

Agencies and Organizations

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Land Use Plan Map

From: Zafian, Holly K (DFG) <holly.zafian@alaska.gov>
Sent: Monday, October 17, 2016 4:51 PM
To: Land Use Plan Map
Cc: Seitz, Jody L; Meehan, Joe (DFG); Massie, Tammy M (DFG); Carter, Marla M (DFG); Marie, Megan E (DFG); Battle, David; Baumer, Jay A (DFG)
Subject: FW: news from Long Range Planning

Good afternoon,

The Alaska Department of Fish and Game (ADF&G) has reviewed the Anchorage 2040 Land Use Plan Public Hearing draft. ADF&G manages the Anchorage Coastal Wildlife Refuge (ACWR). While much of the ACWR is located outside of the Anchorage Bowl Land Use Plan Boundary, development and activities along its border can affect the fish, wildlife, habitat, and user experiences within the refuge. ADF&G supports the plan's designation of Open Spaces along the ACWR boundary. ADF&G continues to oppose Airport Expansion areas that would cross into the ACWR.

Thank you for the opportunity to review and comment on this draft of the Anchorage 2040 Land Use Plan. ADF&G would like to continue to be involved with the municipality's land planning process. Please feel free to contact me if you have any questions or if you'd like to discuss our comments.

Holly Zafian
Habitat Biologist
Access Defense Program
Alaska Department of Fish and Game
333 Raspberry Road
Anchorage, Alaska 99518
Phone 907-267-2292
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Email holly.zafian@alaska.gov

Land Use Plan Map

From: Driver, Craig A (DNR) <craig.driver@alaska.gov>
Sent: Monday, October 17, 2016 4:56 PM
To: Land Use Plan Map
Subject: Alaska Mental Health Parcels - Northwest Corner of Northern Lights/Bragaw

The purpose of this email is to express concerns over the latest iteration of the 2040 LUP Map and the proposed designation of the lands referenced above which are owned by the Alaska Mental Health Trust Authority ("AMHTA"). The lands surround the Whaley School and provide a significant footprint for future development adjacent and to the north of the UMed District. The lands in this area are predominantly zoned PLI currently and have been used for programmatic or charitable purposes for decades.

The exception to this general categorization of uses would be approximately 12 acres directly adjacent to the intersection with frontage on both Northern Lights and Bragaw. This area is undeveloped and designated as Urban Residential-High in the proposed 2040 LUP Map. While we are interested in exploring the proposed use, it is likely that the market will dictate a wider mix of uses which may include the Urban Residential-High proposed use, but could very likely require additional commercial uses to make development economically feasible.

The area currently has physical constraints which include existing buildings, access challenges, overhead power lines traversing across critical areas of the site, several segments of the Chester Creek pathway system that may require relocation to allow for development of this type, and the as-of-yet unknown resolution to the potential construction of the Northern Extension roadway to the south of the intersection. These issues combined with the overall size of the property lend it to a more horizontal, mixed-use approach that could allow for compatible uses including the Urban Residential-High use proposed in the 2040 LUP Map, but which could also include separate footprints of strictly commercial buildings.

Certain adjacent AMHTA lands in this area also are shown as University or Medical Center in the proposed 2040 LUP Map. The outcomes resolving some of the above mentioned development challenges could very well change the overall feasibility of a specific proposed use such as Urban Residential-High or University or Medical Center, and the existing PLI zoning and existing buildings/leases require thoughtfulness to flexibility in how these lands are used and developed in the future. We respectfully request the following:

1. Flexibility in how the proposed zones are applied to existing structures and future uses of those structures given the current PLI zoning;
2. Flexibility in how the proposed boundaries of these zones are applied to the AMHTA parcels; and
3. The option to develop compatible uses from any of these zones (Urban Residential-High, University or Medical Center, and PLI) within the footprint of the AMHTA owned parcels.

We are available to discuss more specific resolutions with respect to this submittal and thank you for your consideration.

Best regards,

Craig Driver

Asset Manager
The Trust Land Office
2600 Cordova Street, Suite 100
Anchorage, AK 99503
Direct: 907-269-8735
Main: 907-269-8658
craig.driver@alaska.gov



THE STATE
of ALASKA
GOVERNOR BILL WALKER

Department of Transportation and
Public Facilities

DIVISION of PROGRAM DEVELOPMENT
Anchorage Field Office

4111 Aviation Avenue
P.O. Box 196900
Anchorage, Alaska 99519-6900
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Web site: dot.state.ak.us

October 7, 2016

Terry Schoenthal, Current Planning Section Manager
MOA, Community Development Department, Planning Division
P.O. Box 196650
Anchorage, Alaska 99519-6650

RE: MOA Zoning Review, Case 2016-0127

Dear Mr. Schoenthal:

The Alaska Department of Transportation and Public Facilities (DOT&PF), Division of Program Development, Anchorage Field Office recommends that the Municipality of Anchorage's Planning and Zoning Commission should not support the adoption of the Anchorage 2040 Land Use Plan and Map (LUP) by the Assembly until the document is amended to include a commitment to addressing transportation issues before zoning and redevelopment plans are implemented.

The DOT&PF, along with a number of other organizations and individuals, made comment during the public review period that the LUP would have significant impacts to the transportation network. Alaska Statutes 35.30.010 and 19.20.080 require the municipality and state to work together to preserve the function of the National Highway System (NHS) and Interstate roads as a network to facilitate regional mobility. Many of the goals and strategies outlined in the LUP may have the unintended consequence of deteriorating the effectiveness of the NHS, to the detriment of the transportation network and land use plan as a whole. Having a coordinated transportation strategy in place to deal with these systemic conflicts is necessary before carrying out the actions of the LUP.

To help further articulate our concerns, please find enclosed a selection of comments highlighting some of the issues. The DOT&PF has committed to supporting the municipality in the development of the LUP and looks forward to continuing to provide assistance. By delaying adoption, the municipality will be afforded the time to fully align the LUP with transportation development strategies that support its goals while maintaining the effectiveness of the system.

Sincerely,

A handwritten signature in blue ink, appearing to read "James Starzec".

James Starzec
Anchorage Area Planner

Enclosure: LUP Review Comments

Cc: Tucker Hurn, Right of Way Agent, Right of Way, DOT&PF
Scott Thomas, P.E., Regional Traffic Engineer, Traffic Safety and Utilities, DOT&PF
Jim Amundsen, P.E., Highway Design Group Chief, DOT&PF

**LUP
Review**

**PROJECT NAME: Anchorage 2040 Land Use Plan
PROJECT NUMBER:**

	DATE: 10/7/16 REVIEWER: SET SECTION: TS PHONE: 269-0639	Confirmation of action taken on comment by:

In Sheet No. column, use a 1 for General comments, X for estimate comments, Y - pg # for Specifications, and Z - pg # for DSR, and the alpha numeric pg # of Plan sheets (use an A if no Alpha is used on the plan sheets) In the Section column below please use your assigned Functional group identifier: Right-of-Way = RW; Traffic/Safety = TS; Highway Design = HD; Materials = M; Bridge Design = B; Survey = SC; Internal Review = QC; Construction = C; Utilities = U; Specifications = S; Review Engineer = RE; Maintenance = M&O.					
Item No.	Sheet No. / Page No.	By	Comment	Recommendation/Response?	Meeting Note

1)	2	TS	<p>Mobility and Access. Missing from statement – “and with a priority on maintaining the principal function of each roadway according to its classification.” Accessibility as defined cannot be at the same level or quality for all roads. For the NHS Interstate and Intermodal routes – these roads have a mobility priority and purpose with reduced accessibility. Accessibility and crossings on these highest principal routes need to be maximized via alternative routes. This needs to be stated as it is part of DOT and FHWA’s mission.</p>		
2)	11	TS	<p>LUP 1.5 does not seem to be fully accounted for in this LUP Draft. We had to go to the MTP to verify coordination by looking for the same areas of increased density, infill were planned, and that the MTP supports this by “getting the red out” through a slate of intended and fiscally constrained projects.</p> <p>The MTP logic supports the LUP, but this is not demonstrated in the LUP:</p> <p>Fig 5-4 MTP has growth on Tudor-Muldoon Fig 5-19 has No Build failures in growth areas Tudor Muldoon, Midtown Fig 5-26 has LOS resolved - with capital projects in 5-22 and 5-24 -- these are not lane reduction projects and are not identified as lower mobility corridors through lower speeds and more signals. These are typically managed access corridors in their MTP scope.</p> <p>These applicable MTP figures are not mentioned in this report – so is there really an “accounting “ documented in the LUP – the LUP depends upon the 2035 MTP for success in supporting transportation.</p>		

**LUP
Review**

**PROJECT NAME: Anchorage 2040 Land Use Plan
PROJECT NUMBER:**

	DATE: 10/7/16 REVIEWER: SET SECTION: TS PHONE: 269-0639	Confirmation of action taken on comment by:

3)	14	TS	<p>Goal 6 leaves no flexibility relative to road function required by Statute as written. DOT/PF requests this setion be expanded to recognize accessibility and mobility changes with roadway function.</p> <p>Disagree accessibility can be raised as the broader goal in all cases. This is inconsistent with the MTP on principal corridors calling for Access management and control – such as the Tudor Road corridor, and the Seward to Glenn Highway connection in midtown and east of downtown.</p> <p>Mobility as defined here is the broader goal for the State and FHWA on the NHS Interstate and Intermodal corridors – connecting other cities and ports/airports. Alaska Statute requires the City and State preserve the Statewide function on these classes of principal arterial roads in local planning. The MTP currently recognizes this and accomplishes this overall through its slate of 2035 road projects and capacity targets.</p> <p>Both the MTP and LUP are not keeping up with the Muldoon Corridor performance which requires access management and collector road support due to congestion and safety – and as a natural extension of freight routing coming from the west Tudor Road.</p>		
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LUP Review

PROJECT NAME: Anchorage 2040 Land Use Plan

PROJECT NUMBER:

	DATE: 10/7/16 REVIEWER: SET SECTION: TS PHONE: 269-0639	Confirmation of action taken on comment by:

4)	15	TS	<p>DOT could require MOA assistance in providing higher levels of M&O for local access - not something we are funded and equipped to do at a desirable level for maximum local use. The State has a primary responsibility to prioritize plowing, patching, traffic control, etc. for statewide mobility and intermodal connectivity, with local accessibility as a second goal.</p> <p>How does the LUP and MTP balance needed M&O with growth when M&O budgets are decreasing rapidly at all levels of government?</p> <p>Absent other funding sources, by Code, 17 AAC 10.020, DOT/PF will have to consider which costs are the responsibility of MOA for local accessibility impacts to infrastructure that reduces statewide mobility, such as increased signal density and other infrastructure enhancements such as added multimodal space and lanes beyond a minimum usable space.</p>		
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**LUP
Review**

PROJECT NAME: Anchorage 2040 Land Use Plan

PROJECT NUMBER:

	<p>DATE: 10/7/16 REVIEWER: SET SECTION: TS PHONE: 269-0639</p>	<p>Confirmation of action taken on comment by:</p>

5)	19	TS	<p>Areas of Growth – The MTP is not just illustrative as if it can be deferred while moving ahead with the LUP – it should be clearly state the MTP plan is critical to Tudor, Seward/Ingra/Gambell, Minnesota and C Street and that those related projects remain a goal from the MTP 2035.</p> <p>Without improvements to these corridors and connecting collectors – the MTP will not be able to address land use trip generation by all modes, and the MTP will then fail its performance measures. This concerns the State on NHS Interstate and intermodal facilities.</p> <p>The Muldoon Corridor lacks MTP projects at the Collector level to address intended growth. As stated later in the LUP, Collectors should be a prerequisite to added Muldoon infill and redevelopment. (Oklahoma, Duben, Patterson, Peck/Boundary connectivity, etc.)</p> <p>C Street and Dimond areas also have adequate arterials in place, however, Collectors should be prerequisite to added infill and development (92nd Ave; Arctic Blvd, 100th Ave etc. as determined in the MTP).</p> <p>The Boundary area at Boniface to Muldoon sorely needs Collector planning to get to these arterials</p>		
6)	32	TS	<p>Regional Commercial Center. Disagree with language recommending complete disconnect from neighborhoods. Instead, access can be managed to prevent cut-thru, but access can also be beneficial to neighborhoods and arterials. Other modes and local trips can be more safely served without going on and off the arterial to conflict with other cross-city traffic. Internal connections prevent on and off trips into degrading arterials, including walking and biking should not be forced onto arterial access. Transit and local trips could also be served internally.</p>		

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Review**

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7)	38, 40	TS	Anchor facilities. Request these additionally be noted as "intermodal" facilities to represent how they are key to the Statewide economy and not just local or regional.		
8)	49	TS	DOT/PF concurs the 2040 LUP should be updated and amended to reflect any major changes in transportation plans and projects. Most notably – any changes to the Seward and Glenn Highway, Tudor Road, Minnesota Drive or other corridor projects that are critical to the 2035 MTP level of service. Deletion or alteration of these MTP projects means the adjacent land use affecting the need for those projects should be reevaluated.		
9)	49	TS	Calling these projects potential or illustrative does not convey their importance to the LUP. Projects for the Seward and Glenn Highway, Tudor Road, Minnesota Drive should be listed as critical – key components to enabling the LUP. Without Seward to Glenn or UMed – this alters the capacity of roadway to absorb more employment trips by any modes. DOT does not see any modeling that reduces trips below existing with this land use, thus capacity will suffer.		
10)	51	TS	3.1.B Capital Improvements. DOT does has its own STIP process. But don't all projects go through AMATS and the TIP – so owe are unified and there is really ONE process? This sounds as if we don't coordinate.		

**LUP
Review**

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	<p>DATE: 10/7/16 REVIEWER: SET SECTION: TS PHONE: 269-0639</p>	<p>Confirmation of action taken on comment by:</p>

11)	56, 62, 63	TS	<p>Muldoon, Gambell/Ingra, Tudor – Special Study Areas. Even Spenard. These are the areas where DOT believes transportation plans are a prerequisite to land use changes. The transportation function and plans in these areas are larger than the area themselves – and are so critical to the MTP performance that any land use changes have to demonstrate compatibility with those corridors and planned projects before they occur.</p> <p>The key is not to wait for the primary corridor project alone. These Special Area Studies need to connect to the Collector strategies listed later under Goal 6-1. Identifying, preserving, upgrading and sometimes adding Collectors are the key to these areas.</p>		
12)	64	TS	<p>Concur with identifying street typologies and goals. However, recognize right of way and utilities are a premium on most arterials, and adjacent Collectors are intermittent if at all. Functional class of NHS Interstate and Intermodal routes will need to prioritize mobility and may result in a different typology than other arterials. M&O costs and abilities may also limit the typology acceptable on state roads, or at least the enhancements and added traffic control for that typology.</p> <p>Consider allowing shared landscape and "complete" credits in partnership with private owners – as all parties are short on space for landscaping and walkways in some cases – and could pool efforts towards one combined facility to make a street and adjacent land use complete. Was called “superblocks” in the past midtown efforts.</p>		

**LUP
Review**

PROJECT NAME: Anchorage 2040 Land Use Plan

PROJECT NUMBER:

	DATE: 10/7/16 REVIEWER: SET SECTION: TS PHONE: 269-0639	Confirmation of action taken on comment by:

13)	67	TS	Actions Map. Muldoon, Tudor, Midtown, South C Street and Old Seward target areas need a prerequisite to identify collectors and plan for them before targeting redevelopment. This is necessary to maintain the mobility functions of the main roads (other than Old Seward Hwy).		
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Land Use Plan Map

From: Jongenelen, Aaron M (DOT) <aaron.jongenelen@alaska.gov>
Sent: Monday, October 17, 2016 4:45 PM
To: Davis, Tom G.; Land Use Plan Map
Cc: Thomas, Scott; Amundsen, James (DOT); Starzec, James A (DOT); Post, David E (DOT)
Subject: Municipality of Anchorage 2040 Land Use Plan Supplemental Comments from DOT&PF
Attachments: 2016-0124 October - Supplemental Comments.pdf

Tom,

These comments are in addition to the ones already submitted by James Starzec. Please let me know if you have any questions.

Thank you.

Aaron Jongenelen
AMATS Transportation Planner
Alaska DOT&PF: Program Development, Anchorage Field Office
(907) 269-0515



THE STATE
of **ALASKA**
GOVERNOR BILL WALKER

Department of Transportation and
Public Facilities

CENTRAL REGION
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October 17, 2016

Tom Davis, Senior Planner
MOA, Community Development Department
Planning Division
P.O. Box 196650
Anchorage, Alaska 99519-6650

RE: 2040 Land Use Plan Supplemental Comments

Dear Mr. Davis:

Attached you will find technical comments/edits that are being provided in addition to the comments submitted on October 7th, 2016 for MOA Zoning Case 2016-0127. Please contact me if you have any questions.

Sincerely,

A handwritten signature in blue ink, appearing to read "Aaron Jongenelen".

Aaron Jongenelen
AMATS Transportation Planner

Attachment: 2040 Land Use Plan Supplemental Comments

Cc: Scott Thomas, P.E., Regional Traffic Engineer, Traffic Safety and Utilities, DOT&PF
Jim Amundsen, P.E., Highway Design Group Chief, DOT&PF
James Starzec, Anchorage Area Planner, DOT&PF
David Post, Surface Transportation Manager, DOT&PF
Craig Lyon, AMATS Coordinator

"Keep Alaska Moving through service and infrastructure."

2040 Land Use Plan Supplemental Comments

Page 3 – First bullet: Add “AMATS” (spell out as needed) before “Metropolitan Transportation Plan”.

Page 3 – Second bullet: Recommend adding the Areawide Trails Plan.

Page 3 – Graphic; This graphic is a little misleading as it shows the TIP directed by the Comp Plan and Land Use Plan when it is not. AMATS directs the TIP through its own process. Also there is no mention of the STIP which plays an integral part in capital investments within the Municipality of Anchorage. While the Comp Plan and Land Use Plan do not direct the TIP and STIP, they do provide input and it should be recognized as such. Recommend the following be added:

- Add AMATS to the TIP box and add an * saying “Adopted by AMATS.”
- Add a STIP box and add an * saying “Adopted by the State of Alaska.”
- Move both under the Capital Improvements box in their own box

Page 12 – LUP 3.2 Does not talk about coordination with partner agencies. Recommend adding in a statement about coordinating with partner agencies on transportation related changes. Has there been discussion that coordination could be a goal of its own?

Page 49 – First sentence; Instead of “Anchorage’s” it should state “AMATS” (spell out as needed), because the MTP is an MPO document which is separate from the Municipality of Anchorage.

Page 49 – The word “illustrative” is used twice in the Major Streets section and it is recommended this word be changed to either, “shown” or outlined”. ‘Illustrative’ is too close to the word ‘illustrative’ (a funding term) used in the MTP and TIP for projects that are outside the timeframe of the program. The projects listed in this section (KAC, U-Med, and Seward Highway to Glenn Highway) are within the timeframe of the currently adopted AMATS Interim 2035 MTP.

Page 51 – Capital Improvements; The first sentence should have AMATS before the TIP.

Page 51 – Capital Improvements; The first sentence talks about the TIP being a primary planning and budgeting process for the Municipality. This is incorrect. Remove the AMATS TIP from this sentence and start a new one. The TIP is a 4-year program outlining funding for transportation projects within the MPO boundary. The TIP is not a budgeting tool and is not what determines the costs of projects. Recommend working with AMATS/DOT&PF to determine the best way to talk about the TIP in this section.

Page 51 – Capital Improvements; Sentence two needs to be changed as the TIP does not span a 6 year period. It is a 4 year funding program.

Page 51 – Capital Improvements; Sentence 3 should also include the fact that the Airport has its own capital improvement process as well.

Page 51 Capital Improvements; The STIP should be called out directly in this section as it is another funding program that provides significant capital investments within the Municipality of Anchorage. Recommend working with DOT&PF Planning staff to outline a quick sentence or two.

Page 53 – Strategy 2; This strategy should include a statement about coordinating with partner agencies, especially DOT&PF. A number of the reinvestment areas directly impact facilities managed and owned by partnering agencies.

Page 53 – Strategy 8; Any changes within the area can have a direct impact on systems managed by partner agencies. This strategy should include a statement about coordination with partner agencies.

Page 58 – Table 3 has some confusing acronyms. Recommend the following changes:

- Planning-AMATS = AMATS.
- ADOT = ADOT&PF or DOT&PF.
- Remove TSAIA and JBER from Airports definition. TSAIS already has its own acronym.
- Railroad change to ARRC.
- Add JBER acronym.

Page 60 – Table 4:

- Add AMATS to 2-2
- Add AMATS to 2-3
- Add AMATS to 5-1
- Add AMATS to 5-2 or removed the TIP from the description. AMATS makes the decision for the criteria regarding the TIP, not the MOA.
- Add Highway to 5-3 description.
- Recommend adding a 5-3b that states – “Direct land development and reinvestment towards areas that can accommodate growth with minimal impacts to the efficiency and safety of the transportation system and other public infrastructure.”
- Add Planning to 6-1. Planning plays a critical role in coordinate with agency partners.
- Add Utilities to 6-1. Utilities has a very important role in transportation development.
- Add Planning and ADOT&PF to 6-5.
- Add ADOT&PF and AMATS to 8-6.
- Add ADOT&PF, AMATS, PM&E, and Traffic to 8-8. Park designations have significant impacts to transportation development. This needs to be coordinated with the transportation partners.
- Add ADOT&PF and AMATS to 9-1.
- Add ADOT&PF, AMATS, and Traffic to 9-2.
- Add Traffic to 9-3.
- Add AMATS, ADOT&PF, and Traffic to 9-6.

Land Use Plan Map

From: Walter Wilcox <jr.wilcox@pbchemical.com>
Sent: Thursday, October 6, 2016 4:46 PM
To: Seitz, Jody L; Land Use Plan Map
Cc: Bruce Bustamante
Subject: Anchorage Chamber LUPM Comments

The Anchorage Chamber of Commerce would like to reiterate the concern we expressed in our last set of comments that the shortage of housing stock suitable for a professional/technical workforce is prohibiting our member businesses from growing. Bold action is needed to facilitate more housing at reasonable pricing in the Anchorage Bowl.

We applaud your efforts to finalize the long overdue adoption of this map in an expeditious manner. However, we believe this map will do little by itself to alter land use patterns in Anchorage if is not translated into actual zoning. The small targeted rezonings contemplated in the report are not going to be enough by themselves. We would urge you to reconsider the decision to not to do a much broader municipal-led rezone.

For instance, the municipality might send a mailer to all property owners whose property would be eligible to change to a new zoning type in conformance with the new map. The mailer would explain the new zoning on offer, and if the landowner agreed, the property would be automatically rezoned in conformance with the new map. Perhaps the property owner would need to send a payment to cover the transaction fees so that the effort was not a net cost to the municipality. The public notice for such a bulk rezone should be handled as a single process, instead of separately for each parcel.

Also, we wanted to reiterate our view that it is important to preserve an industrial land base in Anchorage to provide for future development. Several sections of the proposed plan make mention of allowing for rezones of industrial land for commercial purposes. This is not bad thing in and of itself, but should be coupled with a 'no-net-loss' policy for industrial land. Under a 'no-net-loss' policy, other lands should be moved to industrial zoning to offset the loss. Industrial lands should be consolidated in developable areas near other industrial lands, preferably in the areas near the port, railroad, and airport. PLI and T-zoned lands should be re-zoned as industrial lands where possible.

Actions should include acquisition of additional land where possible, consolidation of small lots, and partnering with utilities to find ways to lower the up-front cost of development.

Especially, the action list needs to include a review of the DCM to ensure it is not effectively used as a separate body of law. Internal policies and procedures determined to effectively be regulations should be consolidated into a public document that would reviewed and formally adopted by the Assembly. Any future policies with the force of regulation should go through a similar public process before they could be enforced.

Thank you,

JR Wilcox
Chairman



Anchorage 2040 Land Use Plan Public Hearing Draft Comments November 1, 2016

We regret to say that these comments were rushed, without a complete and thoughtful review of the entire document and without adequate discussion as to how the plan will affect our community over the long term. The few days allotted to review this latest draft, and the few public meetings that were offered were plainly inadequate given this plan's importance to our city's future.

Citizens have had to comment on this second draft without having received feedback on our first round of comments. We are left to second guess staff's reasoning why some previous recommendations were accepted and some were not.

While this truncated review meets the letter of Anchorage's public process standards, it does not meet its intent for meaningful public involvement. Following last year's rushed approval of AO 2015-100, **it begins to appear that development interests are being given more value than the comments and concerns of citizens and homeowners.**

Informed and involved citizens understand that the city will change as it grows. Neighborhoods are willing to accept changes. For example, **Anchorage 2020 polling 17 years ago demonstrated a clear preference for urbanizing the city's core and improving neighborhoods throughout the community over continuing past growth patterns and sprawled growth into Mat Su.** Now this plan is providing definition. Staff has clearly invested much forethought to protecting Anchorage's quality of life while it grows more dense. We agree that infill should be done well, and especially appreciate provisions that support Phasing of Growth and Investment, Reinvestment Focus Areas, Traditional Neighborhood Design and future decisions based on meaningful public process.

At the same time, there are two areas that still need significant refinement:

- **transportation investments need to serve a broader array of community goals** and shift a significant portion of investments from wide, fast roads to building transit and safe walking.
- secondly, summarily **changing existing zoning districts to add height and density**, especially in the urban core, must not be allowed until there has been a **meaningful public process that establishes reasonable infill standards.**

Transportation Investments

While the Land Use Plan's single transportation goal speaks to safe, efficient, affordable transportation choices:

"Anchorage coordinates transportation and land use to provide safe, efficient and affordable transportation choices,"

the plan's language tends to assume that **Anchorage will build additional roadway capacity to support infill and redevelopment, rather than shifting investments to significantly grow transit and walking, even in the urban core.**

For example: the first transportation action 6-1 states:

"Coordinate with agency partners to develop a working list of additional local and collector street connections, intersection and access improvements, and pedestrian connections that are needed to support infill and redevelopment neighborhoods, centers and corridors targetted (sic) to experience growth and change, such as along Lake Otis and Tudor near the UMED District."

Instead, the plan should include strategies that redirect auto travel into becoming one of several transportation choices as we travel among home, work, school and other daily activities.

If new jobs and homes locate in the City and Town Centers without new transportation policies and programs in place, the result will be increased traffic congestion and growing parking demand. Existing and new jobs may locate elsewhere if such problems are not anticipated and addressed. Existing neighborhoods need active transportation choices in order to welcome infill and redevelopment.

It is very costly to both families and government to depend so heavily on auto travel for our mobility. Auto ownership and maintenance cost suburban households 25 percent of their budgets according to the FHWA. Urban households located closer to jobs and shopping can reduce their costs to 10 percent or less.

One way to begin balancing transportation investments and build a multi-modal system will be to **screen all transportation projects - including transit, bike and walk - using rudimentary benefit-cost analyses that consider accessibility, mobility, economic vitality, environmental effects, social equity, funding, finance, the transportation system, land use, growth management and livability.**

Revised Action 6-1:

Anchorage's Metropolitan Transportation Plan will institute benefit-cost analyses to screen all proposed transportation investments considering accessibility, mobility, economic vitality, environmental effects, social equity, funding, finance, the transportation system, land use and growth management, livability.

Concentrating growth in and near City and Town Centers by attracting a greater percentage of new businesses and residents than has occurred historically will reduce vehicles miles

traveled per capita in the urban core, improve air quality and enhance the quality of life for residents. Transit investments will assume an increased role in providing connectivity and access. **People living near their work places are more likely to walk, ride bicycles, or use public transit to get to work.**

Revised Action 6-2:

Create a priority list of high volume streets currently cutting through residential neighborhoods to consider for redesign with the goals of making the streets more compatible with adjacent land uses and also safe and comfortable for transit use and walking. Criteria for selecting these streets will include proximity to City and Town Centers, current and planned employment and residential densities, proximity to schools and park space, posted speeds compared with 85th percentile speeds.

Adding height and density to existing zoning districts

Two provisions in this draft increase height and density within existing zoning districts and are likely to take property owners unpleasantly by surprise:

“Areas within a quarter mile walking distance of Town Centers and City Centers may allow up to a fourth story .” page 29

and

“To provide greater housing opportunities, areas up to a half mile from designated City Centers may allow increased density. This is subject to compatibility standards for scale, design, lot coverage, setbacks, and alley driveway access.” page 28

While citizens may agree to infill and redevelopment, it needs to be done well, and improve Anchorage's neighborhoods, not overwhelm their character or add unnecessary traffic and parking burdens as previously discussed.

Recent up-zonings in South Addition were approved supposedly because the city urgently needs additional housing, but the projects lacked basic neighborhood protections.

The plan provides a number of safeguards for established neighborhoods, including: Action 4-4 provides for neighborhood compatibility standards: *"Amend Title 21 to allow compact housing on R-2M or R-3 zoned lots near designated Centers. May include increased height or allowed units per lot, subject to additional urban design and neighborhood compatibility standards. Determine appropriate measures through a public process."*

Action 7-3 secures compatibility standards: *"Incorporate neighborhood compatibility standards in compact housing amendments in Actions 3-4, 4-3, 4-4, 4-6, 4-7, and 4-8."*

Action 7-4 offers an overlay district: *"Adopt a Traditional Neighborhood Design zoning district or overlay zone for urban neighborhoods, which reflects adopted plans. Incorporate 'form based' regulations and structure the code to accommodate neighborhood differences and characteristics."*

These are reasonable protections. At the same time, **it is critically important that these provisions not be weakened or even eliminated by special interests with more political power than neighborhoods.**

Action 4-4 can be strengthened by adding: "Amend Title 21 to allow compact housing... **Determine appropriate measures through a public process that includes meaningful collaboration with neighborhoods and formal public hearings.**"

The remaining comments generally recommend specific edits to strengthen goals and actions for transportation, infill and redevelopment and future public processes.

page 1 column 1

"Anchorage 2020 envisioned a more compact and efficient land use pattern served by active transportation connections and transit in and around mixed use centers, while preserving lower intensity...."

page 1 column 3

Its emphasis on place making strengthens this plan, while it also highlights the challenge of focusing municipal investments in order to produce even a few truly "great places" over the next several years.

page 1 column 3

"The core purpose of the 2040 LUP is to manage land uses and shape transportation investments to improve the quality of life for all residents during times of change."

page 2 column 2

"Compact Development. Use infill and redevelopment with a more compact land use pattern, which supports efficient use of land, lowers the cost of public services, improves performance of transportation systems ~~networks~~ and preserves open space."

page 2 column 3

"Mobility and Access. Develop a transportation system that supports desired ~~aligns with~~ land use and moves people and goods safely with positive impacts ~~low impact~~ on surrounding land uses and the environment, and that makes it easy to choose active transportation ~~maximizes choices and alternative travel modes~~ like walking, bicycling and ~~or~~ public transit."

page 10 column 2

"Mixed-use, walkable centers served by transit will absorb much future growth while infill development is encouraged along multi-modal corridors."

page 11 column 2

Excellent: "It seeks a compatible mix of uses on the same site or between properties that can use the same parking facilities at different times of day."

page 12 column 2

Excellent: "Centers vary in size, location, mix of uses, scale, urban form, and intensity."

Also: "...this strategy will encourage the evolution [of corridors] into mixed use, pedestrian-oriented and transit friendly environments. "

page 12, column 3

Excellent: "Target and coordinate investment in the built environment and green infrastructure, in and around centers and corridors that are most able to absorb housing and employment growth."

page 13 column 3

Excellent: "Coordinated and targeted infrastructure investments catalyze new growth, provide an acceptable return on investment, and equitably improve safety and quality of life. "

page 13 column 3

Excellent: "Availability of infrastructure such as water and sewer, sidewalks, schools and parks, roads, public transit and other services influences whether growth occurs."

page 14, column 1

Excellent: "Phasing allows for flexibility in where and when public service upgrades will occur."

Also: "Coordination of infrastructure projects allows the Municipality to set in motion 'place making' as an economic strategy."

page 14 column 3

"~~Coordinating~~ Phasing land use and transportation actions is especially important in places where a majority of new housing and employment will go."

To repeat: **Anchorage 2020 goals and outcomes should drive transportation priorities, not simple vehicle mobility or level of service. To be successful, this plan must address how fundamental transportation investments are in implementing both Anchorage 2020 and the Land Use Plan itself.**

Emphasis on "accessibility" rather than mobility is helpful. Connectivity is another standard that should be used here.

page 15 column 1

Excellent: Transit and trails are critical to growth, while improving quality of life, and managing road congestion and parking demand.

page 15 column 1

...safely support mixed-use densities. **At the same time, a number of roadways serve as major barriers dividing downtown neighborhoods and midtown shopping areas. They need to be redesigned to reduce vehicle speeds and allow safe pedestrian crossings for people who live there now, and those to come as homes and jobs are added along the corridor.**

page 15 column 3

Correct: "There are concerns about neighborhood character being harmed through the construction of different or larger-scale projects."

page 15 column 3

Correct: "The form and scale that new developments take - more than its density - is increasingly a primary concern."

page 15 column 3

Excellent: "The scale or physical appearance of buildings, noise, glare, shadowing effects of taller buildings, parking and other characteristics can impact neighboring properties."

page 16 column 1

Excellent: "Tools like neighborhood plans and improved development codes will need to can guide new development in ways that help it keep in character and scale with existing homes. **Improving tools that allow neighborhoods to accept new types of housing opportunities without losing their essential character can reduce conflicts between neighbors and developers.**"

This whole section, of course discusses essential infill standards that need to be protected from weakening or deletion.

page 25

Excellent: Shared Design Principles.

"'Complete Streets' that accommodate transit, bicycles and pedestrians."

Thank you for the dedication that has gone into preparing this draft. The Anchorage Citizens Coalition looks forward to working with the Municipality and its neighborhoods to refine this plan as it moves towards adoption.

Sincerely,

Cheryl Richardson

**MUNICIPALITY OF ANCHORAGE
WATERSHED & NATURAL RESOURCES ADVISORY COMMISSION
RESOLUTION NO. 2016-02**

**A RESOLUTION TO THE PLANNING AND ZONING COMMISSION
RECOMMENDING APPROVAL OF THE PUBLIC HEARING DRAFT 2040 LAND USE
PLAN.**

(WNRC Case No. 2016-03)

WHEREAS, a typical Comprehensive Plan incorporates a Land Use Plan Map; and

WHEREAS, *Anchorage 2020* called on Neighborhood and District Plans to address and implement the land use elements for the Anchorage Bowl collectively; and

WHEREAS, over the ensuing years it became necessary for the Municipality to produce a comprehensive Land Use Plan Map that integrates neighborhood and district plans on a Bowl-wide basis that also incorporates and reflects current development trends, updated demographics and projections, and results of focused planning efforts related to, for instance, housing and industrial land needs; and

WHEREAS, the Municipal Planning Department produced a Community Hearing Draft *Anchorage Bowl Land Use Map* for public comment in February 2016, which included several elements of interest to and relevant for the Watershed and Natural Resources Commission, including recommendations for Natural Open Spaces, Parks, and a new concept labeled Greenway Supported Development, which ties creek and drainage area restoration with linear redevelopment projects and trail systems; and

WHEREAS, it is the responsibility of the Watershed and Natural Resources Commission to advise the Municipal Assembly, Planning and Zoning Commission and other Municipal entities; and

WHEREAS, the natural open spaces and watershed features in the areas designated on the *2040 Land Use Plan* with the "Greenway-Supported Development" overlay feature are extremely important to the health and welfare of the community; and

WHEREAS, the Watershed and Natural Resources Commission provided some preliminary, informal comments to staff at one of its spring 2016 regular meetings, which were considered by staff in the *2040 Land Use Plan* Public Hearing Draft, which has been reviewed by the Commission; and

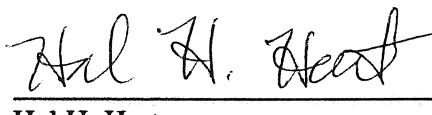
WHEREAS, the Land Use Plan Map, the new designations, and the associated Action Items collectively fairly represent the unique and important natural features and functions in the Anchorage Bowl that will be protected or enhanced by actions in this Plan.

NOW, THEREFORE, BE IT RESOLVED that the Watershed & Natural Resources Advisory Commission recommends that:

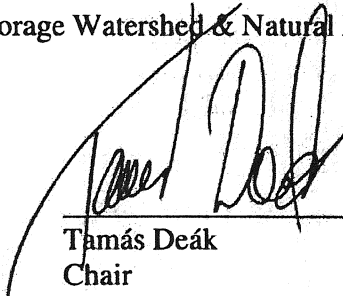
- A. The Planning and Zoning Commission approve the *2040 Land Use Plan Public Hearing Draft*, dated September 2016, including its depiction of Greenway-Supported Development areas and corridors, with the following consideration for text additions in the Section 3-Actions Table:

The Section 3 – Actions Table needs implementation language under the *Centers and Corridors* Action Item that directs the Municipality to undertake background research, pursue fund sources, and initiate projects for the priority Greenway-Supported Development designations. This should be initiated with an Action Item directive to undertake historical identification of the channel function and locations and a feasibility evaluation to see whether and how a restoration action could happen here and what fund sources might cover it.

PASSED AND APPROVED by the Anchorage Watershed & Natural Resources Advisory Commission on this 12th day of October, 2016.

 10/13/16

Hal H. Hart
Secretary

 10/12/16

Tamás Deák
Chair

WNRC Case No. 2016-03



October 17, 2016

Tom Davis
Municipality of Anchorage
Planning Department
4700 Elmore Road
Anchorage, AK 99507

Re: Land Use Plan Map

Dear Mr. Davis:

On behalf of Cook Inlet Housing Authority (CIHA), we appreciate the Municipality of Anchorage's work updating the Land Use Plan Map.

As both the Regional Housing Authority and the Tribally Designated Housing Entity for Cook Inlet Region, Inc. we have a 40 year record of infill and redevelopment projects in Anchorage's older neighborhoods such as Mountain View, Muldoon and most recently in Spenard. Our projects include both residential and mixed-use developments that we develop, own and operate long term through a variety of partnerships. CIHA's housing and commercial investments in these re-emerging neighborhoods are intended to catalyze additional investment and help the Municipality implement the Comprehensive Plan. They also serve as examples of medium and high density designs.

CIHA's owns 19 parcels at the intersection of Spenard Road and 36th Avenue which are zoned both B3 and R2M. We have spent years acquiring and assembling parcels with a history of undesirable uses, crime, contamination, and blight. This year we broke ground on 3600 Spenard, a 3-storey mixed-use building with 33 units of housing and retail on the site of the former PJ's strip club. On the southeast corner of the intersection, we are in the process of remediating a contaminated gas station, and have assembled a variety of parcels with substandard housing; many of these lots lack public water, and roads are strip paved within 30 feet of right away. Simply put, these lots are representative of the significant challenges when it comes to redeveloping our older neighborhoods.

The purpose of this letter is to ask that you re-examine the land use designations in the area of 36th and Spenard. We respectfully ask that you strongly consider the following designations:

1. Change the Compact Mixed Residential Low along 36th and Wilshire between Spenard and Arctic to Compact Residential Medium. CIHA has acquired 10 lots between Dorbrandt and the commercial properties to the west. Much of this area, due to poor soils and lack of water infrastructure (lots south of Wilshire are on wells), is infeasible at duplex or even townhouse style development. Furthermore, given the large redevelopment focus areas at both Spenard and Arctic and the presence of many older single family homes in need of significant improvements, it is both appropriate and needed to consider R-3 style development. This would also be consistent with the land use designation immediately to the south, accessed from Chugach Way.
2. Change the Compact Mixed Residential Low along the south side of the Chugach Way corridor between Spenard and Arctic to Compact Residential Medium. Chugach Way is designated as some form of greenbelt; much of this stretch should be redeveloped at higher intensities, preserving the lower intensity neighborhoods character once you move into the neighborhood to the south. In particular, a large lot along Fish Creek south of Chugach Way lacks water infrastructure. It will never be developed as an R-2M lot. The most appropriate use of this lot is a higher intensity residential or mixed use building towards Chugach Way, with the “back” portion of the lot reserved for stormwater purposes and or private or public green space, or even a restored Fish Creek.
3. Allow the Urban Residential High between Spenard and Minnesota (currently zoned B-3) to continue to develop as a mix of housing and commercial. Much of this area, due to zoning, is already commercial. Furthermore, streets are strip paved and lack pedestrian amenities; it seems rather than hoping for a larger scale residential use, embracing its mix of uses and scale (mostly medium), and even considering light manufacturing such as the Maker Space and other warehouses in the area, is appropriate for this part of Spenard. Appropriate scale food and beverage manufacturing should also be considered. We do suggest that the land in this area be able to minimally go to 4 stories; current B-3 zoning height is too restrictive, and the LUPM designation for higher intensity supports this premise.

We recommend changes in #1, #2, and #3 be contemplated via area-wide rezonings. Given the number of different land owners, coordination is essential if the city would like to see this area change. Rezoning in #3 should expand the height and uses allowed.

The above recommendations represent CIHA’s extensive experience in redevelopment in Anchorage, years of planning in this particular areas of Spenard, and are reflective of numerous conversations with MOA staff at the permit center. It is clear that MOA requirements for roads and streets, circulation, design requirements, and infrastructure means that low scale development is simply not feasible.

October 17, 2016
MOA / Tom Davis
Page 3

In an effort to implement the goals of the Comprehensive Plan for needed infill housing and redevelopment in Spenard and Midtown, we strongly urge you to make the above three changes to the Land Use Plan Map.

Regards,



Jeff Dudd
Executive Vice President Real Estate

October 31, 2016

Tyler Robinson, Chair
Planning and Zoning Commission

RE: Change of South Park Mobil Home Park Designation

Mr. Robinson:

This letter is in response to the most recent Public Hearing Draft (September 2016) of the Anchorage 2040 Land Use Plan and Land Use Plan Map (LUPM).

My company, Greenland LLC, owns South Park Mobil Home Park located near the corner of Benson Blvd. and Arctic Blvd. The current LUPM has proposed a “residential” land designation with a “Residential Mixed-use Development” overlay district for our land that is directly on Arctic Blvd. and Benson Blvd. **We request that the land designation be changed to a “commercial” designation that is either “City Center” or “Commercial Corridor”.**

A commercial designation is more **consistent** with the surrounding land and the LUPM commercial criteria narrative that is found in the LUMPM booklet released with the map.

Following is a more in-depth explanation of our request.



South Park Mobil Home Park

Explanation of Request

Below is a section of the LUPM that shows the land owned by Greenland LLC. The LUPM proposes that the Greenland land located on Arctic Blvd. and Benson Blvd. be a “residential” use (see map below).



As you can see from the map, this makes little sense. All of the land in the general vicinity of our land has a proposed land designation that is “commercial”. There is no land on Arctic Blvd. or Northern Lights Blvd. or Benson Blvd. that is a “residential” designation except for our land.

Furthermore, if you look at the narrative for City Center (pg. 33) and Commercial Corridor (pg. 34), you will see that the location criteria for these two commercial designations match our properties.

Below is an explanation of the two designations:

City Center Location Criteria:

- Must be in midtown;
- Areas optimal for concentrations of regional commercial;
- Areas within unobstructed walking distance of high density residential;
- Contiguous core areas of commercial Midtown

Our site meets all of the above criteria for City Center. You can see on the map that City Center designations are all around our site.

Commercial Corridor Location Criteria:

- Commercial corridors with stand-alone stores or multi-tenant strip malls;
- Intersections of arterials or collectors, convenient for customers, employees;

Our site meets all of the above criteria for Commercial Corridor. You can clearly see on the map that we are located on two very busy auto corridors.

Due to the fact that our property is located on two very busy auto corridors, there is a tattoo parlor next door, and a recent electric substation was constructed next to our property, our land that is located right on Benson and Arctic Boulevards is not conducive to a “residential” land designation. It will never be economically feasible to construct residential right on Benson and Arctic Boulevards.

Below is an example of what we envision for the site. You can see that we have proposed office buildings on Benson and Arctic Boulevards, and then the interior two acres has residential dwellings.



Conclusion

We sincerely appreciate your time and efforts. We are confident as you investigate this matter more that you will see the a "commercial" land use designation is the most appropriate land use designation on the Land Use Plan Map for our properties.

Just to be clear, we are only asking that our one block that is directly on Arctic Boulevard (which is currently already one half commercial) and our one block that is directly on Benson Boulevard be changed to a "commercial" designation. We are fine with our interior block remaining a "residential" designation.

I you have any questions, please let me know.

Sincerely,



Shaun Debenham
Owner
Greenland LLC (Owner)
South Park Mobil Home Park

Land Use Plan Map

From: Wong, Carol C.
Sent: Wednesday, November 2, 2016 8:09 AM
To: Land Use Plan Map; Davis, Tom G.
Subject: FW: Anchorage 2040 Land Use Plan Comments
Attachments: 20161101175147595.pdf

Forwarding comments on the 2040 LUP.

Carol

From: Ritter, Michelle [mailto:MRitter@dowl.com]
Sent: Tuesday, November 1, 2016 6:09 PM
To: Tyler Robinson <TRobinson@cookinlethousing.org>
Cc: Hart, Hal H <HartHH@ci.anchorage.ak.us>; Wong, Carol C. <WongCC@ci.anchorage.ak.us>; Potter, Timothy <tpotter@dowl.com>
Subject: Anchorage 2040 Land Use Plan Comments

Hi All,

Please find attached written comments on the Draft Anchorage 2040 Land Use Plan Map. This letter represents a comprehensive list of comments that have been provided previously at various public meetings and provides specific commentary as requested by the Planning and Zoning Commission. We greatly appreciate your consideration and are happy to discuss in more detail or answer questions you might have.

Best,
Michelle

Michelle J. Ritter, AICP
Land Use Planning Manager



(907) 562-2000 ■ (800) 865-9847 (fax)
4041 B Street
Anchorage, Alaska 99503

Consider the [environment](#) before printing.



November 1, 2016
W.O. 1132.62126.02

Mr. Tyler Robinson, Chairperson
Planning and Zoning Commission
Municipality of Anchorage
632 West 6th Avenue
Anchorage, Alaska 99501

Subject: Comments on “Anchorage 2040 Land Use Plan”

Dear Commissioners:

As requested, the following are my written comments on the proposed “Anchorage 2040 Land Use Plan” (2040 Plan).

Specific Parcel Land Use Designations

1. The 100th Avenue/C Street corridor redesignation to “Commercial” is appropriate. The Target/Cabela’s area, including the outlots, were all included in a “Commercial Tract Fragment Lot Subdivision”, and have been developed as a retail/commercial center. King Street is the clear boundary line between commercial and industrial use in this area. The northeast quadrant of this intersection has also been designated commercial, except for a small parcel at the corner of 100th Avenue and King Street. It is my recommendation that this corner also be identified as commercial. This would be more in keeping with the action the Assembly took to modify the exempted boundary and sunset date of the “Interim Existing Allowed Use Area” (21.04.050, C., 2.a. and b.). The construction of the 100th Avenue section, which will create a direct connection of all residential areas west of Minnesota Drive to the Old Seward Highway also supports the creation of a commercial/employment district in this key crossroads location.

I would strongly recommend an areawide rezone approach to implement this change.

2. The undeveloped land north of Dowling Road and between Petersburg Street and Lake Otis Parkway is split zoned Light Industrial (I-1) District on the west, adjacent to Petersburg Street, and General Business (B-3) District for the eastern 2/3 to 3/4 of the parcel. Petersburg Street is a primary access to a residential development just north of the undeveloped area. It seems more compatible to the neighborhood to designate the entirety of the undeveloped parcel from Petersburg Street to Lake Otis Parkway as “Commercial”. This action should accommodate a more cohesive development on this property.
3. The northwest corner of Tudor Road and Piper Street was redesignated office – low intensity in the recently adopted University Medical (UMED) District Plan. This designation allows either office, medical office, or high density residential.

We are concerned, after reading the 2040 Plan and looking at the white stippling in the legend, that the Municipal Planning Staff is pressing a designation for this parcel that, in their statements, at the Planning and Zoning Commission public hearing, would require a development to include some amount of residential. The Assembly, in their recent approval of the UMED District Plan, saw the need to ensure that the “medical” part of the UMED District needed a reasonable ability to grow to meet the health related needs of this community and the

State of Alaska.

We recommend that the designation within the adopted UMED District Plan be retained and that a residential component not be required on this critical parcel. The current 30% - 40% financial gap, associated with new multifamily residential development could kill a needed medical related office/service development.

4. The Northway Mall area and the portion of Northway Business Park located south of Penland Parkway to Debarr Road and west of Northway Business Park Boulevard should be designated Town Center and be rezoned as an areawide rezone to the B-3 zoning district. This will make this area more competitive, given the more restrictive nature of the new codes Industrial districts.
5. South side of 3rd Avenue, between Gambell Street and Ingra Street, abutting 3rd Avenue, is a one lot deep area that is currently zoned Residential-Office (R-O) District. Most of the old single-family homes in this location have fallen into disrepair, as it is no longer a single-family home neighborhood. This narrow stretch of lots, backing up to an alley, also used by the abutting B-3 zoned development, has been in transition for quite awhile. The depth and size of lots in this R-O zoned area limit, almost any practical use. Additionally, given the continued lack of a definitive road/highway route and no idea what will happen on the old Native Hospital site, it seems prudent to accommodate a land use designation that would allow rezoning these lots to the B-3 zoning District.

Implementation should be by an areawide rezone performed by the Municipality with agreement from the property owners.

Additional Comments

- A. The Plan identifies Reinvestment Focus Areas (RFA's). This is a positive approach to a more proactive implementation program. The RFA's, should however, be vetted through some kind of development feasibility screening process to confirm, that in fact, the basic infrastructure to support this focused development exists. The RFA's should be an identifier for now, with a defined vetting and implementation program to be funded and completed within a specific timeframe, such as one or two years.
- B. Strong consideration should be given to moving forward to initiate a Municipal Storm Drain Utility. The Utility could play a major role in shaping our future community and fulfilling many of the Plan's Goals.
- C. One of my most significant concerns and formal comments has to do with actually implementing the Land Use Plan. If we proceed with a status-quo process of letting each property process a rezone application and go through the process, as we now know it, we as a community will not have really, "moved the ball", towards implementation. The process is expensive in dollars, expensive in time, and expensive in brain damage. To meet many of the stated goals of the Plan, more density and development will be necessary, however, to piecemeal this process, individual lot, by individual lot, most owners will be frustrated by the system and either fail or not even try. Implementation will be very slow.

A more straight forward approach, with the Municipality carrying a larger portion of the responsibility to promulgate implementation of the "publicly" reviewed and adopted plan.

Mr. Tyler Robinson, Chairperson
Planning and Zoning Commission
Municipality of Anchorage
November 1, 2016
Page 3

In closing, we appreciate the significant role the Planning and Zoning Commission plays and would offer our assistance by participating as members of any working "action" committee that the Commission feels we could add to in a positive way.

We appreciate the opportunity to comment, and look forward to continue planning for the future of Anchorage.

Sincerely,
DOWL



Timothy C. Potter
Planning Director

20161101.D62126.Robinson.TCP.mkr

Land Use Plan Map

From: Elaine Phillipps <ephillipps@hfhanchorage.org>
Sent: Tuesday, November 1, 2016 4:14 PM
To: Land Use Plan Map
Subject: Anchorage 2040 Land Use Plan Comment

Habitat for Humanity is eager to work in partnership with the Municipality of Anchorage in its efforts to develop and maintain structures that not only reduce the number of homeless individuals in our community, but also strategically develop new residential units to meet the anticipated population growth through 2040. Habitat directly impacts both populations by building new units and selling those units directly to low-income families, freeing up valuable rental space; thereby, relieving pressure on our current housing gridlock situation.

Habitat for Humanity beneficiaries are Anchorage residents who earn between 30% and 60% of local median income. Anchorage's most economically-vulnerable families earn equity and achieve financial independence through homeownership. Habitat reinvests any proceeds acquired from a subsequent sale of its homes, should a homeowner resell, into future affordable housing. Habitat also retains the right of first refusal to purchase back the property, provides low interest first mortgage as well as a final forgivable mortgage that dissolves the longer the family stays in and maintains the home.

Habitat has multiple strategic housing initiatives planned for the future and requests the continued partnership of the municipality to further our collective goal in providing affordable housing and addressing the homeless situation. Habitat is able to build 4-8 new units per year; however, the lack of affordable land and high cost of infrastructure in Anchorage is a significant hindrance. Please consider Habitat for Humanity in all future discussions during your 2040 Land Use planning.

Warm Regards,
Elaine Phillipps
Executive Director



1057 W. Fireweed Lane, Ste 103
Anchorage, AK 99503-1760
907.272.0800 General
907.868.3672 Direct
907.272.1508 Fax



October 21, 2016

Subject: Anchorage 2040 Land Use Master Plan and Map continuing concerns

Municipality of Anchorage Planning Department
Attn: Mr. Hal Hart
P.O. Box 196650
Anchorage, AK 99519-6650

Mr. Hal Hart,

This letter is in reference to our meetings, comments and discussions regarding the Anchorage 2040 Land Use Plan and Map. The update is a significant and necessary effort, and I applaud the Planning Department for getting this started. The University of Alaska Anchorage expressed its concerns with the "Greenway- Supported Development" Overlay as it applies to certain university lands. I expected from these conversations that the overlay would be removed from university lands; however, the most recent draft of the Anchorage 2040 Land Use Plan Map continues to include the overlay on portions of university land. The application of this overlay to University of Alaska land is rushed, fails to consider the comments and concerns expressed by the University through the process, conflicts with the UMed District Plan, is an arbitrary and capricious exercise of zoning powers, and amounts to a taking of University property. The application of this overlay to the university land depicted in the map substantially deprives the university of its ability to develop its land in the best interest of the university.

As we previously discussed, the UAA Facilities Department is stymied. The Anchorage 2040 Land Use Plan and Map puts undefined restrictions on undeveloped university land by designating them as "Greenway-Supported Development." This overlay is not consistent with the recently approved UMed District Plan; the overlay is not consistently applied to other Public Land Institutional (PLI) owners in the UMed district or the Municipality as a whole; and, the overlay is not consistent with Goal 10 of supporting the anchor institutions and facilities development. UAA has hosted and participated in meetings and workshops, and submitted comments throughout the process. UAA has not received an explanation for the deliberate proposed zoning action that effectively "takes" university land. Nor have we received any acknowledgement of the university's concerns. For the foregoing reasons, this proposed zoning action is arbitrary and capricious.

By designating the University's undeveloped acreage as "Greenway-Supported Development," the Municipality is at the least restricting the University's flexibility to meet its mission in the future and provides leverage for the community to contest any future development on university lands. The university already has to develop its land in accordance with wetlands regulations, Title 21 of the Municipal Code, the UMed District Plan guidelines, our own Master Plan and now potentially with additional restrictive language included in the Anchorage 2040 Land Use Plan under "Greenway - Supported Development. "

The overlay designation may be premised in part on a false assumption by the Municipality that the university land affected by the overlay is park land. However, under AS 14.40.291, university land is not public domain land. Rather, it is land meant to achieve the university's fiduciary and trust purposes of higher education. The proposed "Greenway-Supported Development" designation directly interferes with the University's ability to continue to meet its fiduciary and trust responsibilities.

The university respectfully requests that the Planning Department remove the "Greenway Supported Development" overlay from University undeveloped property in the UMed district.

I look forward to our upcoming meeting on Wed Oct 26, 2016 from 11 to 12 at UAA's University Lake Building Room 110A with the Planning Department to discuss this matter further.

I can be reached 907-786-1110 or cmturletes@alaska.edu.

Respectfully,

A handwritten signature in black ink, appearing to read "Chris Turletes", with a stylized flourish at the end.

Chris Turletes
Associate Vice Chancellor for Facilities
cmturletes@alaska.edu
office: (907) 786-1110; cell: (907) 244-8063