



MUNICIPALITY OF ANCHORAGE
Project Management and Engineering Department
 4700 Elmore Road
 Anchorage AK 99507

Project Review Form

Project Name:	42 nd Avenue Upgrade Lake Otis Parkway to Florina Street	Project No:	18-06
Project Status:	X Design Study <input type="checkbox"/> 35% <input type="checkbox"/> 65% <input type="checkbox"/> 95% <input type="checkbox"/> Other		
Reviewer Name/Title: University Area Community Council			
Organization / Department:			
Phone Number:		Date: July 8, 2020	

	Reviewer	Page/ Sheet No.	Comment	Response
1)	UACC	iii	<p>1: From Lake Otis-Piper reduce width from 66 to 60 ft. Piper-Dale is a 60' width segment. The municipality offered to return 3ft on either side of 42nd Ave decades ago. College Place Condos, had 3 ft included when they bought two acre homestead early 1980s - now landscaped w/ trees across front. Another resident at the time planted a group of Colorado spruces (now 50ft?) that will be impacted. Residents semi-use the 3ft strip. 2019 CRW Survey has a large red paint circle on a landscape shrub here.</p> <p>Folker Park S paved trail & board 'fence' is within the 66' footage. That strip includes a SE corner specimen white spruce that was sprayed 2018 to protect from bark beetle attack. Park SW entrance design was not completed last summer. Current flower bed is temporary, waiting for the 42nd update & waterline project completion.</p> <p>66' width is not used for parallel street parking from Lake Otis-Piper. All have off-street parking. While one single residence property west of the Country Woods</p>	

			condos (Piper-42nd) is often diagonal parking four vehicles next to the fence. An extended single lane driveway is available. Otherwise no 'street parking needed'.	
2)	UACC	8	Please make a clarification to the 2/5/20 UACC resolution was to prioritize the 42nd Ave AWWU waterline replacement in that area, because of the flooding that has been due to breakages in the waterline.	
3)	UACC	16	We recommend consideration of lighting and other communication technologies along this section of 42 nd , where infrastructure could be negotiated from the provider in return for eased permitting? See examples of similar negotiations in other States at the following link. https://www.americancityandcounty.com/2019/07/10/small-cells-big-uncertainties/	
4)	UACC	20	We would like a request to be made by the MOA to ML&P to provide an estimate of when the utility infrastructure would be slated for maintenance or conversation to UG, and please provide answer to UACC?	
5)	UACC	20	Same comment as #4 for ACS?	
6)	UACC	General	It would be nice to see more pedestrian oriented amenities as part of the road section design. Elements would be bollard lighting, paths that are farther from the edge of travel way, chokers at intersections, and raised crosswalks to control speed. It is tough to acquire additional ROW or easements on private property to accommodate these pedestrian oriented improvements. The road sections in the DSR are not much different from what has been used elsewhere in Anchorage.	
7)	UACC	12	In Segment B: In 2016 the 2 vacant parcels were rezoned to Business and the UACC was not in favor of this. The parcels remain vacant, Questions regarding that lot have risen with medical businesses changing format, some	

			moving to South Anchorage. Will its plans for added medical facilities in this residential neighborhood meld with continuing changes in Anchorage's economic and medical scene?	
8)	UACC	12	Segment A - Lake Otis-Laurel there is a corner pharmacy, medical offices, all with significant parking off 42nd. Speed 25 mph. Why 66' street width for other than the mixed zoning status? Snow storage, by midwinter, would still be pushed beyond the shoulder footage onto private property. Happens here beyond the extra 3+ feet that some residents maintain along 42nd. Snow always pushed by city plows further and higher into the 20' setback.	
9)	UACC	12	<p>Segment B:</p> <ul style="list-style-type: none"> On north side from Laurel to Folker , there is one smaller medical office, plus the large Providence Horizon House (on a hill) which extends to Folker St. The south side of Laurel-Folker St is primarily residential: one large apartment complex, two smaller apartment structures, one smaller apartment related to 'rehabilitation', an empty lot owned by condo assoc. Thus, large majority of land in this block is residential. Why 66' street width? From Folker-Piper is the park, two fourplexes, College Place and Country Woods condos, singles and duplexes. All have off street parking. 66' street width? 	
10)	UACC	12	Segment C: Piper-Dale are singles, duplexes, one triplex. Some vehicles do use 42nd for parking. Design has 60' street width. Why is this segment 60' and others 66'?	
11)	UACC	Exec Sum	The 42nd plan from Lake Otis to Piper is 66' street width, bike path, sidewalk, rare mailboxes. 7' required for N&S	

			shoulders from Lake Otis-Piper. Rare mailboxes currently. Clustered boxes are appropriate, similar to condos. Four mailboxes are gathered together for separate addresses. All apartments have mail delivered inside or to entrances.	
12)	UACC	Exec Sum	Is 66' a requirement in mixed zoning despite 25 mph street? In Piper-Dale segment wide shoulders are NOT in design. It has 60' street width, bike path, sidewalk, space for individual street mailboxes. Is plowed snow to be pushed onto the trail, sidewalk and private setback? It seems so. Please clarify.	
13)	UACC	General	42nd was never designed, a neglected, unzoned hodge-podge neighborhood where the boundary of the City and the Anchorage Borough met (40th Avenue divided) Both ignored the strip north side of Tudor. Was still ignored after Municipality was created except to use 42nd as a bypass three years beginning 1975 while Tudor Road became 4 lanes with a median for turning. Cars, huge trucks were lined along this dirt street. Muni made temporary improvements, constant potholes. then poured asphalt with minimal sub-prep. Pot holes continue. We request the MOA to identify similar streets where we can view what they envision for the two street widths. A 25 mph street with significant off-street parking does not require a wide street design. A wider street invites increased speeds.	
14)	UACC	General	Despite this being an old neighborhood, the need for residential structures in the UMed District is valued.	
15)	UACC	General	It appears to UACC that we have a situation where some neighbors have purchased a 3-ft ROW and some declined the offer years back. Yet we infer from the DSR that the MOA must intend to purchase back the ROW from some neighbors. Please explain more how that would work. Would it be eminent domain or some other process?	

16)	UACC		We remain concerned with how the street design can we integrate the business zoned properties with the established residential properties to have a cohesive feel. With the current economy and medical industry these lots may not end up being used for medical facilities.	
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18)	UACC		Can you provide an example of an existing road in Anchorage for each design segment?	
19)				