

SITE SELECTION STUDY
FIRE STATION 9

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LIST OF ACRONYMS

ACS.....	Alaska Communications Service
AFD.....	Anchorage Fire Department
AFD Plan	Anchorage Fire Department Strategic Plan 2009-2015
AMC	Anchorage Municipal Code
Anchorage 2020	Anchorage Bowl Comprehensive Plan
AWMP	Anchorage Wetlands Management Plan
AWWU	Anchorage Water and Wastewater Utility
CEA.....	Chugach Electric Association
ENSTAR.....	ENSTAR Natural Gas
FAA.....	Federal Aviation Administration
GCI.....	General Communications, Inc.
GIS	Geographic Information Systems
HDP.....	Hillside District Plan
MLS	Alaska Multiple Listing Service
MOA	Municipality of Anchorage
NRCS	Natural Resources Conservation Service
OSHP	Official Streets and Highways Plan
PLI.....	Public Lands and Institutions
PZC	Planning and Zoning Commission
R6.....	Suburban Residential District, large lot
UDC	Urban Design Committee

EXECUTIVE SUMMARY

The *Anchorage Fire Department Strategic Plan 2009-2015* identifies relocation and/or remodeling for Fire Station 9 as a priority. Station 9 is adjacent to heavily used business and residential areas; emergency apparatus, departing and returning to the station, often disrupts local residential and business traffic. The size of the existing site (under one acre) is not ideal for many station activities. Furthermore, the existing station is old and outdated and needs extensive repair, but the site size does not allow for effective remodeling/renovation. This site selection study documents an analysis of alternative sites for the relocation of Fire Station 9. The study details the potential merits and drawbacks associated with each alternative and aids the Municipality of Anchorage in evaluating and pursuing a new location for Fire Station 9.

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 three most suitable sites and document the merits and potential drawbacks for each.
6. Making a site recommendation based on the analysis.

The initial inventory of sites included 23 potential sites in South Anchorage (Figure 1). As additional information specific to site criteria was gathered, the inventory was refined until the three most desirable sites were identified (Figure 2). These three sites are described below.

Site 12: Located at the northeast corner of Lake Otis Parkway and Huffman Road, this site is zoned Suburban Residential, large lot (R-6). Access to this site would be from Huffman Road, which provides good access to major corridors. The parcel is 3.9 acres, large enough to accommodate the new Fire Station 9. The undeveloped parcel is under private ownership and is

not currently advertised for sale. Preliminary investigations indicate that a large portion of this site is encumbered with Class C wetlands and poorly drained soils. All major utilities are either available or could be extended to the site.

Site 19: Located at the northeast corner of Lake Otis Parkway and DeArmoun Road, this site is zoned Public Lands and Institutions and is adjacent to the Rabbit Creek Greenbelt, just south of Rabbit Creek Elementary School. Access to this site would be from DeArmoun Road, which provides good east/west access. The site also has easy north/south access on the Old and New Seward Highways. The parcel is just over nine acres in size, so it could be replatted to create a smaller parcel for development. This undeveloped parcel is currently owned by the Municipality of Anchorage. Preliminary investigations indicate there are no known environmental concerns, and the site has relatively good soils and drainage.

Site 23: Located on Huffman Road, this site is the current location of Fire Station 9 and is zoned Public Lands and Institutions. Access to this site is from Huffman Road, which provides good access to major corridors. This parcel is less than one acre in size, which makes it difficult to upgrade the existing facility. This site is owned by the Municipality of Anchorage and is serviced by all necessary utilities. All major utilities are available to be extended to the site.

Site 19 is the recommended preferred site for the relocation of Fire Station 9. This site was rated highest on most criteria, including: size, zoning district, accessibility/traffic signals, environmental resource sensitivity, location/response time, soils and drainage, availability of utilities, and site acquisition/development cost. There may be some resistance to the development of this site due to it being perceived as park land; however, mitigation could potentially resolve this concern.

1.0 INTRODUCTION

1.1 Background

The *Anchorage Fire Department Strategic Plan 2009-2015* (AFD Plan) identifies relocation and/or remodeling for Fire Station 9 as a priority. Station 9 is adjacent to heavily used business and residential areas; emergency apparatus, departing and returning to the station, often disrupt local residential and business. The size of the existing site is less than one acre, which is not ideal for many station activities. Furthermore, the existing station is old and outdated and needs extensive repairs; however, the size of the site does not allow for effective remodeling/renovation. This site selection study documents an analysis of alternative sites for the relocation of Anchorage Fire Station 9.

1.2 New Site Criteria

Site criteria were developed by evaluating the Fire Station 9 needs for efficiently housing its existing emergency apparatus and staff, and by evaluating the station goals to more effectively serve the surrounding area. Potential sites were evaluated using the following criteria (Appendix A - Site Evaluation Matrix):

- Size
- Zoning district
- Accessibility/traffic signals
- Environmental resource sensitivity
- Location/response time
- Soils and drainage
- Availability of utilities
- Site acquisition/development cost

These evaluation criteria are described further below.

Size - The size desired is based on the space needed for building development, including staff space and living quarters; a hose drying tower; inside climbing wall and equipment for rope

rescue training exercises; four bay doors; and storage for one fire engine, one medic truck, one water tender and extra tools. The desired size for the new Station 9 site is 2.5 acres. Therefore, lots of this size, or larger, are preferred over smaller sites.

Zoning District - Although fire stations are allowed as a permitted use in most zoning districts within the Municipality of Anchorage (MOA), the character of fire stations is more compatible with institutional development common in the Public Lands and Institutions (PLI) zoning district. Sites that are zoned PLI are more desirable than those of other zoning districts. A site not zoned PLI would, based upon past Municipality practice, require an amendment to the zoning map. However, the PLI zoning district has larger building setback requirements and open space requirements than most other zoning districts and so would likely require a larger site overall.

Accessibility/Traffic Signals - Accessibility considerations include the ease of 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 unfavorable. Difficult left turns, roads with steep grades, close proximity to roundabouts, poorly functioning intersections, and medians are also unfavorable characteristics.

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.

Location/Response Time - The Fire Station 9 coverage area is bounded by West Dimond Boulevard/Abbott Road to the north; Elmore Road to the east; Minnesota Drive to Turnagain Arm to the west; and, where the Old and New Seward Highways combine into the Seward Highway to the south. The AFD Plan sets forth service level objectives, which include arrival of a fire pumper within 4 minutes or less to 90% of structure fires, and arrival of a basic life support unit within 4 minutes or less to 90% of code red medical emergencies. Code red call data was collected from 2010 through July 2011, quantifying the Anchorage Bowl call volume and the percentage of times a first unit responded within 4 minutes (Appendix B - Anchorage Bowl Existing Call Volume and Anchorage Bowl First Unit Response within 4 Minutes Maps). While

each fire station is its own facility, it is a component of a larger, public safety “network”. Response time from the fire station to the service area, coverage areas, and coverage overlap between fire stations are major components of the effectiveness of a fire station and were considered in evaluating potential sites.

Response areas for existing and proposed fire stations were calculated using a Geographic Information Systems (GIS) analysis based on the Network Analysis extension to ESRI’s ArcMap software (Appendix C - Existing Station 9 4-Minute Response Coverage Map). The analysis used available georeferenced data on the MOA road network, speed limits, and the identified response time to calculate the coverage area for each fire station. For code red response areas, a response time of 4 minutes was specified for the analysis. To allow for potential traffic congestion, signal delays, winter weather conditions, and other intangible factors, posted speed limits were reduced by 20% to estimate travel speeds for calculating the response area. Response time, distance coverage, and coverage overlap were calculated from the assumed access of each identified site. Sites that had the largest 4-minute code red response area are preferred.

Soils and Drainage - Soils, drainage, and groundwater characteristics are very important factors in the site evaluation process. In general, sites with engineered quality soils are preferred, as well as those with good on-site drainage.

Availability of Utilities - Fire stations require water, sewer, storm drain, electric, gas, telephone, and cable connection services. Sites with adequate utility access are preferred to sites that lack some or all 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, since there is no direct cost associated with site acquisition. However, there is an opportunity cost associated with reserving municipal land for a non-revenue producing use. In addition, any off-site development costs, such as constructing an access road or upgrading utility systems, will impact the overall cost to develop a site. Site characteristics 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 purpose of this study is to provide the Anchorage Fire Department (AFD) with a recommendation for a suitable site for the relocation of Fire Station 9. 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 three 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: South of O'Malley Road, west of Cange Street, north of DeArmoun Road, and east of the Old Seward Highway.
- Size: The parcel must be at least 2.5 acres in size.
- Availability: The parcel must be undeveloped.

A broad survey of public and private lands yielded 23 sites for consideration, based on the above criteria (Figure 1), including the existing Station 9 site. These 23 sites were then evaluated against 6 additional constraints.

- Environmental resource sensitivity: Sites with wetlands over a majority of the site were eliminated.
- Accessibility/traffic signals: Lack of access from a collector class or greater road and proximity to a signalized intersection.

- Adjacent zoning/land use compatibility: Sites completely surrounded by residential uses.
- Soils and drainage: Engineered quality soils and good on-site drainage.
- Availability of utilities: Existing or availability of connection to water, sewer, electric, gas, telephone, and cable services.
- Acquisition/development cost: Cost of site acquisition and development

This analysis left eight potential sites (Figure 1). These eight sites were evaluated against one additional constraint.

- Location/response time: Greatest 4-minute response coverage area with minimal coverage overlap.

This analysis eliminated five potential sites, narrowing the list down to three potential sites (Figure 2), including the existing Station 9 site. Although none of these sites is perfect, these three sites appear to have the greatest potential to meet most of the requirements for the relocation of Fire Station 9. These sites are evaluated further in the following section.

1.4 Sites Selected for Further Analysis

Site 12: Located at the northeast corner of Lake Otis Parkway and Huffman Road, this site is zoned R6 (Suburban Residential District, large lot). Access to this site would be from Huffman Road which provides good access to major corridors. This parcel is 3.9 acres, large enough to accommodate the new Fire Station 9 and all of its needs. This undeveloped parcel is under private ownership and is not currently advertised for sale. Preliminary investigations indicate that over 75% of this site is encumbered with Class C wetlands and poorly drained soils.

Site 19: Located at the northeast corner of Lake Otis Parkway and DeArmoun Road, this site is zoned PLI. This site is adjacent to the “Rabbit Creek Greenbelt”, just south of Rabbit Creek Elementary School. Access to this site would be from DeArmoun Road, which provides good east/west access. Additionally, this site has easy north/south access on Old and New Seward Highways. The parcel is just over nine acres in size, so it could be replatted to create a smaller parcel for development. This undeveloped parcel is currently owned by the MOA. Preliminary

investigations indicate there are no environmental concerns and this site has relatively good soils and drainage.

Site 23: Located on Huffman Road, this site is Fire Station 9’s current location and is zoned PLI. Access to this site is from Huffman Road, which provides good connections to major corridors. This parcel is less than one acre in size, which makes it difficult to upgrade the existing Station 9. This site is owned by the MOA and is serviced by all necessary utilities.

1.5 Land Use Planning Considerations

The three sites being considered for the relocation of Fire Station 9 are subject to the provisions of the Anchorage Bowl Comprehensive Plan (Anchorage 2020), the Hillside District Plan (HDP), and Anchorage Municipal Code (AMC) Title 21 land use regulations. Anchorage 2020 does not specifically address development of these sites. The Generalized Land Use Plan Map, which has been adopted in concept form by the MOA Planning and Zoning Commission (PZC) and the HDP, identifies Site 19 as Parks and Natural Resource and Sites 12 and 23 as Low Intensity, Detached Houses.

The HDP calls for site selection studies to be carried out to identify needed sites for fire stations. This Site Selection Study fulfills this policy.

Under Title 21, the intent of the PLI zoning designation is to “include areas of significant public open space, major public and quasi-public institutional uses and activities and lands reserves for which a specific use or activity is not yet identified” (AMC 21.40.020). Police and fire stations are a permitted principal use in the PLI zoning district. The intent of the R6 zoning designation is to include, “land areas where large lots or acreage is desirable as an adjunct to the more typical urban and suburban residential zoning districts” (AMC 21.40.080). Parks, playgrounds, playfields, and public buildings and uses, in keeping with the character and requirements of the district are permitted principal uses in the R6 zoning district. A fire station is a public building and is therefore a permitted principal use in the R6 district. Public buildings or facilities, such as a fire station, are subject to a public facility site selection study under AMC 21.15.015.

2.0 SITE EVALUATIONS

2.1 Site 12 Evaluation

2.1.1 General Information/Size

Site 12 is located at the northeast intersection of Huffman Road and Lake Otis Parkway and can be found on MOA Grid SW2734 (Figure 3). This site is privately owned and is just over 3.9 acres.

2.1.2 Zoning District

This site is zoned R6, a designation of the AMC, which includes in its list of permitted uses, “parks, playgrounds, playfields, and public buildings and uses in keeping with the character and requirements of the district” (AMC 21.40.080.B.3). Under this designation, front yards must be 50 feet deep, side yards must be at least 25 feet deep, and the rear yard at least 50 feet deep. Maximum lot coverage by all buildings is 30%, and the maximum height of structures is unrestricted, except that structures shall not interfere with Federal Aviation Administration (FAA) Regulations on airplane approaches. The parcel is large enough that the yard requirements and maximum lot coverage can be met. Development of public buildings must undergo a public facility site plan review in accordance with AMC 21.15.012, regardless of the zoning classification of the site.

2.1.3 Accessibility

Access to this site is via Huffman Road. Huffman Road is classified as a Class II Collector in the Official Streets and Highways Plan (OSHP), which is a preferred access type for fire stations. There is good access to major road corridors from Huffman Road. Additionally, this intersection is signalized, which is preferred.

2.1.4 Environmental Resource Sensitivity

Wetlands on the site are Class “C”, suitable for development, under the *Anchorage Wetlands Management Plan* (AWMP). Wetlands occupy a large portion of the site. The AWMP policies for these wetlands requires a hydrologic analysis of the site prior to development to prevent flooding of adjacent properties, maintain both surface and subsurface cross drainage, and prevent drainage of adjacent wetlands. The AWMP identifies this as a special wetland as it is adjacent to

a small creek that runs through the north side of the site. The AWMP calls for a 100-foot development setback.

2.1.5 Soils and Drainage

Soils on the site are somewhat poorly drained. According to a Natural Resources Conservation Service (NRCS) soil survey, the primary soils on this site are mostly silty loam. Silty loam is a somewhat poorly drained soil which does not allow percolation. Well-drained soils are a favorable characteristic for site development, allowing the runoff to percolate through the soils and recharge groundwater. The overall topography of the site slopes from the northwest to the southeast.

2.1.6 Availability of Utilities

Water Supply

The municipal water system is accessible to the west of the site. There is a public water main line, which runs the length of the site, beneath Lake Otis Parkway. A service line would need to be stubbed onto the site.

Sewer

The municipal sewer system is accessible from a sewer mainline located across Lake Otis Parkway to the northwest of the parcel. There is a service stub onto the property.

Storm Drain

A municipal storm drain system is accessible from the northwest property line of this site. There is a storm drain mainline located beneath Lake Otis Parkway, to the northeast of this parcel. It is accessible by gravity flow.

Power

This property is within the Chugach Electric Association (CEA) service area. Electricity is available to this site from the western property line.

Gas

This property is within the ENSTAR Natural Gas (ENSTAR) service area. Gas is available to this site from the west and south. There are gas lines underneath Lake Otis Parkway and Huffman Road.

Telephone

This property is within the Alaska Communications Services (ACS) service area. Telephone is available from the western property line.

Cable

This property is within the General Communications, Inc. (GCI) service area. Cable is available from the northern property line.

2.1.7 Location/Response Time

Fire Station 9's 4-minute response area is generally bounded by O'Malley Road to the north, Elmore Road to the east, DeArmoun Road to the south, and C Street to the west. Relocation of Station 9 to Site 12 would somewhat reduce the coverage area that can be reached within 4 minutes, specifically to the west (Appendix D - Site 12: 4-Minute Response Map). However, this site would extend the 4-minute response to the east and would offer better overlap coverage with Fire Station 8. The area to the west that would move out of the 4-minute Response Time Coverage by Station 9 would likely be picked up by Station 15, so response time may not be negatively impacted.

2.1.8 Acquisition/Site Development Cost

This site is privately owned and would need to be acquired. The site is not currently listed for sale in the Alaska Multiple Listing Service (MLS). The current Municipal assessed value is \$176,000; the market value of the site is expected to be higher than the assessed value.

2.2 Site 19 Evaluation

2.2.1 General Information/Size

Site 19 is located at the northeast intersection of DeArmoun Road and Lake Otis Parkway and can be found on MOA Grid SW2934 (Figure 4). This site is owned by the MOA and is just over nine acres in size.

2.2.2 Zoning District

This site is zoned PLI, which allows fire stations as a permitted use (AMC 21.40.020.B.6). Under this designation, lots are required to be at least 100 feet wide, with a total area of 15,000 square feet or more. The parcel meets the required lot size. Front and side yards must be at least 25 feet deep, and the rear yard at least 30 feet deep. The parcel is large enough that the yard requirements and maximum lot coverage can be met. There are no height restrictions in the AMC for structures located within the PLI district. Development on sites designated PLI must undergo a public facility site plan review in accordance with AMC 21.15.012, regardless of the nature of the use.

2.2.3 Accessibility

Access to this site is via DeArmoun Road. DeArmoun Road is classified as a Minor Arterial in the OSHP, which is a preferred access type for fire stations. This site would provide good access to the north and south via the Seward Highway and good access to the east and west via DeArmoun Road.

2.2.4 Environmental Resource Sensitivity

The site is currently undeveloped and vegetated and is not encumbered with any known wetlands, uplands, streams, or critical habitat. A portion of the site would need to be cleared for development.

2.2.5 Soils and Drainage

Soils within this parcel are well drained soils. According to a NRCS soil survey, the first 2-inch layer of soils is composed of moderately decomposed plant material on top of a 4-inch layer of silt loam on top of at least 50 inches of very gravelly sandy loam. The overall topography of the site is generally flat with a slightly higher area in the southeast corner.

2.2.6 Availability of Utilities

Water Supply

Municipal water is adjacent to the site but would require a main line extension of up to 1,000 feet along DeArmoun Road. Anchorage Water and Wastewater Utility (AWWU) confirmed that the necessary water pressure is available at this site.

Sewer

The municipal sewer system is available from a sewer mainline located along DeArmoun Road to the southwest of the property. A service stub will need to be brought onto the property.

Storm Drain

A state storm drain system is accessible from the southern property line of this site. There is a state storm drain mainline located along DeArmoun road, to the south of this parcel. It can be brought to the property by extending the existing pipe.

Power

This property is within the CEA service area. Electrical service is available to the site from the eastern, western, and southern property lines.

Gas

This property is within the ENSTAR service area. Gas is available to this site from the west and south. There are gas lines underneath Lake Otis Parkway and DeArmoun Road.

Telephone

This property is within the ACS service area. Telephone service is available from the southern and western property lines and there is a cable line that runs down the middle of the southern portion of the site and feeds into a cable vault.

Cable

This property is within the GCI service area. Cable is available from the eastern and western property lines.

2.2.7 Location/Response Time

Relocation of Fire Station 9 to Site 19 would somewhat reduce the coverage area that can be reached within 4 minutes, specifically to the west (Appendix E - Site 19: 4-Minute Response Map). However, this site would extend the 4-minute response to the east and would offer better overlap coverage with Fire Station 8. The area to the west that would move out of the 4-minute Response Time Coverage by Station 9 would likely, based on field measurements, be picked up by Station 15, so response time may not be negatively impacted. A large area to the south, including Rabbit Creek and the lower Hillside area, would be added in the 4-minute Response Time Coverage, which is a much needed coverage improvement that has also been a goal of AFD. By reducing current coverage overlap, relocating Station 9 to Site 19 would allow for more efficient use of Fire Stations 10 and 15.

2.2.8 Acquisition/Site Development Cost

This site is owned by the MOA, so there would be no cost associated with acquisition.

2.2.9 Neighborhood Compatibility Issues

Site 19 is part of the Rabbit Creek Greenbelt. The Greenbelt is not dedicated park land and there are no on-site park improvements, but local residents may perceive it as park land. There may be some resistance to develop this area from local residents. This development would take only a small portion of the tract and improvements could be provided for use by area residents as mitigation.

2.3 Site 23 Evaluation

2.3.1 General Information

Site 23 is located at 1148 Huffman Road and is the location of the existing Station 9. This site can be found on MOA Grid SW2832 (Figure 5). Site 23 is approximately one acre in size and is owned by the MOA.

2.3.2 Zoning District

This site is zoned PLI, which allows fire stations as a permitted use (AMC 21.40.020.B.6). Under this designation, lots are required to be at least 100 feet wide, with a total area of 15,000 square feet or more. The parcel meets the required lot size. Front and side yards must be at least 25 feet deep, and the rear yard at least 30 feet deep. The parcel is large enough that the required yards and lot coverage can be met. There are no height restrictions in the AMC for structures located within the PLI district. Public buildings must undergo a public facility site plan review in accordance with AMC 21.15.012, regardless of the nature of site zoning. Although the site is currently developed, a major renovation would require a public facility site plan review.

2.3.3 Accessibility

Access to this site is via Huffman Road. This portion of Huffman Road is classified as a Minor Arterial by the OSHP, which is a preferred access type for fire stations. The site would provide good access to various major corridors from Huffman Road. There are newly constructed roundabouts along this section of Huffman Road. Concerns have been expressed that the roundabouts may impact response time to some extent. However, to date there has not been a noticeable impact.

2.3.4 Environmental Resource Sensitivity

The site is currently developed. It is not encumbered with any known wetlands, uplands, streams, or critical habitat.

2.3.5 Soils and Drainage

Soils on this site are excessively drained soils. According to the NRCS soil survey, the site consists of cryorthents and urban land. The overall topography of the site slopes from the northwest to the southeast and has positive drainage.

2.3.6 Availability of Utilities

Water Supply

This site is currently developed and has water service.

Sewer

This site is currently developed and has sewer service.

Storm Drain

This site is currently developed and has storm drain service.

Power

This site is currently developed and has power service.

Gas

This site is currently developed and has gas service.

Telephone

This site is currently developed and has telephone service.

Cable

This site is currently developed and has cable service.

2.3.7 Location/Response Time

Fire Station 9 can respond within 4 minutes to an area generally described as O'Malley Road to the north, Elmore Road to the east, DeArmoun Road to the south, and C Street to the west (Appendix C - Existing Station 9: 4-Minute Response Coverage Map). Keeping Fire Station 9 at its current location will not result in greater or lesser coverage within 4 minutes.

2.3.8 Acquisition/Site Development Cost

This site is owned by the MOA, so there would be no cost associated with acquisition. Replacement, upgrade, or redevelopment of this facility would likely require moving staff and equipment to another location, at some cost, while the work is being completed.

3.0 COMPARISON AND RECOMMENDATIONS

All three potential sites present challenges and benefits when considered for the potential of a fire station site. The site which scores best from a size, accessibility, and available utilities standpoint (Site 12) is the least desirable from a location and response time and acquisition standpoint. Site 12 is also encumbered with Class C wetlands and poorly drained soils, which makes development more expensive. This site would also need to be rezoned to PLI which would increase the cost of development and extend the site development period.

Site 23, which is the current location of Station 9, is the most desirable from a zoning, soils, and drainage standpoint. There are no environmental concerns and the site offers good location and response time. The site is currently owned by the MOA so there would be no additional acquisition cost; all utilities exist on the site. However, the site is under an acre in size, which makes upgrading and expanding the site difficult. It would likely require relocating personnel and equipment, at some cost, for a two-year period. Additionally, with the construction of multiple roundabouts in this area of Huffman Road, access out of the site may be impeded, to some extent. Site 23 is in a heavily developed commercial area with very little vacant inventory. It may be highly desirable for a private redevelopment or new development and could be sold for commercial development, which could offset cost associated with site acquisition and/or development cost associated with relocating the Fire Station 9.

Site 19 is most desirable in many regards, such as size and accessibility; there are no environmental concerns and good soils and drainage (Figure 6). This site would not require land acquisition or amending the zoning map, and would cover the greatest area in the desired 4-minute response area. Although there are currently no utilities hooked up to the site, they are in the vicinity and could be extended fairly easily and at a reasonable cost. There may be some resistance to the development of this site due to its being perceived as park land; however, as previously discussed there is potential mitigation that could resolve this concern. Based on this analysis, this site selection study recommends Site 19 as the preferred site for the relocation of Fire Station 9.

The proposed fire station site will require a public hearing in front of the MOA Urban Design Committee (UDC) for a Public Facility Site Plan Review and Public Facility Landscape Review.

The potential for adverse effects on adjacent properties and requirements for mitigation of these effects will be addressed by the MOA UDC during these reviews.