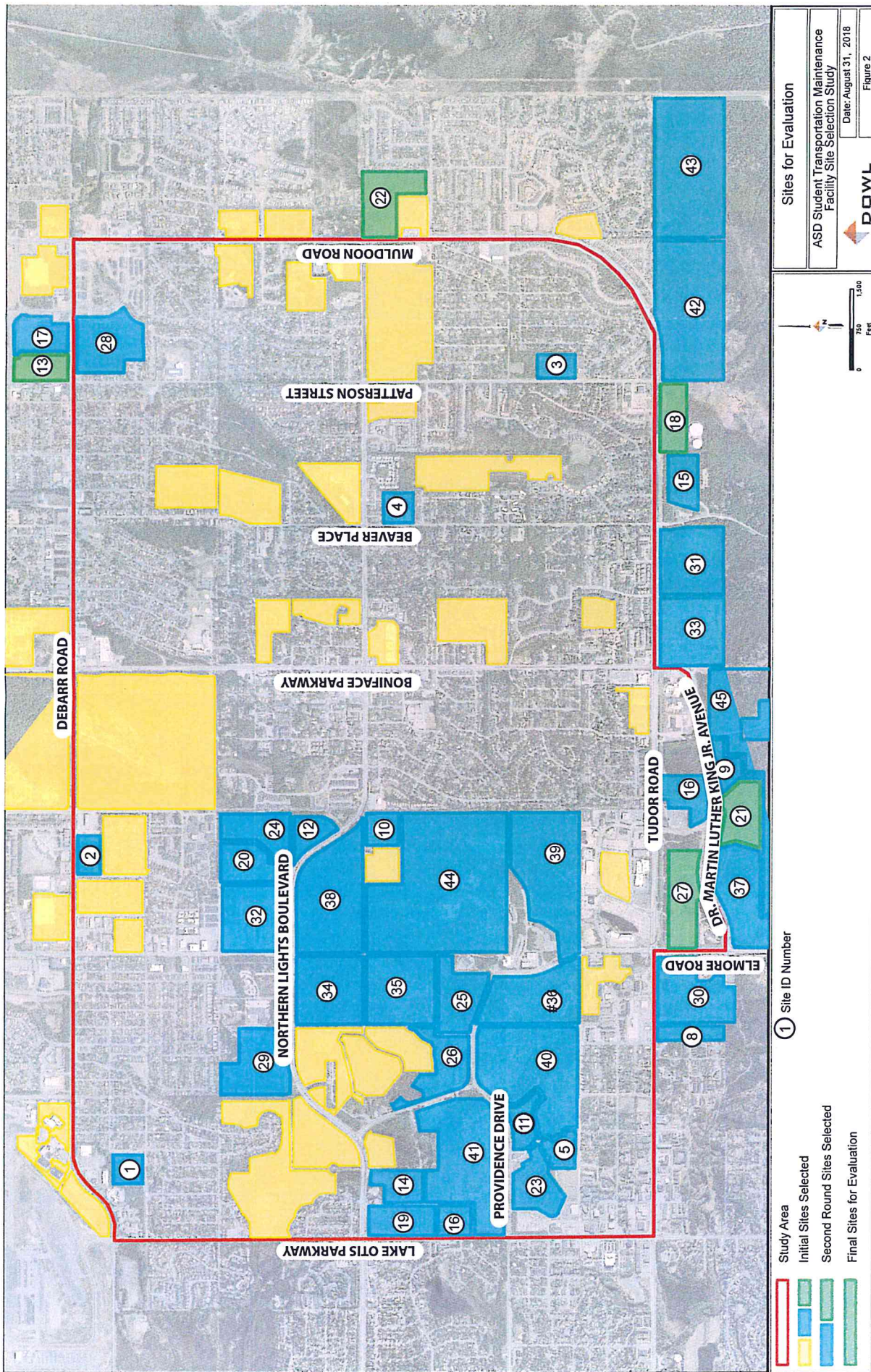
Site 22 is zoned R-2A District with a 2040 LUP designation of Community Facility and Institutions, which supports the use and a potential rezone to PLI District. There is a signalized intersection at East 32nd Avenue and Muldoon Road, providing good access to the site. This site is owned by the MOA and has adequate access to utilities, but may be difficult to economically develop due to additional entitlements required to allow the use and mitigation measures associated with these entitlements.

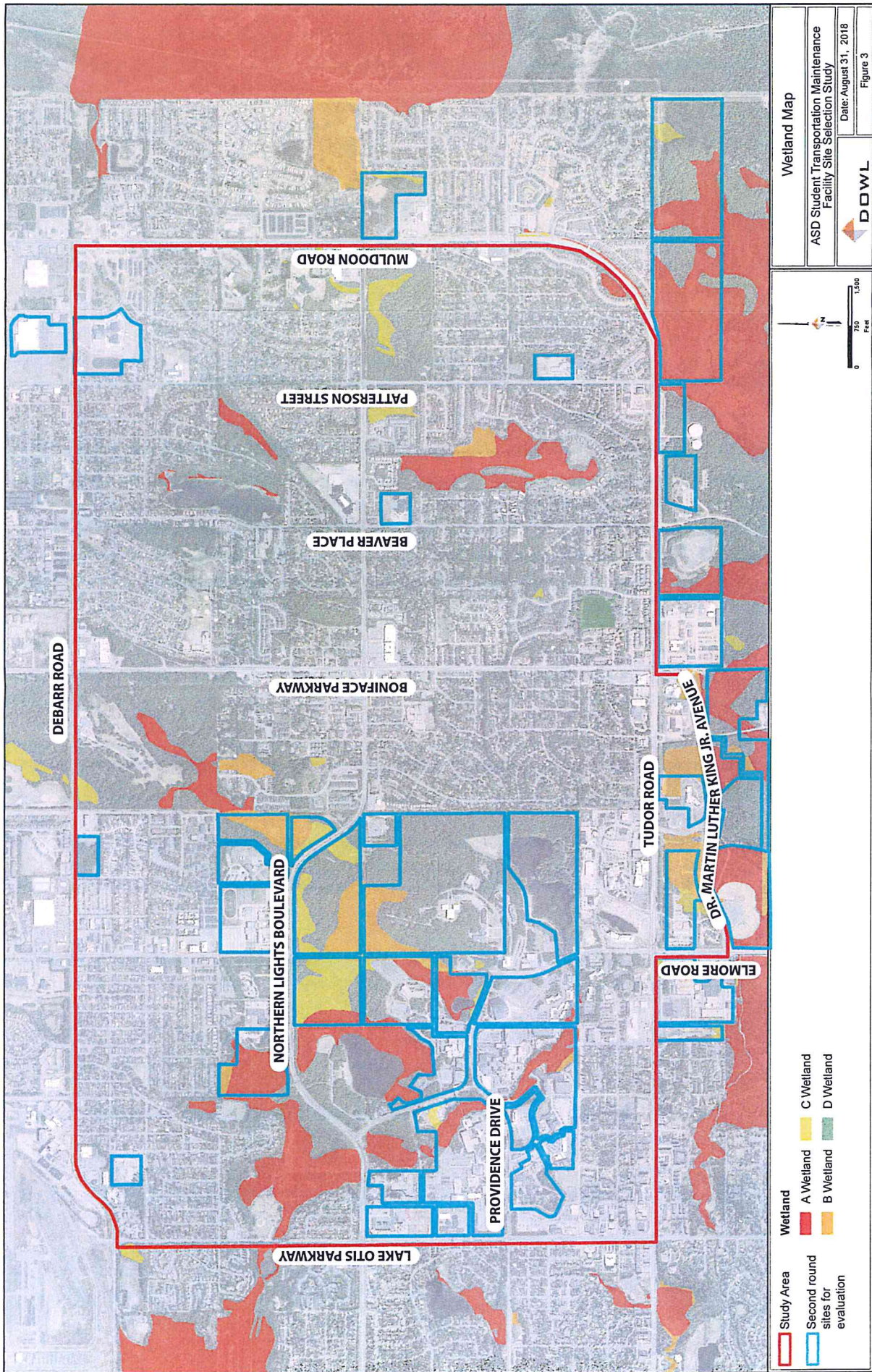
Site 27 is zoned PLI District and has a 2040 LUP designation of Community Facility or Institution, which both allow the ASD Student Transportation Maintenance Facility. There is a signalized intersection at Dr. Martin Luther King Junior Avenue and Tudor Centre Drive, potentially providing good access to the site as the plat note currently restricts direct access to Tudor Centre Drive, which may be modified through a platting action; an additional access point from the private drive that serves the Anchorage Police Department provides secondary access to the site. The site is owned by the MOA, resulting in no direct acquisition costs. The site has adequate access to utilities. While the site is encumbered by Class B and C wetlands, a development permit for a portion of this site from the Corp of Engineers has been previously approved, and can likely be obtained in the future for the areas encumbered with Class C wetlands. Existing soils will likely support traditional foundation and development.

Based on the site selection analysis, Site 18 and 27 would maximize the service efficiency while having the least negative impact on the surrounding neighborhoods. Both sites are in close proximity to the existing facility, limiting the impact on standard operations, while maintaining distance from residential districts. Site 27 was previously planned for the Anchorage Police Department expansion for supporting facilities, however is not anticipated to be required in the near future following the recent acquisition and long-term lease of the LIO Building downtown, and the ASD Student Transportation Maintenance Facility use will continue to support a community and institutional use. Development costs of Site 18 would likely be equal to the cost of the other evaluated sites, and Site 27 may incur a slightly higher development cost due cost of permitting and mitigating on site wetlands. Both sites are undeveloped, owned by the MOA, zoned PLI, and the use is supported by the 2040 LUP. This report recommends Site 18 or 27 as the most suitable for the relocation of the ASD Student Transportation Maintenance Facility.



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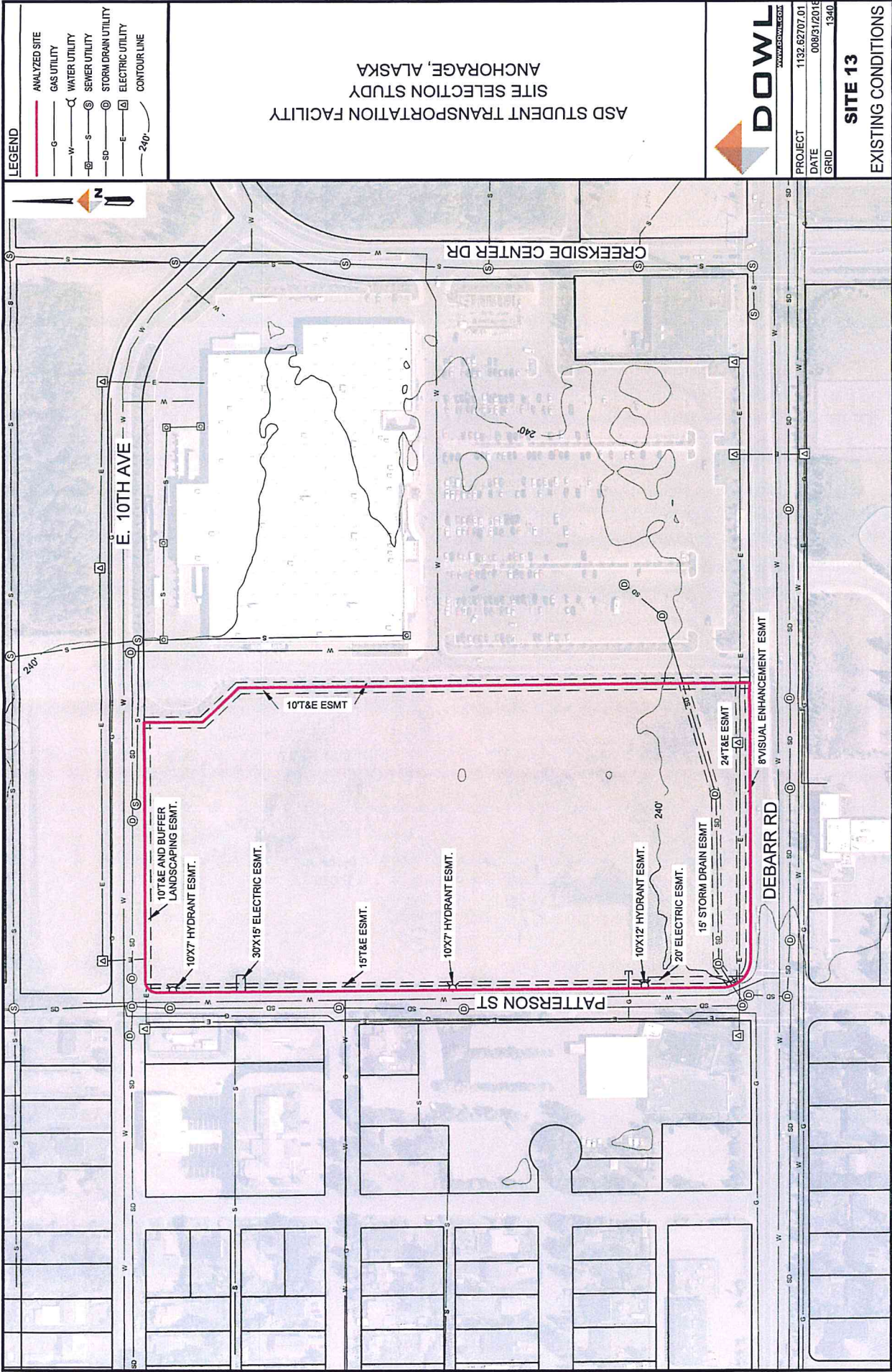


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APPENDIX A

Appendix A- Site Evaluation Matrix					
ASD Student Transportation Maintenance Facility Site Evaluation Matrix					
LOCATION	Site 13	Site 18	Site 21	Site 22	Site 27
Physical Location (address and legal)	Creekside Tract A	T13N R3W SEC 35 N2NEANE4	Tudor Municipal Campus Tract 6	2955 Muldoon Road	4501 Elmore Road Tudor Municipal Campus Tract 2
Parcel ID Number	006-411-19	6790 East Tudor Road 007-261-01 / 007-261-06	008-121-08	007-291-07	008-091-16
Zoning District	Light Industrial (I1) District	PLI District	PLI District	Two-Family Residential (R-2A) District	PLI District
Land Use Entitlement Action Required	None	Major Site Plan Review	Major Site Plan Review	Rezoned and Major Site Plan Review	Major Site Plan Review
Adjacent Land Use	Town Center, Community Facility or Institution, Compact Mixed-Residential	Community Facility or Institution, Park or Natural Area, Compact Mixed-Residential	Community Facility or Institution, Park or Natural Area	Community Facility or Institution, Compact Mixed-Residential, Town Center	Community Facility or Institution
Adjacent Zoning District	I-1, PLI, R-3	PLI	PLI	B-4, R-2A, R-1A	PLI
Significant Zoning Restrictions	No zoning restrictions but use not in line with 2040 LUP or EADP land use designations	None	No zoning restrictions but use not in line with 2040 LUP or 3500 Tudor Master Plan	Prohibited use under current zoning designation	None
Seismic Zone	2- Moderate-Low	2 & 3- Moderate & Moderate-Low	2- Moderate-Low	3- Moderate	3- Moderate
FUNCTION					
Owner	Wal-Mart Stores INC.	MOA	MOA	MOA	MOA
Size of Site	12.81 acres	21.6 acres	19.82 acres	24.83 acres	25.7
Soils/Drainage	Poor due to possible unknown materials on-site and contamination	Suitable	Suitable	Uncontrolled; likely requiring very deep excavation	Suitable following Class C wetland mitigation
Environmental Concerns	Unknown	Unknown	Unknown	Unknown	Unknown
Accessibility	Debar Road and Patterson Street	Muldoon Road and Campbell Alstrip Road	Dr. Martin Luther King Jr. Avenue	Muldoon Road	Dr. Martin Luther King Jr. Avenue and Tudor Centre Drive
Adjacent Road Classifications	Major arterial and neighborhood collector	Major arterial and local road	Minor arterial	Major arterial	Minor arterial
Signal	Yes	No	Yes	Yes	Yes
Utility Availability	Yes	Yes	Yes	Yes	Yes
Site Acquisition Cost	\$5,581,000				
TIMING					
Site Acquisition Time	Unknown- site currently not for sale	MOA Owned	MOA Owned	MOA Owned	MOA Owned
Land Use Entitlement Action Timing	N/A	MSPR: 4 months	MSPR: 4 months	Rezoned: 6-9 months MSPR: 4 months	MSPR and Plat Note Modification: 4 months
Miscellaneous					Plat 2009-016 restricts direct access on to Tudor Center Drive, plat note will need to be modified or removed.

APPENDIX B



LEGEND

ANALYZED SITE

— G — GAS UTILITY

— W — WATER UTILITY

— S — SEWER UTILITY

— SD — STORM DRAIN UTILITY

— E — ELECTRIC UTILITY

— C — CONTOUR LINE

— 240' — CLASS "A" WETLAND

PRV B AV

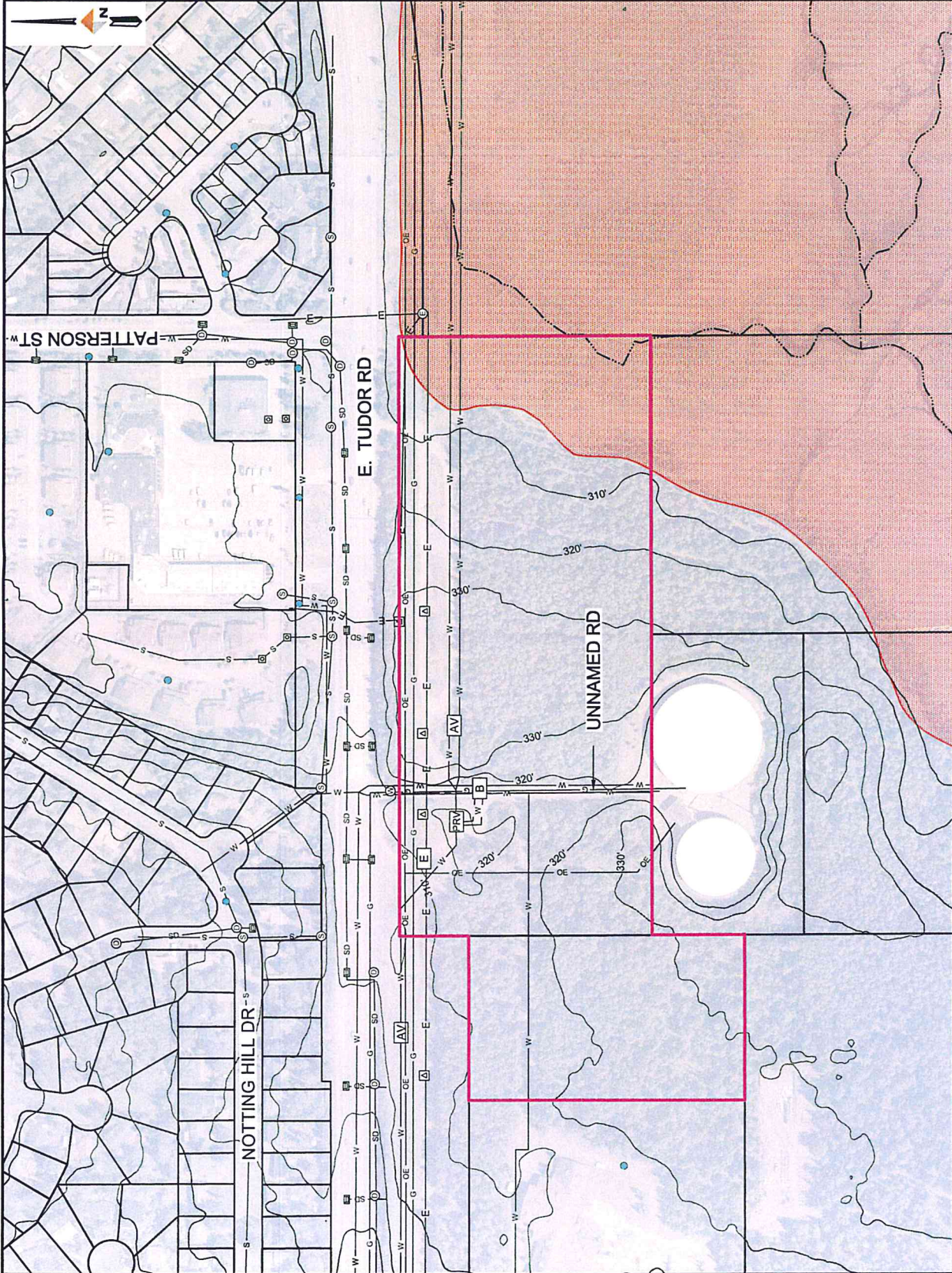
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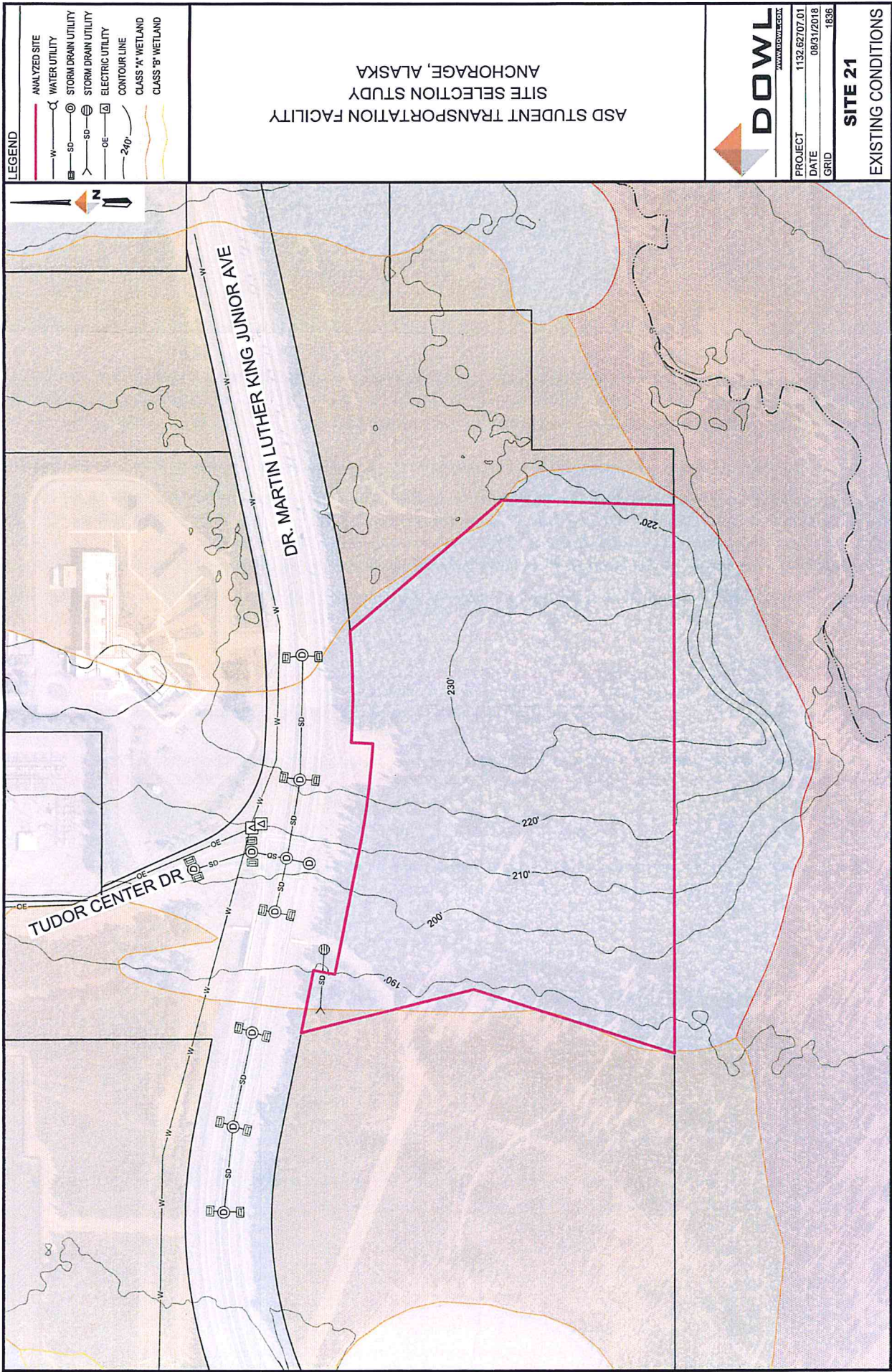
ASD STUDENT TRANSPORTATION FACILITY
SITE SELECTION STUDY
ANCHORAGE, ALASKA

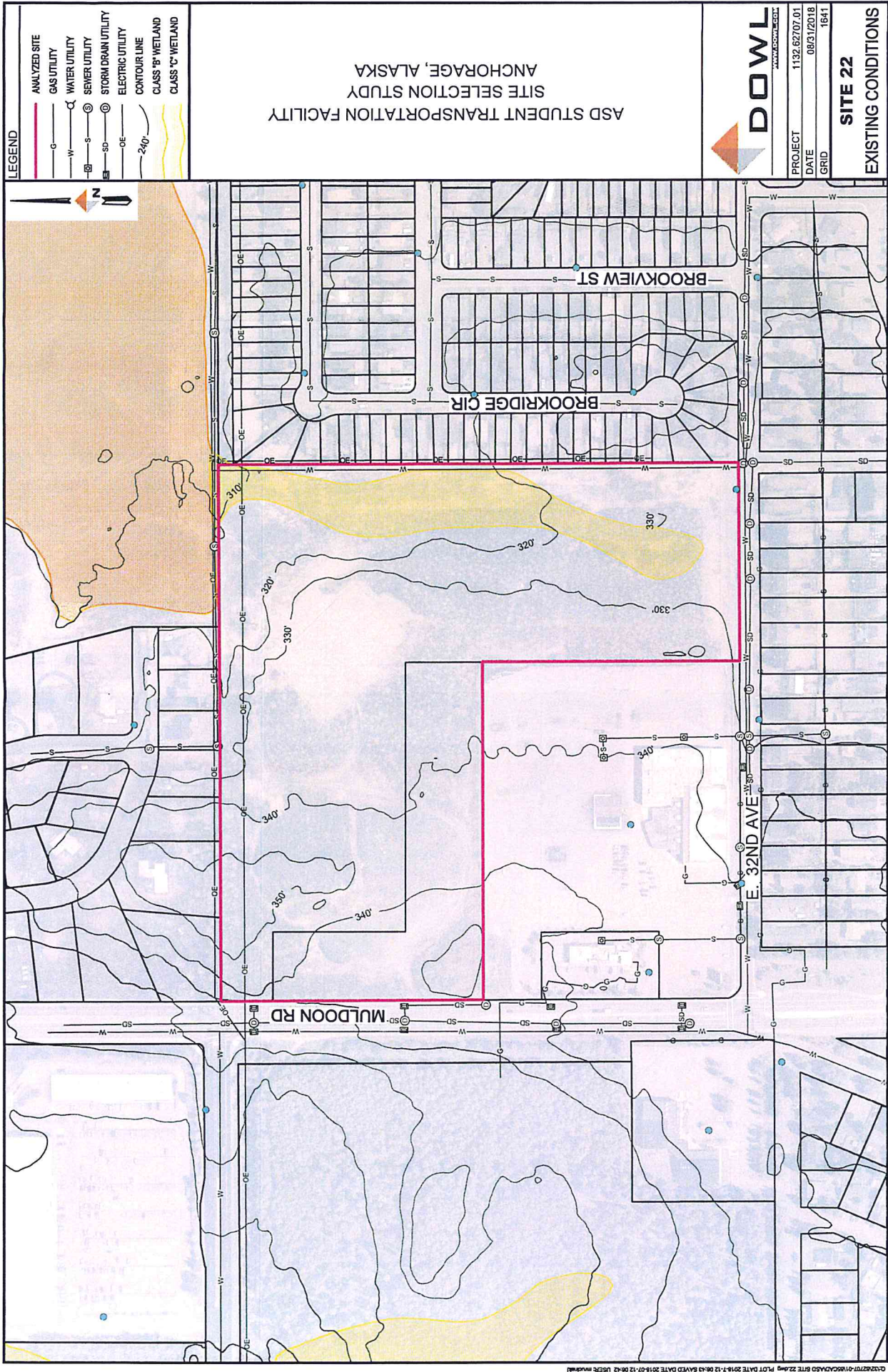


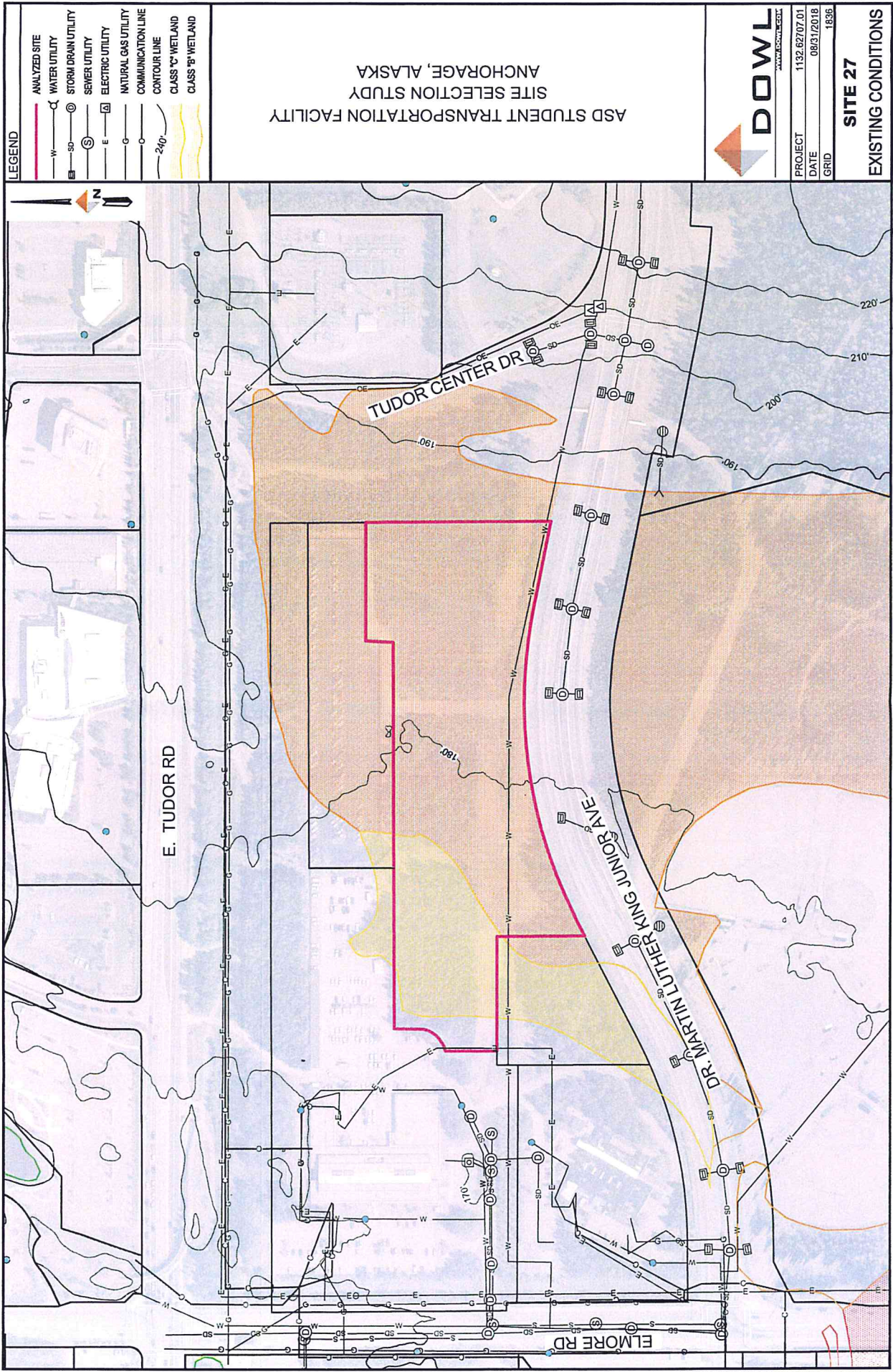
PROJECT 1132.627.07.01
DATE 09/31/2018
GRID 1839

SITE 18
EXISTING CONDITIONS









MUNICIPALITY OF ANCHORAGE



Heritage Land Bank

907-343-7534

Mayor Ethan A. Berkowitz

October 3, 2018

Michelle McNulty
Director of Planning

Dear Michelle:

This letter will serve as a written summary of the community meeting, as required by Title 21, for the application to request a public hearing at the Planning and Zoning Commission for the Site Selection Study to relocate the ASD Student Transportation Facility.

Notice for the meeting went out to: the Federation of Community Councils, and Basher, Campbell Park, Northeast, Scenic Foothills, Tudor Area, and University Area Community Councils. Cards were mailed to 255 occupants surrounding the two recommended sites; 750 feet from one site and 1,600 feet for the other site in order to meet the noticing requirements in Title 21.

Municipal staff made a presentation to the public on October 2, 2018 with approximately 87 people in attendance.

The presentation included:

1. The purpose of initiating the site selection study process is to identify potential locations to relocate the current ASD Student Transportation Facility in order to allow redevelopment of that site.
2. Describing the study area, the initial identified sites, how the sites were narrowed down to five sites and, finally, narrowed down to the two recommended sites.
3. Detailed information on the two recommended sites.
4. The process and timeline for Planning and Zoning Commission public hearing and a final approval of the site selection study by the Anchorage Assembly.

Questions and concerns voiced by attendees:

1. Traffic impacts at the Campbell Airstrip Road/Tudor Road intersection when introducing school bus, bus driver and staff activity if Site #18 was selected.
2. The impacts of bus diesel fumes and noise on surrounding neighborhoods if Site #18 was selected.
3. Concerns that Site #22 was included in the study even after Mayor Berkowitz stated that the bus facility would not be relocated to that site.

4. Near the end of the meeting, the audience took a straw vote and Site #27 had no objections; but the vast majority of the attendees objected to using Site #18.

Sincerely,

A handwritten signature in black ink, appearing to read "Robin E. Ward". The signature is fluid and cursive, with the first name "Robin" and last name "Ward" clearly distinguishable.

Robin E. Ward, Director
Real Estate Department

MOA

P.O. BOX 196650
Anchorage AK 99519

You are invited to attend a
Public Facility Site
Selection community
meeting to hear about the
proposed relocation of the
ASD Student Transportation
Facility. The meeting will be
held at the Permit &
Development Center, located
at 4700 Elmwood Rd. on

Resident

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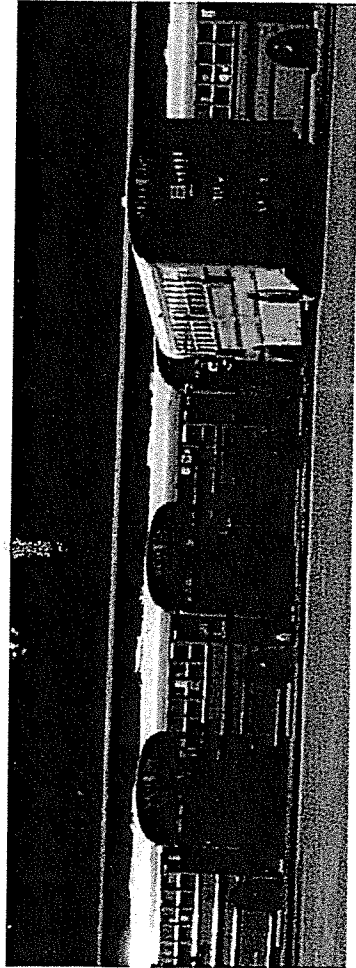
FIRST-CLASS MAIL
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Anchorage, Alaska
Permit No. 202

Public Facility Site Selection

TO RELOCATE THE ANCHORAGE SCHOOL DISTRICT
STUDENT TRANSPORTATION FACILITY

community meeting

with the Anchorage School District, Anchorage, Alaska



MOA
P.O. BOX 196650
Anchorage AK 99519

You are invited to attend a
Public Facility Site
Selection community
meeting to hear about the
proposed relocation of the
ASD Student Transportation
Facility. The meeting will be
held at the Permit &
Development Center, located
at 4700 Elmore Rd., on
October 2, 2018 at 6:00-
7:30pm. If you would like
more information, please
contact Robin Ward at 907-
343-7536 or
WardRE@muni.org.

MUNICIPALITY OF ANCHORAGE



Heritage Land Bank

907-343-7534

Mayor Ethan A. Berkowitz

October 10, 2018

Michelle McNulty
Director of Planning

Dear Michelle:

This letter will serve as a written summary of the presentation by the Municipality of Anchorage (MOA) staff held at the Anchorage School District (ASD) work session on September 10, 2018 regarding the Site Selection Study to relocate the ASD Student Transportation Facility. A copy of the power point presentation is attached.

For the past several Joint Meetings of the ASD Board and Anchorage Assembly, updates on the site selection process have been given to the group with a promise that the final draft of the report would be publically unveiled at an ASD School Board work session.

The presentation included:

1. Reiterating the purpose of initiating the site selection study process to identify potential locations to relocate the current ASD Student Transportation Facility in order to allow redevelopment of that site.
2. Describing the study area, the initial identified sites, how the sites were narrowed down to five sites and, finally, narrowed down to the two recommended sites.
3. Detailed information on the two recommended sites.
4. The process and timeline for Planning and Zoning Commission public hearing and a final approval of the site selection study by the Anchorage Assembly.

Comments by Dave Donley and Alisha Hilde centered on the fact that this was not an ASD project, but a municipal project, and that no funds were going to be contributed by ASD and no additional operational costs were going to be incurred by the ASD Transportation Department with the proposed relocation.

Sincerely,

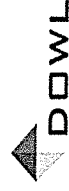
Robin E. Ward, Director
Real Estate Department

Public buildings or facilities, such as the ASD Student Transportation Maintenance Facility, are subject to a Public Facility Site Selection Study under Anchorage Municipal Code (AMC) 21.03.140. The purpose of this study is to document the analysis of alternative sites evaluated for the relocation of the ASD Student Transportation Maintenance Facility and to provide the MOA with the results of this analysis and a recommendation for suitable sites for its relocation.

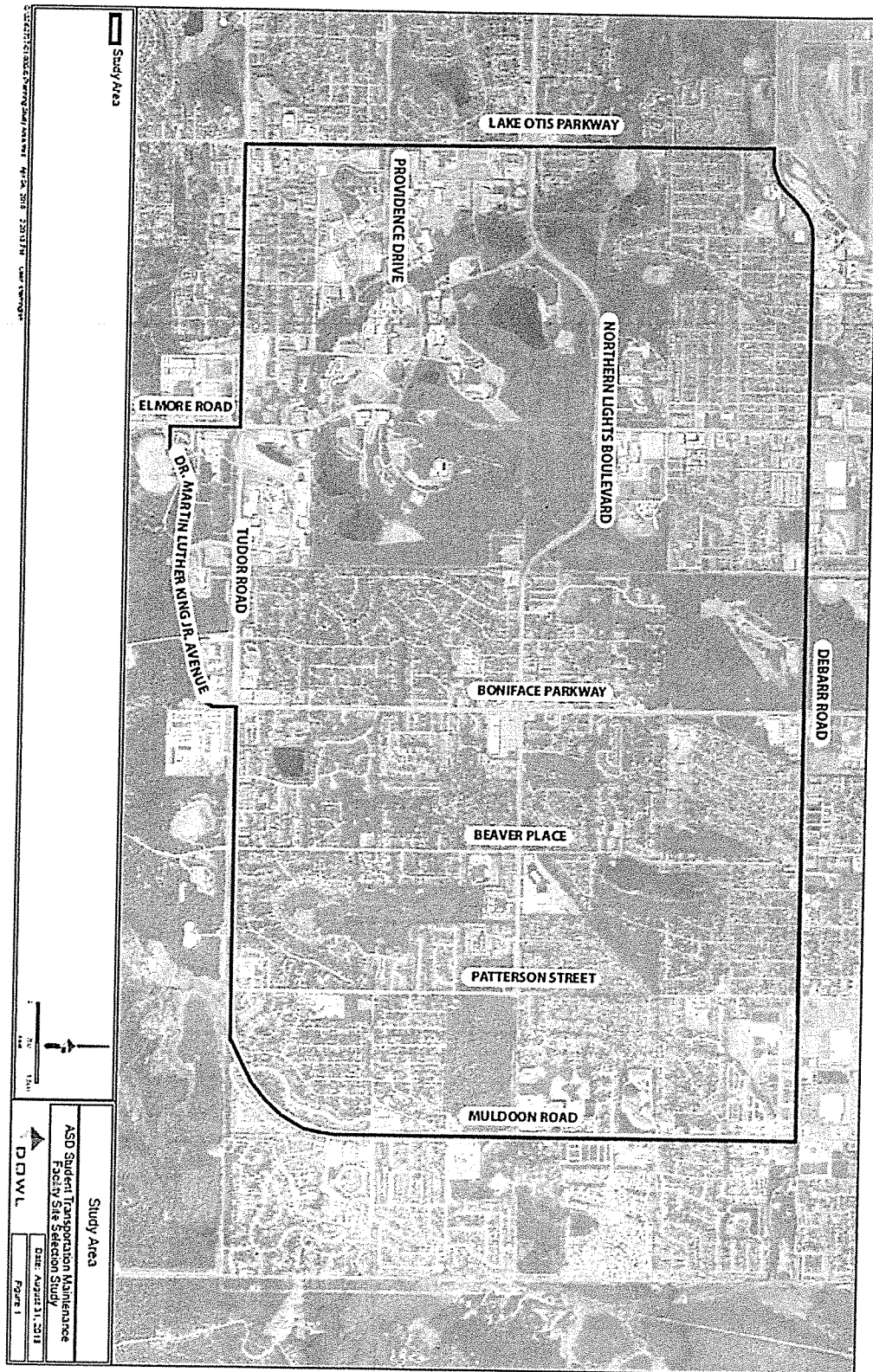
SITE SELECTION STUDY

Municipality of Anchorage
Anchorage School District
Student Transportation Maintenance Facility

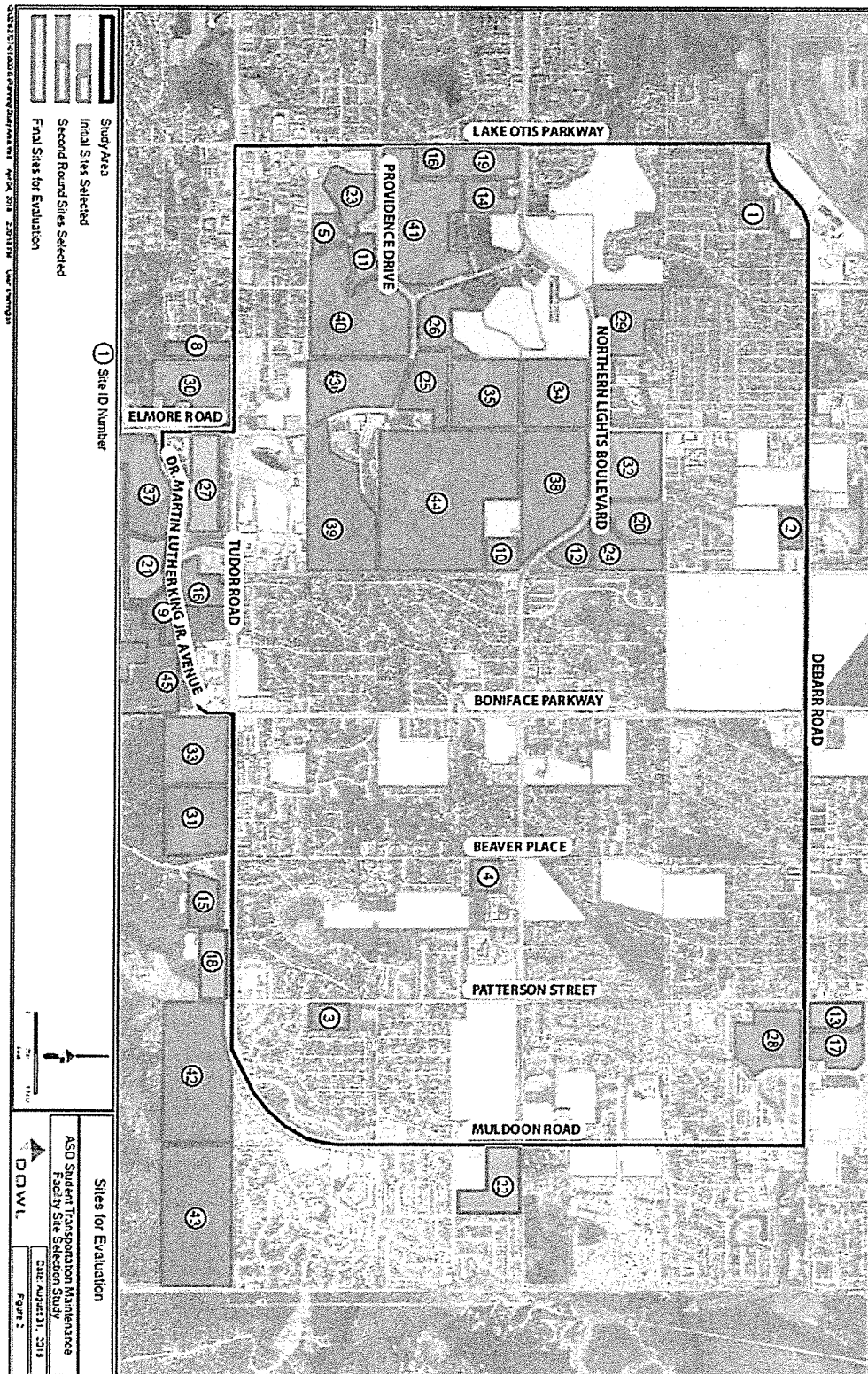
September 2018



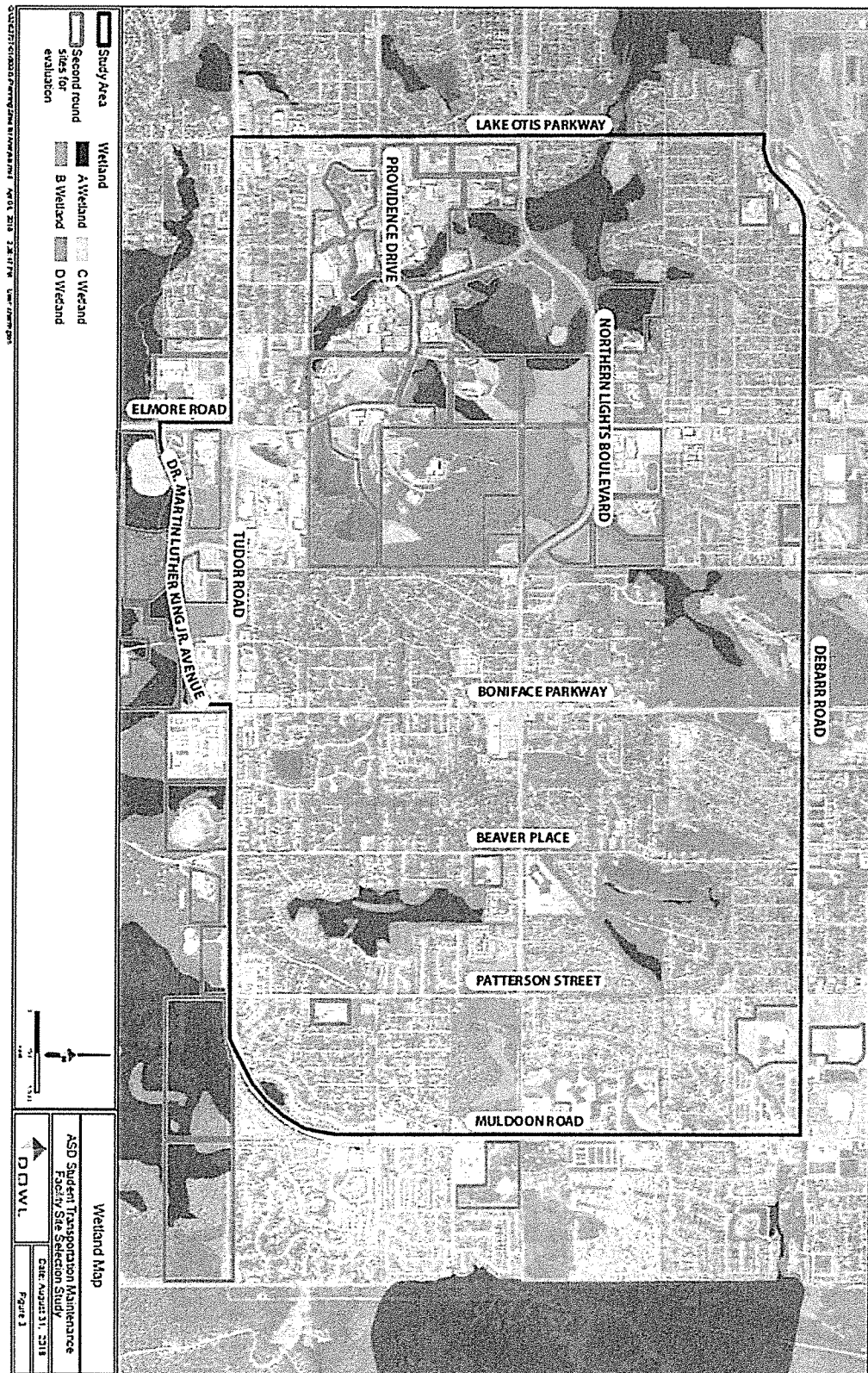
STUDY AREA



INVENTORY



WETLANDS



FINAL SITES FOR EVALUATION

ASD Student Transportation Maintenance Facility Site Evaluation Matrix						
Appendix A- Site Evaluation Matrix						
LOCATION	Site 13	Site 18	Site 21	Site 22	Site 27	
Physical Location (address and legal)	Creekside Tract A	T13W R3W-4C3S N21E4NE4	Tudor Municipal Campus Tract 6	2955 Muldoon Road	4501 Elmore Road	Tudor Municipal Campus Tract 2
Parcel ID Number	006-411-19	007-291-07	008-121-08	007-291-07	008-091-16	
Zoning District	Light Industrial (I1) District	PU District	PU District	Two-Family Residential (R-2A) District	PU District	
Land Use Entitlement Action Required	None	Major Site Plan Review	Major Site Plan Review	Retone and Major Site Plan Review	Major Site Plan Review	
Adjacent Land Use	Town Center, Community Facility or Institution, Compact Mixed-Residential	Community Facility or Institution, Park or Natural Area, Compact Mixed-Residential	Community Facility or Institution, Park or Natural Area	Community Facility or Institution, Compact Mixed-Residential, Town Center	Community Facility or Institution	
Adjacent Zoning District	I-1, PU, R-3	PU	PU	B-4, R-2A, R-1A	PU	
Significant Zoning Restrictions	No zoning restrictions but use not in line with 2040 LUP or EADP land use designations	None	No zoning restrictions but use not in line with 2040 LUP or 3500 Tudor Master Plan	Prohibited use under current zoning designation	None	
Seismic Zone	2- Moderate-Low	2 & 3- Moderate & Moderate-Low	2- Moderate-Low	3- Moderate	3- Moderate	
FUNCTION						
Owner	Wal-Mart Stores Inc.	MOA	MOA	MOA	MOA	
Size of Site	12.81 acres	21.6 acres	19.82 acres	24.83 acres	25.7	
Soils/Drainage	Poor due to possible unknown materials on-site and contamination	Suitable	Suitable	Uncontrolled; likely requiring very deep excavation	Suitable following Class C wetland mitigation	
Environmental Concerns	Unknown	Unknown	Unknown	Unknown	Unknown	
Accessibility	Debarri Road and Patterson Street	Muldoon Road and Campbell Airstrip Road	Dr. Martin Luther King Jr. Avenue	Muldoon Road	Dr. Martin Luther King Jr. Avenue and Tudor Centre Drive	
Adjacent Road Classifications	Major arterial and neighborhood collector	Major arterial and local road	Minor arterial	Major arterial	Minor arterial	
Signal	Yes	No	Yes	Yes	Yes	
Utility Availability	Yes	Yes	Yes	Yes	Yes	
Site Acquisition Cost	\$5,591,000					
TIMING						
Site Acquisition Time	Unknown- site currently not for sale	MOA Owned	MOA Owned	MOA Owned	MOA Owned	
Land Use Entitlement Action Timing	N/A	MSPR: 4 months	MSPR: 4 months	Retone: 6-9 months MSPR: 4 months	MSPR and Plat Note Modification: 4 months	
Miscellaneous					Plat 2009-016 restricts direct access on to Tudor Center Drive, plat note will need to be modified or removed.	

183

NOTTING HILL DR

E. TUDOR RD

PATTERSON ST

UNNAMED RD

LEGEND

- ANALYZED SITE
- GAS UTILITY
- WATER UTILITY
- ROCK/WIND/WALL
- SEWER UTILITY
- STORM DRAIN UTILITY
- ELECTRIC UTILITY
- CRITICAL LINE
- CLASH WITH WETLAND

PROJECT: 1112-0137-01
DATE: 05/11/2011
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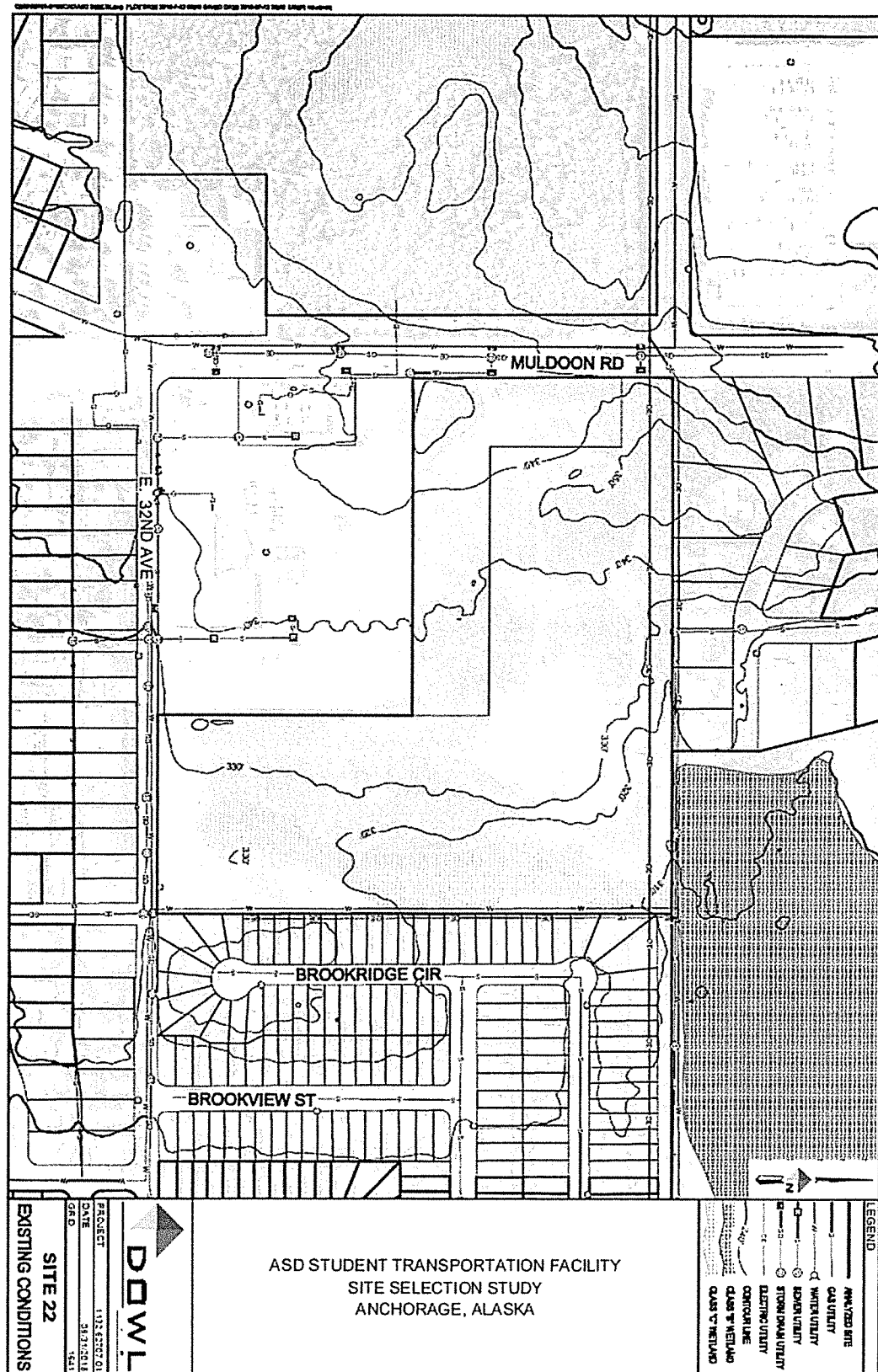
ASD STUDENT TRANSPORTATION FACILITY
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ANCHORAGE, ALASKA

SITE 18
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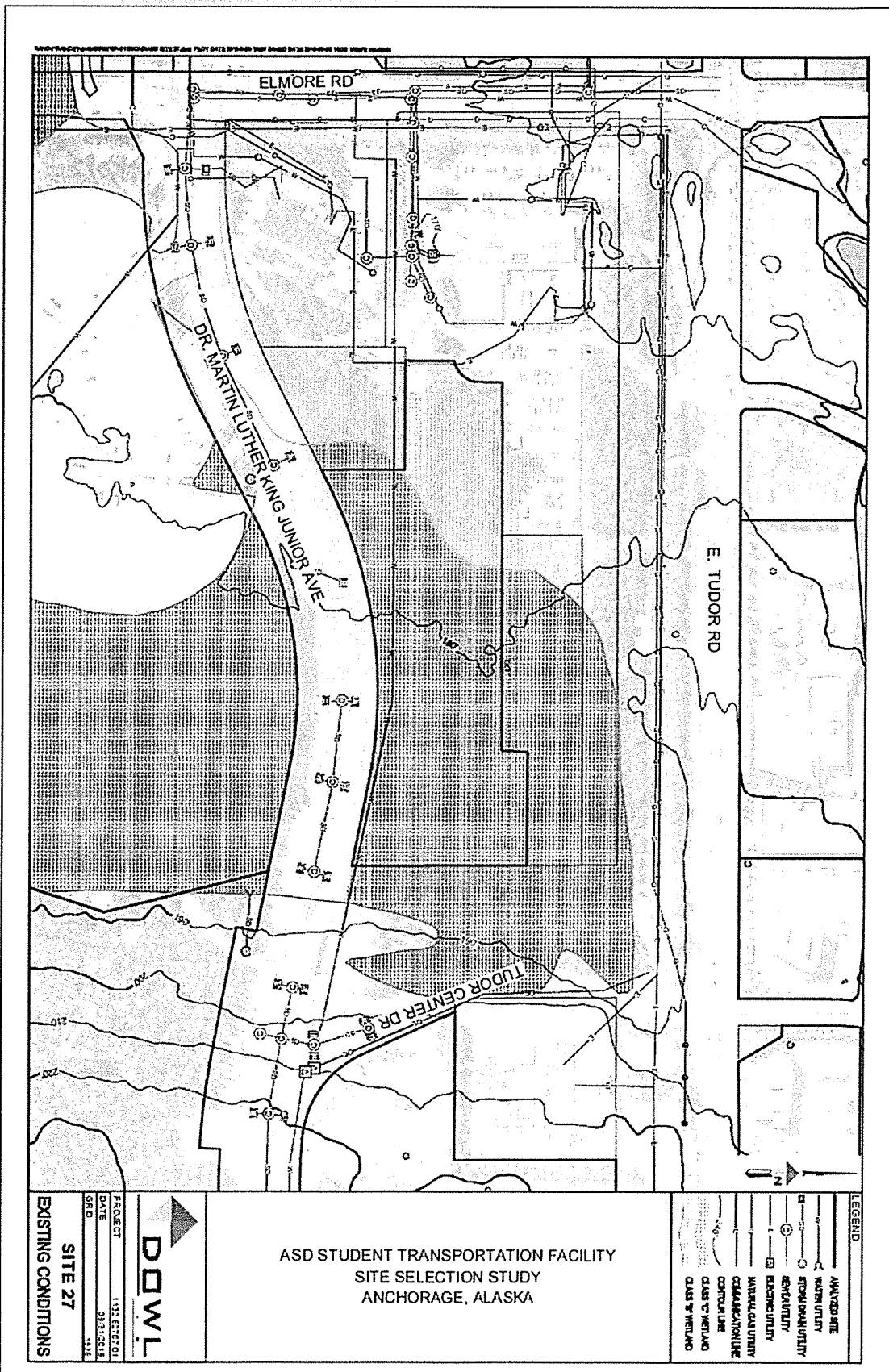
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SITE 22



SITE 27



This report recommends Site 18 or 27 as the most suitable for the relocation of the ASD Student Transportation Maintenance Facility.

Site 18 and 27 would maximize the service efficiency while having the least negative impact on the surrounding neighborhoods. Both sites are undeveloped, owned by the MOA, zoned PLI, and this proposed use is supported by the 2040 LUPM.

Site 27 has been found to support community and institutional use during two site selection studies. Site 27 may have higher development costs due to the presence of wetlands.

Next Steps

- ✓ Community Meeting on October 2, 2018 at the Permit Center located at 4700 Elmore Road from 6:00 to 7:30 PM
- ✓ Planning and Zoning Commission
- ✓ ASD Board Meeting
- ✓ Anchorage Assembly