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PROJECT OVERVIEW:

This is a revised request for a review and approval of the site plan for construction of housing for the elderly on Tract “A”, Legacy Pointe Subdivision, Plat 2006-10. The original application for this site plan was submitted 9-18-2006. Since then, we have substantially revised the site plan to accommodate input from all of the reviewing agencies. Additionally, we have worked with the MOA Fire Department to make sure that all applicable Fire Code issues have been addressed. We have also been working with the adjacent land owners to solidify the alignment of the collector road that will connect South Goldenview Drive and Potter Valley Road. The property is zoned PLI, which accommodates housing for the elderly, under AMC 21.40.020.B.15. Under that section of Title 21, all permitted uses must follow the procedures outlined in 21.15.015 (Public Facility Site Review) which entails a site plan application review per 21.15.030. **This narrative, the required documents, and the site plans are submitted as additional information and documentation to the original Site Plan Review Application, per 21.15.030.**

The proposed layout of the 13 building plan for the Legacy Pointe Development (formerly referred to as “Forest Heights”) is portrayed on the site plan attached to this package. Tract “B”, as shown on the plat of Legacy Pointe Subdivision has

been purchased by the Municipality of Anchorage’s Heritage Land Bank.

We have developed a Senior Housing project, (housing for the elderly) a land use that is fully supported by the current property zoning per AMC 21.40.020 B.15. In multiple meetings with different neighborhood and community councils, it has been stated that the community would prefer the land be developed in a manner consistent with the current zoning of the subject property. This development does that, as well as meeting a growing need for Senior Housing in the City of Anchorage.

“Housing for the elderly” is defined as “multiple-family housing especially designed for occupancy by persons 62 years of age and older and requires 30 percent of the units within the facility to be handicapped accessible with accommodation for wheelchairs (AMC 21.35.020). The Legacy Pointe buildings comply with that standard.

Additionally, there will be a “Club House” type facility, approximately 7,600 s.f., for the use and benefit of the owners in the development. The Club House will be a focus center for group senior activities such as hobbies, exercise, club activities, dances, health fairs, not unlike the Senior Center in Chester Creek. Although privately run and funded, it has the potential to act as a community center not just for this development, but for other seniors in South Anchorage. These uses are allowed under the code as accessory uses to the primary residential use.

All the building sites are situated within the most suitable areas on the property. No development will occur in the western 29 acres of the property, which contains mapped wetland and stream areas (*It should be noted that these streams have been field located and verified by MOA watershed management personal*). In some instances, we have included additional open space tracts adjacent to the 3,700 lineal feet of 100 foot wide stream protection easements, thus creating large areas of natural, undisturbed open space.

The property is covered by heavy alder thickets, paper birch and white spruce. Ground cover consists of heavy bluegrass and meadow foliage.

The design has 1,089,312 s.f. of impervious coverage as defined by AMC 21.35.020 (roads, sidewalks and buildings), which is 24% of the total land mass.¹ By comparison, a potential residential R-6 development of 84 lots on this property would encompass approximately 802,000 s.f., or 18%, of impervious coverage (not including any additional expansion of side yards, driveways, etc.). Additionally, this property has been studied and tested for on-site septic suitability, and testing indicated that the soils cannot support septic systems.

Approximately 52 acres (51%) of the entire property will be undisturbed by any sort of site grading or construction activity and will be left in its present state.

¹ The maximum allowable PLI building coverage, by zone, is 45% (21.40.020G).

ANCHORAGE 2020 PLAN - GOALS AND OBJECTIVES:

A number of the goals and objectives on the Anchorage 2020 Goals and objectives are addressed by the design of this development. Some of them are:

2020 page 24: *“The supply of land for multi-family housing will need to be retained for future housing demand.”* Legacy Pointe conforms with the 2020 plan.

2020 page 37: *“A diverse, compassionate community where each individual is valued, and children, families and friendship flourish.”* Legacy Pointe will encourage and strengthen the family by giving our seniors more options and reasons for staying in Anchorage during their retirement years.

2020 page 38: *“Housing: A balanced, diverse supply of affordable, quality housing, located in safe and livable neighborhoods with amenities and infrastructure, that reflects Anchorage’s varied social, cultural, and physical environment.”* Legacy Pointe supports this very important issue.

2020 page 40: *“Family: A healthy environment that provides for the emotional, physical, economic, and spiritual well being of families and children.”* Legacy Pointe will help our grandfathers and grandmothers make the decision to stay in Anchorage with their families, providing the spiritual family aspect lost when grandparents are forced to live elsewhere.

2020 page 44: *“The most important land use planning issue for the Anchorage Bowl is room to grow-not only for homes, but for business, industry, and public uses. While the basic land use patterns in the Anchorage Bowl have been established, efficient use of the remaining vacant and underdeveloped lands is critical for Anchorage to remain the Southcentral Regions workplace, and economic and cultural center.”* Legacy Pointe is an efficient use of the land and conforms with the 2020 plan.

2020 page 47: *“Traditional low-density development continues on the upper hillside. Strategic and limited revisions to zoning and public water/sewer extensions permit additional small-lot subdivisions on the lower hillside. Significant environmental features are protected and integrated into new subdivisions and public facilities.”* Legacy Pointe lies in an area of the lower hillside that is already slated for public water and public sewer extensions. Legacy Pointe will have less impact on the environment, with very large green spaces surrounding the buildings, and large 100 foot wide buffers adjacent to the surrounding properties with less density.

2020 page 56: The urban/rural boundary line is discussed. The map on page clearly delineates Legacy Pointe as being within the urban area, not the rural area. *“The urban area will have higher density residential and commercial developments that require and support a higher range of services.”*

2020 page 58: *“Multi-family housing. To meet future housing needs, about 70% of new housing units will be multi-family dwellings, compared to about half today. This is a major shift, but it fits with ongoing population trends. More households will consist of seniors, empty nesters, and non-family members, who are more inclined to prefer multi-family housing. Fewer, more costly single family lots and slower growth in household income will make multi-family housing the affordable choice of more homebuyers.”*

Legacy Pointe will fill this need as defined in the 2020. The creators of the 2020 plan sensitive to the fact that not everyone can afford a single family home on a detached lot.

2020 page 65: *“Link neighborhoods, schools, natural areas, parks, and greenbelts with open spaces and greenways, wherever possible.”* Legacy Pointe is providing an extensive network of green spaces, bike trails, and sidewalks. Legacy Pointe is setting a new standard for other subdivisions to strive for. A quick look at the map of surrounding neighborhoods will show that most are very deficient and have neither greenbelts, bike trails, nor sidewalks.

2020 page 65: *“Promote retention of natural groundcover, or the inclusion of new cover, to reduce and filter surface runoff.”* Legacy Pointe is providing massive areas of natural groundcover. A look at the aerial photograph of the surrounding neighborhood reveals an astonishing amount of the single family homes that have denuded property. Legacy Pointe will actually retain more natural ground than most of the single family areas of the surrounding property.

2020 page 65: *“Protect Anchorage’s scenic views.”* Legacy Pointe will have less impact on views than a single family subdivision would. Condensing the housing is a sought after goal for many environmentalists. It’s simple, the more dense the housing the more green space can be preserved.

2020 page 65: *“Protect the urban forest and other native vegetation in stream corridors, parks and greenways’ and restore their natural conditions, wherever possible.”* Legacy Pointe provides for extra-wide greenbelts following the stream corridors.

2020 page 65: *“Expand community greenbelt links within areas where they are deficient.”* Legacy Pointe is providing extensive greenbelt links to the surrounding property. It should be noted the surrounding property is severely deficient in providing greenbelts on their property. Hopefully, the extensive greenbelt system in Legacy Pointe

will encourage surrounding property owners to begin dedicating greenbelts across their property.

2020 page 65: *“Preserve important wetlands for their ecological, hydrological, habitat, aesthetic, and recreational values.”* Legacy Pointe is setting aside large areas to protect the wetlands. From the beginning of the design process, the Legacy Pointe design team has worked with the Corp of Engineers, the State D.E.C. and other municipal agencies to properly delineate and preserve the high value wetlands. We hope that our efforts to preserve the wetland areas will encourage the surrounding neighbors to dedicate the wetlands that fall on their property.

2020 page 100: *“Minimum Residential Density. The objective of this strategy is to prevent the loss of increasingly scarce residential land to lower residential uses (or too few dwelling units per acre.) The strategy would require multi-family properties to develop at a specific minimum number of housing units per acre to make efficient use of existing public facilities. Implementation will require amendments of multi-family zoning district regulations to eliminate low-density housing. Design standards for minimum residential density housing will be developed before this strategy takes effect.”* Legacy Pointe clearly fits in with the ideals and goals and direction the 2020 plan is proposing by this strategy. The main issue here is the desire to utilize the remaining undeveloped property at its highest and best use.

The following is a chart of the 2020 policies that begin on page 71. The question is asked, Does Legacy Pointe comply with the 2020 policy, is it not applicable, or does it not comply?

Policy #	Does Legacy Pointe Comply?	N/A	Does not comply.
1	Yes		
2	Yes		
3	Yes		
4		x	
5		x	
6	yes		
7	Yes		
8	Yes		
9		X	
10		X	
11	Yes		
12	Yes		

Policy #	Does Legacy Pointe Comply?	N/A	Does not comply.
13		X	
14	Yes		
15		X	
16	Yes		
17	Yes		
18		X	
19		X	
20		X	
21		X	
22		X	
23		X	
24		X	
25		X	
26		X	
27		X	
28		X	
29	Yes		
30	Yes		
31		X	
32	Yes		
33	Yes		
34		X	
35	Yes		
36	Yes		
37	Yes		
38	Yes		
39		X	
40	Yes		
41	Yes		
42		X	
43	Yes		
44		X	
45		X	
46	Yes		
47		X	
48	Yes		
49	Yes		
50	Yes		

Policy #	Does Legacy Pointe Comply?	N/A	Does not comply.
51		X	
52	Yes		
53	Yes		
54	Yes		
55	Yes		
56		X	
57		X	
58		X	
59	Yes		
60	Yes		
61	Yes		
62		X	
63		X	
64		X	
65		X	
66	Yes		
67	Yes		
68	Yes		
69		X	
70	Yes		
71	Yes		
72	Yes		
73	Yes		
74	Yes		
75		X	
76		X	
77		X	
78		X	
79		X	
80	Yes		
81		X	
82		X	
83		X	
84		X	
85		X	
86		X	
87		X	
88		X	

Policy #	Does Legacy Pointe Comply?	N/A	Does not comply.
89		X	
90		X	
91		X	
92		X	
93		X	
Total	43 Yes, complies	54, N/A	0, Does not comply

In summary, Legacy Pointe complies with the purposes, goals and intents of the 2020 plan.

TRAILS:

Currently, approximately 2,200 feet of the “Moen Trail” traverses through the property. Although not a legal trail, it is still used recreationally by hikers year round. Skiers and sledders enjoy the use of the trail in the winter as well. The trail is extremely steep (in excess of 15% in places) which make winter time use dangerous for pedestrians. The collector status of the road make trail crossing considerations difficult, as well. A new trail has been aligned to traverse from the northeast corner of the property, at Goldenview Drive, to the southwest corner of the property. It will be centered on a 20’ wide trail easement. The new trail will not cross the collector road, making it a safer alignment. The trail, pedestrian paths and sidewalks will also connect all the buildings, and create interconnectivity between surrounding residential areas. Additionally, the new trail avoids the wetlands and streams. There will also be a separated path constructed along the collector road.

The Municipality of Anchorage Department of Community Planning and Development Trail Plan (adopted November, 1997) clearly indicates a planned multi use trail connection across the property. Additionally, the Potter Valley Land Use Analysis Plan (December 1999) states that “the Municipality also requires that this trail be retained or *similarly replaced* within the future development of the Mental Health Trust Land”. The current design creates a superior trail, with easier access and better connectivity. Additionally, the proposed multi-use pathway will be constructed as a gravel trail, by the developers, as part of this development.

OWNERSHIP:

The project will become the property of the Condominium Homeowners Association. All property maintenance, snow removal, landscaping and enforcement of the CC&R’s will be the responsibility of the Homeowners.

DENSITY:

The proposed design incorporates 13 buildings, each one containing 55 Senior Housing units, ranging in size from 1,360 to 3,000 s.f. The buildings are 5 stories high, with 1 ½ of the bottom levels allocated for the bulk of residence parking. The buildings will be terraced into the ground, with only 3 ½ stories visible from the uphill (easterly) side. The layout of the buildings maximize views of Cook Inlet to the west, and Chugach Mountains to the east. This type of design ultimately minimizes overall ground disturbance, as well as preserving existing watershed areas and wildlife corridors.

In all, the proposed density is 6.8 dwelling units per acre, comparable to the property that abuts to the south, which is zoned R-3SL, and has a potential D.U.A. of 6.0. Plans for a multi and single family home development are being finalized for that property. It should be noted that a 100 foot natural landscape buffer is maintained, wherever possible, along the residential properties along the northerly boundaries, adjacent to the R-6 zoned subdivisions.

UTILITIES:

The entire project will be served by public water and sewer. Approximately 4,300 linear feet of water line is being extended south on Goldenview Drive from 164th Avenue to supply water to the project. The proposed sewer system will connect to an existing sewer main on Potter Valley Road, approximately 1,900 feet west from the southwest corner of the project. On site, approximately 10,000 linear feet of water line and 8,800 linear feet of sewer line will be installed to service the project. The increase in water availability decreases fire department response time, making for a safer hillside area.

DRAINAGE:

To address the community concerns regarding drainage impacts, both to properties that border on the north of the development, as well as to Potters Marsh to the west, a more in-depth drainage impact analysis has been developed and reviewed by the Municipality. Design of infiltration trenches and detention basins throughout the development and in the westerly areas of the property will be incorporated into the final engineering and grading plans. Onsite drainage from the buildings and roads will be directed into curb and gutter, eventually channeled to a combination of storm drain lines, infiltration trenches, retention ponds and other infiltration systems to *allow off site drainages to maintain their natural courses.*

It should be noted that the Municipality of Anchorage's Project Management Department will not allow construction to take place until they have thoroughly reviewed all project construction plans, as well as the site specific Storm Water and Pollution Prevention Plan. The effects of construction for this project to Potter Marsh will be minimized to the maximum extent possible, and all possible safeguards will be in place.

WETLANDS:

In the summer of 2005, CH2M Hill Corporation mapped the wetlands on the project site and published the attached wetlands delineation report (dated October 4, 2005). After the Corps of Engineers conducted a site visit, the developers contracted to have more extensive wetland studies completed during the summer of 2006. Subsequently, additional wetlands have been delineated on the site, and an amendment to the original

CH2M Hill report has been submitted to the Corps of Engineers (also attached to this application).

The Corps of Engineers nation wide permit process to fill small areas (less than 0.5 acres) of the wetlands has been initiated. That permit application has been put on hold, while the COE considers the offsite wetlands impact to the permit process.

At the time of this writing, we have scheduled a site visit for all the Municipality personnel to walk the offsite road alignment, and to view first-hand the potential stream and wetland impacts. As mentioned in detail below (under Traffic Circulation and Connectivity) we are in the planning process to submit two wetland permit applications, possibly through properties to the south and north. We are analyzing the impacts of these potential road corridors, and the mitigation efforts required to construct the necessary secondary road access to Potter Valley Road. Through analysis of the environmental and physical features of the adjoining properties, we will develop and permit the corridor to Potter Valley Road that creates the least impacts to the environment.

CONSTRUCTION PHASING SCHEDULE:

While contingent on various approvals, the project construction schedule will be as follows:

- The installation of off-site water and sewer, construction of the collector road on the subject property, and the road adjacent to Tract “A” will be completed in the first year after approval.
- Building construction will begin with the easterly two buildings during the first year after approval. The remaining buildings, road and utility infrastructure will be built out as the project moves west, finishing within 5-13 years.

See attached Phase Plan.

NATURAL VEGETATION RETENTION:

The site plan shows the approximate limits of vegetation disturbance in the project area. The “open space” tracts, and stream protection easements will only be disturbed during the project for construction of utilities and for road crossings.

Areas disturbed by building construction, utility installation and the extents of road construction areas can be limited by placing a note on the site plan prior to approval, and could be worded as follows:

Only that area needed for building, driveway, utility construction and other areas shown on the plan shall be disturbed as per approved master site plan. All areas disturbed by

utility installation shall be seeded with grass seed or other suitable ground cover that is acceptable to the Municipality of Anchorage.

The project site plan shows the amount of planned vegetation retention, the amount of clearing, and extent of construction that is proposed for this development.

TRAFFIC CIRCULATION AND CONNECTIVITY

As mentioned previously, a portion of a 70' wide collector ROW will ultimately be a portion of the main connection between South Goldenview Drive and Potter Valley Road. Through meetings with the Municipality of Anchorage and the Heritage Land Bank, the alignment of the collector that has been identified in the Long Range Transportation Plan (LRTP) as amendment #91, has been integrated into the design. To secure the remainder of the collectors alignment, which will ultimately connect South Goldenview Drive to Potter Valley Road, we are analyzing **two basic corridors** are being analyzed that connect the collector at the southwest corner of the project. The first offsite option creates two switchbacks. The first one is south of the project approximately 500 feet, from which point the proposed route traverses northwest approximately 2,500 feet into HLB property. From there, the route travels through the second switchback, heading southerly approximately 1,500 feet to tie into Potter Valley Road at the "hairpin" curve. Also note, that the "hairpin" is slated to be improved by the Municipality in the near future. The two alignments design and ultimate construction viability will be determined through field environmental analysis and engineering design criteria. A Corps of Engineers Individual Permit, which will encompass both the Legacy Pointe property as well as the affected Heritage Land Bank property is also being pursued. Additionally, a change in the Potter Land Use Plan to modify the status of the HLB parcel and allow transportation uses on the land has been initiated by the petitioner and Heritage Land Bank.

As mentioned, a second connection from the Legacy Property to Potter Valley Road, through the property directly south of Legacy Pointe (Viewpoint Subdivision, Tract 1) is being investigated. This route will incorporate aspects of the proposed Viewpoint development, and will require cooperation with the land owner of the property. This offsite option also creates two switchbacks. The first one is south of the project approximately 775 feet, from which point the proposed route traverses northwest approximately 1,000 feet to the second switchback. From there, the route travels southerly approximately 1,500 feet to tie into Potter Valley Road, near the bridge.

To summarize the onsite construction, more than 3,000 lineal feet of subdivision "Collector" standard road, which will be encompassed in a 70 feet wide Public Use Easement, as well as 4200 lineal feet of internal subdivision standard roads will be constructed.

See attached Traffic Impact Analysis and Road Plans for additional information relating to this subject.

CONCLUSION:

We request that the Municipality of Anchorage Planning Department, as well as the other departments commenting on this project to please review this application. We believe it is the best use of the subject property and will greatly benefit the community as a whole. We have taken into account the community desires for trails, waterways, open spaces and future road connectivity, while meeting a growing demand for Senior Housing within the City of Anchorage. We welcome comments and requests for additional information, and will respond to any questions the planning staff or the general public may have as the process moves along.

PER AMC 21.15.030 C.1&2, the following maps are submitted, along with this narrative and attached Application for Site Plan Review Form, as part of this revised application:

1. (25) Master Site Plan
2. (25) Reduced Copies of Building Floor Plans
3. Draft Copy of Traffic Impact Analysis, Prepared by USKH, dated July 2006
4. Construction Phase Plan
5. Copy of COE Wetlands Application
6. Road Alignment Exhibits