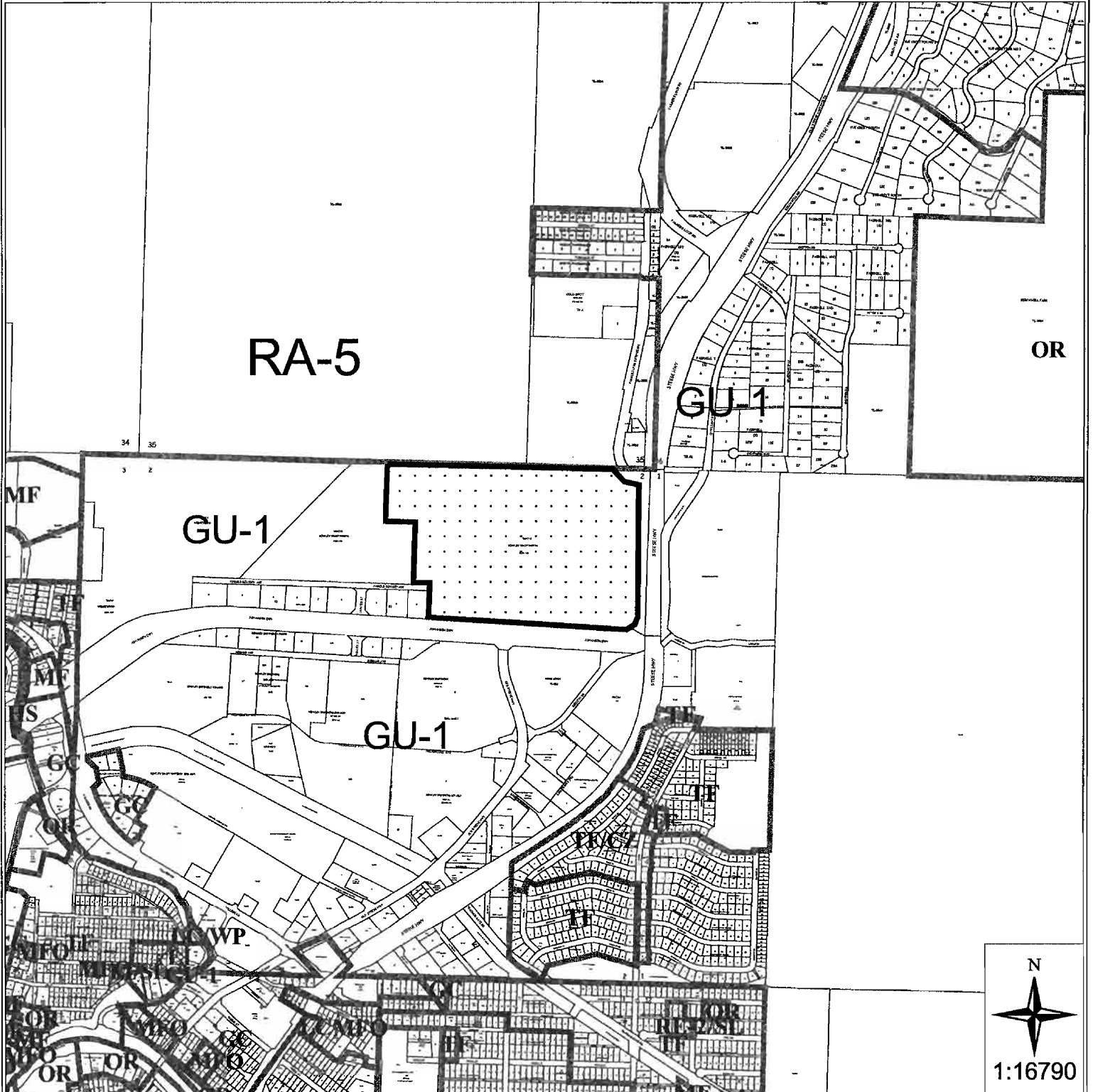




FNSB Dept. Of Community Planning Planning Commission Map

Printed on: 11/20/08

CU 2009-004



DEPARTMENT OF COMMUNITY PLANNING
STAFF REPORT

CU2009-004

TO: Fairbanks North Star Borough Planning Commission

RE: CU2009-004 A request by Target Stores for conditional use approval of a commercial large scale development in the General Use 1 zone on a portion of Tract C Bentley Trust North. (located north of the Johansen Expressway, west of Northside Blvd)

I. GENERAL INFORMATION

- A. Purpose Approval of a commercial large scale development
- B. Location North of Johansen Expressway, west of Northside Blvd.
- C. Access Northside Blvd and Harold Bentley Avenue
- D. Size/Pan #
- | <u>Lot/TL</u> | <u>Sf.</u> | <u>Pan#</u> |
|---------------|------------|-------------|
| Tr. C | 89.8 ac | 580449 |
- (Tr. C is currently under review for new subdivision approval)
- E. Existing Zone General Use 1
-Minimum lot size 40,000 sf
- F. Existing Land Use Vacant
- G. Surrounding Land Use/Zoning North: Vacant/RA-5
South: Vacant lots/GU-1
East: Vacant lots/GU-1
West: Vacant lots/GU-1
- H. Community Facilities Water/sewer: Golden Heart
Electricity: Golden Valley

- I. Code Violations None
- J. Flood Zone X; 500 yr
- K. Ownership Northside Investments, LLC
Attn: Dave Dillard
Box 58144
Fairbanks, AK. 99711
- L. Applicant Target Stores
Attn: Dan Reek, PE
1000 Nicollet Mall, TPN-12j
Minneapolis, MN. 55403
- WRG Design
Attn: Michael Cerbone
5415 SW Westgate Drive, Suite 100
Portland, Oregon 97221
- Stutzmann Engineering Assoc.
Attn: Jeff Whipple
Box 71429
Fairbanks, AK 99707

II. APPLICABLE PROCEDURES

Large scale developments are conditionally permitted in the General Use 1 zone provided they conform to the intent and purpose of Title 18 and other applicable ordinances and State statutes and will protect the public health, safety, and welfare.

Title 18 defines large scale development as follows: ***means either: (1) a retail or wholesale building or buildings, located on a zoning lot and which building(s), individually or cumulatively, exceed(s) 55,000 square feet of gross floor area; or (2) an entertainment facility exceeding 40,000 square feet and which has a seating capacity of 800 people or more. For purposes of this definition, gross floor area shall consist of the sum of the gross horizontal areas of all floors within the perimeter of the exterior walls of the structure and tenant space. The gross floor area and seating capacities of adjacent buildings shall be aggregated when the establishments are under common ownership or control, sell merchandise of a similar nature, or otherwise operate as associated, integrated or cooperative business enterprises.***

III. ANALYSIS

Applicant's Request:

The applicant is requesting conditional use approval in order to develop an approximately 12.42 acre site with a large scale development comprised of a 150,154 square foot Target Store with associated parking and landscaping.

The subject property is located within the City of Fairbanks, north of the Johansen Expressway and north of the recently construction Northside Blvd signalized intersection on the Johansen Expressway. Tract C Bentley Trust North is presently an 89 acre tract of land, undergoing a replatting action simultaneous with the conditional use permit request. The proposed subdivision of Tract C is attached.

Surrounding Land Use and Zoning:

Surrounding zoning is General Use 1 entirely to the south, east and west. Rural Agriculture 5 zoning occurs to the north. Land use is comprised of a variety of commercial uses and vacant lands. Home Depot, Wal-Mart, Lowes are major retail establishments located to the south of the expressway. The area has been rapidly developing with other commercial uses such as hotels, restaurants, business offices and an automotive repair business currently under construction. The signalized Northside Blvd intersection on the expressway was recently completed and will help manage access to and from the proposed Target site as well as other adjacent vacant properties.

Citizen Participation Meeting:

The applicant conducted a citizen participation meeting on October 29th, 2008 held at the Wedgewood Resort. The open house format was used to introduce the store to over 25 people in attendance. Mail outs were sent to property owners within 750 feet of the subject property. Notice of the meeting was also published in the Daily News Miner on Saturday October 25th and Tuesday October 28th. Based on the summary of the meeting provided by the applicant, those in attendance at the meeting held favorable views of the proposal. Where possible, the applicant was able to answer specific questions and has developed a site plan they feel is responsive to ordinance requirements and comments from meeting attendees. The applicant has conducted a successful community meeting as required by ordinance. A summary of the meeting is included as Exhibit D in the application packet.

Target Store:

The Target Store itself will be 150,154 square feet in size and occupy about 12.42 acres of land which includes parking and landscaped areas.

There will be 556 parking spaces, 8 bicycle spaces and 6 freight loading bays on the north and west sides of the building. The site is flat with minimal vegetation. There are wetlands affecting the property that have been subject of an approved Corps of Engineers wetland permit. A site plan prepared by Mulvanny G2, an architectural firm registered in the state of Alaska, is included in the applicant's submittals and illustrated intended landscaping, building elevations, parking lot design and lighting.

Architecture: The large scale development standards in Title 18 require that architectural variation and segmentation be provided for on at least 60% of the walls within public view. The intent of the variation and segmentation is to create visual interest by reducing the massive scale effect of a large building wall. Based on the site plans submitted, the applicant has met this standard by means of using color changes, texture changes and offsets for the entire lengths of the east, west and northern walls. The south wall contains the entrance to store and is broken up by use of windows, large entrance arcade, offsets and color changes for the entire length of the south wall. Parapets have also been used to break up building massing as shown on the architectural renderings in Exhibit E.

Landscaping: Because the subject property is located within the City of Fairbanks, the city landscape ordinance applies. The applicant has provided landscaping exhibits L1 and L2 in their submittal that illustrates intended landscaping detail. It should be noted that no landscaping is being placed along the east, north or west walls of the building. All landscaping is focused on screening the parking lot using the discontinuous method. By grouping or clumping the trees and shrubs, this method affords greater protection from snow removal and storage operations.

Signs: The applicant has prepared a sign exhibit included in their application, that illustrates three different types and sizes of sign monuments to be used. In addition, a site plan specific to proposed sign locations, has been provided. Title 18 does very little to regulate signage, especially in the General Use 1 zone. The site plan referred to above, shows a tall, 25ft high monument sign, sign type A, located at the northwest corner of the expressway and Northside Blvd intersection on outlet 4. The subject lot is not owned by the applicant and is proposed to contain a large multi-tenant sign. The large scale development ordinance does not preclude off premise signs. There are a number of smaller monument signs, sign type B, shown located along the outlets adjacent to the north side of the expressway. These are not signs with Target branding and therefore are not off premise signs.

Lighting: The applicant has prepared a lighting exhibit that illustrates proposed lighting standards to be used and resulting illumination. All of the proposed lighting has been designed, located and will be installed so that it is contained within the subject area and that there will be no direct light source visible at the property line of at ground levels. Fixture type is

noted as being "shoe box". Lighting standards containing the fixtures are shown in Exhibit A; Onsite Lighting and are full cut-off fixtures. There are no adverse impacts relative to lighting.

Parking Lot Design: The site plan exhibit C2 illustrates the proposed parking lot detail. There are a total of 556 typical 9' X 18' stalls provided in addition to 12 van accessible stalls. Raised pedestrian walkways or sidewalks are provided for along the entire length of the building, providing access to the main entrance. Future development to the west and associated sidewalks can be connected with newly constructed sidewalks associated with the Target Store.

There will be 8 bicycle parking spaces located near the front of the building. A central pedestrian walkway is shown that is perpendicular to the main entrance of the building. Landscaping along both sides of the central walkway is shown as required.

Of concern is the issue of a sidewalk connection between the southeast corner of the property and a future sidewalk constructed along the first 200 feet of Northside Blvd. At present, the applicant is proposing to construct a sidewalk along the north side of Harold Bentley Avenue from the easternmost driveway entrance, to the intersection of Harold Bentley Avenue and Northside Blvd. In addition, a sidewalk will be constructed from the store entrance to the east along the north side of the driveway entrance from Northside Blvd.

Discussions with City officials and FNSB Platting staff indicate a sidewalk constructed along the west side of Northside Blvd between the Johansen Expressway and Harold Bentley Avenue is preferable than the east side, due to pedestrian safety and reduced number of crossings. This will require the re-locating of an existing fire hydrant, light pole and sign support structure if the sidewalk is constructed in the right of way. Locating this sidewalk along the west side is important in order to achieve a safe pedestrian environment that minimizes road crossings and forms a direct connection between the existing bike path located along the north side of the expressway and the northwest corner of the Harold Bentley intersection and Northside Blvd.

Outdoor Storage and Loading Docks: All loading areas are located at the northwest corner of the building and will be screened from view of adjoining properties. Temporary parking of connex shipping containers in the front of the building in the parking lot will not occur.

Maintenance: Large scale commercial developments from time to time, become victims of disuse or abandonment. In these cases, property maintenance becomes marginal at best, and the outward appearance of the property can become a blight on the landscape. Minimum ongoing maintenance standards are required in order to ensure the visual impacts

of abandonment do not result in the event the store becomes vacant. The applicant is fully aware of this concern and has the means to comply.

Public Transit Facilities:

The applicant has been in contact with FNSB Transit staff and will be able to co-ordinate future placement and design of an appropriate public transit facility at a later date when development is complete and public transit is provided. As an example, currently at the Fred Meyer East store, a bus stop is located on the west end of the store, some distance from a store entrance. Bus stops within parking lots are less than ideal. One solution is to have a store entrance away from a parking lot. Adequate measures will need to be taken to ensure that bus routes do not conflict with pedestrians or parking lot traffic.

Traffic: Perhaps the single most important and self evident impact associated with large scale developments, is the issue of traffic impacts to surrounding road networks. The State of Alaska and City of Fairbanks are two agencies having direct influence on how traffic associated with the current large scale development proposal, is managed or not. Complicating matters in this instance is the subdividing action being undertaken by the land owner, Northside Investments, for remaining portions of Tract C, that has its own traffic implications. These lands are all zoned GU-1 and can be potentially developed with a variety of uses, making traffic forecasting difficult.

The first Traffic Impact Analysis (TIA) was completed in the Fall of 2007 and used as a means to justify construction of the recently completed Northside Blvd intersection with the Johansen Expressway. In October of 2008, a second TIA was submitted as part of a subdivision proposal for Tract C and assumed full development as a "business park".

In November of 2008, a revision was made to that TIA as part of the current large scale development application, which is a retail use, not a business park. The revised TIA was submitted without inclusion of Phase 4 portions of the subdivision in order to maintain a level of service at the Northside Blvd and Johansen Expressway intersection. The borough does not have an adopted standard for what is considered an "acceptable" level of traffic congestion.

According to the applicant, the new Target store is projected to generate 754 trip ends during the peak hour, in this case, from 5:00 to 6:00 pm. This is further broken down into 492 new trips to the store and 262 pass by trips, or trips that make a stop to the site en route to another destination. With development of the Target Store, level of service D will occur sooner at both the Hunter Street/Johansen Expressway and Northside Blvd intersections, than if Target was not developed and the area developed simply as a "business park".

As the area continues to develop over time, both the Hunter Street and Northside Blvd intersections will experience a worsening level of service unless alternative means of access is developed as part of the larger Northside Development area. These larger traffic issues are best addressed in the subdividing process as they involve larger area wide traffic issues. Please refer to the Transportation Planner's comments for further review of the traffic issues.

IV. RECOMMENDATION

Based on items of the staff summary, the Department of Community Planning recommends APPROVAL of the request with the following conditions:

1. The location and design of future public transit stops servicing the proposed development shall be reviewed and approved by the FNSB Transit Manager.
2. The applicant shall conform to all City of Fairbanks Landscaping and building code requirements as may be required.
3. The applicant shall construct the proposed large scale development in a manner consistent with illustrations, exhibits and site plans contained in the November 2008 submittal with the following modification:
 - a. A pedestrian sidewalk shall be constructed from the easternmost driveway entrance onto Harold Bentley Avenue east to Northside Blvd. in accordance with city specifications. In addition, said pedestrian sidewalk shall be continued along Northside Boulevard on the west side within the right-of-way in a manner that provides for a safe and efficient connection to the existing bike path on the Johansen Expressway.
4. There shall be no outside storage located on the property, not within the screened area at the northwest corner of the building.


V. FINDINGS OF FACT

The Department of Community Planning further recommends the following Findings of Fact in support of approval:

1. The proposed conditional use conforms to the intent and purpose of Title 18 and of other ordinances and state statutes. The proposed development is located within the City of Fairbanks and will conform to applicable city landscaping and building requirements.
2. The proposed conditional use, as conditioned, is in the interest of the applicant.

3. There are adequate existing sewage capacities, transportation facilities, energy and water supplies, and other public services to serve the proposed conditional use. The proposed project is located with the City of Fairbanks where adequate public utility services, police, fire services are provided. The applicant has shown that the proposed large scale development proposal will not, by itself, create an adverse traffic condition.
4. The proposed conditional use will not jeopardize public health, safety or welfare.

Respectfully submitted,



Doug M. Sims, Planner III
Division of Planning and Zoning
For
Bernardo Hernandez, Director
Department of Community Planning

Attachments
DPO's sent – 33
DMS/jc



Fairbanks North Star Borough

All Data Map

PAN#: 0580449

Printed on: 11/25/08



Parcel information for PAN#: 0580449

PARCEL DESCRIPTION: BENTLEY TRUST NO, LOT: C
OWNER: NORTH SIDE INVESTMENTS LLC, [OWNERSHIP]
BILLING ADDRESS: Po Box 58144 Fairbanks Ak 99711
Situs Address: N/A
PARCEL SIZE: 89.8 AC
NEIGHBORHOOD: NORTHEAST CITY (0120)
LAND CLASS: LIGHT COMMERCIAL RETAIL
FLOOD ZONE: X500, X
ZONING: GU-1 (100%)
COMP PLAN: URBAN AREA (80%), PERIMETER AREA (20%)
PLANNING DISTRICTS: NORTH FAIRBANKS (100%)
ROAD SERVICE: Not Found
FIRE SERVICE: Not Found
FIRE SERVICE (from AURORA): City Fire Service
STRUCTURES:
MILL GROUP: (0059) BENTLEY TRUST NORTH (ESTIMATED MILL RATE: 17.278)
COMMENTS (AURORA):
 2008 Marked to generate a duplicate notice. laughlinj
 2/22/2008, Duplicate notice sent 2/28/2008 2:08:49 PM
DESCRIPTION (AURORA):
 TRACT C BENTLEY TRUST NORTH, Previously assessed as 1S 1W 02 203
COMMUNITY PLANNING PERMITS: NONE

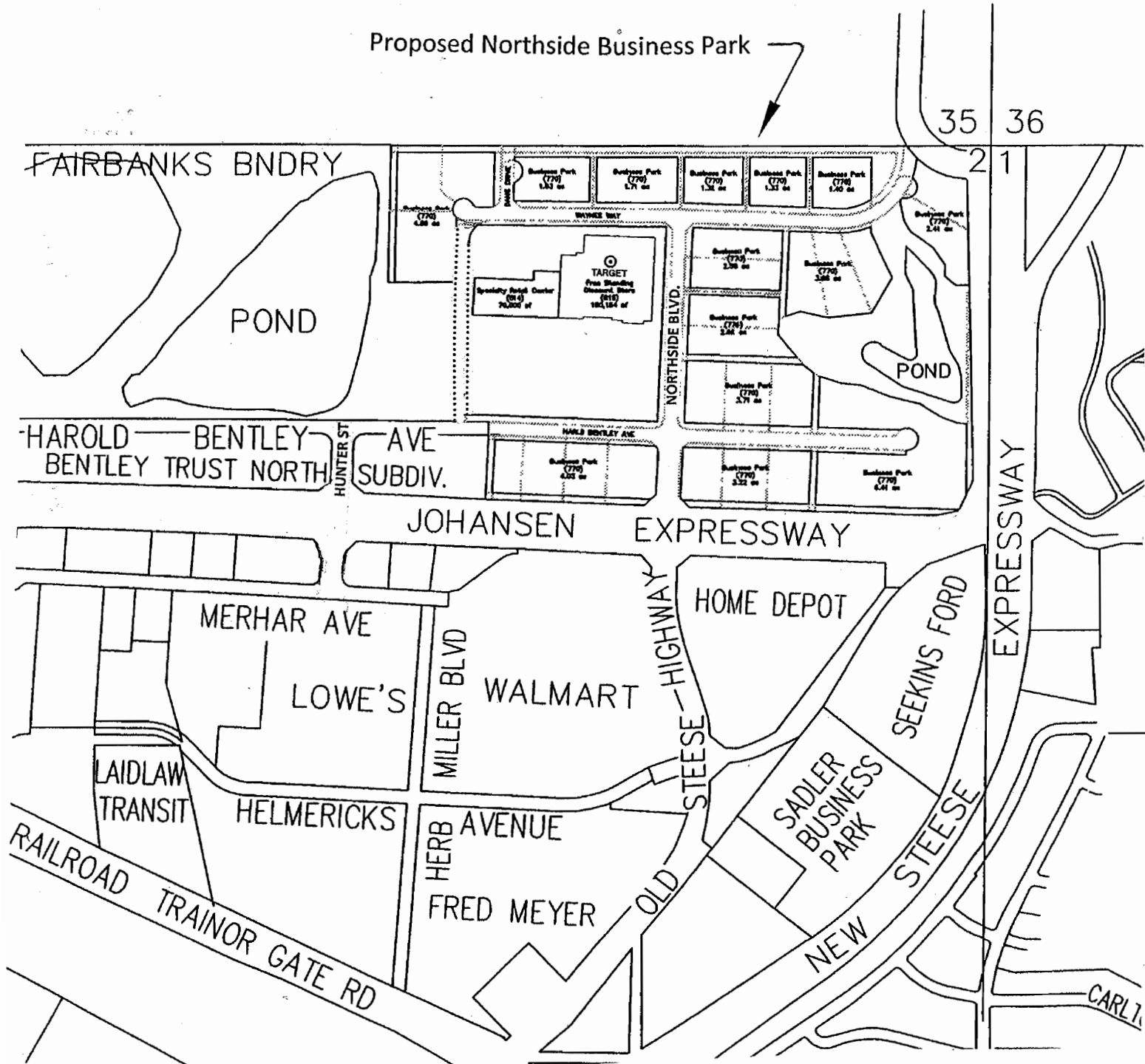


Assessment History

Year	Land	Improvements	Total
2008	\$2319849	\$550000	\$2869849
2007	\$2319849	\$0	\$2319849

FNSB Review of Traffic Impact Analysis

For Northside Business Park with Target Store



Review of Traffic Impact Analysis for Northside Business Park with Target Store

Background

Over a year ago the applicant approached ADOT&PF to obtain a driveway permit to construct a new approach onto the Johansen Expressway, opposite the existing intersection of the Old Steese Highway. ADOT&PF required that a traffic impact analysis (TIA) be completed for the proposed development. A study was completed which assumed the entire site would be developed as a business park. A driveway permit was later issued for this use, which allowed for the Northside Boulevard access onto Johansen Expressway. Last fall the northern leg of the intersection and signal modifications were constructed by the developer to the design specifications of ADOT&PF.

The potential use of the property has now changed to include a large retail development. One of the requirements of 18.50.200 "Standards for Large Scale Development" is that a TIA be completed as part of the conditional use process. Since the proposed use has changed with the proposed addition of a Target store and related specialty retail, a new TIA was required for the Borough. 18.50.200 requires a TIA to be completed by a licensed traffic engineer. The TIA for this conditional use permit was prepared by Stutzmann Engineering, which also prepared the original Northside Business Park TIA for ADOT&PF. This TIA resulted in Federal Highway's approval of the break in access control on the Johansen Expressway for Northside Boulevard. The draft TIA was circulated for comment and responses have been received from both the City of Fairbanks and ADOT&PF. Staff has submitted several rounds of requested modifications and clarifications. The original Traffic Impact Analysis (TIA) submitted for this application has undergone 2 major revisions over the past month. The final submittal was received on 12/2/2008.

Anticipated Land Use

Along with examining the traffic impact of the potential Target store, the TIA includes an estimate of the impact of the remainder of the Northside Business Park. This includes: a 149,005 sq. ft. free standing Discount Store (Target); 70,000 sq. ft. of specialty retail – adjacent to the Target site; and 40.68 acres of business park. It also includes the Bentley Trust North Subdivision, to the west, developed as a business park. (Note: a business park is defined to include offices; retail and wholesale stores; restaurants; recreational areas; and warehousing, manufacturing, light industrial, or scientific research functions. The average mix is 20 to 30 percent office/commercial and 70 to 80 percent industrial/warehousing)

Traffic Generation

To determine the impact during the busiest time period, the TIA examines the peak hour traffic during the day. The peak traffic was determined to be between the hours of 5:00 pm and 6:00 pm, based on

recent traffic counts taken at the entrances to the existing development on the south side of the Johansen.

The applicant utilized trip generation rates compiled from studies done by the Institute of Transportation Engineers (ITE). Based on the projected land uses, the TIA estimates that the Target and other development north of the Johansen will attract 1455 trip ends during peak hour. A trip end is a one-way vehicle trip. A vehicle that enters and departs the site during the peak hour would be considered two trip ends. A portion of these trips are "pass-by-trips", which are trips made as intermediate stops on the way from an origin to a primary trip destination. An example would be someone stopping on their way home from work to pick up a pizza, put gas in their car, or buy a pair of socks. It is necessary to account for these trips which are already on the road network, in order to not double count anticipated traffic. The applicant used national studies done by ITE to determine the ratio of pass-by trips for the Northside development. The overall result was that 35% of the trips to and from the site were considered pass-by trips. This results in 953 new peak hour trips drawn to the site and 502 pass-by trips.

It should be noted that these figures assume that the majority of the Northside and the Bentley North property will develop with uses defined as business park. If the majority of the parcels end up being higher intensity uses, actual traffic volumes will be higher

Area Wide Growth

To estimate traffic impacts it is necessary to include expected changes in overall traffic not related to the site. ADOT&PF traffic counts indicate that traffic in north Fairbanks has been increasing fairly steadily in recent years at 3% annually. This TIA used 2007 peak hour counts from ADOT&PF and applied this rate to estimate traffic at the proposed build out date of 2009.

FNSB staff has concerns that this 2009 build out date may be unreasonably optimistic. Perhaps the Target store could be completed in the next year, but it is unlikely that the remainder of the property would be developed this quickly. If this is the case, this TIA may overestimate the level of traffic in the short term, but underestimate it at the time of actual build out of the site. If actual build out takes five years instead of one, area wide background traffic would be expected to grow by another 12%, causing additional delays at the access intersections.

Traffic Impact

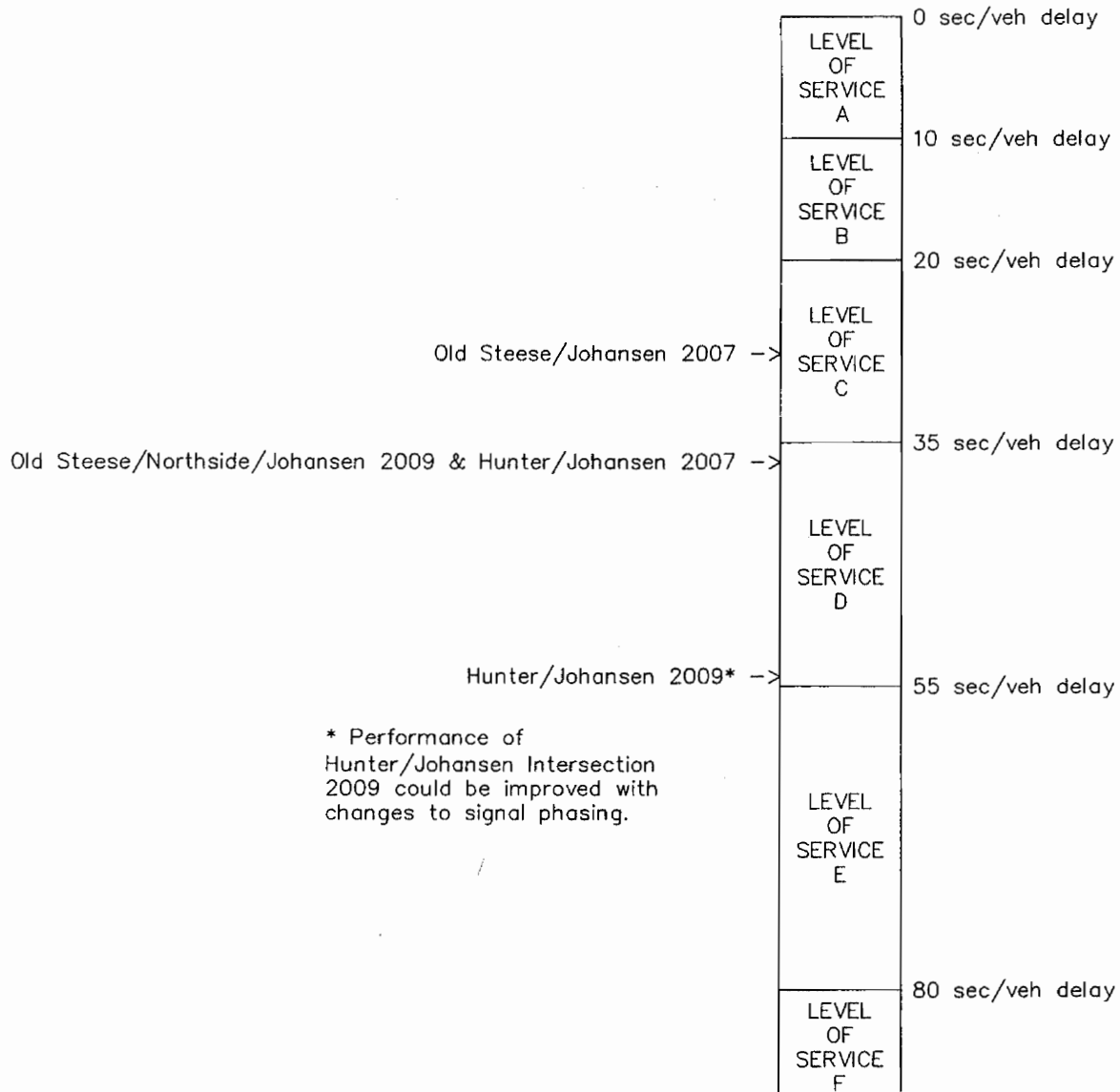
The TIA concentrates on the impact at the two intersections onto the Johansen Expressway that provide access to the site, at Hunter St. and Northside Boulevard. In order to understand the conclusions of the analysis, one must have an understanding of what different "Levels-of-Service" mean. The Highway Capacity Manual defines level-of-service for intersections in terms of delay. Specifically, level-of-service criteria are stated in terms of the average stopped delay per vehicle. Based on expected delays, intersections can be rated, with "A" being the least delays and "F" the longest. A generalized description follows:

<u>Level-of-Service</u>	<u>Delay per Vehicle</u>	<u>Description</u>
A	Less than 10 seconds	Operations with low delay. Progression is extremely favorable, and most vehicles arrive during the green phase. Most vehicles do not stop at all.
B	10+ to 20 seconds	Generally good progression, short cycle lengths, or both. More vehicles stop than for LOS A, causing more delays.
C	20+ to 35 seconds	Only fair progression, longer cycle lengths, or both. Individual cycle failures may begin to appear at this level. Cycle failure occurs when a given green phase does not allow all the queued vehicles to get through, and overflows occur. The number of vehicles stopping is significant at this level, though many still get through the intersection without stopping
D	35+ to 55 seconds	Influence of congestion becomes more noticeable. Longer delays may result from some combination of unfavorable progression, long cycle lengths, and high volume to capacity ratios. Many vehicles stop, and the proportion of vehicles not stopping declines. A noticeable number of vehicles are unable to make it through the intersection on one signal cycle.
E	55+ to 80 seconds	These high delay values generally indicate poor progression, long cycle lengths, and high volume to capacity ratios. Vehicles frequently do not make it through the intersection on one cycle.
F	Over 80 seconds	Considered unacceptable to most drivers. Arrival flow rates often exceed the capacity of the intersection. Many vehicles are unable to get through the intersection on one cycle.

The TIA examined the existing intersections and determined that the Hunter / Johansen intersection currently experiences delays that put it at the upper end of a level-of-service D. With the Target and other Northside property built out, the 2009 level-of-service was projected to remain at D, but vehicles would experience longer delays. Their analysis indicates that average vehicle delays will increase from about 36 seconds to just under 55 seconds at build out in 2009, narrowly staying in the range for level-of-service D.

The existing Old Steese / Johansen intersection is currently at a level-of-service C. Delays average about 28 seconds, which is in the middle of the range for C. The TIA calculates how this will be impacted by the addition of the Northside Boulevard leg of the intersection, and the traffic from Target and other Northside property. For 2009, it estimates the intersection will drop to the upper end of level-of-service

ATTACHMENT 1



PREDEVELOPMENT AND POSTDEVELOPMENT Average Delay, and Intersection Level of Service

NORTH SIDE INVESTMENTS, LLC.
 P.O. BOX 58144
 FAIRBANKS, AK. 99711
 (907) 488-1239

NORTHSIDE BUSINESS PARK WITH TARGET STORE TRAFFIC IMPACT ANALYSIS FAIRBANKS, ALASKA

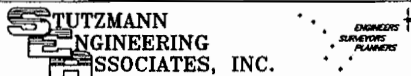


EXHIBIT 18

DATE: 12-02-08

D, with delays of about 36 seconds. Attachment 1 is an exhibit from the TIA which graphically illustrates these figures.

Conclusion

The Borough does not have an adopted standard for what is an “acceptable” level of traffic congestion. This TIA examines anticipated traffic conditions of the entire Northside Business Park property and the Bentley Trust North Subdivision. Of the total traffic generation, about 42% is due to the proposed Target store. Another 10% is from the adjacent specialty retail. The remainder of the Northside Business Park adds another 38%, and the remaining 10% is from the Bentley Trust North Subdivision.

When the total anticipated traffic is added together, this TIA indicates that delays will increase at the Hunter and Northside intersections. There will be noticeable congestion and vehicles will not always be able to make it through the intersection on one signal cycle. The Hunter / Johansen intersection is expected to experience the longest traffic delays, although the majority of the Target trips will utilize the Northside / Johansen intersection. The anticipated delays are partially due to the projected development on the north side of the Johansen Expressway, but area wide traffic increases play a major role.

Supplemental information provided for the TIA includes a discussion of how traffic volumes would differ if Target and the related specialty retail did not build on the site, and the property developed entirely with business park type uses. The original TIA done for ADOT&PF essentially addressed this scenario. Overall traffic volumes at the Hunter / Johansen intersection were about 4% lower than those in this TIA. Northside / Johansen volumes were around 7% lower. The TIA notes that ADOT&PF traffic counts indicate that overall traffic in this area has been steadily growing at about 3% annually. The development of the Target store and related retail, instead of business park type uses, just brings the same level of traffic just over one year sooner at the Hunter intersection and just over two years sooner at the Northside intersection.

As traffic continues to increase in this area, congestion will continue to increase at the nearby intersection of the Johansen Expressway and the Steese Expressway. The upgrade of this intersection has already been identified by FMATS as one the most important projects needed to support the development of a gas pipeline to the North Slope. FMATS is seeking funding to construct an interchange at this location, but there currently is no funding and no schedule for the project.

Related Non-CUP Comments

As area wide traffic continues to grow, delays will continue to lengthen at these intersections. Additional modifications of these intersections will likely be needed to accommodate the increased demand. One thing that can be done is to ensure that right-of way is available to reduce the cost and impact of future upgrades. This is best accomplished through the subdivision process. The Northside Business Park, which contains the proposed Target site, has been submitted to the Borough for review. This proposed plat includes the Northside Boulevard / Johansen intersection. The TIA shows that this intersection will slip into the range of level-of- service D. The most critical traffic movement is the

southbound left turn from the Northside development onto the Johansen. Adequate right-of-way should be provided through the platting process to ensure that an additional turn lane could be added in the future. The plat also needs to include right-of-way for a pedestrian facility connecting Target's proposed pedestrian facilities to the bike path along the Johansen Expressway.

Internal traffic circulation was not really addressed by the TIA. One way to relieve congestion is to provide alternative routes. A previous version of the plat contained a north-south road on the western portion of the property that connected Wayne's Way to Harold Bentley Avenue. This provided an alternative to having to use Northside Boulevard. The currently proposed subdivision design eliminates this connection and funnels all the traffic from the northern portion of the site to Northside Boulevard. In order to provide alternative access to the northern portion of the site, the subdivision plat should ensure that a vehicular connection is maintained between Wayne's Way and Harold Bentley Avenue. This does not necessarily have to be a platted roadway, but it should make provisions to allow for uninterrupted vehicular access. This connection is also important in providing for alternate emergency vehicle access.

Proposed Phase 4 of Northside Business Park Subdivision shows a platted road connection, in the northeastern corner of the property, which would connect to Farmers Loop Road Extension. This connection should be retained, in order to provide an alternative access to the site. While it might not draw a lot of traffic from the Hunter and Northside intersections, it would serve as a valuable relief valve for future traffic congestion.

ADOT&PF currently has a consultant working on a traffic analysis of the northeastern Fairbanks area. This study will identify specific projects to improve traffic circulation in the area. This study is expected to be completed in April of this coming year. 15 million dollars of general obligation bond funding is currently available to implement recommendations of the study.

Doug Sims

From: Todd Boyce
Sent: Friday, December 05, 2008 4:48 PM
To: Doug Sims
Subject: Northside Business Park with Target Store - Pedestrian facilities

My review of the traffic impact analysis (TIA) was sent under separate cover. Pedestrian facilities were not addressed as part of the TIA, but are included in the overall conditional use permit requirements. There has been a lot of discussion with the developer's representatives and the City of Fairbanks staff regarding the location of sidewalks. Some of the responsibility for these decisions is addressed by the fact that the City of Fairbanks standards apply within the city limits. However, as the TIA indicates, there will be high volumes of traffic at the intersections accessing this development and on the internal road network. Pedestrian traffic facilities need to be located to maximize the safety at pedestrian crossings.

The pedestrian link between the proposed Target site to the pedestrian/bike path along the north side of the Johansen Expressway is of particular importance. The developer has already provided a traffic signal equipped with pedestrian activated crossings at the Northside Boulevard / Johansen Expressway intersection. This should allow a safe east-west crossing for the existing bike path along the north side of the Johansen Expressway. The Target site design also provides a centralized pedestrian corridor leading south to Harold Bentley Avenue, with a connection east to Northside Boulevard.

The critical remaining connection is the +-300 foot long segment between Northside Boulevard and the Johansen Expressway pedestrian/bike path. The DOT&PF driveway permit for this intersection requires that north bound traffic have the right of way to flow freely through the intersection with Harold Bentley Avenue. This condition is intended to ensure that traffic entering the site does not back up out onto the Johansen Expressway. The down side is that this does not allow for a protected pedestrian crossing of Northside Boulevard at the Harold Bentley intersection. To avoid the need for this crossing, a pedestrian link should be provided on the west side of Northside Boulevard, between the Johansen bike/pedestrian path and Harold Bentley Avenue. This would allow pedestrian traffic to cross to the north at the stop controlled western leg of this intersection. This would also tie directly into the sidewalk that has been preliminarily agreed to along the south side of Harold Bentley Avenue. A mid-block crossing could also be considered further to the west on Harold Bentley, directly across from the pedestrian path leading to the Target entrance.

I recommend that a pedestrian connection be required along the west side of Northside Boulevard, between the Johansen Expressway and Harold Bentley Avenue.

MEMORANDUM

To: Doug Sims, Planner III
Department of Community Planning
Fairbanks North Star Borough

Via: Email

From: Michael Cerbone
Planning Project Manager

Date: December 1, 2008

Project: Target Fairbanks
Re: Response to FNSB Questions on November 19th, 2008



LAND
PLANNING



CIVIL
ENGINEERING



LANDSCAPE
ARCHITECTURE



LAND
SURVEY

This memorandum is written to address questions that were raised in an email from Doug Sims at the Fairbanks North Star Borough (FNSB) on November 19, 2008. The following is a listing of the questions raised and a response to each question.

1. What is the relationship of the adjacent lots to the west of the Target location? Will they be owned, operated, managed by Target or subsidiary?

Response: The adjacent lot to the west is owned by North Side Investments, LLC. The adjacent lots and associated improvements will not be owned, operated or managed by Target. The site plan that is under review includes a preliminary design for the adjacent lot to the west in order to demonstrate that the proposed development will not preclude the development of the adjacent lot. The final design of the adjacent lot will be handled through a separate zoning permit process and will be initiated by the current and/or future owner of the lot, not by Target.

2. In regard to signage, the site plans show monument signs located along the Harold Bentley Avenue, but I am not sure what type of sign, monument A, B or C?

Response: Please find attached a revised sign exhibit that depicts each sign and its proposed location.

3. There is no landscaping shown along the east, west or north walls? Why is that? And discontinuous landscaping along the perimeter of the parking lot. Why?

Response: The Applicant has prepared the landscaping plan consistent with the requirements of the City of Fairbank Landscape Ordinance as well as the FNSB Big Box requirements. It is WRG's understanding that landscaping is only required for the parking area. The discontinuous perimeter landscaping is provided to facilitate maintenance, snow removal, and snow storage for the site. Snow removal and storage is a specific requirement of the big box ordinance and the site has been specifically designed to accommodate this requirement.

4. Is the noted Architect Mulvanny G2 registered in the State of Alaska?

5415 SW Westgate Dr.
Suite 100
Portland, OR
97221

PH 503/419-2500
FX 503/419-2600

www.wrgd.com

Response: Mulvanny G2 is a registered architect in the State of Alaska. Mulvanny G2 has recently designed the new Target Stores in Wasilla and Anchorage, Alaska.

5. Existing conditions exhibit C1 shows a driveway off the HB Avenue located east of a lot line... Exhibit F shows a driveway... presumably the same one... located west of a lot line... which side of the lot line will the driveway be on?

Response: The existing conditions plan shows the existing driveway locations as they are currently identified. All other plans show the proposed or reconstructed driveway locations. Target is requesting that the driveway locations be approved as depicted on the Site Plan (Sheet C2).

6. A sidewalk is shown on Exhibit F alongside the eastern driveway onto HB Avenue. Does it connect up to anything?

Response: A sidewalk will extend along the north side of Harold Bentley Avenue (HBA) to the intersection of HBA and Northside Boulevard. The Applicant is also proposing to construct a sidewalk from the building entrance to the east along the north side of the driveway that enters the site from Northside Boulevard. These connections will provide direct and efficient pedestrian connections from the proposed development to the sidewalk what is planned for along the east side of Northside Boulevard.

7. In regard to the parking lot, the "central" sidewalk is not central relative to the parking lot, but rather, located on the eastern third of the parking lot. Any comment on why that is?

Response: The front entrance of Target is located at the southwest corner of the building. Per American with Disability Act (ADA) standards, an accessible pedestrian connection is required from the accessible parking to the front entrance of the building. This accessible pedestrian connection was then extended to the south from the accessible parking to HBA. The sidewalk has been placed on the site to coincide with the location of the entrance.

8. In regard to the TIA, the following questions:

- What are the existing traffic conditions during the weekday PM peak hour times?

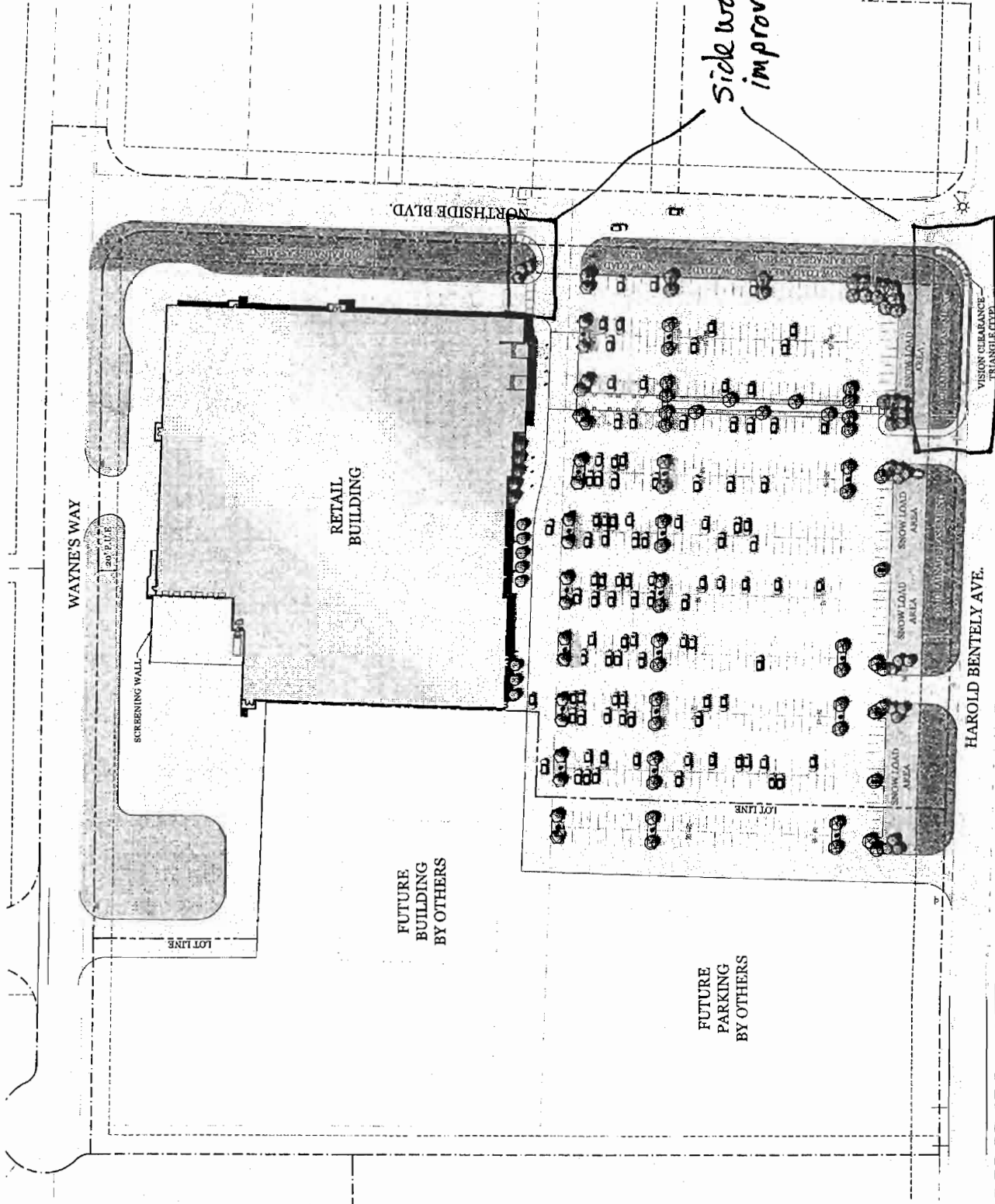
Response: The most recent traffic counts are from 2007. The existing Hunter Street/Johansen Expressway intersection is operating at Level of Service D. The existing Old Steese Highway/Northside Boulevard/Johansen Expressway intersection is operating at Level of Service C. The proposed Target store and concurrent development modeled in the TIA maintains the Level of Service at both intersections before and after development. Refer to the attached Exhibits 17 and 18, which show graphical representations of the traffic for 2007.

- What are the specific trip generation numbers and their distribution for the planned development?

Response: The Target store is projected to generate 754 trip ends during the 5:00-6:00 p.m. peak hour. The trips are broken down into 492 non-pass-by trips (new trips) and 262 pass-by (existing traffic that adds a visit to the Target store on the way home from work as an example).

The total net change in trips for Target and other new development north of the Johansen between 2007 and 2009 is 1455 trip ends during the peak hour. The

trips are broken down into 953 non-pass-by trips (new trips) and 502 pass-by trips. The distribution of these trips is shown graphically in Exhibits 11 and 12. Level of service is shown graphically in the attached Exhibits 17 and 18.



side walk improvements



W R G
DESIGN, INC.

Retail Building Fairbanks

Preliminary Landscape Plan

12-01-08

STATE OF ALASKA

DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

NORTHERN REGION, REGIONAL DIRECTOR

SARAH PALIN, GOVERNOR

2301 PEGER ROAD
FAIRBANKS, ALASKA 99709-5399
PHONE: (907) 451-2210
TDD: (907) 451-2363
FAX: (907) 451-2333

November 24, 2008

Re: Traffic Impact Analysis for proposed Target Store

Bernardo Hernandez
Community Planning Director
Fairbanks, North Star Borough
809 Pioneer Road
Fairbanks, AK 99701

Dear Mr. Hernandez:

The Department is in receipt of the *Revised Northside Business Park with Target Store Traffic Impact Analysis*, dated November 6, 2008. We look forward to working with your agency, as well as the City of Fairbanks as this Traffic Impact Analysis (TIA) is being developed and mitigation measures identified.

My staff has conducted a cursory evaluation of the TIA and has some concerns with information presented. They will perform a more thorough evaluation of the TIA and provide those detailed comments to me at a later date. However, I feel that it is important to pass along their initial comments at this time so that the TIA can be modified to reflect their concerns. Their comments are as follows:

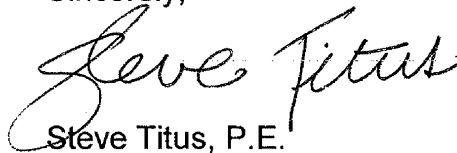
1. The first paragraph notes that Phase 4 was intentionally not included in the analysis "in order to maintain the traffic level of service at the Northside Boulevard / Johansen Expressway intersection." All proposed phases of development must be included in the analysis in order to determine the impacts on the surrounding road ways. Phase 4 must be included in the analysis.
2. The study area should include the Steese Expressway / Johansen Expressway / Lazelle Road intersection. This intersection will also see increased traffic due to the construction of a Target store in the area.
3. The third paragraph indicates that the Bentley Trust North Subdivision has been included in the TIA as a "completed business park development". This is not correct. A fast food restaurant (McDonald's) is currently open and a 99-room hotel is being constructed within the subdivision. Both of these businesses generate more traffic per square foot than a business park, and therefore should be included in this study as separate businesses.

4. The volumes presented in Exhibits 6, 7 and 8 will need further evaluation. They do not appear to represent the most recent traffic volumes that the Department has recorded, nor do they appear to take into account the additional growth that has occurred around the study area. With the rapid growth that is continuing to occur in this area, it is in the best interest of all parties to use the most accurate data available. If requested, the Department can supply all recent counts that we have for the study area.
5. The preceding comment also applies to Exhibits 11, 12, 13 and 14.
6. The signal phases shown on Exhibit 17 will need to be corrected.
7. No mitigation measures were presented in the TIA.
8. The TIA is lacking detailed information in order to properly evaluate the anticipated impacts. The Department has developed a website outlining TIA development requirements that contains a checklist for the TIA. Stutzmann Engineering Assoc., Inc. should follow this checklist when preparing the TIA. This would ensure that all relevant aspects of the TIA are presented as well as ease the review/evaluation. The website address is:
<http://www.dot.state.ak.us/stwddes/dcstraff/tia/index.shtml>

As stated previously, this is a cursory review of the November 6, 2008, TIA and more detailed staff comments will be forwarded once a thorough review is completed. It is in the best interests of the Borough, the City and the State to accurately define the impacts this development may have on our roadway system and to develop appropriate mitigation in order to minimize those impacts.

We look forward to working with your agency as this TIA is developed. My staff is available to meet with your staff, as well as City of Fairbanks staff, to discuss these comments on the Traffic Impact Analysis or any other aspect of the TIA development.

Sincerely,



Steve Titus, P.E.
Regional Director

Doug Sims

From: Bernardo Hernandez
Sent: Thursday, December 04, 2008 3:10 PM
To: Doug Sims
Subject: FW: Target Site Plan and Application

Bernardo Hernandez
Director of Community Planning
Fairbanks North Star Borough
809 Pioneer Road
Fairbanks, Alaska 99701
(907) 459-1260
bhernandez@co.fairbanks.ak.us

From: Glenn Miller
Sent: Thursday, December 04, 2008 2:57 PM
To: Bernardo Hernandez
Cc: David Leone; Philippe Clerc
Subject: Target Site Plan and Application

Bernardo,

Reviewing the application and site plan for the Target store I have a request I would like you to consider.

The construction plan appears to have a similar plan to other large retail stores regarding the parking lot and store location. This layout doesn't allow for easy access to the store by transportation providers. This results in transportation services competing with vehicular and pedestrian traffic through parking lots that slow services beyond acceptable limits resulting in transit services relocating to areas that are inconvenient to the public (back of or outside the parking lots). And asking people to push their carts or carry items very far in our extreme temperatures isn't good service.

As there are many ways to address this problem we would like to be able to work with Target to arrive at a plan that meets the needs of those using public transportation so this service can be provided in a convenient, safe and cost effective manner. I can only assume we will be facing additional construction alongside Target which we will be expected to serve also. Beginning a transportation plan now will serve the shopping community well in the future. Therefore, I request this be added as one of the expectations from Target as the planning continues.

Our goal is to provide transportation service to these stores conveniently (store front, not the back of the parking lot) and able to arrive and depart without navigating through and around parking lot congestion. We look forward to working towards this goal!

Thanks, Glenn

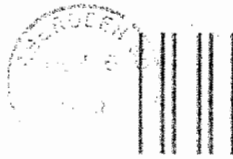
Doug Sims

From: David Leone
Sent: Tuesday, December 02, 2008 1:02 PM
To: Bernardo Hernandez; Doug Sims
Subject: Target application

Doug and Bernardo: sorry this is so late. I reviewed the response regarding the transit facility and feel, at this time, it is sufficient. As I stated this morning, I would prefer having shuttle services to all the stores meeting up with a central bus stop. For this application, the wording is okay.

David N. Leone
Transportation Manager
Fairbanks North Star Borough
3175 Peger Road
Fairbanks, AK 99709

(907) 459-1196 (wk)
(907) 459-1004 (fax)



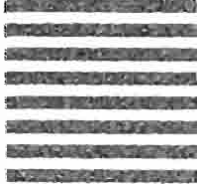
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FOLD ON THIS LINE

RE: CU2009-04

Dear Property Owner:

The Fairbanks North Star Borough Planning Commission will hold a public hearing Tuesday, **December 9, 2008** at 7:00 pm., in the Borough Administrative Assembly Chambers, 809 Pioneer Road, on the following item:

CU2009-004 A request by Target Stores for conditional use approval of a commercial large scale development in the General Use 1 zone on a portion of Tract C Bentley Trust North. **(located north of the Johansen Expressway, west of Northside Boulevard.)**

You are encouraged to speak at this public hearing and/or submit written comments. Testimony is limited to three minutes per person at the public hearing. Written comments should be submitted prior to the meeting using the space below or, email your comments to planning@co.fairbanks.ak.us referring to request **CU2009-04**. Contact **Doug Sims** at 459-1260 if you have questions. The staff recommendation on this request can be found at www.co.fairbanks.ak.us/meetings/planningcommission five days before the hearing.

Bernardo Hernandez, Director
Department of Community Planning

FOLD ON THIS LINE

Property Owner: K2 Fairbanks, LLC

Legal description of property owned:
Lot, Block and Subdivision: Bentley Trust North lot 1 block 3 and 4

Comments: This proposed use would be a benefit to the surrounding area and business's. I would strongly recommend that this use be approved.