

# **Anchorage Bowl Land Use Plan Map**

## **Community Discussion Draft**

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### **Appendix D**

### **Public Comments**

***Organizations and Agencies,  
Community Councils, and the General Public***

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# **Agencies and Organizations**



May 27, 2016

Planning Department, Municipality of Anchorage  
ATTN: Tom Davis, Senior Planner  
P.O. Box 196650  
Anchorage, AK 99519-6650

Dear Mr. Davis,

Alaska Center for the Environment (ACE) is a statewide conservation education and advocacy organization. We have had a long history of involvement with Anchorage land use planning. We also are active in advocating for local and statewide solutions to climate change. ACE believes that the Community Discussion Draft of the Anchorage Bowl Comprehensive Plan and Land Use Planning Map marks a critical opportunity for Anchorage residents to help craft solutions to increase our city's resiliency to the impacts of climate change, and to come up with local solutions to help minimize our contribution to climate change.

ACE also believes additions to the planning document should preserve and enhance all existing parks and trails and should look for opportunities to add additional trail / parkland whenever possible. Parks and trails contribute economically by increasing visitor activity in Anchorage. They increase the overall livability of Anchorage, and increase the health of Anchorage residents.

Thank you for the opportunity to provide the following specific comments on proposed modifications to the February 29, 2016 Anchorage Bowl Comprehensive Plan Community Discussion Draft. Please consider incorporating the following changes in the final document:

**Updating the Anchorage 2020 Comprehensive Plan** (Section 1, page 1 of Community Discussion Draft): Language should be added at the end of Item 1.2 (page 2) specifically pertaining to climate change. The innovative approaches to growth contained in the 2020 Comprehensive Plan are good. It is important that updates respond to the impacts of ongoing climate change, which will affect every citizen, and that the 2020 Comprehensive Plan seek to minimize our contribution to it.

**Community Goals Driving This Plan** (Section 1, page 2): Revise items in this section to add response to climate change (each paragraph is quoted in full, with changes indicated by underline):

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*Future growth.* Take a forward-looking approach to community growth and redevelopment, which seeks innovative ways to accommodate and encourage growth that is energy- and resource-efficient in housing, business, and industrial sectors.

*Compact development.* Use infill and redevelopment with a more compact land use pattern, which supports the efficient provision of public services, conserves energy and reduces greenhouse gases, supports public transit networks, reduces automobile dependency, and preserves open space.

*Natural open spaces and wildlife.* Preserve and enhance the network of natural open spaces throughout the community that preserves and enhances Anchorage's scenery, its ecological functions, including natural drainage and re-charge of water systems, maintenance of its fish and wildlife habitats, their diversity and connectivity, and recreational opportunities. Because natural habitats and ecology cannot exist in isolation from surrounding lands, development of lands upstream must incorporate preservation of natural water flow into natural habitats. Habitat corridors for wildlife movements should likewise be maintained.

*Strong, resilient community.* Limit and adapt development in areas of high natural hazards, in order to minimize exposure to life safety, property, and economic risks from natural hazards, including emerging hazards from climate change.

*Mobility and Access.* Develop a transportation system, based on land use, that moves people and goods safely with low impact on surrounding uses and the environment, and that maximizes choices and alternative travel modes like walking, bicycling, or public Transit.

**Community Goals Driving This Plan** (Section 1, pages 2-4): Add a new Goal: Minimize contribution to climate change, and adapt to its impacts. Evaluate land use decisions and transportation investments with the intent to minimize and adapt to climate change, by: increasing density of housing in appropriate areas, increasing energy efficiency, reducing vehicular dependency, protecting natural hydrology systems, considering micro-climate effects, and improving resilience to erratic weather events.

**Airport and Point Woronzof Park** (Anchorage Bowl Land Use Plan Map draft)  
ACE objects to the proposed listing of Point Woronzof Park as "Public Facility / Natural Area" on the map, because it is dedicated park land. Point Woronzof Park, Municipal dedicated parkland since 1994, is west of the Airport where a section of the Tony Knowles Coastal Trail and Anchorage Coastal Wildlife Refuge is located. It is also depicted as "important wildlife habitat" in the Anchorage 2020 Comprehensive Plan.

The Draft Plan provides language in numerous locations that justifies this position, including the language that defines Park or Natural Area (page 26): "The Park or Natural Area designation provides for active and passive outdoor recreation needs, conservation of natural areas and greenbelts, and trail connections. These open spaces are municipally owned..."

Conversely, the Draft Plan provides only vague language in a failed attempt to justify the "Public Facilities/Natural Area" designation for Point Woronzof Park: "This designation applies

to several municipal parcels identified as part of a conceptual, long-term resolution of International Airport area land use conflicts.”

The Airport has not demonstrated the need for a fourth runway or other aviation/industrial development in this area — and the only “land use, ownership and open space conflicts” that would exist for Point Woronzof Park, is if the Airport is allowed to acquire the park parcel without showing any actual need for it. The LUPM can be amended in the future if the Airport ever legitimately demonstrates a need to acquire Point Woronzof Park; in the meantime, its designation in the Land Use Plan Map should reflect broad community support for this land to remain “permanent” dedicated parkland and be shown as “Park or Natural Area.”

Retain the “park or natural area” depiction for municipal lands that include the Coastal Trail, at the northwest edge of Ted Stevens Anchorage International Airport. Remove the overlay that proposes these recreational lands as “public facility/natural area.”

### **Municipally-owned land managed by Heritage Land Bank west of Airport**

A portion of Municipal land currently managed by the Heritage Land Bank is shown on the Draft Map as “Public Facility/Natural Open Space.” This area has long been considered by the public as an essential greenbelt buffer to the Coastal Trail, as it is directly adjacent to Airport land that has been cleared of vegetation. In addition to the Coastal Trail, a portion of the Sisson Loop Trail is located on this land. It is also identified as “Important Wildlife Habitat” in the Anchorage 2020 Comprehensive Plan. The Airport does not show any proposed development for this Municipal land in their 20-year Master Plan (completed Dec. 2014).

‘Parcel 6’ is of high value to the community. ACE recommends this land be designated as “Park or Natural Area” in the Land Use Plan, which would reflect the highest and best community use of this land — and would provide the Municipality with direction to transfer this land to the Parks & Recreation Department.

### **Commuter Rail**

ACE Supports preservation of a transportation corridor that will retain the possibility of a future commuter rail network in Anchorage and out to the MatSu Valley.

Page 30 of the Conversation Draft Narrative states that “the Plan Map prioritizes such non-facility use lands in the Airport, Port, or Railroad Facility Designation for future industrial (PDR) use. This Land Use Designation also identifies potential passenger railway intermodal stations along the Alaska Railroad right-of- way. These features could interact with transit oriented development in designated Centers and connect to local public transit service. Some commuter stations already exist or are in planning stages. Others are envisioned for investment later in the planning horizon. Placement on the Plan Map now helps inform investment decisions.” The planning document must increase its focus on the importance of commuter rail in Anchorage.

In addition to those Transit Supportive Development Corridors identified in the draft Land Use Plan Map, the entire Alaska Railroad Corridor needs to be designated a Transit Supportive Development Corridor needs to be identified as such. This will preserve land use for rail transit oriented economic development in the future.



### **Complete Streets Planning**

The Conversation Draft narrative references “Complete Streets” one time as an example on page 35 of “urban form and design features” though it makes no concrete step toward ratifying Complete streets as a goal in the plan. The final version of the Land Use Plan Map and Narrative for Anchorage should use the Complete Streets concept as a guiding principle. By adopting a Complete Streets policy, communities direct their transportation planners and engineers to routinely design and operate the entire right of way to enable safe access for all users, regardless of age, ability, or mode of transportation. This means that every transportation project will make the street network better and safer for drivers, transit users, pedestrians, and bicyclists.

### **Bicycle Friendly Planning**

In general, there is little to suggest in the Draft Narrative and Land Use Plan Map an actual implementation of the Anchorage Bicycle Plan (BIKE) or the Anchorage Pedestrian Plan (PED). In Table 5, the Actions Checklist, these plans should be added to, at a minimum, Items III-3, III-9, IV-7, VI-1, VI-2, VI-6, and VI-12.

In conclusion, ACE supports a general inclusion of climate change resilience and mitigation planning in the final Anchorage Bowl Land Use Plan Map. This is appropriate considering the potential costs to the Municipality of Anchorage and the State of Alaska due to climate change impacts. Land use planning for climate change should consider increased renewable energy installations in the Anchorage Bowl, as well as high density housing, increased efficiency in public transportation, stream buffers, wildlife corridors, and increased pedestrian trails.

ACE supports retaining the “park or natural area” designation at Point Woronzof Park, and other lands near the airport in the final version of the land use plan, as well as an increased emphasis on commuter rail, complete street, and bicycle safe transportation planning.

Thank you for the opportunity to comment.

Sincerely,

Polly Carr, Executive Director  
Alaska Center for the Environment  
Alaska Conservation Voters

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July 27, 2015

Ms. Erika McConnell, Manager  
Municipality of Anchorage, Planning Division  
Community Development Department  
P.O. Box 196650  
Anchorage, Alaska 99519-6650

Dear Ms. McConnell:

Alaska Industrial Development and Export Authority (AIDEA) owns three parcels located at the northwest intersection of Northern Lights Boulevard and Arctic Boulevard (Figure 1) which includes:

- Block 3, Lot 1A, Sunbeam Subdivision (Lot 1A)
- Block 3, Lot 3 of 2, Woods Subdivision (Sunbeam) (Lot 3 of 2)
- Lot 3, C G Barnett Subdivision (Lot 3)

Lots 1A and 3 of 2 are zoned General Business (B-3) District and Lot 3 is zoned Multiple-Family (R-4) Residential District. Our office building is located on Lot 1A. Lot 3 of 2 and Lot 3 are developed with parking lots that support our office building. In the next 3 to 5 years, or when funding becomes available, we will be renovating our office building, which will likely include expanding our building footprint. To accommodate greater flexibility in future improvements, building renovations and/or expansion we plan on replatting the three parcels into one parcel. We understand a platting action cannot result in split-zoned parcel so the R-4 District zoned parcel will need to be rezoned to B-3 District.

The Anchorage 2020 Comprehensive Plan has an explicit policy that states residentially zoned parcels should not be rezoned to a non-residential zoning designation unless specifically supported by another plan implementing Anchorage 2020. No current plan or the land use map identifies this parcel as being for another use. We are concerned this will interfere with a replat of our parcels, thus inhibiting our ability to efficiently renovate our office building and improve the property.

We understand that the Land Use Map is currently being updated and that a Spenard Road Study, up to Arctic Boulevard will be underway soon. While we understand the concerns with losing residentially-zoned lands, we feel that this parcel should be considered as a potential commercial property. The site does not have any residential units on it and the parcel has been devoted to commercial use for the past several decades as a parking lot for the Blues Central restaurant. There also are no future plans to create residential housing on the parcel. In fact, as we plan on

Ms. Erika McConnell, Manager  
Municipality of Anchorage Planning Division  
July 27, 2015

Page 2

renovating our existing building to accommodate our needs into the future, the likelihood of any of these parcels being residentially developed is small.

We respectfully request that you take into consideration our future plans for these parcels, specifically Lot 3, and considering updating the Land Use Plan Map to identify these parcels as commercial use; and/or reflecting this in the Spenard Road Study. We are happy to discuss this with you in more detail or to answer any questions you may have.

Please do not hesitate to contact me at (907) 771-3000, or AIDEA's project manager Karl Reiche at (907) 771-3017.

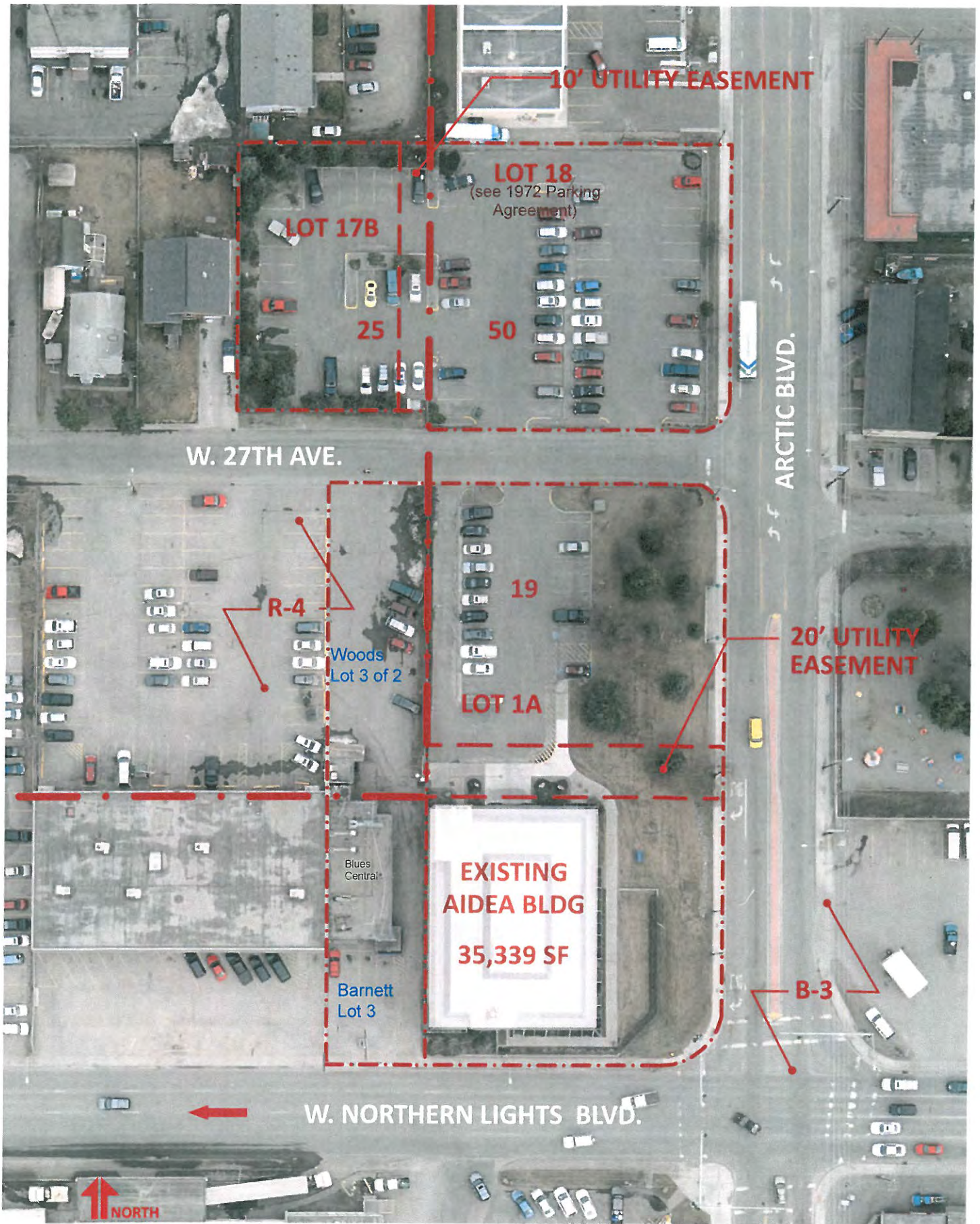
Sincerely,

A handwritten signature in black ink, appearing to read 'John Springsteen', followed by a long horizontal line extending to the right.

John Springsteen  
Executive Director

Attachment (1)

cc: AIDEA Building Committee  
Trent Mullins, RIM Architects



## **Davis, Tom G.**

---

**From:** Gage, Katie (DOT) <[katie.gage@alaska.gov](mailto:katie.gage@alaska.gov)>  
**Sent:** Thursday, June 9, 2016 3:31 PM  
**To:** Cecil, Jonathan P. <[CecilJP@ci.anchorage.ak.us](mailto:CecilJP@ci.anchorage.ak.us)>; Davis, Tom G. <[DavisTG@muni.org](mailto:DavisTG@muni.org)>  
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**Subject:** ANC Comments on MOA LUPM

Jon and Tom,

Please see comments below from ANC on the recent draft MOA Land Use Plan Map and associated narrative. Feel free to contact me or Teri with any questions.

### **ANC Comments on MOA Land Use Plan Map and Narrative**

#### LUP Map Comments

1. Remove hashing on Airport lands that show Public Facility/Natural Space. All Airport land should show as "Airport, Port, or Railroad Facility" only. The Airport is okay with inserting an exhibit into the narrative that shows the lands currently used as Public Facilities/Natural Area but do not want it shown on the LUPM. In this narrative exhibit please be sure to keep the "Public Facilities/Natural Area" a distinctly different color than the "Park" and "Other Open Space" areas. (Note – Airport understands the ARR and UAA also wanted this so you may want to confirm).
2. Suggest stronger delineation between the Parks green and the Airport/Port/Rail green as they are too similar and difficult to distinguish.

#### Narrative

1. Pg. 27. "Public Facility/Natural Area". 4<sup>th</sup> Paragraph, last sentence reword to read: "It is the intent of this designation to reserve these lands for the owner's future development and allow interim recreational use." We have concern on the narrative's intent to balance uses and the underlying purpose of the land. The Airport will preserve Airport land for Airport purposes.
2. Pg.32 "Location Criteria". (Under Light Industrial from previous page) 3<sup>rd</sup> bullet, add "**Next to or with efficient...**" so it reads the same as Location Criteria for I-2/MI (pg.33) (also should read Airport **or** Port)
3. Pg. 53 "Industrial Land Prioritization". Change language on VII-1 to "**Facilitate a Targeted Area Rezoning of TSAIA land for Airport/I-1 use**"
4. Pg. 54 VII-12. Concern that it could be interpreted that FTZ doesn't currently exist on the Airport. Suggest changing to read: "Support active use of Foreign Trade Zone on and around TSAIA lands."
5. Pg. 54 "Compatible Land Use". VIII-1. Change language to include appropriate buffering between all non-compatible uses, not just the Airport. Suggest stating "Include buffering standards between non-compatible land uses." Remove TSAIA from the Responsible Agency column. This is an action that all land uses/rezoning should be considering and not just the Airport.

#### Actions Map

1. Show VII-1 as all of Airport. Correct boundary to reflect FCC property acquisition.

Thank you for the opportunity to comment.

Regards,

**Katie Gage, C.M.**  
Airport Planner III  
(907) 266-2193



Stay Connected



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Develop-Operate-Maintain  
The Airport for  
Anchorage-Alaska-the World

May 25, 2016

Dear Mayor Berkowitz:

The Anchorage Chamber of Commerce has become very interested in the need for reform in our land use planning in order to stimulate our city's economic growth. Prompted by the Municipality's proposed new zoning map, the Anchorage Chamber has formed a working group to develop and provide constructive input into the process from the standpoint of Anchorage business.

What we found was that the Municipality is widely regarded as a difficult place to develop and that this is a large constraint on our city's economic growth. This is particularly true of housing. It is becoming widely recognized that the dwindling supply of developable land Anchorage is forcing us to allow for more density to accommodate growth, and we urge the Municipality to embrace an aggressive strategy to encourage development.

The lack of adequate housing, especially for professional/technical employees, has become a significant problem for Anchorage businesses' growth. In AEDC's *2015 Annual Business Confidence Index Report*, 57% of Anchorage businesses found that the price, quality, and affordability of Anchorage's housing stock had negatively affected their ability to retain and recruit employees, and 69% of businesses cited the availability of professional/technical workforce as a barrier to growth.

We can do very little to affect the price of oil, but there should be a lot we can do about our land use policy. Finding that as a city we can empower economic growth is a delightful alternative to finding ourselves resigned to powerlessly watch the commodities market dictate our future. The preferred growth alternative in Anchorage 2020 was the "Urban Transition Scenario", whose policies included developing more intensive urban centers in Downtown and Midtown. The need for such action has only increased - in the years since the Anchorage 2020 Plan was developed the municipality has gained almost 20,000 jobs and 38,000 residents.

Lately population growth has abruptly slowed, averaging 0.46% per year between 2010 and 2015 according to US census data. This is not because there is a lack economic opportunities in Anchorage, as evidenced by the high number of employers reporting difficulties in finding the workers they need. Rather it is a housing shortage, as evidenced by 1) our historically low rental vacancy rate of only 3.9%<sup>1</sup>, 2) the 37% higher median rent in an Anchorage apartment vs. a similar apartment in the Mat-Su, and 3) that the population of the Mat-Su is growing very rapidly compared to the Municipality of Anchorage.

The Anchorage Chamber strongly encourages the Mayor and Assembly to work to lowering obstacles for development generally, and of development of quality mid-price housing appealing

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<sup>1</sup> Residential Rental Market Survey, Alaska Housing Finance Corporation, 2015

to the professional/technical workforce the Anchorage labor pool needs to allow for economic expansion in particular.

Specific positions supported by the Chamber are:

- 1. Swiftly implement the proposed Anchorage Bowl Land Use Plan Map.** It has taken 15 years from the adoption of the Anchorage 2020 plan to the proposal of a draft zoning map. The map should facilitate a much needed move to higher density and mixed use construction in the city's core areas and Town Centers. Its adoption should be a high priority.
- 2. Where appropriate, make generous use of high density and mixed use zoning around Town Centers, employment centers and downtown.** Without increasing the current level of housing density and increasing the rate of redevelopment, by 2032 the Anchorage Bowl will lack land for about 8,900 housing units, or about half of expected demand<sup>2</sup>. Similarly, commercial lands were also forecast to be only half what demand would require. Unless appropriate new land can be made available, the only way to address these constraints is through allowing mixed use and higher-density development<sup>3</sup>.
- 3. The Muni should spearhead a rezoning effort in conformance with the new map.** Once adopted, the Municipality should take the initiative to rezone properties in conformance with the new map, not wait for private parties to apply for rezoning. Rezoning should concentrate on up-zoning to higher-density residential and mixed-use zoning types in the city's core areas and Town Centers.
- 4. Preserve industrial land.** Industrial land is limited in the Anchorage Bowl, it is crucial to the long-term viability of the city, and once used for another purpose it is very difficult to return it to industrial use. Shortages in residential land availability can be addressed by allowing for more density, shortfalls in commercial land can be addressed by allowing more mixed residential/commercial developments, but industrial users have fewer options for making due with less land.

Land shown in the draft LUPM as industrial should be zoned I1 and I2 and non-industrial uses should be curtailed. The maximum amount of flexibility should be given to the landowner so long as that use allows for and supports industrial activity. For example, onsite housing for transient workers, office buildings supporting an operation, or an on-site retail outlet.

A 'no-net-loss' policy for industrial land should be used, but only so long as it allows industrial lands to 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.

- 5. Obtain land for development.** The Municipality is still owed approximately 14,000 acres of State land granted to it under the Municipal Entitlements Act in 1978. We strongly encourage the municipality's efforts to expedite the transfer land to the Heritage

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<sup>2</sup> Anchorage Housing Market Analysis, McDowell Group, 2012

<sup>3</sup> Commercial Land Assessment, Municipality of Anchorage, 2012



Land Bank. Developable parcels within the Anchorage Bowl should be prioritized. Once obtained, those lands be promptly released to the market for development. Further opportunities should be sought to secure additional developable land within the Anchorage Bowl from other landholders, such as the military, BLM, or the GSA as circumstances permit. For example, over 15,000 acres could be transferred to the city should the military declare it “excess”. This is an important task that could bring in significant additional revenues to the city in both sales proceeds and future property taxes, in addition to facilitating the economic betterment of the city. This task should be assigned to a position within the planning department responsible for making progress on these issues.

- 6. Review the Design Criteria Manual (DCM).** While the new Title 21 references the Design Criteria Manual, the DCM has never been subject to public hearings or formally adopted by the Assembly. It appears as if large sections of the DCM are being applied as if they have the force of law without having been subject to the standard public review and adoption process. This creates unnecessary costs and delays for developers, who are left feeling like they aren’t told the rules until their projects are already underway. The Municipal Attorney’s office should immediately review the DCM. 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.
- 7. The Muni should work with utilities to promote development.** The McDowell Group’s 2012 Anchorage Housing Market Analysis found Anchorage construction costs to be 37% higher than the national average. One of the contributing factors was a lack of contiguous utility grids. Since utilities collect a return on their rate base, it would be to their benefit to strengthen their grids within the Anchorage Bowl. Existing ratepayers ultimately benefit by spreading costs amongst more customers, even if there is an up-front cost to connect new customers. We encourage the Mayor to set up a working group including local utility representatives to determine what can be done to put pro-growth tariff structures in place to encourage expansion and strengthening of the local utility distribution networks.
- 8. Consolidate lots where possible.** We encourage the Municipality, in conjunction with the Heritage Land Bank, to act to consolidate small lots in areas shown in the Land Use Plan Map to be appropriate for high density development whenever possible.

Thank you so much for your efforts to date on the complex issue of land use in our city. We realize that far too often the only people in the room are either those with a direct financial stake in an outcome, or people who oppose a specific development. The Anchorage Chamber hopes to add the voice which cares deeply about making the changes necessary to create a vibrant city full of opportunity.

Sincerely,

Bruce Bustamante



## Comments

### **Community Discussion Draft 2/29/16 of the Land Use Plan Map May 27, 2016**

Municipal planners have clearly put in huge amounts of time and effort to produce the Community Discussion Draft of the Land Use Plan Map, and they are to be commended for doing so much work in so little time. Also, thank you for allowing the public almost two months to review the work - - understanding that some supporting documents are still under development.

Anchorage Citizens Coalition's mission is for Anchorage to become the most livable city in the nation. ACC was formed in 1998 in response to rushed residential development without effective design standards that allowed urban four-plexes to pave setbacks and side yards without landscaping and leave unscreened dumpsters lining neighborhood streets. In suburbs to the north and south, citizens fought irresponsible development on steep slopes that generated destructive erosion.

Thank heavens times have changed, although homeowners still feel the pressures of government partnering with developers to facilitate new construction that is out of character with established neighborhoods, blocking sunlight onto neighboring lots and allowing blank parking facades to dominate important residential streets. It is disappointing when the strongest political players have much greater voices in shaping the city than property owners who participated in "the open public process."

Anchorage is still living with the remains of the last great housing boom built to accommodate Alaska's pipeline construction workforce. Cheap, poorly built housing does not simply go away after the boom ends. It survives and drags down neighborhoods for decades. Let's not make that mistake again.

This Land Use Plan Map tries to overcome such shortcomings by addressing "harmony with the natural environment," "compatible development" and "economic viability with place-making. ACC values this direction, and our comments are intended to strengthen those outcomes.

On the other hand, this plan map "kicks the can down the road" on at least three major development issues:

- prioritizing, focusing and phasing municipal investments in private and public development to tightly defined locations in order to maximize our return on investments,

- linking transportation investments and land use outcomes, especially protecting historic neighborhoods near City Centers by shifting auto trips onto transit,
- restoring residential and commercial design standards that were systematically removed over the last six years.

### **Prioritizing and phasing municipal investments**

It is frustrating that, fifteen years after adoption of Anchorage 2020, having spent hundreds of millions on transportation and development projects, the city has not one showcase example of a "vibrant urban place." Not even downtown - - our location with the most potential - - qualifies.

#### **p 36**

##### **Traditional Neighborhood Design**

This section does a good job describing the historic downtown neighborhoods and their desire to maintain and enhance those characteristics that make them such desirable places to live. These include small lots, low rise homes with a handful of apartment buildings, walkable streets with mature landscaping and entertaining views of front yards and porches that produce an intimate sense of community.

Older homes often have one car garages on well-used alleys, typically narrow streets with a handful of parked cars and landscaped strips between the curb and sidewalk.

Unfortunately, the LUPM appears to offer a positive future to traditional neighborhoods with one hand and take it away with the other.

People who live in traditional neighborhoods are well aware of the demand for housing there. They want to share and extend their quality of life into adjacent areas that may have been quickly built in later years during one of Anchorage's population booms, with inadequate neighborhood and design standards.

The Traditional Neighborhood section says "Certain redevelopment areas adjacent to existing urban neighborhoods are also included in this designation to extend the pattern." The South Addition Community Council, for one, has already made that recommendation.

But other sections of the LUPM narrative call for by-right taller heights and more density in R-2M and R-3 zones near centers, and some rezoning has already taken place between C and A Streets adding height and density without contributing to a community-oriented streetscape. Such rezoning, especially "by-right" height and density increases seemingly take back the positive future described in the Traditional Neighborhood section.

This apparent conflict can hopefully be resolved by clarifying specifically which lands near which centers are slated for taller, higher density construction and which are included in the Traditional Neighborhood designation.

#### **p 37**

## Residential Mixed-Use Development

This category has been more thoroughly defined than others, by identifying specific sites and criteria for rezoning. This level of consideration should be applied to the other categories as well.

While the threat of scattered high rise towers still exists, the thought that has gone into Residential Mixed-Use can guide other zoning decisions.

### **p 42**

It is hard to read this "Actions" section without a clear definition of 10, 15 and 20 year outcomes.

#### 1. Zoning and Development Regulations

This section should emphasize that zoning and development regulations and actions should implement Anchorage 2020, and not stray outside approved plans. Expedited projects most often depend on the political power of the developer than achievement of city objectives.

#### 2. Capital Improvements

Excellent description of the need for consistency between Anchorage 2020 and capital investments. Please include Transportation Improvement Programs for consistency with Anchorage 2020, along with the Capital Improvement Program, government bonds, state and federal grants and leases, loans and donations.

### **p 43**

#### 4. Plan Policy Monitoring and Amendment

Are the annual assessments of progress toward achieving Anchorage 2020 publicly available? We have not seen any since 2003.

This is still a worthy action, and deserves staff's full attention before embarking on preparation of Anchorage 2040.

### **p 44**

#### Reinvestment Focus Areas

Are these the same as Revitalization Focus Areas from page 47, last paragraph?

Identified focus areas are surely worthy, but this strategy is too limited to produce the level of change that is needed to attract significant private investment. It needs to be reconsidered in light of the excess of sites that need investment, and Anchorage's lack of success in achieving even one "vibrant urban project"

To repeat: Anchorage should focus development resources in one or perhaps two locations until we can point to one successful reinvestment project.

Please remember Smart Growth consultant Bill Fulton's 2005 recommendation to focus development downtown:

It is almost a cliché for out-of-town planning consultants to recommend that a city focus its planning efforts on downtown. Our recommendation that the city do so is not based on misty-eyed nostalgia or the prejudices of the planning profession. It is based on our firm view that (1) the Municipality must focus on one of the three employment centers in implementing Anchorage 2020, and (2) downtown holds far more promise than the other two employment centers to help the Municipality meet the goals of 2020.

Fulton's full report is attached to the email transmitting these comments.

#### Phasing of Growth and Investment

This section has excellent goals and language. But the LUPM's potential for scattering higher density across town belies goals to phase growth and investment. Even the list of Transit-Supportive Development Corridors is much too long to accomplish in the next twenty years.

The LUPM narrative needs stronger language and a much more detailed process to accomplish "phasing of growth and development."

#### Infrastructure Financing and Provision

Note that transit is not mentioned as an element of Anchorage's "infrastructure" in the first paragraph. It needs to be included here, especially since funding transit operations has been such a limitation for the last 35 years.

It's true that transit is not a "capital improvement" but it definitely is a critical piece of Anchorage's infrastructure, and it's significantly underdeveloped.

This section mentions "bonding for parking garages," and once again, illustrates the assumption that driving will prevail as the preferred transportation choice even as this LUPM describes a city of compact development and transportation choices.

Anchorage needs to develop strategies to address the long term benefits and costs of its transportation investments as soon as possible.

#### **p 45**

Table 3: Revitalization Focus Areas

We understand that Table 3 will be refined. As it is, thank you for providing a first cut of criteria for selecting Revitalization Focus Areas.

One question: What is "Southern Downtown?"

#### **p 46**

Use [Applying] a return on investment (ROI) analysis on infrastructure investment options to [can] prioritize financing and provision of utility and transportation [street] infrastructure based on ROI.

What is Anchorage gaining in exchange for "fee in lieu" and other programs to provide incentives for development? One would expect gains in livability ie restored design standards, and developer participation in building "affordable housing."

*Infill Housing Development Regulations*

The stated goal is to "foster innovative infill housing projects." Taxpayers need more than "innovative housing projects," including improved quality of life and additional units of affordable housing.

We agree that regulation changes under consideration should include "by-right parking reductions," and "reduced driveway widths near mixed-use Centers...."

**p 47**

Affected neighborhoods will be surprised to learn that "The checklist also includes actions to amend R-2M and R-3 zones to allow additional units on small lots to medium-sized lots near City Centers, subject to compatibility standards, and for bonus height and density in the R-3 District near Town and City Centers.

This major change to the dimensional standards of zoning districts deserves wider public discussion than one small paragraph on page 47 of the draft LUPM.

**p 50**

Table 5: Actions Checklist

II-1 excellent example of linking land use and transportation investments

II-4 add TIP to CIP funding

II-6 add transit service to inventory of assets

III-1 applying municipal incentives to secure development can be harmful without robust strategies to prioritize municipal spending.

III-9 please describe further "targeted improvements to Downtown development regulations"

IV-4 Yes, pursue parking reductions by right for residential uses

IV-5 Do not allow increased heights and density in R-3 zone near Centers without meaningful public notice and discussion.

IV-7 Yes, pursue revised standards for driveways, parking courtyards and private lanes for infill housing

IV-19 Yes, please update the Anchorage Housing Market Analysis, especially considering Anchorage's historic growth rate and the current economic condition.

IV-20 Beware of "partnerships" such as AEDC's Live Work Play committee that do not include a robust public presence.

VI-1 Yes, do revise street classifications and design standards, especially on state controlled arterials.

VI-2 Yes, pursue complete streets typologies, understanding that in some cases, the balance needs to tip more in favor of transit riders and pedestrians.

VI-5 Yes, utilize best parking practices to facilitate infill and redevelopment.

VI-6 This objective supporting commuter rail from the Valley is way ahead of its time and illustrates Anchorage's naiveté in terms of transportation investments. Healthy bus ridership from the Valley must precede commuter rail. 2005 studies showed each Mat Su passenger on rail would cost the taxpayer fifteen dollars in subsidy.

Another important point: Anchorage's primary transportation focus should be to transport its own citizens, while implementing Anchorage 2020. It is not in Anchorage's best interests to advocate for huge spending increases to transport the Mat Su commuter.

VI-11 Yes, adopt public transit level of service standards and dedicated funding strategies.

Finally, ACC is still waiting to review the Anchorage "density map" and the targeted rezoning map.

Thank you again for all the excellent work that produced this draft of Anchorage's Land Use Plan Map.

## Land Use Plan Map

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**From:** Davis, Tom G.  
**Sent:** Thursday, May 26, 2016 10:18 AM  
**To:** Land Use Plan Map  
**Subject:** FW: Anchorage Bowl Land Use Plan Map LWP Housing comments  
**Attachments:** MOA LUP responses to questionnaire.pdf

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**From:** Denise Knapp [<mailto:director@mabeltcaverly.org>]  
**Sent:** Thursday, May 26, 2016 10:02 AM  
**To:** Davis, Tom G. <[DavisTG@muni.org](mailto:DavisTG@muni.org)>  
**Subject:** Anchorage Bowl Land Use Plan Map LWP Housing comments

Hi, Tom. Thanks for your presentation to LWP last week. I wanted to get my comments in today before your deadline tomorrow. Please note these are not comments from Mabel T. Caverly Senior Center—just me as an individual on the LWP Housing Committee and also as an Executive Committee member of the Fairview Community Council. If you have questions, please let me know. Warmest regards, Denise

Thanks again for you and the department's hard work and dedication to making Anchorage a better place to live, work and play.

---

Denise L. Knapp, Executive Director  
Mabel T. Caverly Senior Center & Services  
Administrator, Anchorage Senior Friendly Project  
911 W. 8<sup>th</sup> Avenue, Suite 104  
Anchorage, AK 99501-3340  
P: (907) 276-1496 F: (907) 258-1356

*Thank you for your continued support of our Senior Programs; i.e., Van, DEAP, Patches and our Food Pantry.*



## LWP Housing Feedback Worksheet #1: Identifying Priority Areas for Housing Development or Redevelopment

What criteria should the Land Use Plan Map use to identify which areas or sites should be high priority locations for targeted housing development or redevelopment?

Please rank each of the following criteria on a scale of 1 to 3, with 1 being highest rank (most important) and 3 being least. Provide any additional comments. Add criteria that are missing.

### Policy Criteria

- ② ○ Within a redevelopment policy area designated in Anchorage 2020
- ① ○ Priority area designated in an adopted Neighborhood or District Plan

### Land Capacity

- Existing zoning and residential housing, such as compact housing
- Buildable land potential for additional housing capacity in an area
- ① ○ Redevelopability indicators – e.g., low building values, FAR, building age
- ① ○ “Development ready” sites in the area
  - Significant anticipated change or building activity is expected in area
  - Parcel ownership; or Landowners interested in participating in redevelopment

### Area Character

- ① ○ Proximity/access to stores, jobs, and attractions – e.g., mixed-use centers
  - Desirable location and/or neighborhood character
- ① ○ Tighter street grid, smaller blocks, pedestrian routes, diversity of uses
  - Natural hazards and physical/cost constraints
- ② ○ Neighborhood and community support in the area

### Infrastructure/Cost (e.g., streets, water, sewer, sidewalks, stormwater)

- Infrastructure capacity
- ① ○ Capital improvement projects planned or anticipated to be needed
  - Cost or Return-on-Investment to provide additional capacity necessary
  - Planned public transit service (Anchorage Talks Transit)
- ① ○ Opportunities for Muni to act as an agent (e.g., municipally owned parcels)
- ① ○ Favorable street design or street ownership factors (e.g., Muni vs. ADOT streets)
  - Independent of big projects with unresolved timeframe, e.g., Seward-to-Glenn Connection

## LWP Housing Feedback Worksheet #2: Prioritizing Reinvestment Focus Areas (RFAs)

Issue: Some areas identified for growth and change could become focus areas for municipal investment/incentives. The draft Land Use Plan Map identifies 10 candidate “Reinvestment Focus Areas” on page 44 and depicted on the Actions Map. The Muni Map Gallery for the LUPM includes an interactive Actions Map that matches the names on page 44 to the map.

Question: What are your thoughts regarding RFAs as a “Key Implementation Concept”? What Areas should be highest priority RFA’s, and why?

### Your Feedback:

1. What are your thoughts on using the Reinvestment Focus Areas as a strategy in the draft LUPM, as introduced on page 43?
2. Please rank and comment on the candidate RFAs below.

Candidate RFA	Rank the Best Candidates (1, 2, 3, etc.)	Comments on the Area or its Geographic Extent?
Southern Downtown		
West Fairview and Third Addition (East South Addn.)	①	these areas have been overlooked for too long
Lower Ship Creek		
Spenard Town Center		
Fish Creek: Lower Spenard		
Fish Creek: Denali St. Area	②	
Northway/Penland Park and Bragaw		
UMED; Tudor		
East Creekside Town Center		
OTHERS Dumale/Singra Corridor	①	Change color to purple cloud so developers will target the area as a reinvestment zone

## LWP Housing Feedback Worksheet #3: Evaluating Proposed Conversions of Residential Land to Commercial Use

Issue: The Muni is receiving multiple requests by property owners to re-designate residentially zoned land to future commercial or mixed-use.

These requests sometimes conflict with the policy of no net loss of residential housing capacity.

Question: How should the Land Use Plan Map respond to requests from property owners to re-designate residentially zoned properties to commercial or mixed-use?

Your Feedback: Rank and Comment on Potential Options or Guidelines for Responding. Mark points you agree with most as "1", and those you disagree with most as "3".

- ② a. Loss or conversion of residential land is not appropriate.
- ① b. It is acceptable to re-designate if another area with equal or greater residential capacity can be converted to residential, such that there is no net loss of housing capacity. What conditions make such a "trade" acceptable?
- c. It is acceptable to convert residential land with a resulting loss of housing capacity, depending on certain local area factors or other criteria. What factors or criteria?
- d. It is acceptable to convert residential land to a mixed-use designation that allows other uses such as commercial but requires residential with a minimum amount of housing. In what areas or under what circumstances?
- e. Other options / considerations:

## LWP Housing Feedback Worksheet #4: Housing Actions Checklist

Issue: The Municipality is determining what set of actions it needs to take in order to deliver on the community's housing needs and goals. The draft Land Use Plan Map "Actions Checklist" includes a schedule of actions to facilitate housing development. Most begin on page 50.

Question: Are the following housing related actions excerpted from the draft LUPM the most appropriate ones to prioritize within the first two years of adoption? Which are most important?

Your Feedback: Please rank the importance of the selected near-term actions from the LUPM, "1" being highest and "3" being lowest. Add comments on wording, language, content. Comments on clarity (or lack of explanation). Are we missing key actions to take within the next few years?

#	Housing Related "Actions Checklist" Item	Your Comment
II-3	Support revision to State laws to expand municipal tax incentive tools for economic development	①
II-5	Create a "green tape" expedited permit review program for priority reinvestment areas use types	①
II-6	Prepare an asset inventory of utility and pedestrian infrastructure in areas designated for reinvestment	Include Hamble corridor ①
IV-1	Conserve residential lands by restricting rezonings or conversion of housing to other uses.	
IV-3	Facilitate a Targeted Area Rezoning in the Fish Creek/Lower Spenard Reinvestment Focus Area	
IV-4	Allow parking reductions by-right for residential uses; offer greater reductions in key policy areas	
IV-5	Allow increased heights and density in R-3 zone near Centers, subject to compatibility criteria	①
IV-6	Require minimum densities for new single-family in multifamily zones near Town and City Centers	
IV-7	Revise standards for driveways, parking courtyards, and private lanes for infill housing	①
IV-8	Implement a Project Review Management Service to help applicants navigate the permitting process	
IV-9	Develop new programs by which AWWU may provide infrastructure ahead of development	①
IV-10	Simplify ADU requirements and create a permit review assistance program and user guide	①
IV-11	Allow Small-Lot Housing on lots smaller than 6,000 sq. ft., subject to compatibility standards	①
IV-12	Expand allowances in the land use regulations for townhouses and other compact housing types	
Others		
Others		

*All of these are key to streamline process for solid development.*

May 31, 2016

Tom Davis, Senior Planner  
MOA – Planning Division  
PO Box 196650  
Anchorage, AK 99519

Re: Draft Land Use Plan Map Comments

Dear Mr. Davis,

On behalf of the Live.Work.Play Housing Area of Focus, please accept the attached worksheets as our comments on the draft Land Use Plan Map.

The comments reflect input from the full L.W.P. housing group, as well as a more detailed review by our Infrastructure Subcommittee. The subcommittee is represented by planners and practitioners from CIHA, AWWU, and the private sector.

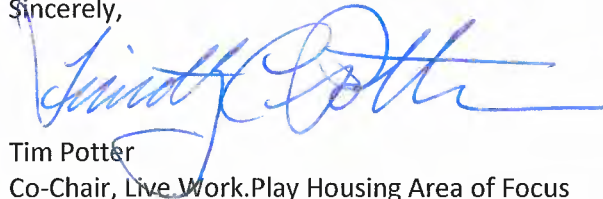
We appreciate the efforts by the MOA to prioritize Reinvestment Focus Areas. Additional analysis is needed, but this concept is a viable way to test MOA policies on redevelopment.

Our group selected potential RFAs in the core of the Municipality: downtown to Midtown, and between Minnesota and the Seward Highway. These core areas are in close proximity to jobs, transit, and provide opportunities for a range of housing options. We also recognize that significant road and infrastructure upgrades are needed.

Finally, we would not want prioritizing RFAs to create a scenario where quality development in other parts of Anchorage is not supported. We believe the MOA should pursue target areas as well as build the toolbox to support housing development across Anchorage.

Thank you again for this opportunity.

Sincerely,



Tim Potter  
Co-Chair, Live.Work.Play Housing Area of Focus

**Anchorage Bowl Land Use Plan Map**  
**Live. Work. Play. Housing Group Consultation**

Thursday, May 18, 2016

**Discussion Items**

**1. Areas of Housing Growth and Reinvestment:**

A. Where they are:

- Areas identified for new housing and increase in residential intensity
- Priority locations for targeted development or redevelopment

B. Criteria for identifying these areas:

- Overall forecast housing need
- Adopted plans and policies including Anchorage 2020 and Area-specific Plans
- Vetted further by city planning criteria/analyses

C. Your Feedback (worksheets #1 and #2)

**2. Areas of Change to a Non-residential Use (or to a Lower Intensity)**

A. Where they are:

- Residential areas being re-designated to another use
- Residential areas being proposed for lower intensity

B. Responding to parcel owner requests to re-designate residential land to commercial

C. Your Feedback on Residential Conversions (worksheet #3)

**3. Actions the Municipality should be taking:**

D. What the Municipality should be doing (e.g., public-private partnerships)

E. Action items from draft plan

F. Your Feedback on Actions (worksheet #4)

Worksheet pick-up / email contacts: [ceciljp@muni.org](mailto:ceciljp@muni.org) or [davistg@muni.org](mailto:davistg@muni.org)

## LWP Housing Feedback Worksheet #1: Identifying Priority Areas for Housing Development or Redevelopment

What criteria should the Land Use Plan Map use to identify which areas or sites should be high priority locations for targeted housing development or redevelopment?

Please rank each of the following criteria on a scale of 1 to 3, with 1 being highest rank (most important) and 3 being least. Provide any additional comments. Add criteria that are missing.

### Policy Criteria

- ~~2-~~ Within a redevelopment policy area designated in Anchorage 2020
- ~~2-~~ Priority area designated in an adopted Neighborhood or District Plan this assumes the current plan is current

### Land Capacity

- ~~3-~~ Existing zoning and residential housing, such as compact housing
- ~~1-~~ Buildable land potential for additional housing capacity in an area
- ~~2-~~ Redevelopability indicators – e.g., low building values, FAR, building age need to to revisit indicators – are these the current / correct criteria
- ~~1-~~ “Development ready” sites in the area
- ~~2-~~ Significant anticipated change or building activity is expected in area
- ~~1-~~ Parcel ownership; or Landowners interested in participating in redevelopment very important as if property owner is not interested – it will be very difficult to force interest

### Area Character

- ~~1-~~ Proximity/access to stores, jobs, and attractions – e.g., mixed-use centers
- ~~2-~~ Desirable location and/or neighborhood character from what aspect ?
- ~~3-~~ Tighter street grid, smaller blocks, pedestrian routes, diversity of uses
- ~~1-~~ Natural hazards and physical/cost constraints
- ~~2-~~ Neighborhood and community support in the area

### Infrastructure/Cost (e.g., streets, water, sewer, sidewalks, stormwater)

- ~~1-~~ Infrastructure capacity
- ~~2-~~ Capital improvement projects planned or anticipated to be needed
- ~~1-~~ Cost or Return-on-Investment to provide additional capacity necessary
- ~~2-~~ Planned public transit service (Anchorage Talks Transit)
- ~~2-~~ Opportunities for Muni to act as an agent (e.g., municipally owned parcels)

- 3-Favorable street design or street ownership factors (e.g., Muni vs. ADOT streets)
- 1-Independent of big projects with unresolved timeframe, e.g., Seward-to-Glenn Connection



LWP Housing Feedback Worksheet #2:  
 Prioritizing Reinvestment Focus Areas (RFAs)

Issue: Some areas identified for growth and change could become focus areas for municipal investment/incentives. The draft Land Use Plan Map identifies 10 candidate “Reinvestment Focus Areas” on page 44 and depicted on the Actions Map. The Muni Map Gallery for the LUPM includes an interactive Actions Map that matches the names on page 44 to the map.

Question: What are your thoughts regarding RFAs as a “Key Implementation Concept”? What Areas should be highest priority RFA’s, and why?

Your Feedback:

1. What are your thoughts on using the Reinvestment Focus Areas as a strategy in the draft LUPM, as introduced on page 43? it was very difficult to cross reference names of RFA's to map locations – we were able to do it based on our background – expect others would have difficulty

2. Please rank and comment on the candidate RFAs below.

Candidate RFA	Rank the Best Candidates (1, 2, 3, etc.)	Comments on the Area or its Geographic Extent?
Southern Downtown	<u>1</u>	
West Fairview and Third Addition (East South Addn.)	<u>3</u>	
Lower Ship Creek	<u>9</u>	
Spenard Town Center	<u>2</u>	
Fish Creek: Lower Spenard	<u>4</u>	
Fish Creek: Denali St. Area	<u>5</u>	
Northway/Penland Park and Bragaw	<u>8</u>	
UMED; Tudor	<u>6</u>	
East Creekside Town Center	<u>7</u>	
<u>General comment OTHERS</u>		<u>There is a definitive focus area (1-5) bounded by: N- 4<sup>th</sup> Ave/S-Tudor/W-Minnesota/E-Seward Hwy. The focus of RFA's should be within this corridor.</u>

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		<u>Additionally this area needs strong public transportation network to have a successful RFA</u>
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### LWP Housing Feedback Worksheet #3: Evaluating Proposed Conversions of Residential Land to Commercial Use

Issue: The Muni is receiving multiple requests by property owners to re-designate residentially zoned land to future commercial or mixed-use.

These requests sometimes conflict with the policy of no net loss of residential housing capacity.

Question: How should the Land Use Plan Map respond to requests from property owners to re-designate residentially zoned properties to commercial or mixed-use?

Your Feedback: Rank and Comment on Potential Options or Guidelines for Responding. Mark points you agree with most as "1", and those you disagree with most as "3".

- a. 3-Loss or conversion of residential land is not appropriate.
  
- b. 2-It is acceptable to re-designate if another area with equal or greater residential capacity can be converted to residential, such that there is no net loss of housing capacity. What conditions make such a "trade" acceptable?
  
- c. 1-It is acceptable to convert residential land with a resulting loss of housing capacity, depending on certain local area factors or other criteria. What factors or criteria?
  
- d. 1-It is acceptable to convert residential land to a mixed-use designation that allows other uses such as commercial but requires residential with a minimum amount of housing. In what areas or under what circumstances?
  
- e. Other options / considerations: An incentive package or tool needs to be in place to facilitate down zones. Presently no system in place to do land trades, without such system most likely will not occur. Conversions are most applicable to core areas (1-5)

## LWP Housing Feedback Worksheet #4: Housing Actions Checklist

Issue: The Municipality is determining what set of actions it needs to take in order to deliver on the community's housing needs and goals. The draft Land Use Plan Map "Actions Checklist" includes a schedule of actions to facilitate housing development. Most begin on page 50.

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#	Housing Related "Actions Checklist" Item	Your Comment
II-3	1-Support revision to State laws to expand municipal tax incentive tools for economic development	Should already be done, a State issue
II-5	1-Create a "green tape" expedited permit review program for priority reinvestment areas use types	MOA needs to provide resources or it will not happen, the goal should be to improve the process for all
II-6	1-Prepare an asset inventory of utility and pedestrian infrastructure in areas designated for reinvestment	MOA needs to provide resources or it will not happen, the goal should be to improve the process for all
IV-1	3-Conserve residential lands by restricting rezonings or conversion of housing to other uses.	
IV-3	1-Facilitate a Targeted Area Rezoning in the Fish Creek/Lower Spenard Reinvestment Focus Area	
IV-4	1-Allow parking reductions by-right for residential uses; offer greater reductions in key policy areas	
IV-5	1-Allow increased heights and density in R-3 zone near Centers, subject to compatibility criteria.	
IV-6	2-Require minimum densities for new single-family in multifamily zones near Town and City Centers	
IV-7	1-Revise standards for driveways, parking courtyards, and private lanes for infill housing	
IV-8	2-Implement a Project Review Management Service to help applicants navigate the permitting process	
IV-9	2-Develop new programs by which AWWU may provide infrastructure ahead of development	
IV-10	2-Simplify ADU requirements and create a permit review assistance program and user guide	
IV-11	2-Allow Small-Lot Housing on lots smaller than 6,000 sq. ft., subject to compatibility standards	
IV-12	2-Expand allowances in the land use regulations for townhouses and other compact housing types	
Others		
Others		



# **The Land Use Plan Map: Call for Review of Infrastructure Analysis and Prioritization Areas to Support New Housing**

## **Preamble:**

When the Anchorage Bowl Comprehensive Plan was adopted in 1999 (Anchorage 2020), the plan set the stage for the next 20 years of land use and development policy. And while the plan contained a very generalized “policy map” indicating approximate areas for town centers, transit corridors, and redevelopment areas, it did not contain a land use plan map detailing the specifics of where those areas ought to be, and furthermore, how to align specific municipal investments to help implement the plan vision. As such, developers, planners, and policymakers have lacked an essential tool to guide redevelopment in Anchorage.

At the end of February of 2016, the MOA released the Land Use Plan Map Public Review Draft. The map provides the analysis for growth and change across all land use classifications. From a residential use standpoint, the plan proposes where our community should be developed or redeveloped with higher urban densities, medium densities, and lower density patterns. In many cases the plan carries forward simply the existing patterns of development, but in some cases the plan advocates changes where Anchorage should redevelop at higher intensities.

Higher density housing offers a type of housing that is desired by a growing number of baby boomers and millennials, provides an alternative to lower density single family homes, can support transit and walkable neighborhoods, and provides a higher per square foot tax base. But higher density housing is challenging to make feasible in our high cost area, is often opposed by neighbors and community groups regardless of quality, and when done poorly can negatively impact neighborhoods long term.

The LUPM identifies those areas on a map for redevelopment, new subdivision areas, medium and high density housing, and mixed-use development. But to accommodate this type of development, the MOA must do more than simply color a space on a map. Areawide rezonings and targeted investment in infrastructure upgrades can go a long way to support housing investment. This can be accomplished by direct city investment in its assets, aligning capital improvement programming with our adopted plans, and well tested tools like tax increment financing and tax abatement areas, financial mechanisms whereby the public sector participates in redevelopment areas by way of tax incentives.

Before the MOA identifies priority areas for housing development, it should conduct a basic infrastructure analysis to ensure its proposed areas are suitable for redevelopment, and especially redevelopment. If not suitable, the MOA should make explicit its policies: to keep

the status quo, require significant upgrades by the private sector, or identify areas for shared public and private participation.

The draft LUPM acknowledges the need to perform this analysis:

“Building on the recommendations of the 2012 Anchorage Housing Market Analysis, more compact infill development and redevelopment will require that the Municipality:

- A. Identify the most appropriate locations for higher density and compact housing that will be the most desirable for residents;
- B. Ensure that appropriate infrastructure serves identified sites and public amenities (parks or open spaces, transit access, etc.) are available nearby;
- C. Support specific redevelopment projects that can catalyze nearby redevelopment and create appealing districts with a sense of place.
- D. Identify incentives.”

In addition:

“Coordinated and Focused Public Reinvestment directs the Municipality of Anchorage’s limited resources to projects and areas within the community that will return the greatest benefit for the investment. The resources, projects and areas of investment will be determined by several factors; potential for public/private partnership(s), available land, available funding mechanisms, an acceptable return on investment and, the ability to direct Municipal capital improvement plan funding to the desired area or project within an acceptable timeline.”

These policies, as currently written in the LUPM narrative, are supported by the LWP Housing group. But to be realized they required appropriate resources and prioritization. Simply coloring the map has proved inadequate since adoption of Anchorage 2020.

## **The issue:**

There are two approaches to aligning the plan map with actual implementation. First, the MOA can, after release of the public review draft, but prior to plan adoption, request utilities and street maintenance/traffic conduct a thorough evaluation of existing utility system. Alternatively, the analysis can come following plan adoption, but prior to the alignment of significant Capital Improvement Program (CIP) investment. The reality is, resources are limited, and areas will have to be aligned and prioritized to ensure housing development can occur.

Most utilities are in a good position to provide this level of analysis; they have a good handle on the condition of their current assets and have been planning for system improvements. However, requirements for road, alley, sidewalk, and storm water system improvements are

often unknown costs to developers, major risk factors, and can ultimately lead to a housing project not moving forward.

Storm water utility recommendations are presented by LWP in a different white paper. This paper points to the need not only for prioritization and infrastructure upgrades, but to view road and alley assets as an essential component of the MOA's ability to grow. In short, the MOA should clarify its policies for road and infrastructure improvements, identify areas that are ready for redevelopment, and look for ways to proactively invest in those areas that are identified (and likely already accommodate) medium and high density development.

## **Resolution:**

We concur that the MOA should identify areas for high density development. Furthermore, we agree that it is essential that the MOA conduct an analysis of infrastructure to support those recommended areas. That level of analysis should be conducted by enterprise utilities, but also by MOA Traffic/Street Maintenance for adequacy of roads, alleys, sidewalks, and storm water systems.

It is typical for traffic analysis to be done on a full systems basis (overall long range transportation planning) or on a project specific basis (traffic impact analysis). However, we believe that within a redevelopment priority area an analysis can be useful that looks at the following: 1) existing ROW on collector and local streets; 2) condition of streets – strip paved, curb gutter, paving condition; and 3) availability of pedestrian sidewalks. Such an analysis could deem some areas more prime for development than others, and in particular show whether areas identified for high density housing in the LUPM will require significant public investment in infrastructure and roads.

It is quite likely that after the above analysis is done, there may be significant ROW and deteriorated conditions in certain areas. Thus, it is not likely that most small to medium scale residential development can support full upgrades (or area lacking ROW cannot acquire ROW through eminent domain). The MOA should then make clear its requirements of new development in those areas; this will serve to either support new development, or limit development unless a significant large developer can amass enough land to redevelop the area. The classification could also spur the city's development authority to intervene for longer range development opportunities.

Such an analysis will also tell it like it is. Lots that are poorly served will be indicated as such and will be priced appropriately. Currently, due to land shortages, a vacant lot can hold a high value. But if the improvements necessary to develop a lot are significant, market reality checks can drive prices to appropriate levels.



In addition to the above analysis, we also recommend that the MOA pursue alternative acceptable road sections to accommodate a wider range of ROW widths, circumstances (variety of traffic volumes), and ultimately compromises to ensure development moves forward (a sidewalk on one side is better than a sidewalk on neither and continued deterioration).

## **Recommendations:**

1. Recommend priority housing areas.
2. Conduct infrastructure analysis of priority areas. Include road, alley, and storm water analysis.
3. Re-prioritize based on outcome of infrastructure analysis.
4. Investigate new acceptable road, sidewalk, and drainage solutions for hard to serve areas. This could include sections based on actual ROW, compromises based on actual volumes or feasibility, and on-site infiltration.
5. Align CIP to support priority areas.
6. Create incentives that align with conditions and priorities, and clarify expectations on builders and developers.
7. Follow adoption of LUPM with Areawide Rezoning.

## Land Use Plan Map

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**From:** Moira Sullivan [msullivan@aedcweb.com]  
**Sent:** Friday, April 22, 2016 3:42 PM  
**To:** Land Use Plan Map  
**Subject:** LUPM comments

A couple thoughts on the LUPM –

The square area demarcated by Arctic, C Street, International, and Tudor road is a mess. There's a lot of developable land in there, but on the edges are old run down strip malls, office parks, and dilapidated housing. This would be a great area to designate for redevelopment. The church on Arctic is building a new community use facility, which is a terrific boon for the neighborhood, but would be even better with housing and upscale shops nearby. Especially with the new ANHC building there, if future development is part of an actual plan, rather than a bunch of ad hoc new buildings going up, I think it would be a thriving area for a mixed-use residential development. It's very convenient for people in Midtown, and bus services up Arctic and C Street could bring people to UMed and Downtown, not to mention the Sullivan Area, Cuddy Park, and the Loussac Library. Please consider this – It would be a shame for this area of town to get developed without a lot of forward-thinking comprehensive planning.

Second, Minnesota drive, between Romig Junior High and Tudor Road, is in desperate need of aesthetic improvements. It is the main thoroughfare on which visitors to Anchorage are introduced to the city, and it's a disaster. We really need trees to be planted in the median (this could continue down Minnesota to 100<sup>th</sup> Avenue) to both make it look nicer and make it less likely that pedestrians will cross in the middle of the street – a serious safety hazard in that part of town. More landscaping along the edge of the road as well, and increased design standards for any new buildings that go in (and ideally old crappy buildings there as well) would make the “entrance to Anchorage” a much more pleasant experience for all of our visitors, and commuters.

Just my two cents, and thanks for all your hard work on this,

Moira

Moira Sullivan, Live. Work. Play. Director  
Anchorage Economic Development Corporation  
510 L Street, Suite 603, Anchorage, AK 99501  
Direct: (907) 334-1207 | Cell: (907) 903-7977 | Fax: (907) 258-6646  
[www.AEDCweb.com](http://www.AEDCweb.com) | [Subscribe to AEDC E-News](#)

## Land Use Plan Map

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**From:** Davis, Tom G.  
**Sent:** Friday, May 27, 2016 3:04 PM  
**To:** Land Use Plan Map  
**Subject:** FW: Reminder of LUPM Comment Deadline & Sample Reso

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**From:** Sanks, Joe E. [mailto:Joe.Sanks@awwu.biz]  
**Sent:** Friday, May 27, 2016 12:12 PM  
**To:** Davis, Tom G. <DavisTG@muni.org>; Cecil, Jonathan P. <CecilJP@ci.anchorage.ak.us>  
**Cc:** Seitz, Jody L <SeitzJL@ci.anchorage.ak.us>  
**Subject:** FW: Reminder of LUPM Comment Deadline & Sample Reso

Jon and Tom,

Thank you for the opportunity to comment on the Anchorage Bowl Land Use Plan Map- Community Discussion Draft. Comments on behalf of the Anchorage Water and Wastewater Utility (AWWU) are as follows:

1. Note – AWWU has previously submitted comments on draft land use plan map concepts per the memorandum submitted by Tim Cross to Tom Davis dated December 17, 2015. The memorandum attempted to indicate capacity issues associated with specific areas within the Land Use plan map. Although the effort was involved, it only scratched the service of investigating how AWWU infrastructure may impact area wide land use plan map recommendations for growth and increased density. To address questions targeted by the December 17<sup>th</sup> Memorandum an additional planning study is necessary specific to AWWU water and sewer infrastructure. The study requires the dedicated effort of a planning project. AWWU currently has no such project planned. AWWU would like to meet with Municipality of Anchorage Planning Division to discuss the necessity, scope and potential funding sources of such a project.
2. 1.4 Coordinating with Other Plans – AWWU updates water and wastewater master plans every 5-6 years. The last Water Master Plan was completed in 2012, the last Wastewater Master Plan was completed in 2014. Recommendations within the AWWU master plans should be consider upon a future study effort as referred to in comment 1 above. In addition, when the AWWU master plans are updated The LUPM should be reviewed and incorporated into AWWU growth and capacity recommendations.
3. Actions Checklist - AWWU would like to discuss with MOA-Planning Staff each item in the Actions Checklist where AWWU is listed as a responsible agency. The discussion would relate to scope clarification, priority, process and proposed funding mechanisms.

Please call me if you have any questions or comments regarding this E-mail.

Thank you,  
Joe Sanks  
Planning Engineer  
on behalf of Brian Baus



# MUNICIPALITY OF ANCHORAGE

## Real Estate Department

### MEMO

DATE: April 28, 2016

TO: Tom Davis, AICP, Long-Range Planning Section

THRU:  Tammy R. Oswald, Executive Director  
Real Estate Department

FROM:  Nicole Jones-Vogel, AICP, Land Management Officer  
Real Estate Department

SUBJECT: LUPM Comments

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The Real Estate Department has reviewed the LUPM and have compiled a few edits, comments, and suggestions. Additionally, we have met with the LUPM Project Team on several occasions and offered comments. We would like the previously discussed comments to be considered in addition to the comments offered here.

The Real Estate Department houses the Heritage Land Bank which banks land for future municipal need. The Heritage Land Bank staff develops a One Year Work Program and a 5-year Management Plan that is currently in the approval process waiting Assembly approval. Our comments attempted to align the objectives of the HLB 2016 Annual Work Program & 2017 – 2021 Five-Year Management Plan (HLB Plan) with the LUPM. Since the Real Estate Department manages a significant amount of vacant or underutilized land – banked for future municipal use – we would like the opportunity to meet with the LUPM Project Team again (after the Community Discussion Draft is updated) to discuss any changes that might impact objectives in the HLB Plan. Below are our comments based on the Community Discussion Draft 2/29/2016. Thank you for the opportunity to comment and we look forward to continued collaboration.

Page Number	Comment
General	The HLB Plan is an adopted plan that could be a reference in the LUPM document.
LUPM Map	The area west of the Airport that currently houses the Clitheroe Center and the former compost site should be Community Facility or Institutions.
LUPM Map	The grey dashed line depicting Highway-to-Highway is not in the legend.
42	Middle column first paragraph “land for a policy purpose” should this read “land for a public purpose”?
43	Middle column references Section 2.4; however, reading the section it appears it should be Section 2.3.
43	Right column; the focus of ACDA to finance water and wastewater infrastructure upgrades. Has this been a newly identified focus of ACDA?

45	Reforms to off-site improvements, possibly in-lieu fee. This program may already exist, but may possibly need upgrades.
49 – 54	The following line items should be reviewed to see if it is appropriate to include the HLB Plan: I, IV-16, IX-1
51	Line items V-2 + V-3; it isn't clear why EADP is a related plan for CIP criteria.
53	Line item VII-16; Industrial uses could be changed to be "other incentives for reuse". Was there specific purpose for industrial reuse? It is possible that this line item could include the HLB Plan as a Related Plan since many of the contaminated sites in MOA ownership are managed by HLB.



**BUILDING OWNERS & MANAGERS ASSOCIATION**  
FEDERATED WITH BOMA INTERNATIONAL

Resolution 2016-01

RESOLUTION 2016-01

**Building Owners & Managers Association (BOMA) Anchorage**

In the matter of

BOMA Anchorage Recommended Revisions to the Draft Anchorage Bowl Land Use Plan Map

**WHEREAS**, the Building Owners & Managers Association of Anchorage (BOMA Anchorage) is an organization of commercial property owners, managers, leasing agents and allied professionals with an interest in promoting the professional, educational and legislative interests of the commercial property industry in the State of Alaska.

**WHEREAS**, locally, BOMA Anchorage represents over 34 million square feet of commercial property in the Municipality of Anchorage.

**WHEREAS**, the Anchorage Planning Department has asked for comments on the Draft Anchorage Bowl Land Use Plan Map that will shape the future of Anchorage.

**WHEREAS**, BOMA Anchorage members are hardworking, knowledgeable and dedicated professionals that work with development and redevelopment of properties on a regular basis and therefore have a vested interest in the Anchorage Bowl Land Use Plan Map.

**WHEREAS**, the new Anchorage Bowl Land Use Plan Map does little to increase density within the Anchorage Bowl.

**WHEREAS**, the new Anchorage Bowl Land Use Plan Map is directly in conflict with the vision and goals of the Anchorage 2020 Comprehensive Plan that calls for greater density.

**WHEREAS**, the new Anchorage Bowl Land Use Plan Map recommends many commercial properties be solely industrial property in the future, which adversely affects current property owners.

**WHEREAS**, the new Anchorage Bowl Land Use Plan Map is too disjointed and indicates "spot zoning".

**WHEREAS**, the new Anchorage Bowl Land Use Plan Map in its current form will adversely affect our community (as evidenced above) during a time of local economic uncertainty.



**BUILDING OWNERS & MANAGERS ASSOCIATION**  
FEDERATED WITH BOMA INTERNATIONAL

Resolution 2016-01

**NOW, THEREFORE, BE IT**

**RESOLVED**, The Board of Directors of the Building Owners & Managers Association of Anchorage requests the Anchorage Planning Department make responsible changes to the Draft Anchorage Bowl Land Use Plan Map that will better balance and protect citizens of Anchorage.

**FURTHER RESOLVED**, The Board of Directors of the Building Owners & Managers Association Anchorage provides below "BOMA Anchorage Recommended Revisions to the Draft Anchorage Bowl Land Use Plan Map" that it believes will balance the need to preserve private property rights and encourage responsible property management, development and redevelopment in the Municipality of Anchorage.

**PASSED AND APPROVED** by the Building Owners & Managers Association of Anchorage this 27<sup>th</sup> day of May, 2016.

A handwritten signature in black ink that reads "Ken Bauer". The signature is written in a cursive, flowing style.

**Ken Bauer**  
President – BOMA Anchorage



## **BOMA Anchorage Recommended Revisions to the Draft Anchorage Bowl Land Use Plan Map**

### **General Comments**

In general, the Advocacy Committee of BOMA Anchorage has reviewed the Draft Anchorage Bowl Land Use Plan Map. The recommendations below by the committee are more general comments rather than specific comments. As such, BOMA Anchorage is putting forth more "policy" type recommendations.

### **DENSITY**

- **Problem**: The Anchorage Bowl Land Use Plan Map (LUMP) is supposed to show the direction that development within the Anchorage Bowl should head during the next 20 years. We know from recent reports done by the Municipality of Anchorage that looked at available land for residential, commercial and industrial uses that there is currently a severe shortage of available land for all three sectors and this shortage will continue to get worse in the coming years.

Indeed, when the Anchorage 2020 Comp plan was commissioned back in 2001 this was forecasted and anticipated. This is why the 2020 Comp Plan recommended increasing density (building up not out) in the Anchorage Bowl. However, the current Draft Anchorage Bowl Land Use Plan Map does very little to increase density in any of the three land uses (residential, commercial, industrial).

Ironically, with the recent passage of the revised Title 21 code, density of all three areas have been reduced which directly contradicts what is needed.

- **Solution**: Have the LUPM show zoning designation that are slightly more dense than the current zoning designation. Allowing more density, is not only more environmentally friendly and efficient, but it brings construction costs down slightly to make projects more affordable.

### **COMMERCIAL Vs. INDUSTRIAL AREAS**

- **Problem**: There are several areas on the LUPM that show industrial use, however, the current use is a commercial use. A good example of this can be found all along International Airport Road, Dowling, and the Southern C Street Corridor. Noncompliant commercial uses are never going to tear down their commercial use and build industrial use. This problem leaves these areas in limbo and therefore these areas will never be redeveloped. The LUPM is essentially discouraging redevelopment.





**BUILDING OWNERS & MANAGERS ASSOCIATION**  
FEDERATED WITH BOMA INTERNATIONAL

Resolution 2016-01

- **Solution**: In certain sections of the LUPM instead of showing either a commercial or industrial designation, put both. Allow these areas (transition areas) to either redevelop as commercial or industrial in the future.

## **TOO MANY DESIGNATIONS**

- **Problem**: There are still too many designations on the LUPM. This leads to “spot zoning”, see the southern portion of the C Street corridor for a good example, or the Tudor/C Street area.
- **Solution**: There are currently seven commercial designations. Four under “Centers” and three under “Corridors”. The commercial designations could easily be reduced to three. The residential designations could be reduced to four (by taking out Compact Mixed Housing).

The LUPM should represent where Anchorage wants to go not what it currently is. Allow LUPM designations to be slightly more dense than what the current zoning is. This will create an incentive to redevelop properties.

June 11, 2016

Mr. Tom Davis  
Long Range Planning Division  
Municipality of Anchorage  
4700 Elmore Road  
Anchorage, AK 99507

Dear Tom:

Thank you, John Cecil, and Carol Wong for meeting and discussing the Anchorage Bowl Land Use Plan Map as it relates to CIRI owned properties. I appreciated your insight into Anchorage's need for additional property types including industrial and residential developments. CIRI is sensitive to the needs of the community and we wish to support with commercially reasonable efforts the prudent growth of the Anchorage metropolitan area.

As the Anchorage Bowl Land Use Plan relates to the properties currently owned by CIRI, and based upon our discussions regarding same on May 19, I would offer the following:

CIRI property on the Minnesota inside curve (CIRI 44):

- Draft LUPM designates more intense level of housing than current R-1 and R-1A split zoning of the parcel would allow. Closest equivalent district to LUPM designation is R-3 zoning. We would request a higher density mixed use designation for this property. CIRI's desire is to make the development attractive and unique. Allowing for a potential mixed use commercial and residential development.
- The "Actions Map" in the draft plan shows a Targeted Area Rezoning to the east of the inside curve, including CIRI's property on the corner of C and Minnesota. CIRI is in support of this targeted rezoning and would work with the Muni to facilitate the rezoning of the properties in that area to become consistent with the new LUPM. CIRI would like the inside curve of Minnesota to be included in that Targeted Area Rezoning on the next draft of the Actions Map, in order to implement the LUPM after its adoption.
- CIRI may entertain the possibility of the Muni calling for a small area master plan incorporating its two properties on Minnesota and the dedicated park in between them, to consider creative options for a more integrated master

planned pattern of open space and development across the three properties. The entire block between 100<sup>th</sup> and Minnesota and C could possibly be included.

C Street north of Minnesota:

- Draft LUPM designates the CIRI parcel and some other parcels as Commercial Corridor, which cross-references to the B-3 district. The LUPM Actions Map indicates a Targeted Area Rezoning for this area, with the upshot that Muni would facilitate a rezoning to B-3 in the near term. CIRI supports the commercial zoning, and suggests providing flexibility for the wider area in general to build a critical mass of retail and mixed-uses around the O'Malley and C Street intersection, with a variety of businesses and uses that can help each other survive and succeed. CIRI would suggest the next draft LUPM change the designation of NE corner of C Street and Minnesota from industrial to commercial, to support that critical mass.

C Street south of Minnesota (11,000 C Street):

- CIRI owns the commercial properties on west side of C south of Minnesota to Klatt Road. Possible future uses of the CIRI properties could include more office, retail, or housing.

Fireweed property:

- CIRI property including the new office building is designated "City Center" on the draft LUPM. The property to the north (zoned R-4 and is a ministorage business) and the properties to the northwest are designated residential. Fireweed corridor is designated Main Street. CIRI Fireweed property including their new Class A office building campus investment (which includes the China King restaurant property fronting on Fireweed) feels "out there on its own". As an extension of the City Center designation north from Midtown, being surrounded by other designations on the draft LUPM would be beneficial and supported by CIRI. CIRI suggests growing the City Center designation around the CIRI building and replacing the residential designation with commercial use, to create more vibrancy in that area, and spread a critical mass of activity further west along Fireweed.

Northeast Corner of the Bowl:

- Glenn Muldoon mobile home community is a potential redevelopment site in the long term. CIRI is a supporter of the Muldoon corridor becoming more of a pedestrian oriented main street mixed-use street environment which spreads northward toward Glen Muldoon and Tikahtnu Commons. CIRI would like to see the Glenn Muldoon Mobile Home Park included in that commercial designation in support of the Muldoon Corridor and based upon its property location at a major intersection with retail and commercial uses surrounding. Given the proximity to the highway and the proposed mixed-

Tom Davis Letter  
June 11, 2016

use along the Muldoon corridor we feel a commercial zoning that provided flexible use in lieu of a mixture of residential and commercial use is well supported.

- Tikahtnu Commons designation on the LUPM is good as is.
- The municipal snow dump site east of the Native Heritage Center on N. side of Glenn Highway is in fact a CIRI property. Muni is using it on a long-term lease for snow storage. CIRI requests this property be removed from the institutional land use designation and change to a retail/community development designation, to reflect the private ownership.

Tom, again thank you for your time and efforts. We would appreciate an updated copy of the Land Use Plan Map upon its completion. Looking forward to our continued discussions and efforts in the best planning efforts for the Municipality of Anchorage.

Best regards,

A handwritten signature in blue ink, appearing to read 'Randy Warren', with a long horizontal flourish extending to the right.

Randy Warren  
Director, Real Estate Assets

March 30, 2016

Hal H. Hart, AICP  
Director  
Planning Department  
4700 Bragaw Street  
Anchorage, AK 99507

RE: Change of South Park Mobil Home Park Designation

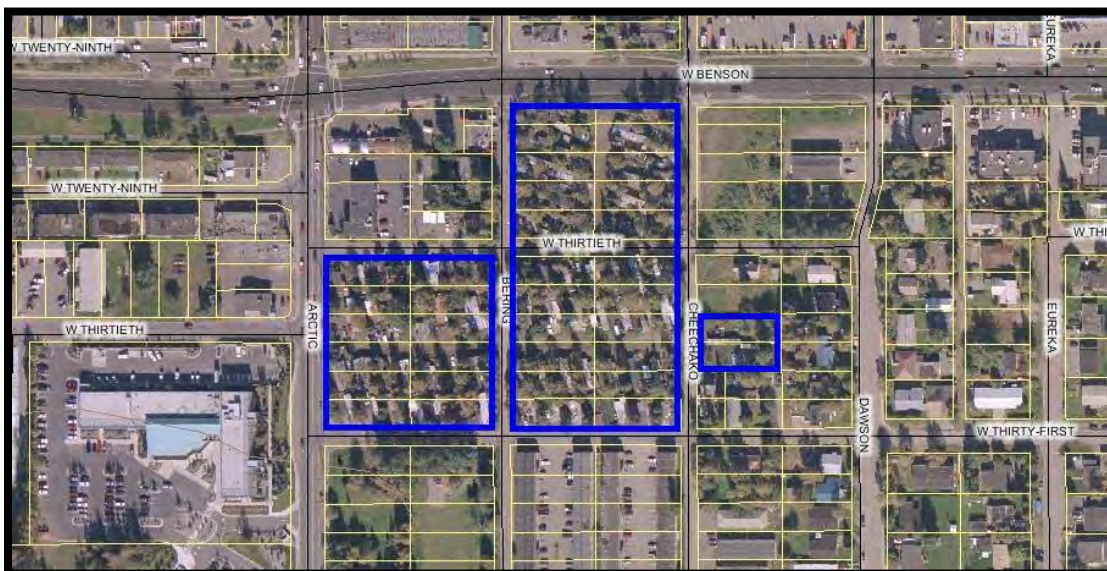
Mr. Hart:

This letter is in response to the most recent Community Discussion Draft (March 1, 2016) of the 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 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. 23) and Commercial Corridor (pg. 25), 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.

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.

I you have any questions, please let me know.

Sincerely,



---

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





May 27, 2016  
W.O. 1132.62203.01

Mr. Tom Davis, Senior Planner  
Municipality of Anchorage  
Long Range Planning Division  
Community Development Department  
4700 Elmore Road  
P.O. Box 196650-6650  
Anchorage, Alaska 99519-6650

Subject: Fairweather Draft LUPM Comments

Dear Mr. Davis:

On behalf of our client, Fairweather, we appreciate having the opportunity to review the proposed “Land Use Plan Map” (LUPM) and now provide comments for your consideration.

It is critical that the greatest amount of flexibility be accommodated in the land use designations and the details of what is allowed in each forthcoming zoning district. Technology, in the business and industrial world, is changing rapidly. Corporate campuses which may incorporate a variety and mix of uses, which do not match “traditional” zoning designations, are becoming more popular for national and global market companies.

For instance, as we have discussed with your department, Edison-Chouest/Fairweather is now finalizing its plans for a Resource/Resource Development related campus on their property north of 100<sup>th</sup> Avenue between “C” Street and King Street. The “draft” LUPM identifies much of this property as a new zoning district, “Light Industrial/Commercial”.

We are in support of the concept of a new zoning district that would be very flexible in its list of permitted uses, to capture a fully serviced campus including corporate headquarter offices of interrelated firms, as well as, flexible industrial space that may be warehousing, manufacturing and servicing of specialized equipment. Specialized research and training facilities such as, operational simulators for ship operations, unmanned submersibles, robotics, and drones are the future. Additionally, these “fully integrated” developments typically incorporate service and convenience uses which meet the needs of the businesses and employees.

Examples of these uses include but are not limited to the following:

- Food Services/Restaurants
- Daycare
- Mail/Package Services

- Laundry Drop-off/Pick-up
- Gym
- Medical Clinic/Dr. offices
- Conferencing/Training/IT Facilities
- Banking/Financial
- Retail
- Professional Services
- Hotel
- etc.

National and Global Corporate facilities typically utilize experts and/or company personnel from other locations outside of Alaska and around the world so hotels, professional services, retail, and food services, all within walking distance, makes the “integrated campus” efficient and appealing.

Beyond the flexibility of uses, building configurations and standards become very important. Building height needs to be unlimited, to allow conservation of land area. The taller buildings allow for maximization of building square footage relative to lot coverage.

We support the concept of a new zoning designation, “light industrial/commercial” for the area between “C” Street and King Street, north of 100th Avenue up to, what would be 96th Avenue.

As indicated above we support a highly flexible list of permitted uses, with unlimited height, which allows for the development of what we are calling the “South Anchorage Innovation Center,” and integrated campus of National and Global interests.

Again, we appreciate the opportunity we have had to work with you, review, and comment on the draft LUPM.

If you have any questions concerning our comments, please contact me at your earliest convenience.

Sincerely,  
DOWL



Timothy C. Potter  
Director of Planning

20160527.Davis.TCP.jah

Attachment(s): As stated



RECEIVED

MAY 27 2016

PLANNING DEPARTMENT

May 27, 2016

Ms. Carol Wong, Division Manager  
Municipality of Anchorage  
Long-Range Planning Division  
P.O. Box 196650  
Anchorage, AK 99519-6650

Subject: Anchorage Bowl Land Use Plan Map and Anchorage Bowl Comprehensive Plan Comments

Dear Ms. Wong:

Thank you for the opportunity to discuss the property located at 1401 West 9<sup>th</sup> Avenue, also known as L Street Slide Replat, Block 92, Lot 4C. As mentioned, the property owners would like to redevelop the property with multifamily residential (approximately 9 units). Given the topography of the site, neighboring building heights, and viewpoints available from the site, the property owners would like the ability to build up to 45 feet in height.

The property is zoned Mixed Family Residential (R-3) District which limits building height to 35 feet. Rezoning the property to Residential-Office (R-O) District would allow a building height up to 45 feet. The draft 2016 Land Use Plan Map identifies the property as Medium Intensity which is implemented through the R-3 and R-2M Districts. Properties to east and to the northeast are identified as City Center which can be implemented through the R-O District. We respectfully request that the City Center designation be extended to the subject property, including all of the adjacent properties to the west, between West 8<sup>th</sup> and West 9<sup>th</sup> Avenues and bounded to the east by O Place (Figure 1).

Additionally, it was discussed that as part of the Anchorage Bowl Land Use Plan Map and Anchorage Bowl Comprehensive Plan Update, that the Municipality of Anchorage Long Range Planning Division, is considering amending the R-3 District standards for properties under this zoning designation that are adjacent to specific land uses (i.e. City Center, Major Employment Centers, etc.) to allow up to 45 feet building height and/or greater lot coverage. We would like to put on the record that we greatly support this amendment as it will allow for more appropriately placed higher density residential development.

Again, thank you for your time. If you have any questions or would like to discuss these comments in more detail, please do not hesitate to call me.

Sincerely,  
DOWL

A handwritten signature in blue ink that reads "Michelle J. Ritter".

Michelle J. Ritter, AICP  
Land Use Planning Manager

Attachment(s): As stated

c: Terry Schoenthal, Current Planning Manager  
Tom Davis, MOA Long-Range Planning Division



West 8th Avenue

© Place

**SUBJECT PARCEL**

West 9th Avenue



**PARCELS TO BE RE-DESIGNATED CITY CENTER**

**Figure 1**

May 2016  
55 of 225

# Protecting the integrity & biological diversity of the Anchorage



Long-Range Planning Division  
Planning Department  
PO Box 196650  
Anchorage, AK 99519-6650

Via email: [landuseplanmap@muni.org](mailto:landuseplanmap@muni.org)

Subject: FAR's Comments on Anchorage Bowl Land Use Plan Map Project (2016) Update

2016 May 27

Dear Tom Davis, John Cecil, Jody Seitz, and Whom it May Concern:

I write on behalf of Friends of the Anchorage Coastal Wildlife Refuge (FAR). We realize that as Alaska State land the refuge does not fall under this project; however, it is adjacent land, and there are some otherwise owned inholdings, so it makes good sense to consider what could be our best-case interface outcomes for the health of said refuge and for the appreciation and enjoyment of future generations. FAR is a 501 c-3 nonprofit organization in good standing with the IRS and the State of Alaska comprised of citizens and professionals. Our mission is to preserve the integrity and biological diversity of the Anchorage Coastal Wildlife Refuge (ACWR). This easily damaged subarctic saltmarsh system supports an unusual diversity of plants, birds, mammals and invertebrates, and is of continental conservation significance. The proximity of the refuge to Alaska's largest city makes it important for public education and enjoyment but also makes it highly vulnerable. We appreciate this chance to comment regarding the update to the Anchorage Bowl Land Use Plan Map (2016) update. I have attached a map used as part of the Municipality Of Anchorage (MOA) Memorandum of Agreement with the Alaska Department of Fish and Game to point out that regarding ownership, ACWR and MOA lands maps do not all seem to agree at this time (See attached 62130206192015100409179.pdf-5 page Appendix B).

The Anchorage Coastal Wildlife Refuge is one of 32 Alaska State Refuges, Sanctuaries, and Critical Habitat Areas and is managed by the Alaska Department of Fish and Game (ADF&G). Also attached is a map of the ACWR as it extends into shallow Cook Inlet waters and shows the boundaries. For descriptive purposes it is generally understood that the physical refuge extends 20' up the coastal bluff; however, along the Anchorage coast there is a mixture of state and municipal parcels within current refuge boundaries. The 16-mile ACWR stretches from Point Woronzof to Potter. Where some confusion and lack of agreement is apparent in the categorization of various parcels—for example, on the LUPM as shades of grey, designated as light industrial or commercial (which makes no sense as this is a wildlife refuge), Other Open Space in several locations, some of which appear to be private home parcels, there is MOA Park land in several locations, inside and outside the land use plan area boundary, public facility/natural area at airport, railroad, and coastland along the Seward Highway. At Potter Marsh is shown a Neighborhood Center and Community Facility. There is parkland noted in several places adjacent to the marsh. According to the ACWR Management Plan land owned by the Municipality of Anchorage within the confines of said refuge may be managed by ADF&G if there is a memorandum of agreement. Please have staff clear up any errors. In June of 2015 such an agreement was reached between the State and the Municipality through AO 2015-72, making it easier to cooperatively care for these unique and important public lands. Before this agreement said MOA properties were passively managed, and now ADF&G intends to actively manage all the properties consistent with the Anchorage Coastal Wildlife Refuge Management Plan. This will help ensure that public uses agree with the primary purpose for which the ACWR was established (*Alaska Statute 16.20.20.031 (a) The following described state-owned land and water is established as the Anchorage Coastal Wildlife Refuge and shall be managed as a state game refuge for the protection of waterfowl, shorebirds, salmon, and other fish and wildlife species and their habitat, and for the use and enjoyment of the people of the state.*)

**FRIENDS OF  
THE  
ANCHORAGE  
COASTAL  
WILDLIFE  
REFUGE (FAR)**

PO Box 220196  
Anchorage, AK  
99522-0196

Phone: 907-248-2503  
Fax: 907-248-3159  
email: [bc@farak.org](mailto:bc@farak.org)

Like this element of the Municipality of Anchorage's Long-term planning, FAR looks to the future and works to ensure that future generations will have a healthy Alaska State Wildlife Refuge to appreciate and enrich the quality of their lives, right next to the biggest city in Alaska. This takes foresight and collaboration.

One good example of a wisely planned public area near the ACWR is the Campbell Creek Estuary Natural Area (CCENA). There are still some issues that partners are trying to manage, but by-and-large, the area is increasingly being used in the manner for which plans were made and the grants were written so that visitors have a quiet and peaceful place to enjoy nature. The CCENA Master Plan developed through a collaborative public process honed the details that helped make this a success. Citizens groups such as FAR who committed to steward the area are one reason people understand how to properly use the natural area, as are the excellent interpretive and regulatory signs and inviting paths. This is an example of an intermediate step between passive and active management. It is probably about as close as one can get to active management without actually having a ranger or staff on site. Most people like knowing how to use public lands appropriately. Well-planned interpretive and regulatory signage make this more likely to happen, in the absence of ever present staff.

To this end, we suggest the following considerations when Anchorage moves forward with relevant plans.

1. Be advised that placing a trail for humans for transportation and recreation within a greenbelt can have unintended negative consequences if that greenbelt is a large mammal corridor (bears, moose, lynx, coyotes). In areas of known conflict consider mitigation. For example,
  - a. Consider re-routing the trail or closing it seasonally, depending on the situation (such as when bears are known to frequent a salmon stream or creek).
  - b. Place educational signage about slowing speed of bicycles to watch for moose crossing.
  - c. Place educational signage about not leaving food or garbage in area and what to do if you see a brown bear, a black bear, or a bear with cubs, etc.
  - d. Include interpretive signage explaining what disturbs the above mammals and pictures to help visitors to identify the species correctly so that they can better understand appropriate proximate behavior (such as get behind a big tree for a moose that seems agitated, hollering and throw rocks, to chase away a curious black bear...). These are simplistic examples for the sake of discussion, and such signage should be properly developed with the appropriate agencies or organizations and reviewed for site relevance and agreement with agency experts.
2. When any part of a project will reach land or water adjacent to the ACWR, consider the responsibility of increasing access. Access is important for

enjoyment and appreciation of the wildlife that depend upon the refuge, the plant life, and scenic vistas.

- a. Interpretive signage about the area telling what is special about it so that visitors can fully appreciate what they witness.
  - i. What wildlife might they see here, and when.
  - ii. How to avoid disturbing wildlife of various kinds.
  - iii. What native plant species grow here and how have they been used?
  - iv. What *Dena'ina* place, plant, and/or animal names, narratives, and history might be attached to the specific or nearby areas?
- b. Regulatory signs telling what is prohibited use of the area so that visitors will know how to enjoy the area without loving it to death. Work with the applicable agencies, departments, and/or organizations for each need (I.E. ADF&G, USFWS, MOA Parks & Rec., Park Foundation, AK Wildlife Troopers, Anchorage Fire Department, FAR, etc.)
  - i. What regulations are critically important, such as what areas are open and closed to hunting? These may change over time, so rules and boundaries should be checked when plans come up.
  - ii. April through November the ACWR is used by migratory and other birds for resting and refueling on their migrations, and as spring, summer, and early fall habitat for resident populations of numerous species. Sandhill cranes are the most easily seen resident breeding population because of their large size, but many smaller birds such as Canada geese, various species of ducks, and songbirds nest and raise their broods here.
  - iii. Where are fires not allowed? Where are fires allowed?
  - iv. Consider more bear resistant trash containers further into the parks and natural areas and see that they are picked up regularly.
  - v. If one sees no available trash receptacle they should have been advised to carry it out.
  - vi. Are dogs allowed? If so, must they be on leash? Even leashed dogs can disturb ground-nesting birds. Consider collaborating with Animal Care and Control and pet advocacy organizations so that more of the public becomes cognizant of why pet laws exist. It would also be a great idea that both ACC and NGOs alternate at least an intermittent presence at popular public places so that citizens get used to the idea that someone will be watching. Otherwise, the vast majority of Anchorage's many dog owners, for example, are likely to be found ignoring the law, which they could easily obey when visiting refuges, parks, or natural areas.
  - vii. When is it okay to ride bicycles over the refuge? (When one is not riding over coastal vegetation (which is fragile and requires un-compacted soils) and in winter when there is sufficient snow and ice cover to protect said vegetation and soils.)

- viii. What regional geographic treasures exist (such as the sand dunes) and why are they important? These are but a few suggested considerations and FAR may have more later depending on the location and situation.
3. When considering development and management of parcels near the ACWR think about the wildlife and habitats of the adjacent lands first, to do no harm, then, evaluate what will help visitors achieve the highest value that agrees with the purposes of the wildlife refuge. It is a unique asset to have for citizens of Anchorage to be able to visit the coastal bluff overlooks and access points to savor the majestic beauty that arises from marshlands, mudflats, and native flora while experiencing the sights and sounds of our migratory and resident fauna populations. Wisely honed guidelines can help us avoid loving these places to death so that they will continue to exist and support wildlife as intended.
    - a. Many citizens have dogs in Anchorage and need legal places to walk and run them; however; we also need places where people may enjoy nature without having to worry that dogs are going to jump on them or chase away the wildlife they are trying to observe, hear, paint, or photograph.
    - b. Is there a nearby place where people can walk their dogs so that they can go there instead of to the refuge when migratory birds are coming through, spring and fall, and during nesting and brood-rearing summer?
    - c. Will noise adversely affect visitors' opportunities to see and hear the wildlife they seek? Or the quiet vistas for peace or artistic endeavors? If so, consider ways to reduce noise in those locations.
    - d. Will fast moving bikes or runners adversely affect the same? If so, consider not placing fast moving visitors in those places.
  4. Find ways to make as many of these adjacent locations as handicap accessible as possible. One of the things FAR noted during stewardship walks at CCENA was that many visitors came for the healing properties of a quiet natural area. Several visitors volunteered that they were grieving or healing from surgery or an illness and found CCENA to be restorative.
    - a. Make sure that there is at least one main path that is level enough for those in walkers, wheelchairs, or using a cane to navigate.
    - b. Include more benches where those trying to gain strength (or live out their last days) can rest.

Naturally, since this is a long-term municipal outlook, there will be details that must be worked out as we approach any changes, so it will be helpful to keep in mind these recommendations to help with planning.

FAR regularly collaborates with the appropriate agencies, departments, and organizations to help us all get more done well with fewer resources and most efficiently. Frequent cohorts have ben the ADF&G, USFWS, Alaska Wildlife Troopers, MOA Parks and Recreation, The Park Foundation, Great Land Trust, NOAA, National



Marine Fisheries Service, National Marine Mammal Laboratory, UAF, UAA, Bird TLC, Audubon Alaska, Anchorage Audubon, scientists involved with studies that concern the refuge wildlife and its habitats, and pertinent community councils. As always, FAR stands ready to help take care of these public lands and will continue to help in any way that we are able.

Again, thank you for the opportunity to give input to Anchorage's land planning update.

Sincerely,

*Barbara Švarný Carlson*

Barbara Švarný Carlson  
President and Executive Director

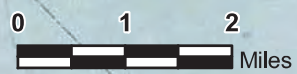
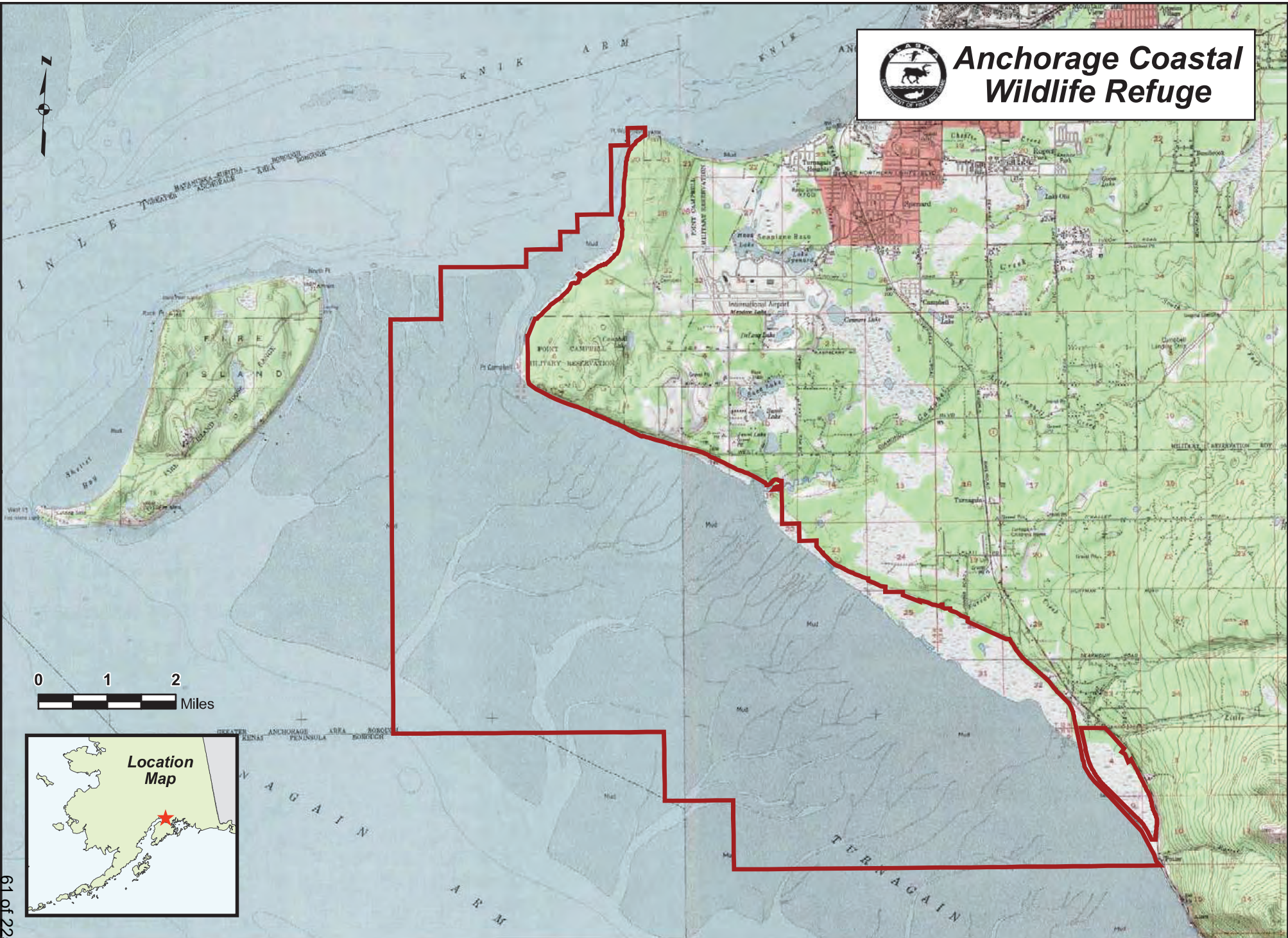
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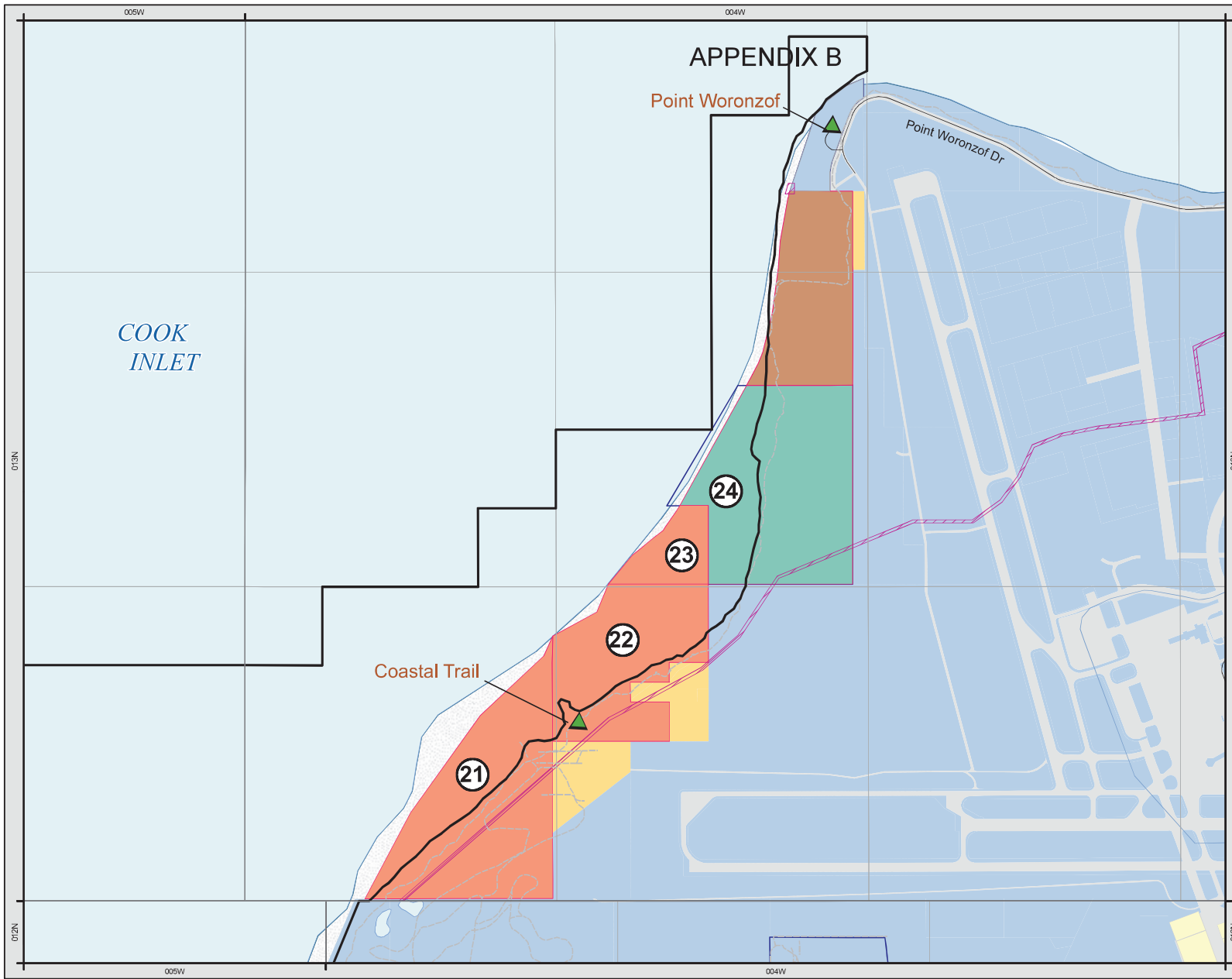
1. Map to accompany AO 2015-72
2. Map with ACWR boundaries

cc: Joe Meehan, ADF&G, Lands & Refuge Program Coordinator  
David Battle, ADF&G, Area 2 Biologist  
Dan Rosenberg, ADF&G, Waterfowl Program Coordinator  
Bob Small, ADF&G, Marine Mammals Program Coordinator  
Kristen Romanoff, ADF&G, Wildlife Education & Outreach Coordinator  
Gregory Siekaniec, USFWS, AK Regional Director  
Eric Taylor, USFWS, Migratory Bird Management  
Tamara Zeller, USFWS, Outreach Biologist  
Pat Pourchot, Great Land Trust, Interim Executive Director  
David Mitchell, Conservation Director  
Jason Grenn, Sand Lake Community Council, President  
Bob Hoffman, Bayshore/Klatt Community Council, President  
Steve Beardsley, Old Seward/Oceanview Community Council, President  
John Rodda, MOA Parks and Recreation, Director  
Josh Durand, MOA Parks and Natural Resources, Parks Superintendent  
Steve Rafuse, MOA Parks and Natural Resources, Park Planner  
Tom Korosei, MOA Parks & Natural Resources, Land Manger  
Beth Nordlund, The Park Foundation, Executive Director  
Jeanne L Hanson, Habitat Conservation Fish & Wildlife Administrator  
Barbara Mahoney, NOAA Fisheries Service, Assistant Stranding Coordinator  
Nils Warnock, Audubon Alaska, Executive Director  
Melanie Smith, Audubon Alaska, Director of Conservation Science  
Douglas Hagggar, Anchorage Audubon Society, President  
Vivian Mendenhall, Anchorage Audubon Society, Conservation Chair



# Anchorage Coastal Wildlife Refuge





# Anchorage Coastal Wildlife Refuge

Refuge Boundary

Figure 1 of 5

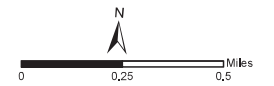
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- Municipality of Anchorage
- Parks and Recreation
- Water and Wastewater Utility

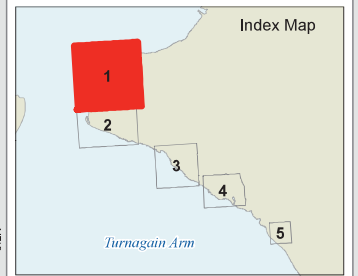
- Access Points
- Permit/Lease
- Permit/Lease
- Easement

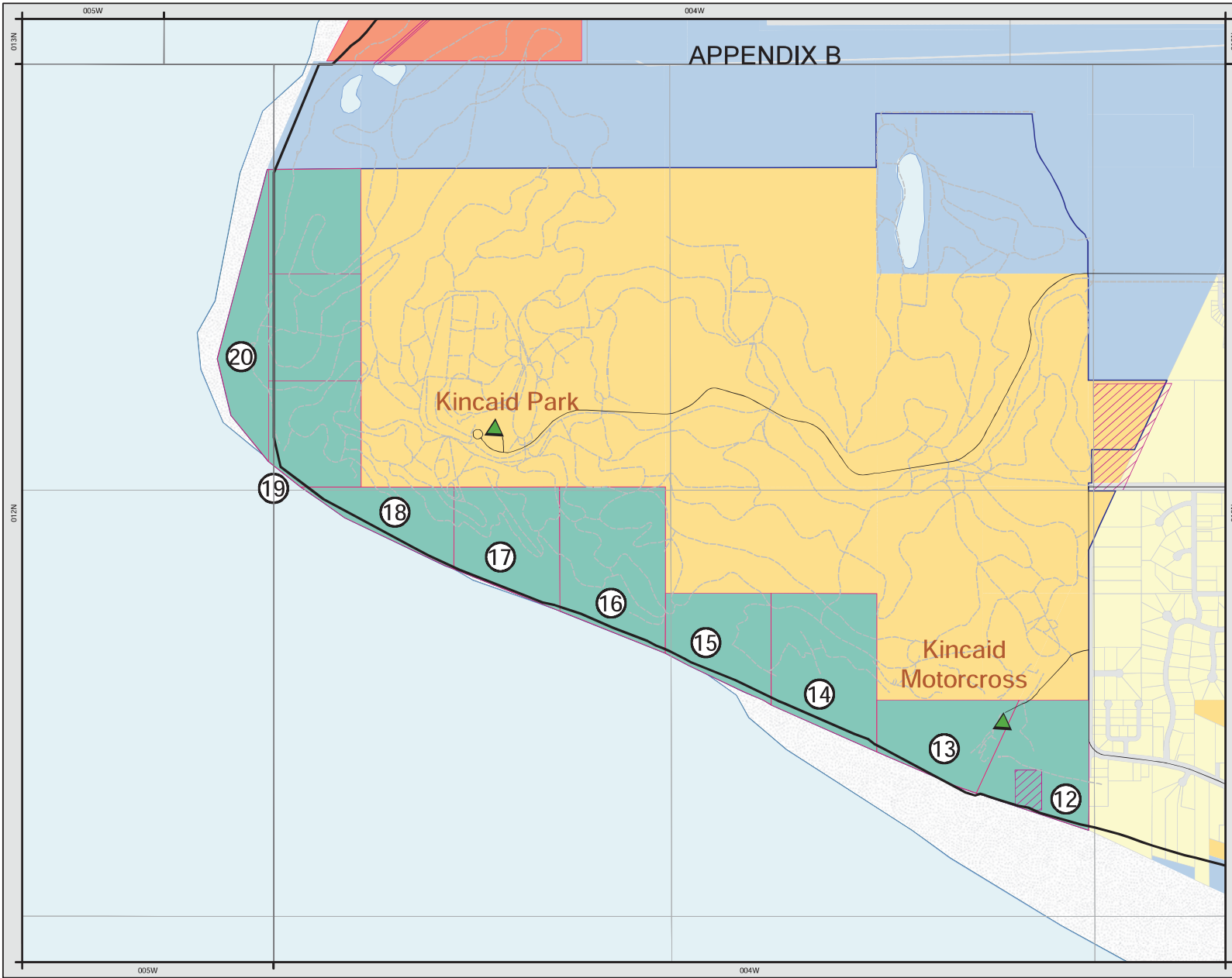
- State
- MHT
- LSH
- MOAParks
- Municipal
- Private
- Native

**1** Parcels Associated with the MOA



Map Produced by Alaska Department of Fish & Game Sport Fish Division  
Date: 10/10/2014





# Anchorage Coastal Wildlife Refuge

Refuge Boundary

Figure 2 of 5

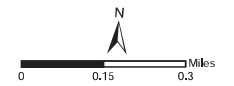
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- Heritage Land Bank
- Municipality of Anchorage
- Parks and Recreation
- Water and Wastewater Utility

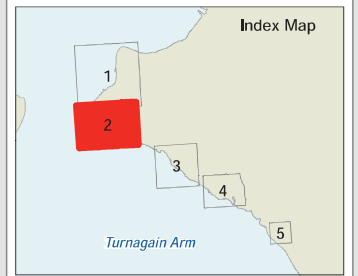
- Access Points
- Permit/Lease
- Permit/Lease
- Easement

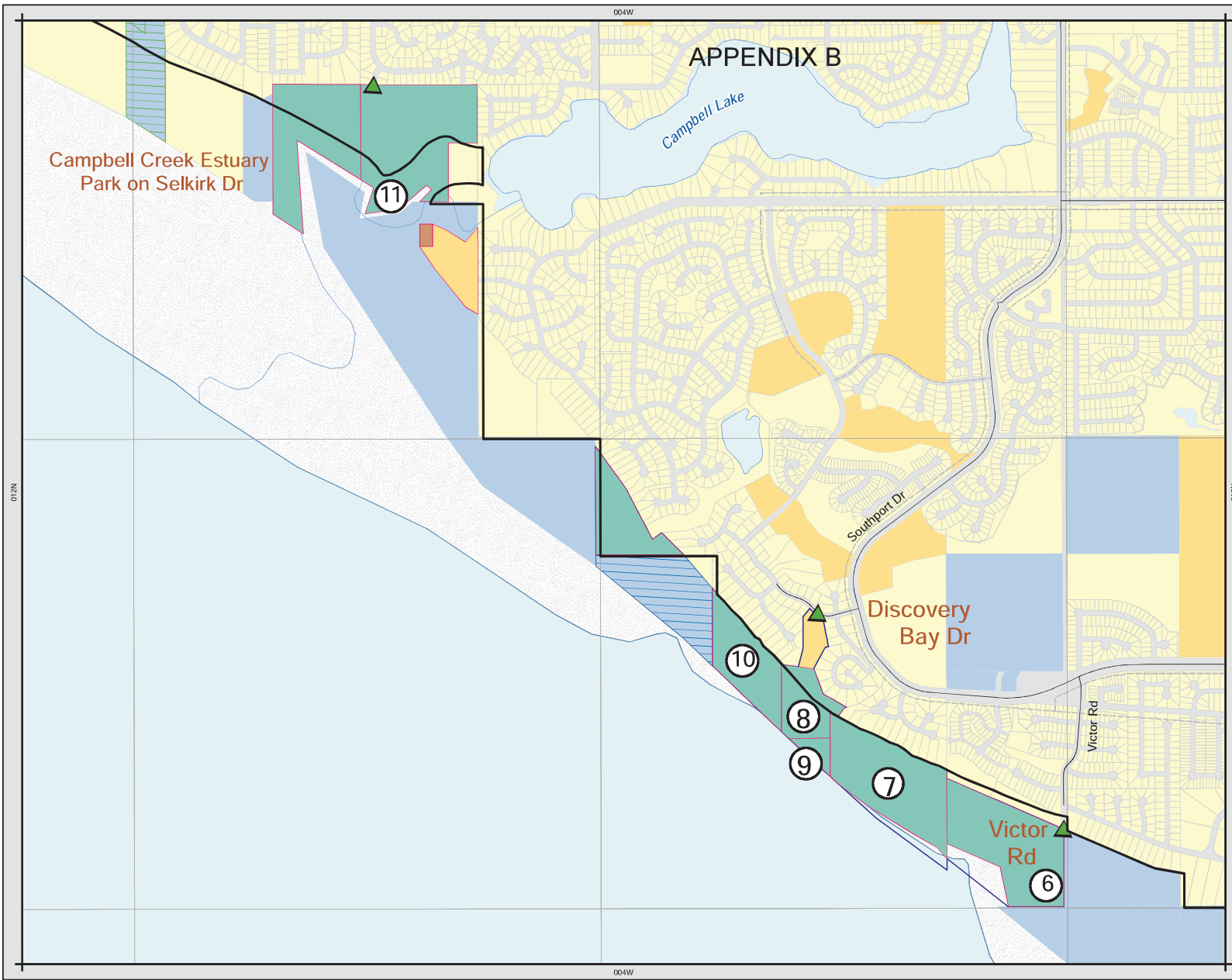
- State
- MHT
- LSH
- MOAParks
- Municipal
- Private
- Native

1 Parcels Associated with the MOA



Map Produced by Alaska Department of Fish & Game Sport Fish Division  
Date: 10/10/2014





# Anchorage Coastal Wildlife Refuge

☐ Refuge Boundary

Figure 3 of 5

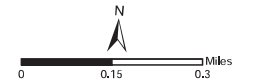
### Selected Municipal Parcels

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- ▭ Municipality of Anchorage
- ▭ Parks and Recreation
- ▭ Water and Wastewater Utility

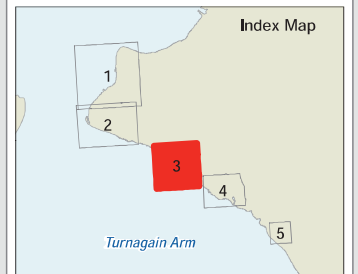
- ▲ Access Points
- Permit/Lease
- ▨ Permit/Lease
- ▭ Easement

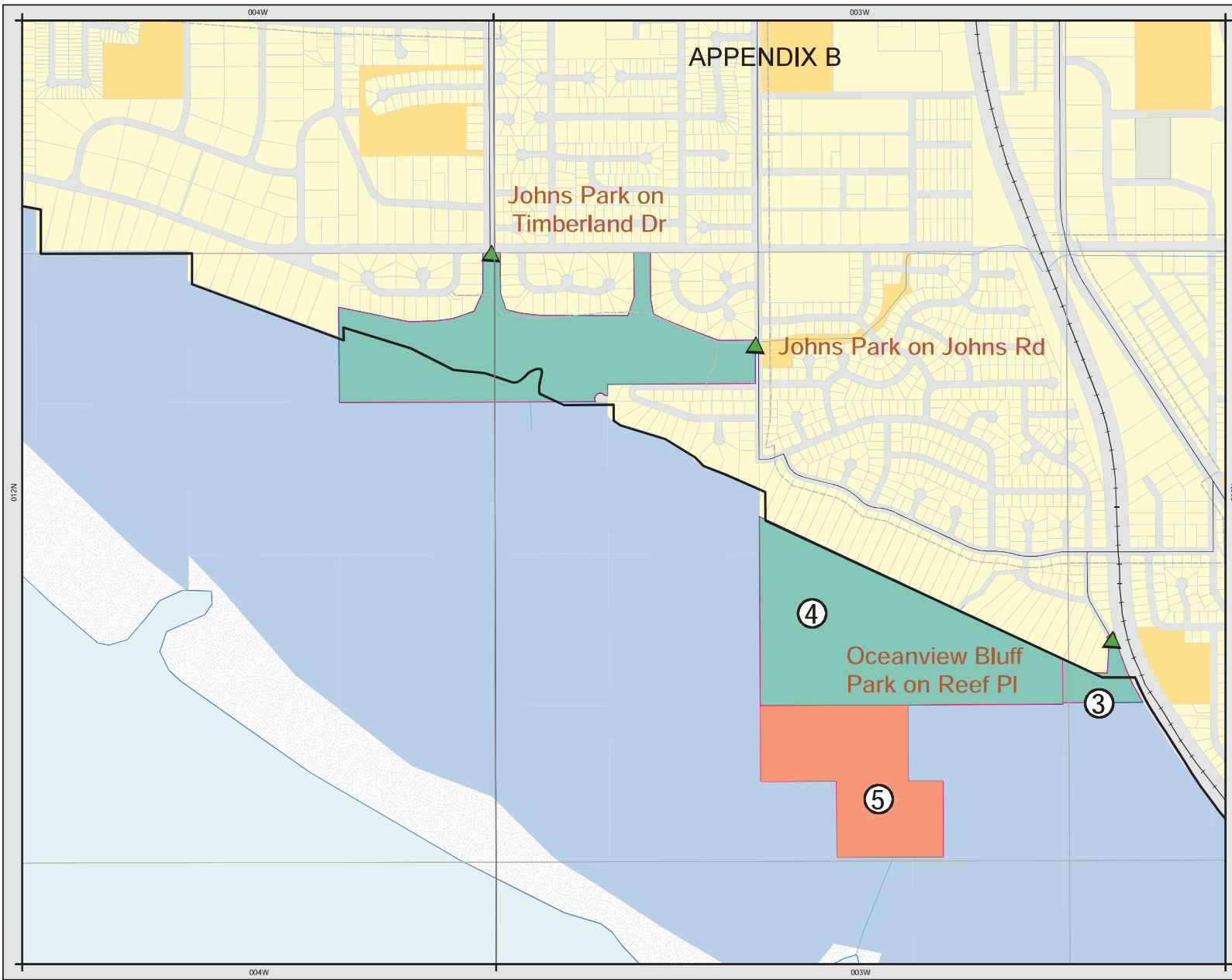
- ▭ State
- ▨ MHT
- ▨ LSH
- ▭ MOAParks
- ▭ Municipal
- ▭ Private
- ▭ Native

① Parcels Associated with the MOA



Map Produced by Alaska Department of Fish & Game Sport Fish Division  
Date: 10/13/2014





# Anchorage Coastal Wildlife Refuge

Refuge Boundary

Figure 4 of 5

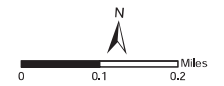
### Selected Municipal Parcels

- Heritage Land Bank
- Municipality of Anchorage
- Parks and Recreation
- Water and Wastewater Utility

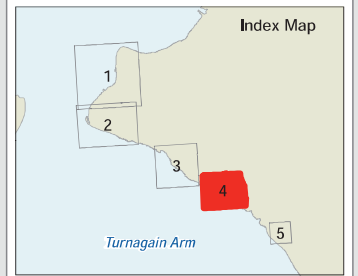
- Access Points
- Permit/Lease
- Permit/Lease
- Easement

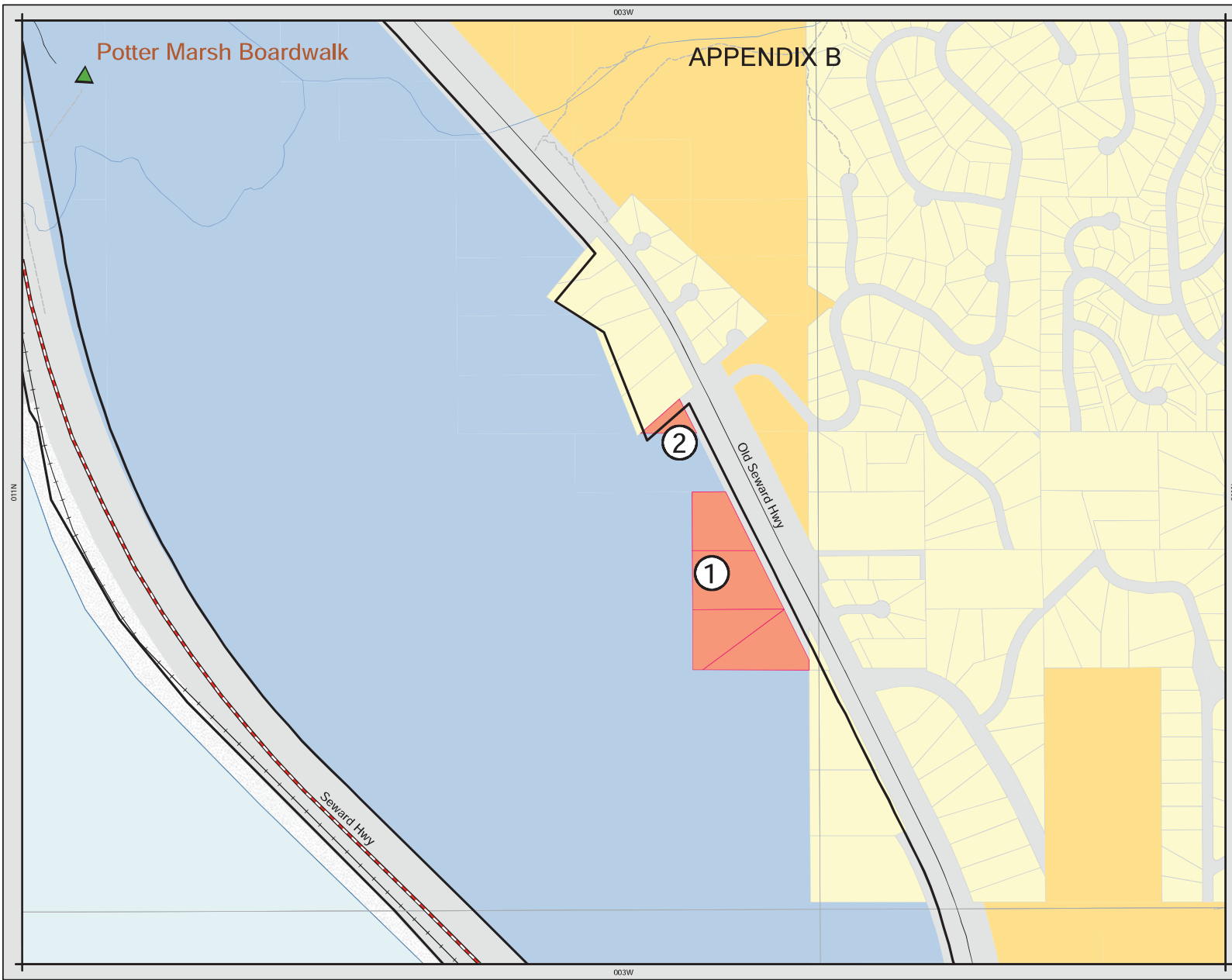
- State
- MHT
- LSH
- MOAParks
- Municipal
- Private
- Native

1 Parcels Associated with the MOA



Map Produced by Alaska Department of Fish & Game Sport Fish Division  
Date: 10/10/2014





# Anchorage Coastal Wildlife Refuge

Refuge Boundary

Figure 5 of 5

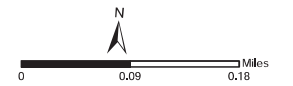
Selected Municipal Parcels

- Heritage Land Bank
- Municipality of Anchorage
- Parks and Recreation
- Water and Wastewater Utility

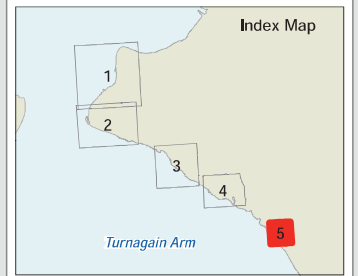
- Access Points
- Permit/Lease
- Permit/Lease
- Easement

- State
- MHT
- LSH
- MOAParks
- Municipal
- Private
- Native

① Parcels Associated with the MOA



Map Produced by Alaska Department of Fish & Game Sport Fish Division  
Date: 10/10/2014



## Land Use Plan Map

---

**From:** Michelle Gallagher <mgallagher@rimarchitects.com>  
**Sent:** Tuesday, May 31, 2016 8:46 AM  
**To:** Land Use Plan Map  
**Cc:** Davis, Tom G.; Hart, Hal H  
**Subject:** Land Use Map Plan Project - Comments | RIM Architects

Long Range Planning Division, Tom, & Hal,

Thank you for all of your work on the evolution of the Anchorage Bowl Land Use Plan Map Project. Below are a few comments, please let us know if you have any questions.

*The 2007 plan that was adopted by MOA for downtown (Anchorage Downtown Comprehensive Plan) significantly reduced allowable building height and density along 9<sup>th</sup> Avenue to the North of the Park Strip. Downtown should accommodate more development density, not less.*

*The Anchorage Downtown Comprehensive Plan should be updated as a part of the Anchorage Bowl Land Use Plan.  
Larry Cash, FAIA*

Again, let us know if any clarifications are needed. We are excited to see this venture moving forward.

Thanks,

**Michelle Gallagher** Assoc. AIA LEED AP BD+C

### **RIM Architects**

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Anchorage, Alaska 99501

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Palmer, Alaska 99645

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[mgallagher@rimarchitects.com](mailto:mgallagher@rimarchitects.com)

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June 8, 2016

Ms. Carol Wong  
Municipality of Anchorage  
Long Range Land Planning Division

Dear Ms. Wong:

Recently the MOA requested feedback from RIM Architects regarding the MOA's Anchorage Bowl Land Use Plan Map.

We gathered some comments/feedback to present to you. While these are pertinent to more Downtown Anchorage development, we believe that implementing some of these strategies will assist in developing the whole of Anchorage.

The areas that you requested us to specifically review are as follows:

### **Section 1: Policy Overview**

Section 1.3 Community Goals Driving this plan pp 2-3: We have no comments on this section.

Section 1.9 Growth Strategy: Strategies 3, 4, 5, and 8 on pp. 8-10:

Item number 5: Coordinated and Focused Public Reinvestment. We find this to be crucial in the development of specific identified town center areas. In addition to the proposed strategic items of consideration, we suggest implementation of:

1. Extension of utilities to remote/hard to get to sites in addition to upgrading.
2. Apply tax abatements to Downtown locations for residential and mixed-use with residential developments to indicate support in developing high density. Possibly allowing banks to see potential projects as a better financial investment.
3. Automatic re-zoning by the MOA for proposed areas where zones are altered.

Item number 8: Compatible Use. Restrictions on Downtown high density buildings causes a significant impact on the feasibility of growth.

1. Bulk requirements create challenges when studying the financial feasibility of a project due to the limitations it puts on floor area. Bulk requirements should take into account that different building uses/occupancies have different needs for



building shape. Example: High-rise residential development lends itself towards linear shapes.

2. The Downtown Design Standards Plan, although not approved by the Assembly or put into ordinance, should be revisited and revised. This should include an in-depth evaluation of residential, high-rise density, and mixed use, with perhaps the potential to generate a higher value bonus point system for these types of uses.

Section 1.10 Policies LU-9 and LU-10 on p. 12: We have no comments on this section.

### **Section 2: Land Use Plan**

Section 2.1: Creating Great Places, pp. 13-14: We have no comments on this section.

Section 2.2: Land Use Designations, pp. 17-30: We have no comments on this section.

Section 2.3: Growth Supporting Features, pp. 34-38: We have no comments on this section.

### **Section 3: The Actions Checklist**

Compatible Land Use Actions, pp. 53-54: We have no further comments than those noted above.

Actions Map, p. 55: We concur with locations for more pedestrian and bicycle oriented implementations.

We believe that the comments indicated above will allow for a more succinct process in evolving the growth of Anchorage. Providing incentives towards development, implementing standards that allow for flexibility dependent on building use, and ease of development in permitting and site accessibility will provide Architects, Developers, and Owners a better platform to offer Anchorage good development.

Thank you for the opportunity to provide our opinions and observations on matters that affect the future growth of Anchorage.

Sincerely,

RIM Architects

A handwritten signature in blue ink that reads "Michelle Gallagher". The signature is fluid and cursive, with the first name "Michelle" written in a larger, more prominent script than the last name "Gallagher".

Michelle Gallagher, Assoc. AIA



DEPARTMENT OF THE AIR FORCE  
HEADQUARTERS, 673D AIR BASE WING  
JOINT BASE ELMENDORF-RICHARDSON, ALASKA

14 JUN 2016

Colonel Brian R. Bruckbauer  
Commander, 673d Air Base Wing  
10471 20th Street, Suite 139  
JBER, AK 99506-2200

Mr. Hal Hart  
MOA Director, Planning Division  
4700 Elmore Road  
Anchorage, AK 99507

Dear Mr. Hart,

Thank you for the opportunity to comment on the Anchorage Bowl Land Use Plan Map (LUPM). As adjacent neighbors, I gratefully acknowledge that the MOA values JBER's input toward proper land use planning and compatible development between our communities.

The LUPM provides a good overview of the process from over-arching policy directive to the actions checklist. It is apparent that it is intended to be general guidance for Anchorage Bowl, and the separate district plans or targeted plans will address specific land use issues (the Mountain View Targeted Neighborhood Plan as an example).

We believe the LUPM should incorporate in more detail JBER's potential impact on zoning decisions for lands adjacent to our shared 16 miles of border where land use compatibility or incompatibility can easily impact one another.

For your consideration, specific LUPM topics have been identified and some excerpts extracted with comments and recommendations as an attachment to this letter.

Thank you for considering JBER's recommendations. Should you have any questions related to the Anchorage Bowl LUPM review, please contact Ms. Mary Dougan at (907) 384-3285, or email [mary.dougan@us.af.mil](mailto:mary.dougan@us.af.mil).

Sincerely,

A handwritten signature in black ink, appearing to read "B. Bruckbauer", with a long horizontal line extending to the right.

BRIAN R. BRUCKBAUER  
Colonel, USAF  
Commander

Attachment:  
JBER Comments/Recommendations

## JBER COMMENTS AND RECOMMENDATIONS ANCHORAGE LAND USE PLAN MAP

1. On page 2, section 1.3, Compatible Development, goals only address character and scale of the neighborhood and investment in amenities and services for the area. Comment: Land use controls for safety (operational safety zones, wildland fire exposure, flood zones) are not defined anywhere in the document. Recommendation: Add a safety section or include JBER overlays showing operational areas similar to Ted Stevens International Airport and Merrill Field.
2. On page 10 in section 8, Compatible Land Use, a list of considerations includes noise but does not include safety. It states that compatibility issues are generally addressed through...neighborhood or district plans...and through zoning. It goes on to say, “This strategy also addresses transitions and buffers between... major airport facilities...and neighborhoods.” Comment: Transitions and buffers have not been applied to JBER’s airfield operational areas. Ted Stevens International Airport, a state-owned facility, and Merrill Field Airport, a municipality-owned facility, were both represented in supplemental story board maps depicting safety areas and noise zones at the public meetings on the LUPM update. JBER has runway safety zones that overlap in the Mountain View and Boniface areas but were not presented. Recommendation: Add JBER overlays showing operational areas and apply buffers as appropriate.
3. On page 11, section 10, Anchor Institutions and Facilities, the LUPM lists the major anchoring facilities in Anchorage and adds “and to some degree Joint Base Elmendorf-Richardson.” It goes on to say, “These economic engines provide the greatest concentration of employment in the Anchorage Bowl and the State of Alaska. Support of these institutions is important as Anchorage seeks to diversify its economy, retain existing jobs, and create new opportunities for investment.” Comment: JBER is the largest employer in Anchorage with 14% of the Anchorage population tied to the installation and a \$1.6B annual economic contribution. Protection of JBER as an asset and major economic contributor to Anchorage can be achieved through proper land use planning in areas where military mission footprint and Anchorage development coincide. Recommendation: Include JBER as an equal anchor institution by removing “and to some degree.”
4. On page 30, Airport, Port, or Railroad Facility, JBER is not mentioned as a major facility. Comment: The airfield itself does not reside within the Anchorage Bowl boundary, but some of its operational surfaces do. In addition to the 16 shared miles of boundary, approximately 300 acres of land on the municipality side of the boundary, in Mountain View and Boniface/Glenn Highway area, fall in the accident potential zones (APZ) of aircraft flight paths for JBER’s north/south runway. The runway and installation were built in the early to mid-1940’s. The flight paths originally were over military land as the majority of the 300 acres at one time belonged to the installation and over the years was surplus to the municipality. Recommendation: Add JBER’s Elmendorf Airfield as a major facility and add overlays showing operational areas.
5. Maximizing density through allowable zoning limits is expressed throughout the document. The areas in the APZ are zoned R-3 with some, R-1, R-2M, R-4, B-3, and I-1. The predominant existing use is single family or multi-family on the lower end of the

density level for each zoning category. Comment: Increasing development to the maximum allowed density in these areas would double or triple the number of people exposed to the safety risk of a potential aircraft mishap in the APZ. Recommendation: Consider zoning of parcels in the APZ to current development levels.

6. Land use in Anchorage is influenced by the proximity of JBER's airfield in that development requests in Anchorage subject to FAA requirements must be vetted through JBER to show no impacts to air operations. Recommendation: Acknowledge JBER's Elmendorf Airfield as a major facility influencing land use in the Anchorage Bowl.
7. Page 49, Actions Checklist item I-3 considers redesignating Powder Reserve Tract B and tracts near Birchwood Airport to industrial use. Comment: Although this area is outside of the Anchorage Bowl, JBER land and operations extend up to this area. Industrial land use near or around the JBER boundary would likely be compatible with JBER training operations near the area. Recommendation: Redesignate.

## Land Use Plan Map

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**From:** Chris M Turletes [cmturletes@uaa.alaska.edu]  
**Sent:** Wednesday, April 06, 2016 5:54 PM  
**To:** Land Use Plan Map; Bunnell Kristine  
**Cc:** Lonnie W Mansell; Patrick Kelly <pkelly1@alaska.edu> (pkelly1@alaska.edu); Stephan Lauzier; John L Hanson  
**Subject:** UAA Land on the Land Use Plan Map  
**Attachments:** A-043359 - BLM patents on UAA land have expired Spe 15.pdf; ADVERSE POSSESSION OF UNIVERSITY OF ALASKA LAND.pdf

Tom, Jody, Kristine,

The Land Use Map recently sent out to Land Use Focus Area 6, Northway Focus areas, depicts UAA land NE of the built campus and NNW of APU land in a color that is not consistent with the rest of UAA property. UAA believes all of the UAA land should be "blue". The green blue on the map does not seem to have a label.

In previous email UAA has stated that UAA land is not state land it is land meant for the University's use. This land cannot be adversely possessed by state law.

**The University requests to meet to discuss this Land Use Map as it applies to the University.**

Attached are documents that help define the University's undeveloped land as University Land meant for University purposes not public access land.

Respectfully

Chris Turletes, CFM  
AVC Facilities and Campus Services  
University of Alaska Anchorage  
O: 907.786.1110; C: 907.244.8063  
[cmturletes@uaa.alaska.edu](mailto:cmturletes@uaa.alaska.edu)



# United States Department of the Interior



BUREAU OF LAND MANAGEMENT  
Anchorage Field Office  
4700 BLM Road  
Anchorage, Alaska 99507-2546  
<http://www.blm.gov/ak>

In Reply Refer To:  
2740 (AKA010)  
A-043359

SEP 28 2015

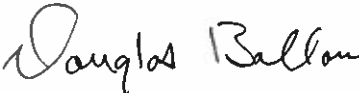
Patrick Kelly  
Regional Resource Manager  
UA Facilities and Land Management,  
System Office  
1815 Bragaw Street, Suite 101  
Anchorage, AK 99508-3438

Dear Mr. Kelly,

In response to your letter (enclosed) of September 15, 2015, the Bureau of Land Management (BLM) has reviewed the Recreation and Public Purpose's Act patent 50-64-0186 to the Alaska Methodist University dated June 2, 1964. This patent was transferred to the University of Alaska in 1972 and was approved by BLM by Certificate of Approval of Transfer on June 7, 1972. Pursuant to 43 USC 869-3 the revisionary interest from patent 50-64-0186 would cease to be in effect twenty-five years after the Secretary authorized the transfer. The reverter ceased to be in effect through operation of law on June 7, 1997, 25 years after the Certificate of Approval of Transfer.

Because there is no longer a revisionary interest on patent number 50-64-0186, held by the University of Alaska, the United States no longer holds an interest in the property nor is it necessary for the BLM to approve any University of Alaska proposals involving the property.

Sincerely,

*for*  
  
Alan Bittner  
Field Manager

Enclosure

Patrick Kelly, P.L.S., SR/WA  
Regional Resource Manager  
Phone: (907) 786-7795  
Fax: (907) 786-7733  
Email: pkelly1@alaska.edu



UNIVERSITY  
of ALASKA  
*Many Traditions One Alaska*

UA Facilities and Land Management,  
System Office  
1815 Bragaw Street, Suite 101  
Anchorage, AK 99508-3438  
Web: [www.ualand.com](http://www.ualand.com)

September 15, 2015

Alan Bittner, Field Manager  
BLM Anchorage Field Office  
4700 BLM Road  
Anchorage, AK 99507

Re: University of Alaska – Northern Access/U-Med road

Dear Alan:

This letter follows up on the conversation between you, Steve Scordino, and Matt Cooper in early August regarding whether the University needs BLM's approval to dedicate a public right of way for the construction of the Northern Access / U-Med road. The University and BLM agreed that 43 USC 869-2(a), which requires BLM's approval for a transfer of title or control or a change in use of the subject property, does not apply to the subject property because of the limitation on the United States' reverter right in 43 USC 869-3. The limitation in Section 869-3 was triggered because the BLM previously approved the transfer of the subject property from Alaska Methodist University to the University of Alaska in 1972. Thus, the reverter right and limitations on use expired in 1997.

Please confirm that BLM's approval is not required for this project and that dedicating part of the subject property to a public right of way does not trigger a reverter to the United States.

Best regards,

Handwritten signature of Patrick Kelly in cursive script.  
Patrick Kelly

Cc: Michelle Rizk, Chief Strategy, Planning, and Budget Officer



## **ADVERSE POSSESSION OF UNIVERSITY OF ALASKA LAND**

**Sec. 14.40.291.** Land of the University of Alaska not public domain land. [See editor's note]...

(a) Notwithstanding any other provision of law, university-grant land, state replacement land that becomes university-grant land on conveyance to the university, land selected by and conveyed to the University of Alaska under [AS 14.40.365](#), and any other land owned by the University of Alaska is not and may not be treated as state public domain land. Land conveyed to the University of Alaska under [AS 14.40.365](#) shall be managed under [AS 14.40.365](#) - 14.40.368 and policies of the Board of Regents of the University of Alaska.

(b) Title to or interest in land described in (a) of this section may not be acquired by adverse possession, prescription, or in any other manner except by conveyance from the university.

(c) The land described in (a) of this section is subject to condemnation for public purpose in accordance with law.

## Davis, Tom G.

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**From:** Chris M Turletes [mailto:cmturletes@uaa.alaska.edu]  
**Sent:** Monday, May 9, 2016 2:54 PM  
**To:** Hart, Hal H; Wong, Carol C.; Davis, Tom G.; Bunnell Kristine  
**Cc:** Bunnell Kristine; John R Faunce <jfaunce@uaa.alaska.edu>; Lonnie W Mansell <lmansell@uaa.alaska.edu>; Patrick Kelly <pkelly1@alaska.edu> (pkelly1@alaska.edu) <pkelly1@alaska.edu>; Stephan Lauzier <slauzier@alaska.edu>; William H Spindle <whspindle@uaa.alaska.edu>  
**Subject:** UAA Position on 2016 MOA Land Use Planning Map (LUPM)  
**Attachments:** UAA Boundaries\_UMED District Land Use Plan Oct 2015.pdf

Hal, Carol, and Tom,

Thank you for taking the time to listen to UAA's comments and concerns last Friday, May 6 about your draft Land Use Planning Map project.

To summarize, UAA is adamant that the collective properties of UAA should be represented simply as solid dark blue denoting the 'University or Medical Center' land use category. The current draft version (as of March 15, 2016) with green diagonal hatching denoting 'Public Facility / Natural Area' on the undeveloped portion of UAA's property gives perception that this area is open space for public use and will be difficult to change use/ develop in the future. It feels like you are "taking" our property. APU has similar land yet theirs is appropriately identified as 'University or Medical Center' land use category.

As presented and accepted in the UMED Master Plan Update public testimony this past winter, all BLM restrictions on the University's property have expired and UAA can develop the land in support of the university's requirements. This is University land for University purposes. Development of these lands will be sensitive to natural environment as outlined in our 2013 Campus Master Plan, the UMED District Plan, and as stipulated in the AMC Title 21. UAA prefers graphic representation on the MOA LUPM to be identical to the UMED District Land Use Plan in the approved 2016 UMED Master Plan Update (attached).

Additionally, there are two other errors requiring correction on the draft 2016 LUPM.

- 1) The Lake Otis Elementary School, NE corner of Lake Otis Parkway and West Campus Drive should be colored as light blue denoting 'Community Facility or Institution' like Wendler Middle School. It is currently colored as 'University or Medical Center' dark blue.
- 2) The parcel on the SE corner of Providence Drive and Lake Otis Parkway, north of E. 38<sup>th</sup> Avenue is now UAA property. Although this parcel is currently zoned B-3, UAA will rezone as needed when a purpose-built structure is developed for this location. Should it be B-3, PLI, or other, the LUPM should identify this parcel also as 'University or Medical Center' dark blue.

We look forward to reviewing the next iteration of this important graphical depiction of Anchorage's future. If there are further questions or discussions, please contact myself, John Faunce, UAA Director of Facilities Planning and Construction, or Lonnie Mansell, our Facilities Planner.

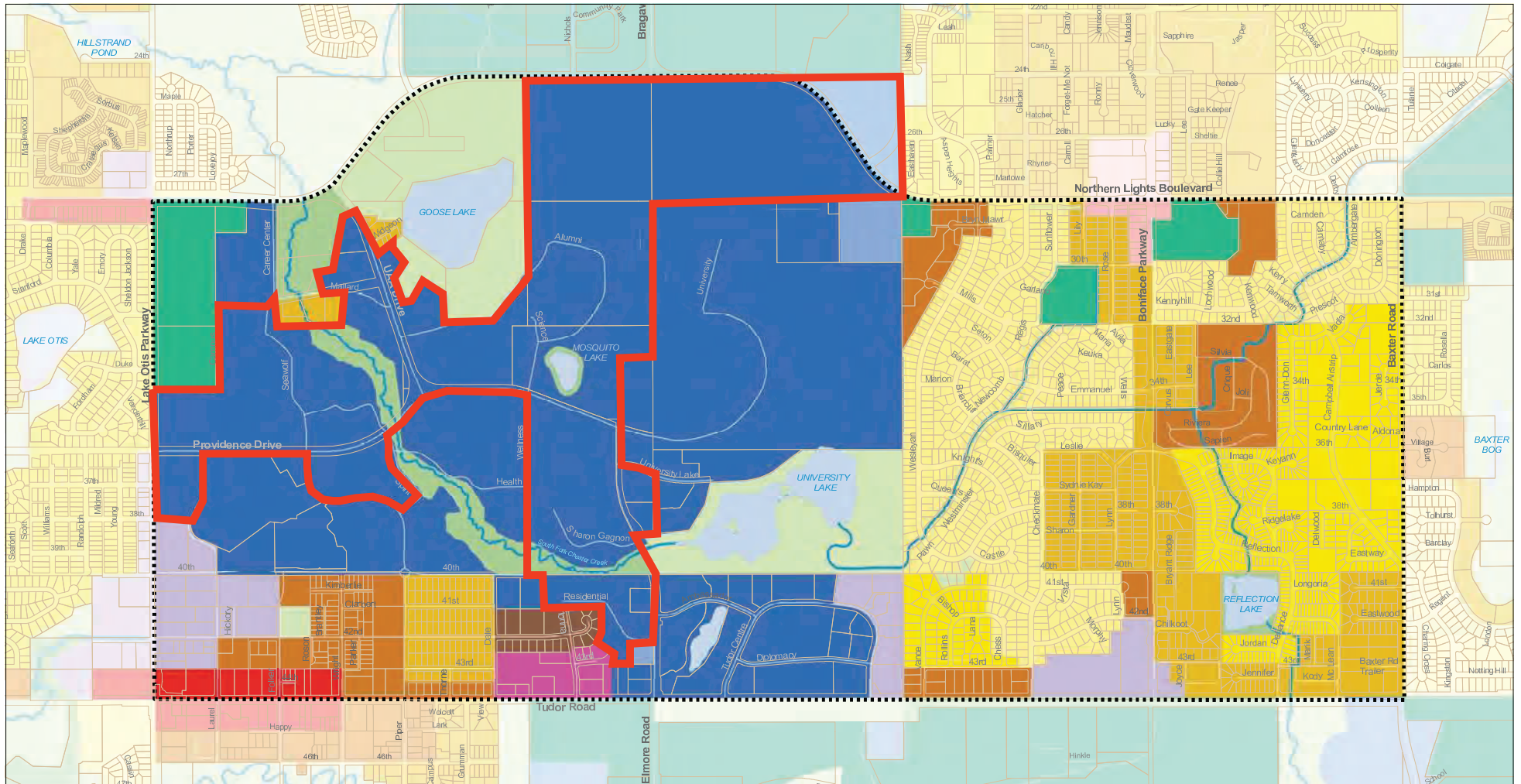
Thanks for your time. Hope to see you all on Friday afternoon.

Respectfully,

Chris

Chris Turletes, CFM  
AVC Facilities and Campus Services  
University of Alaska Anchorage  
O: 907.786.1110; C: 907.244.8063  
cmturletes@uaa.alaska.edu

# Attachment B to Planning and Zoning Commission Resolution No. 2015-048



## UMED District Land Use Plan

**DRAFT** October 28, 2015

UMED Plan Area

NOTE: This map shows the land use pattern outside the UMED Plan boundary only for context. It does not designate land use categories outside of the UMED Plan boundary.

### Residential

- Low Intensity, Detached
- Low Intensity, Attached & Detached
- Low / Medium Intensity
- Medium Intensity
- High Intensity Mixed-use

### Commercial

- Commercial Corridor
- Office / Low Intensity
- Neighborhood Center
- Tudor Community Commercial Center

### Community Facility

- School and Community Institutional
- Major Institutional
- Public Utility / Facility

### Park and Natural Resource

- Parks
- Natural Area



Sources: Municipality of Anchorage, 2006 and 2014

UAA Property Boundaries

# **Community Councils**



Fairview Community Council

Harry Need  
President

Allen Kemplen  
Vice President

Sharon Chamard  
Treasurer

Daniel Es Duque  
Secretary

At-Large Members  
SJ Klein  
Heidi Heinrich  
Marcus Sanders  
Hugh Brown  
Denise Knapp

**Fairview Community Council**  
*"Where People Make the Difference!"*

6/9/2016

Municipal of Anchorage  
Department of Economic and Community Development  
Hal Hart, Director  
Planning Division  
4700 Elmore Road  
Anchorage, AK 99507

Subject: Public Draft Land Use Plan Map Update

Dear Mr. Hart:

We wish to express our appreciation for the public outreach efforts by Municipal planners as it relates to early drafts of the Anchorage Bowl Land Use Plan Map (LUPM). It is refreshing to see many of our earlier comments accurately reflected in the Public Draft document. The narrative and Action Table help a great deal in understanding both the context for the new LUPM and how it will lead to further progress.

The public process for the Update has truly engaged residents, business owners and property interests in the Fairview Community Council area. The iterative discussions about the future of the eastern side of the urban core have resulted in more refined observations about how this area should grow and develop. These new insights are offered in the spirit of grass -roots cooperation with the hope the LUPM update will result in real, tangible economic improvements and substantive betterment of our Quality-of-Life.

Council members have attended the various public forums including the Council Workshop and reviewed the back-up materials available on the project website. We have compared this information to the Downtown Plan (appendices included), the 2012 Housing Analysis and the Fairview Neighborhood Plan. Our conclusions are that while the LUPM is an admirable work product, we suggest there is room for improvement.

Our analysis appears to reveal inconsistencies between the projected demand for housing, the proposed land use classifications in the urban core and implementation recommendations as evidenced in the Action Table.

There also appears to be a conflict with Assembly actions in support of revitalization per the goals of the Downtown and Fairview Plans and Assembly approval in July 2014 of the T-shaped, 65-block Tax Abatement Zone along Gambell Street and Fifth Avenue.

The continued out-migration of residents to the Mat-Su in search of affordable housing is noted in background documents. These documents appear to provide a seasoned analysis of root causes and reasoned, practical recommendations to fix the situation. It is our fervent hope the update of the LUPM will be a catalyzing force for attracting workforce and market-rate housing to the eastern side of the urban core.

Public Draft materials state the need for an additional 26,000 housing units within the Anchorage Bowl by the year 2035. However, when one looks at the historical record

The public draft materials do not appear to address the underlying obstacles preventing establishment of a dynamic urban core area for the Anchorage Bowl. Revitalization of the urban core cannot be done without creating a competitive risk environment attractive to both public and private investors. This disconnect between what the investment community needs and the recommendations of the public draft documents needs to be addressed.

This disconnect occurs in three areas. The first revolves around development costs relative to market demand. As noted in back-up materials for the Downtown Plan and the Housing Analysis, the current regulatory approach to redevelopment within the urban center results in a cost structure greater than what investors find profitable. One issue is that of off-street parking which continues to inhibit development of the residential densities needed to effectively implement the Comprehensive Plan, the Downtown Plan and the Fairview Plan.

The traditional sized lots prevalent within the historical core area cannot accommodate an automobile centric regulatory regime. This has long been recognized in the Central Business District. This is a main reason for establishment of the Anchorage Parking Authority (APA). The LUPM, narrative and Action Table need to include support for development of additional structured public parking facilities beyond the CBD. The Parking Authority should be charged with developing 5, 10 and 20 -year development plans. Articulating a pro-active strategic vision for the Parking Authority is extremely important for successful revitalization of Anchorage's traditional neighborhoods and non-auto centric platted sub-divisions.

A formally adopted Strategic Investment Plan for the APA would allow investors to expand the scale and scope of profitable ventures and make future redevelopment in the Reinvestment Focus Areas more competitive with other locations. Such Strategic Plans should be complemented with a corresponding elimination of

minimum off-street parking requirements in select Reinvestment Focus Areas including the Main Street Development Corridors.

The Fairview Community Council continues to advocate for acceptance by the greater Anchorage stakeholders of our vision for a more vibrant urban core. The Council submits the attached documents for review and due consideration as evidence of these efforts.

We urge the Municipality to accept responsibility for leading a more aggressive and forward-thinking approach to acceleration of new housing and mixed-use development policies in the Anchorage Bowl. New policies are needed if Anchorage is to truly become a 21<sup>st</sup> Century urban city.

We are of the opinion that the Reinvestment Focus Areas are critical to success but effective implementation requires:

- An appropriate regulatory framework such a Form Based Code Overlays for Main Street and Primary Transit Corridors, Reinvestment Focus Areas and Transit Villages.
- A coordinated strategic vision relative to public sector investments such as off-street parking facilities,
- A robust public-private coordination policy group linking financing entities, private and non-profit development organizations, appropriate State agents, and the Municipality,
- A commitment to public involvement to ensure taxpayers can make educated and informed decisions when asked to vote on future public investment bonds,
- A mutually cooperative approach to ensure redevelopment proposals are properly vetted and within acceptable risk tolerance levels for viable and sustainable ventures,
- Appropriate incentive structures to both attract private investment capital and make development within the Reinvestment Focus Area competitive with the auto-centric sections of South-Central Alaska.

We recommend that the LUPM include in the Action Table recommendations for a discrete future initiative to flesh out the precise details of the public/private partnership framework for the Reinvestment Focus Areas. It is suggested the framework include a more robust set of options such as:

- Modifications to parking requirements in areas targeted for strategic reinvestment,
- A more aggressive development plan by the Anchorage Parking Authority,
- Tactical and strategic use of bonding for public investments,
- Greater engagement by State Agencies (AHFC, AIDEA, etc.) in coordinating funding priorities with Anchorage Reinvestment priorities,

- Coordinating land use development, transit and non-vehicular infrastructure with financial programs (i.e. Location-Efficient Mortgages)
- Snow-melt cisterns in the public right-of-way with corresponding reductions in on-site snow storage set-asides,
- Allowing the use of Winter Landscaping techniques for more densely developed sub-areas with corresponding reductions in summer landscaping requirements,
- Implementing more flexible Form Based Code Overlays for reinvestment areas to assist with reduction of development costs,
- Establishing more explicit linkages between public financing tools and vetted private/non-profit investment partners,

The second basic area is the inadequate recognition of how transportation infrastructure decisions work at cross-purposes to urbanization. These two areas overlap each other via parking requirements and site design, access decisions and the human relationship between land use and transportation facilities.

The 2012 Housing Analysis speaks to the opportunities presented by changing societal trends. This is especially so as it relates to the growing attractiveness of urban core areas to maturing Baby Boomers and the new millennial generation. Anchorage's urban core has the underlying physical structure to support the type of development desired by these key demographic cohorts. However, this framework is warped by past land use and transportation decisions. The Housing Analysis mentions that an important characteristic associated with urban revitalization success is the presence of Main Streets. These street types were prevalent in America for most of its history and are associated with Traditional Town design.

In order to attract investment dollars to urban core redevelopment projects, it appears a critical component is identifying specific changes in land use/transportation policy to create clearly delineated Main Streets. The recent re-write of Title 21 was a long and arduous process. It is recognized that many members of the development community desire more flexibility in the land development code and as such it is suggested that implementation of a Form Based Code Overlay for select reinvestment areas would both provide incentives for private sector investment and give greater discretion to developers.

The LUPM update touches on the land use/transportation connection with discussion and recommendations for Primary Transit Corridors. However, it needs to go further. It should identify where there should be a commitment to establishing Main Streets as part of a coherent urban economic investment strategy. The Fairview Neighborhood Plan supports the conversion of Gambell Street from a limited-access arterial to a Main Street. The Plan also presents specific recommendations for addressing the need for vehicular mobility.



The LUPM update should acknowledge that Main Streets, Primary Transit Corridors and Transit Villages are uncomfortable concepts to the State Department of Transportation and Public Facilities (DOT&PF). These new mixed-use and pedestrian friendly districts are a necessary component of urban redevelopment. In order to establish the preconditions for successful reinvestment ventures, the Municipality must have management control of the public right-of-way. Only then can the requisite public amenities (illustrated by Complete Streets and Context-Sensitive Design approaches) be constructed. The Action Table should include recommendations for the Municipality to take over key State roads within the Reinvestment Focus Areas on a phased schedule and coordinated with successful land redevelopment ventures.

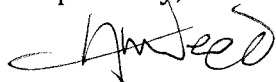
Anchorage needs to move beyond old ways of thinking about land use and transportation. If our community is to prosper in the 21<sup>st</sup> Century, a more sustainable and vibrant urban form must be established. Converting from an auto-centric orientation to an urban form designed around people requires Anchorage to mature. The LUPM update is the appropriate place to start this growth.

The third area where the public draft LUPM could be improved is to recognize past and on-going efforts by members of the Fairview area to revitalize the eastern section of the urban core. The Municipality can make a significant contribution to this revitalization. Please see Attachment B, the September 2013 Economic Revitalization Plan produced by the Fairview Business Association. We encourage the Planning Division to keep in mind that economic prosperity in the 21<sup>st</sup> Century will be greatly influenced by land use decisions made today. Further comments are included as an attachment. There are enormous opportunities for our community to serve as an innovation springboard with the appropriate set of land use and public investment policies. Let us not allow them to pass us by.

The Fairview Community Council looks forward to working with the Municipal Planning Division to implement the goals of the Fairview Neighborhood Plan. We believe a supportive LUPM is a critical element and hope to see further refinements in the document.

Thank you for the opportunity to comment. The Council greatly appreciates the talent of Municipal staff and their earnest commitment to making Anchorage a truly great innovative Winter City.

Respectfully,



Harry Need, President

Cc: Fairview Community Council Executive Board  
Fairview Community Council General Membership

Fairview Business Association  
Assemblyman Patrick Flynn  
Mayor Ethan Berkowitz  
Anchorage Parking Authority  
Anchorage Community Development Authority

**Attachment A**  
**Fairview Community Council**  
**Supplemental Comments on the Draft Land Use Plan Map**

- a. Proposed Reinvestment Focus Areas for the Urban Core appear to disregard revitalization efforts of the Assembly. Specifically, the approval in 2014 of the tax abatement incentive for sections of east Downtown and the commercial areas of Fairview.
- b. Proposed Reinvestment Focus Areas identified in Table 3 for the Urban Core should be expanded as they do not fully reflect the priorities identified in the Downtown Plan and the Fairview Neighborhood Plan.
- c. The Action Plan should be revised to acknowledge this recent policy guidance by identifying the sub-area between 4<sup>th</sup> and 9<sup>th</sup> Avenues, between Cordova and Hyder Street and along the Gambell Street Corridor.
  - i. Redevelopment of Gambell Street as a Main Street thoroughfare is a priority of the Fairview Community Council and the Fairview Business Association, identified as a Reinvestment Focus Area and should be allowed to compete on an equitable playing field.
- d. Recommended Action Steps could include:
  - i. Analysis of water and sewer infrastructure within the revitalization area to ascertain what densities and uses are supported by current water and sewer facilities.
  - ii. Analysis to also determine if there is any functional capacity gaps between the desired uses/densities for the revitalization area and existing conditions.
  - iii. Analysis to also identify what mechanisms are available to upgrade these facilities in conjunction with significant redevelopment initiatives.
  - iv. Analysis to also develop a proposed phasing strategy for systematic upgrades of water and sewer infrastructure as part of a long term revitalization effort.
- e. The Narrative should include additional discussion of how the proposed LUMP policies serve to implement the Downtown Plan and the Fairview Neighborhood Plan.
  - i. Downtown Plan calls for development of 4,200 additional housing units by 2025.

- ii. Supplement to the Downtown Plan distinguishes between potential demand for upscale condominiums, market-rate townhouses and rental apartments. The analysis also states that development costs limit the height to 4-5 wood framed stories as above this height requires the use of more expensive structural steel elements.
  - iii. The typical block in the urban core area is approximately 2 acres. At 40 duu per acre, one could construct a maximum of 80 units per block. For a five-story residential building, this equates to approximately 16 units per floor. 4,200 units divided by 80 units per block means that approximately 53 blocks in the urban core need to be developed for housing.
  - iv. Given stated policies for creating a more vibrant urban streetscape environment via ground-floor retail with residential above, the number of blocks needing to be redeveloped increases.
  - v. The proposed Reinvestment Focus Areas identify approximately XX blocks thus leaving a significant gap between official Municipal Plans and proposed Implementation Action Items. A cursory assessment of blocks estimated to be under-developed suggests there is a need to increase the number of Reinvestment Focus Areas in the urban core.
  - vi. Closing the housing gap requires a more robust set of strategies for the proposed Reinvestment Focus Areas including expansion into the eastern Downtown and into the Fairview area, west of Ingra Street.
2. Increasing the number of dwelling units in the urban core will also create a need to expand the supply of ancillary land uses.
- a. Parks and Open Space – the draft LUPM shows the northernmost length of the Highway to Highway connection as uncovered freeway. This two-block section should be shown as covered with the land use Parks and/or Open Space. Consideration should be given to noting in the Narrative and Action Table that any future Highway-to-Highway connection shall include a separated greenway connection along the general north-south alignment of Ingra Street that seamlessly connects with Ship Creek Trail/Greenway on the north and with Chester Creek Trail/Greenway on the south.
    - i. This land use designation effectively creates an Bicycle Beltway around the urban core by linking three existing bike and

- greenways and creating a loop for alternative not-motorized transportation.
- ii. Such a facility has the potential to significantly increase the value of land within the area due to the nature of it being perceived as a unique urban quality of life amenity.
  - b. Schools – Projected increases in residential density is likely to include a certain percentage of family housing units. Thus the LUPM should identify where additional public schools would be located. Perhaps in the vicinity of the historical Pioneer Schoolhouse.
3. The Narrative and Action Table should include additional recommendations from the Downtown and Fairview Plans. The attached Strategy documents should be of assistance.
4. Action Table should address the provision of high-capacity bandwidth similar to Google Fiber for particular Reinvestment Focus Areas.
- a. Work with tele-communication providers to invest in 21<sup>st</sup> Century infrastructure for urban cores of up to 1,000 megabits per second.
  - b. Work with the University of Alaska, Corporate entities and Economic Development agencies to develop a cohesive strategy for knowledge-based, information intensive businesses to incentivize their location within the reinvestment areas on a priority phasing basis.
  - c. The first priority for investment should be the urban core area followed by other densely developed and pedestrian friendly reinvestment areas.
5. The Action Plan should include recommendations for the Municipality to assume responsibility for certain key road corridors from the DOT&PF.
- a. Precedent exists as shown by the redevelopment of 15<sup>th</sup> Avenue through the Fairview and South Additional neighborhoods. Creating a truly balanced transportation facility closely integrated with land use development is not possible when the road is managed for only safety, vehicle throughput and low maintenance/operational costs.
  - b. The Anchorage Bowl Land Use Plan Map acknowledges the connection between land use and transportation with the discussion of densities/land use within Primary Transit Corridors. This connection should be expanded to include the necessity of implementing Complete Streets and Context Sensitive Design standards within the proposed Reinvestment Focus Areas.
  - c. Effective implementation of Complete Streets and Context Sensitive Design Standards within densely developed sub-areas requires the major road corridors to be owned and operated by local government.

- d. The Action Table should include recommendations for phased assumption of major road corridors in conjunction with viable redevelopment initiatives for the adjacent land uses along the corridors.
6. Chapter 3 could be improved by including additional sections discussing how housing policies, plans and programs could improve the probabilities of successful implementation.
- a. The narrative should address the HUD-DOT-EPA Partnership for Sustainable Communities which helps communities improve access to affordable housing and transportation while protecting the environment.
    - i. The Partnership has resources to help communities including financial grants, technical assistance, case studies of successful development initiatives.
    - ii. The Partnership uses a set of guiding principles and a partnership agreement to: guide each individual agencies effort's in an on-going process to coordinate federal housing, transportation, and other infrastructure investments to protect the environment, promote equitable development and help address the challenges of climate change.
  - b. The narrative should also discuss the role of the HUD mandated Consolidated Plan which is designed to help local jurisdictions assess their affordable housing and community development needs and market conditions, and to make data-driven, place-based investment decisions.
    - i. The Community Development Block Grant Program, HOME Investment Partnerships Program, Emergency Solutions Grant Program and Housing Opportunities for Persons with AIDS Program are viable options for funding within the Reinvestment Focus Areas.
  - c. The narrative could also discuss the potential of TIGER Grants that support innovative projects, including multi-modal and multi-jurisdictional projects that leverage money from private partners, states, local governments, MPOs, and transit agencies.
    - i. These funds could assist with financing of the Primary Transit Corridors, future Transit-Oriented Villages and/or infrastructure within the Reinvestment Focus Areas.
  - d. The narrative should mention the Housing and Transportation Affordability Index which provides a comprehensive view of

affordability that includes both the cost of housing and the cost of transportation at the neighborhood level.

- i. Website is here: <http://htaindex.cnt.org/>
  - ii. This website has information to assist local jurisdictions with information on Location Efficient Mortgages as a viable implementation mechanism for addressing current and future needs for more affordable housing in the Anchorage Bowl.
- e. The narrative should include a more robust discussion of the role that could be played by State agencies through strategic partnerships and co-investment agreements within the Reinvestment Focus Areas.
- i. AHFC could provide in-state financing of mixed-use development and help bridge the current gap between commercial lending and the residential lending entities.
  - ii. AIDEA could also be a source of project financing for the creative arts and manufacturing hubs illustrated by Makerspace initiatives. This could be especially relevant for the industrially zoned lands along Ship Creek and, depending on the specific proposal, for the mixed-use zones.
- f. The narrative should include a discussion of Innovation Districts. This concept is particularly applicable in the Fairview area. These type of Districts jumpstart economic growth and are built on place-making and network-building.
- i. Such Districts capture the emerging spatial pattern underway in the 21<sup>st</sup> Century innovation economy. Because these Districts require local government to make explicit decisions about the type and density of land use, a discussion of their development is appropriate during the update of the Municipal LUPM.
  - ii. Key components include greater clustering of anchor institutions, companies and start-ups in small geographic areas of central cities in areas with convenient access to the global economy.
  - iii. “Open innovation” – where entrepreneurs work with other creative types, inventors, and researchers to generate new ideas and bring them to market – has revalued proximity, density and other attributes of central cities.
  - iv. The growing preference of young talented workers to congregate in vibrant neighborhoods that offer choices in housing, transportation, and amenities has made center cities increasingly attractive.

- v. The LUPM update should focus on ensuring the physical assets are in place to create an Innovation District within Anchorage's urban core.
  - 1. These are the public and privately owned spaces – buildings, open spaces, streets, and other infrastructure – designed and organized to stimulate new and higher levels of connectivity, collaboration, and innovation.
- vi. It is critically important to create a Sense of Place so as to increase overall vitality, facilitate innovation, and spur the growth of new businesses and jobs.
- vii. Fairview and East Downtown - along with the Mountain View area, especially the industrially zoned western section – are ripe for development as “start-up” enclaves as they are near the Central Business District but still have under-valued land.
- viii. An Innovation District within Anchorage will not occur spontaneously due to past decisions on land use. However, the LUPM update can lay the strategic foundation for one. There is no place in Anchorage that has the critical mass of economic, physical, and networking assets to collectively generate the vitality of an Innovation District. However, the eastern section of the urban core has the potential to become one if the LUPM incentivizes the creation of one.
- ix. One of the Action Items to include in Table 5 is the identifying the optimal location for a new Anchor Institution within the District.
  - 1. An example is the Cambridge Innovation Center, which offers space for start-ups combined with access to venture capital firms, professional services, and a plug-n-play physical environment.
  - 2. Another example would be a Center for Emerging Technologies which provides training, specialized facilities and technical support for entrepreneurs and start-ups.
- x. New housing, especially of the Workforce type, is a needed component as this increases the number of creative people within a small radius.
- xi. Establishing the eastern section of the urban core area as an Innovation District and Reinvestment Focus Area would create an opportunity to show the positive impacts of innovative growth .



1. They create employment opportunities that can be filled by local residents and procurement and construction opportunities that can be filled by local vendors and contractors.
2. They generate new tax revenue that can be used to fund neighborhood services and neighborhood regeneration.
3. They can link the ample expertise and talent in anchor educational institutions with the needs of workforce re-training and of neighborhood schools and children.

## Land Use Plan Map

---

**From:** Beth Verrelli [bverrelli@yahoo.com]  
**Sent:** Monday, March 07, 2016 4:23 PM  
**To:** Davis, Tom G.  
**Cc:** Land Use Plan Map  
**Subject:** Sitka Park - Merrill Field MP & Land Use Plan Update - Questions  
**Attachments:** Chpt6\_060215%20Alternative%20Evaluation%20DRAFT.pdf; Sitka Park Tax Parcel Detail.pdf; Snow Dump Tax Parcel 003-131-008-000.pdf

Good Afternoon,

I am assisting a Fairview Community Council committee that has been formed to look into concerns related to the future of Sitka Park. During review of the draft Merrill Field Master Plan (MFMP), it was noted that Sitka Park is designated and slated for future development (see Chpt 6 above). In connection with this, there are questions that came up during the committee meeting we are hoping you can answer so we have a better understanding of this issue:

1. Could you please help confirm the current designation of the Sitka Park land parcel? The Land Use Plan Map online is showing a gray background with green stripes defined as "Light Industrial/Commercial" with "Public Facility/Natural Area" (overlaid across the whole parcel). In the MFMP, Sitka Park is described as the Sitka Street Community Use area. What is the correct and most accurate assessment of its current designation?
2. Other than commenting during the upcoming public hearing process associated with the Land Use Plan update, what other ways can the public and neighborhood communities request zoning changes and revise use designations?
3. Setting the issue of land ownership aside, what is the process and steps required by the MOA to have lands "officially dedicated as park land"?
4. Can a full list of all the guiding Anchorage plans be found somewhere online (flood, park, wetlands etc.)? What plans does the Anchorage Land Use Plan Map reflect? What plans specifically impact the Sitka Park parcel?
5. What airport restrictions have been placed on development at the Sitka Park (Merrill Field Re) and the neighboring snow dump (Anchorage Townsite Addition 4) parcels?

See attachments and following link for parcel identification:

[http://www.awwu.biz/sites/resources/mapbooks/Property\\_Appraisal/Office\\_Mapbook/003-26.pdf](http://www.awwu.biz/sites/resources/mapbooks/Property_Appraisal/Office_Mapbook/003-26.pdf)

Any assistance would be appreciated.

Sincerely,

Beth Verrelli  
1337 E. 13th Avenue  
Anchorage, AK 99501  
H (907)929-4077  
W (907)269-7603  
[bverrelli@yahoo.com](mailto:bverrelli@yahoo.com)

# ALTERNATIVE EVALUATION

### 6.5.5.11 Maximize the Use of MRI Land for Revenue-Generation Purposes

This project would make a parcel of airport land south of 15<sup>th</sup> Avenue available for revenue generation purposes (see Figure 6-26). Due to terrain elevation differences and non-accessibility to AOA, this parcel is not needed for aviation purposes in the foreseeable future. The Sitka Street Community Use Area would be relocated to airport land south or west of its current location, and the snow disposal site would no longer operate.

The project would develop the property as lease lots for future construction of non-aviation and aviation businesses, and would—considering its proximity to Alaska Regional Hospital property literally abutting MRI—make this area highly desirable for medical-related businesses. The cost of this development is estimated to exceed \$500,000 and would be funded by others (not MRI or the FAA). Making airport land available for this purpose would require approval from the FAA.

This project would help the airport be more economically self-supporting and is

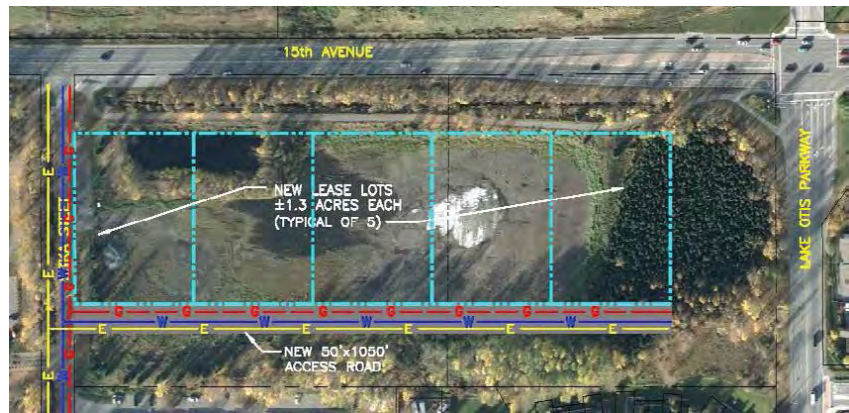
consistent with Airport Management’s vision for the airport and the local land use comprehensive plan, Anchorage 2020. This plan designated 15<sup>th</sup> Avenue as a transit-supportive development corridor, and this type of development would be consistent with the plan. It would also help address the shortage of developable land in the Anchorage Bowl.

As developing this property is likely to involve placing fill in wetlands and removal of vegetation, there are some environmental concerns. Current site use

includes use as a Municipal snow storage area, so oil, sand, and other contaminants may be present.

*Conclusion: MRI has decided to identify and make available a parcel of airport land south of 15<sup>th</sup> Avenue for revenue-generation purposes.*

Figure 6-26. Potential New Lease Lots





MUNICIPALITY OF ANCHORAGE

Home Residents Businesses Government Visitors Departments Public Safety

Departments > Finance > Property Appraisal > New Search > results

Buttons: Back, Taxes, Find Parcel Number [ ] - [ ] - [ ] - 000, Submit Search

Public Inquiry Parcel Details

Show Parcel on Map

Parcel: 003-131-08-000 Residential Vacant Land 03/07/16

MOA FOURTH ADDITION
MOA AIRPORT TR 1
PO Box 196650
Anchorage AK 99519 Site

Lot Size: 341,000 ---Date Changed--- -----Deed Changed----- GRW: PIWR
Zone : PLI Owner : / / Stateid: 0000 / 0000000
Tax Dist: 001 Address: / / Date : 00/00/00
Grid : SW1433 Hra # : Plat :
REF #:

NOTES :

ASSESSMENT HISTORY

Table with columns: ---Land--, --Building-, ---Total---, --Exemption---, -----Type-----, Municipal. Rows include Appraised Val 2014-2016, Exempt Value 2016, State Exempt 2016, Resid Exempt 2016, Taxable Value 2016.

Liv Units: 000 Common Area: Leasehold: Insp Dt: 06/09 Land Only /

Feedback E-mail: wwfiipa@muni.org



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Find Parcel Number  -  -  -

## Public Inquiry Parcel Details

[Show Parcel on Map](#)

PARCEL: 003-266-04-000      01/01 Commercial      Vacant Land      03/07/16

MOA      MERRILL FIELD REPLAT #4  
 MOA AIRPORT      TR A  
 PO Box 196650  
 Anchorage      AK 99519 6650 Site 1580 Sitka St

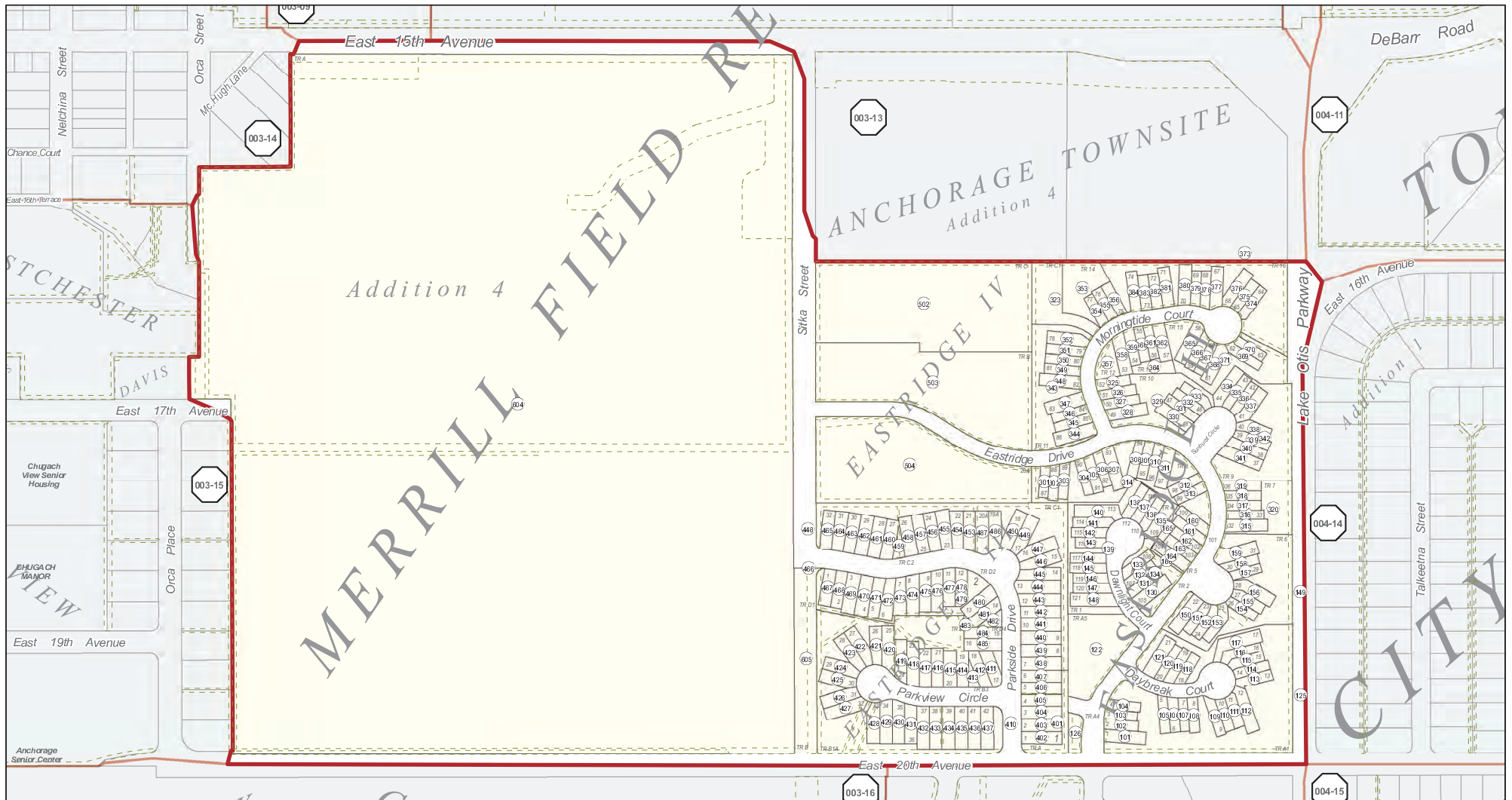
Lot Size: 2,715,095      ---Date Changed---      -----Deed Changed-----      GRW: PIWt  
 Zone : PLI-P      Owner : 07/09/97      Stateid: 0000 0000000  
 Tax Dist: 001      Address: / /      Date : 00/00/00  
 Grid : SW1433      Hra # :      Plat : 970026  
 GRW: PIWC      REF #: 07/09/97 003-266-06-000  
 NOTES : REF 00313109,00314101/05,..

### ASSESSMENT HISTORY

	---Land--	--Building-	---Total---	
Appraised Val 2014:	0	0	0	
Appraised Val 2015:	0	0	0	--Exemption--
Appraised Val 2016:	0	0	0	-----Type-----
Exempt Value 2016:	0	0	0	Municipal
State Exempt 2016:			0	
Resid Exempt 2016:			0	
Taxable Value 2016:			0	





Liv Units: 000      Common Area:      Leasehold:      Insp Dt: 05/12 Land Only  
 12/13 Desk Edit

[Feedback E-mail: wwfipa@muni.org](mailto:wwfipa@muni.org)



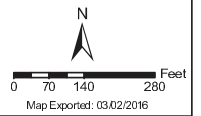
07/09/1997 003-266-02 & 03-003-131-09-003-191-01 thru 05 Now 003-266-04 & 05  
 04/29/1996 Corrected Street Name (PARKSIDE Drive) per Plat  
 10/13/1993 003-264-51 52 Now 003-264-86 87  
 05/03/1988 003-266-01 and 003-152-01 Now 003-266-03  
 02/14/1985 003-262-01 Now 003-266-01 02 Illegal Split  
 01/30/1985 003-262-02 thru 60 Now 003-131-09  
 06/05/1984 003-265-03-001 thru 042 Appendages Added  
 03/05/1984 003-265-02-001 048 Appendages Added  
 04/29/1983 003-265-04-001 thru 004 Appendages Added  
 09/16/1982 003-264-08, 09 Now 003-264-38 thru 85  
 07/22/1982 003-265-01 Now 003-265-02 thru 04  
 11/04/1981 003-261-87 Now 003-264-01 thru 37  
 11/04/1981 003-261-88 Now 003-265-01  
 08/19/1981 003-263-72 Now 003-263-73 thru 84  
 04/15/1981 003-263-63 Now 003-263-65 thru 72

11/04/1980 003-263-24 Now 003-263-53 thru 64  
 11/04/1980 003-263-22 Now 43 thru 52  
 09/21/1979 003-263-21 Now 003-263-24 thru 42  
 08/13/1979 Pin of 003-152-02 Now 003-262-02 thru 60  
 08/13/1979 Pin of 003-151-36 Now 003-262-02 thru 60  
 01/25/1979 003-261-27 Now 003-261-67 68  
 01/11/1979 003-261-28 Now 003-263-01 thru 23  
 10/26/1978 003-261-24 & 29 Now 003-261-49 thru 66  
 11/21/1977 003-261-23 Now 003-261-29 thru 48

-  Tax Parcel
-  Economic Parcel
-  Lease
-  Adjoining Taxmap

### Assessor's Map Book-Page: 003-26

Zoning 500-Gid: 50807  
 Tax Area Code: 003-26  
 Grid: SW1433  
 TRS: 13N R3W Section 20



**MOUNTAIN VIEW COMMUNITY COUNCIL**  
**GREAT FAMILIES LIVE HERE**

**RESOLUTION 2016-04**  
**of the**  
**MOUNTAIN VIEW COMMUNITY COUNCIL**

**RESOLUTION OPPOSING THE ANCHORAGE 2020 LAND USE PLAN MAP'S PROPOSED HIGHWAY  
TO HIGHWAY REROUTE**

**WHEREAS**, the Mountain View Community Council opposes the Anchorage 2020 Land Use Plan Map's proposition of rerouting the Glenn Highway through Mountain View and onto 3<sup>rd</sup> Avenue and Commercial Drive, and

**WHEREAS**, the Mountain View Community Council believes the highway should not be rerouted,

**NOW BE IT RESOLVED**, that the Mountain View Community Council opposes the proposed highway rerouting.

**PASSED AND APPROVED** by the Mountain View Community Council this 11<sup>th</sup> day of April, 2016, with 10 in favor, 0 opposed, and 1 abstention.



Melissa Houston  
President  
Mountain View Community Council



Radhika Krishna  
Secretary  
Mountain View Community Council

## Land Use Plan Map

---

**From:** Davis, Tom G.  
**Sent:** Friday, June 3, 2016 4:19 PM  
**To:** 'Samuel Moore'  
**Cc:** Land Use Plan Map  
**Subject:** RE: Land Use Planning

Sam –

Thank you so much for getting back to me regarding this project. I may be in touch with your or appropriate neighborhood land use experts in North Star regarding any comments or further changes that may be considered in the neighborhood, as we develop a public hearing draft of this plan. Thank you,

Tom Davis  
Long-Range Planning Division  
Planning Department  
343-7916

**From:** Samuel Moore [<mailto:moore.samuel.a@gmail.com>]  
**Sent:** Friday, June 3, 2016 11:39 AM  
**To:** Davis, Tom G. <[DavisTG@muni.org](mailto:DavisTG@muni.org)>  
**Subject:** Land Use Planning

Hey Tom!

Sorry I missed your call.

I wanted to let you know that North Star has reviewed the plan, and we had no additional comments to add.

Great job! Great presentations too.

Thank you for your work with the project.

At some point in the future, I know we would like to work on a local neighborhood type plan, but that's for later on.

Let me know if there's anything else you need from us.

Regards,  
Sam

--

Samuel A. Moore  
Chair - North Star Community Council

703 W 19th Avenue  
Anchorage, AK 99503-1834

Mobile: (907) 229-5329



## Land Use Plan Map

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**From:** Kristi Wood <bikemoredriveless@hotmail.com>  
**Sent:** Friday, May 20, 2016 9:59 PM  
**To:** Land Use Plan Map  
**Subject:** Northeast Community Council Land Use Plan Map resolution  
**Attachments:** Mixed Income Resolution.doc

Hello,

The Northeast Community Council passed the attached resolution at our May 19 meeting. There were 12 Yes votes, 0 No votes, and 0 Abstentions.

Thank You,  
Kristi Wood  
Northeast Community Council, Parks Committee Chair

## **NECC**

### **Northeast Community Council**

---

WHEREAS the Land Use Plan Map provides long term visioning for Anchorage's residential planning and

WHEREAS socio-economically balanced neighborhoods are crucial in building a healthy and prosperous city and

WHEREAS mixed income requirements for highly dense residential developments have proven effective in other cities to ensure balanced neighborhoods and

WHEREAS developers can be offered tax incentives, utility incentives, land swaps, or other incentives to implement mixed income in highly dense developments and

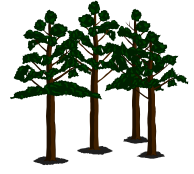
WHEREAS developers who implement mixed income highly dense developments are financially incentivized to maintain the upkeep and general quality of these developments, thus ensuring a better quality of life for the development's residents and surrounding residents alike,

BE IT THEREFORE RESOLVED the Northeast Community Council requests mixed income requirements for highly dense residential developments be added in to the Land Use Plan Map.



## Rabbit Creek Community Council

1057 W. Fireweed Ln. Ste. 100, Anchorage, AK 99503



May 17, 2016

Planning Department, Municipality of Anchorage  
ATTN: Tom Davis, Senior Planner  
P.O. Box 196650  
Anchorage, AK 99519-6650

Re: Official Comments for the proposed Land Use Plan Map

Dear Mr. Davis,

Attached you will find Rabbit Creek Community Council's official comments on the Community Discussion Draft of the LUPM. These comments were approved unanimously by the membership of the RCCC, first in outline form in April and in final form at our recent meeting on May 12.

Please feel free to contact me with any questions or feedback. We look forward to seeing these comments incorporated and to continued discussion as the map progresses.

Sincerely,

*Adam S. Lees*

Adam S. Lees, Chair

CC: Jody Seitz, Jon Cecil – Planning

Thank you very much for the opportunity to comment on the Draft Land Use Plan Map and Narrative. Almost all comments are keyed to specified paragraphs in the LUPM Narrative (all three sections); a few comments also refer to the LUPM draft map. Comments are numbered sequentially. Suggested additions to the text and tables are underlined; deletions are ~~struck out~~.

## SECTION 1

1. **1.2 Updating the Anchorage 2020 Comprehensive Plan** (Section 1, page 1): This is a valuable goal, but a major element should be added at the end of Item 1.2 (page 2)—Among community concerns that have arisen since 2001 are the goals of sustainability and responses to climate change.
  - The innovative approaches to growth are good. It is important that updates such as increased density of housing and businesses, and associated *respond to the impacts of ongoing climate change, which will affect every citizen, and minimize our contribution to it.* These were not part of the community dialogue when Anchorage 2020 was drafted.
2. **1.3 Community Goals Driving This Plan** (Section 1, page 2): *Revise items in this section* to add response to environmental changes (each paragraph is quoted in full, with changes indicated):
  - **Future growth.** Take a forward-looking approach to community growth and redevelopment, which seeks innovative ways to accommodate and encourage growth that is energy- and resource-efficient in housing, business, and industrial sectors.
  - **Compact development.** Use infill and redevelopment with a more compact land use pattern, which supports the efficient provision of public services, conserves energy and reduces greenhouse gases, supports public transit networks, reduces automobile dependency, and preserves open space. (The Hillside District Plan mandates the low-density character of its neighborhoods, however.)
  - **Natural open spaces and wildlife.** Preserve and enhance the network of natural open spaces throughout the community that preserves and enhances Anchorage’s scenery, its ecological functions, including natural drainage and re-charge of water systems, maintenance of its fish and wildlife habitats, their diversity and connectivity, ~~of fish and wildlife habitats,~~ and recreational opportunities. Because natural habitats and ecology cannot exist in isolation from surrounding lands, development of lands upstream must incorporate preservation of natural water flow into natural habitats. Habitat corridors for wildlife movements should likewise be maintained.
    - A major concern to the Community Council is Potter Marsh (state land that lies within our council area). 100% of its water comes from Hillside watersheds. Residential development, roads, and built drainage systems have compromised (and are compromising) the quantity of inflow to the marsh. Little Survival Creek is critical; larger creeks on the north edge of the marsh contribute less than 25% of the marsh’s water, according to ADF&G.

- Wildlife movements are facilitated by stream and wetland setbacks, preservation of natural vegetation on large lots, and avoidance of fences and other barriers in critical areas. (These measures also keep conflicts with wildlife to a minimum.)
  - **Strong, resilient community.** Limit and adapt development in areas of high natural hazards, in order to M-minimize exposure to life safety, property, and economic risks from natural hazards, including emerging hazards from climate change.
  - **Mobility and Access.** Develop a transportation system, based on land use, that moves people and goods safely with low impact on surrounding uses and the environment, and that maximizes choices and alternative travel modes like walking, bicycling, or public transit.
- 3. 1.3 Community Goals Driving This Plan, Compatible Development** (Section 1, page 2) and **Harmony with Natural Setting** (Section 1, page 3): We strongly *support* these concepts.
- 4. 1.3 Community Goals Driving This Plan** (Section 1, pages 2-4): **Add a new Goal.** This goal is important enough to be expressed in its own paragraph, as well as incorporated into some others (previous comment).
- **Minimize contribution to climate change, and adapt to its impacts.** Evaluate land use decisions and transportation investments with the intent to minimize and adapt to climate change, by: increasing density of housing in appropriate areas, increasing energy efficiency, reducing vehicular dependency, protecting natural hydrology systems, considering micro-climate effects, and improving resilience to erratic weather events.
- 5. 1.7 Updating and Amending this Plan** (Section 1, page 6): The fourth paragraph is a broad invitation to re-zone, even when inconsistent with the LUPM. **Amend this paragraph** to emphasize LUPM goals.
- **Add to end of the fourth paragraph**, following “an amendment may be appropriate”: Such a rezoning should also demonstrate consistency with the goals of the LUPM and should not set precedents or pose long-term effects that run contrary to the LUPM, unless a major amendment process is followed.
- 6. 1.10 Supplementary Policy Guidance, LU-7 Targeted Infrastructure Investment** (Section 1, page 13): This seems open-ended, with little regard for neighborhood zoning or characteristics. Add a sentence at end of this item to clarify LUPM’s intent:
- . . . Invest in public infrastructure (i.e. parks, trails, schools, sidewalks, streetscapes, utilities) to catalyze reinvestment in priority focus areas. Avoid subsidizing sprawl or intensified development in limited service areas.
- 7. 1.10 Supplementary Policy Guidance, LU-8 Planning Data Updates** (Section 1, page 13): *Watershed management and transportation planning* are inextricably bound to land use planning. **Add** a commitment to obtain data on these planning concerns, in a sentence following “and restore the environment”:

Collect and analyze environmental data, and incorporate it into land use planning. Data are needed on: (a) drainage problems; (b) water quality and watershed plans, especially in areas where runoff feeds major wildlife habitats; and (c) transportation data, including safety, availability, and service levels.

**8. 1.10 Supplementary Policy Guidance, LU-11 Reducing Barriers to Core Sector Growth**

(Section 1, page 13): The Narrative's text *does not define the "core sector and growth industries"* that Anchorage should assist. Does this mean oil companies, big box retailers, Outside real estate investors, marijuana, or . . . ? Also, there might be noxious growth industries that the public should not support. It might be a better return on investment to support smaller-scale local entrepreneurs.

- Revise title of item **LU-11: Reducing Barriers to ~~Core Sector~~ Employment Growth**
- Revise text of **LU-11**: Assist Anchorage's ~~core sector and growth industry~~ employers and entrepreneurs, to resolve land use constraints so they can ~~continue to grow~~, expand job opportunities, and provide a diverse, stable economic base.

## SECTION 2

**9. 2.2 Land Use Designations–Neighborhoods–Large-lot Neighborhood, paragraph 5** (Section 2, page 5): *This is misleading*; it implies that *the five zoning districts mentioned here are optional* throughout the Large-lot area in the HDP area.

- *Add a sentence* at end of paragraph with more complete information: Because the LUPM map legend does not differentiate these large lot zoning districts, it defers to the Hillside District Plan Zoning Districts (HDP Map 1.2), and the associated HDP policies, for large lot residential zones within the HDP boundaries.
- *Clarify this further* by moving or repeating *in this paragraph* the statement in LUPM Policy C-11, Section 2, page 11: "Maintain the same land use designations and zoning in this area as were established prior to the beginning of this plan; and by the HDP zoning map 1.2 on page 1-5."

**10. Land Use Plan Map, Hillside Area:** Consistent with the changes in the preceding comment, modify the LUPM Map to give better information about zoning districts that are mandated in the HDP:

- The draft LUPM uses a single color to depict densities on the Hillside from 1/3 acre to 5-acre lots, and 1 to several housing units per lot.
- *Add to LUPM legend item:* "0-1 dwellings per acre (refer to Hillside District Plan Map 1.2, Zoning Districts)"
- *Consider a new larger-scale LUPM for the Hillside area*, which would allow useful depiction of zoning districts in this area.
- The larger-scale map should use more colors that show specific zoning densities on the Hillside. This will allow readers to visualize the proposed zones without the necessity of referring back and forth between the LUMP, the Narrative, and the HDP. Such a procedure is confusing and leads to errors.

- 11. 2.2 Land Use Designations–Neighborhoods–Large-lot Neighborhood, paragraph 6** (Section 2, page 5): The first sentence of this paragraph refers imprecisely to the HDP. It also predetermines that clustered Conservation Subdivisions would be suitable in all Hillside areas. *Change as follows:* “. . . half-acre or larger sized lots with flexibility for slightly smaller size lots when in a clustered type ~~development~~ Hillside Conservation Subdivision, at densities up to three units per gross acre, where appropriate for site conditions.”
- 12. 2.2 Land Use Designations–Neighborhoods–Large-lot Neighborhood** (Section 2, page 5, paragraph 6): *Eliminate a sentence that prematurely endorses re-zoning the Legacy Pointe tract* at the south end of Golden View Drive to R-3 (3 homes per acre). Legacy Pointe is currently zoned PLI and the owners will apply for a rezoning before subdividing it. Let the regular zoning process consider suitable density, through public input at Planning and Zoning Commission hearings. A Conservation Subdivision might be unsuitable for the Legacy Pointe area, with its poor soil and value for the watershed.
- *Paragraph 6 of “Large-lot Neighborhood” should be revised, with a sentence deleted:* “. . . at densities up to three units per gross acre ~~The Legacy Pointe Tracts may also be developed to these densities if developed as a conservation subdivision.~~ Zoning in these areas includes . . .”
  - The Legacy Pointe tract has shallow bedrock and moderately steep slopes.
  - It has value for wetlands mitigation and watershed protection, with many small tributaries that help maintain Potter Marsh.
  - Dense development would pose traffic impacts to the area’s substandard roads.
  - A previous attempt to re-zone to R-7 (2 homes per acre) failed because of site conditions.
- 13. 2.2 Land Use–Open Spaces–Public Facility or Natural Area** (Section 2, page 15, and LUPM Map): *Retain the “park or natural area” depiction* for municipal lands that include the Coastal Trail, at the northwest edge of Ted Stevens Anchorage International Airport. *Remove the overlay* that proposes these recreational lands as “public facility/natural area.”
- The “Public Facility” option would allow airport industrial development there, or a fourth runway that has been rejected twice.
  - These two areas are *municipal* lands, not airport.
  - **Point Woronzof Park** has been *dedicated* as a municipal park, in a compromise that gave the airport other lands for industrial use.
  - The other tract (on Coastal Trail south of Point Woronzof Park, between park and the extended centerline of Runway 7-25) provides current and future value to the Coastal trail. It should not be predetermined as future airport land.

## SECTION 3

**14. COUNCIL SUPPORT FOR ITEMS in Section 3, Table 5, Actions Checklist:** *We support the Action Items listed immediately below. (Suggestions for modifications of action items follow this list.)*

- **II. Infill and Redevelopment, Item II-1** (page 49): Ensure that multimodal projects found in transportation plans support Reinvestment Focus Areas.
- **III. Centers and Corridors, Item III-4** (page 49): Focus redevelopment assistance efforts on designated catalytic sites within centers and RFAs.
- **V. Coordinated and Focused Public Investment, Item V-2** (page 51): Develop a method for estimating and including Return on Investment (ROI) in CIP criteria.
- **V. Coordinated and Focused Public Investment, Item V-3** (page 51): Apply the CIP criteria and ROI model to public investments on private projects.
- **VI. Transportation Coordination** (page 52), *General comment:* We support infrastructure that promotes infill and redevelopment, gives a high, long-term return on public investment, and *ensures a sustainable, healthy natural setting.*
- **III. Compatible Land Use, Item VIII-6** (page 54): We support planning studies to evaluate and maintain the value of the scenic viewsheds.
- **IX. Open Space and Greenbelts, Item IX-2** (page 54): Pursue State and Federal grants . . . to fund restoration or acquisition of creek corridors and wetlands . . .
  - This is consistent with several Anchorage 2020 policies: 69 - preserve important wetlands; 70 – protect and restore ecological and functions of Anchorage’s aquatic resources; use wetlands to manage drainage and improve water quality
  - Consistent with HDP policies to provide a built/green infrastructure with natural drainage ways, which are kept connected across property lines, and natural runoff into wetlands
  - Consistent with several Parks Plan policies to protect or acquire creek greenbelts, specifically along Rabbit Creek, Little Rabbit Creek, Little Survival Creek and Potter Creek
  - Should include rehabilitation of streamside and wetland vegetation, if compromised, to improve habitats, water retention, and filtration
- **IX. Open Space and Greenbelts, IX-5** (page 54). Analyze and remedy deficiencies of parks and natural areas in under-served neighborhoods.
- **IX. Open Space and Greenbelts, Item IX-4** (page 54): *We support the housekeeping measure of rezoning dedicated parks that still have a residential or other zoning. Some dedicated parks should be rezoned PR district, and some T-zoned lands to PLI.*
  - The rezoning of parks is consistent with the intent to manage them for parks.
  - If these parks retain other zoning, the lot-line setbacks, building guidelines, and other elements of that other zoning will still apply.
  - If not rezoned according to actual use, the parks may be targeted for a “land grab” for another use.



**SUGGESTIONS FOR MODIFICATIONS OF ITEMS in Section 3, Table 5, Actions Checklist:** We support many of the following items if modified to reflect concerns and problems in our area or throughout the city. We also suggest three new Action Items.

- 15. IV. Housing and Neighborhoods, Item IV-1** (page 50): We support this item, *with the following modification*: “Conserve residential lands by restricting rezoning from residential to other development types or conversion of housing to other uses.” (Note: there may be some residential-zoned marginal lands that should be *rezoned as parks or natural areas*, for conservation of natural habitats or water flow.)
- 16. IV. Housing and Neighborhoods** (page 50-51): **Add new Action Item**: In rezoning of Legacy Pointe (south Hillside) to Residential, require large lots, and include a Special Limitation for a Master Plan that demonstrates how developers will maintain natural wetlands, water flow, natural connections of watercourses, and natural drainage.

  - Much of the Legacy Pointe tract is wetland, and its water (ground water, overland flow, and small creeks) is an important water source for Potter Marsh.
- 17. V. Coordinated and Focused Public Investment, Item V-6** (page 51): *This item should be modified*: “Evaluate the parameters and feasibility of a municipal storm water utility to address extreme runoff events; however, any system should not export normal water flows outside of natural watersheds.”

  - There are serious water-related problems on the Hillside with potentially conflicting solutions.
  - We support the concept of this item, *if it addresses extreme runoff events*. However, a storm water system must be designed to maintain *natural water flows* insofar as practical, and to maintain water inputs to wildlife habitats, *especially the Potter Marsh wildlife refuge*.
  - The HDP calls for a Hillside drainage plan. However, the same section also calls for *protecting existing stream and wetland functions, development of watershed plans for the Hillside (Policy 8-B), and development of green infrastructure to ameliorate drainage problems.*
- 18. VIII. Compatible Land Use, Item VIII-5** (page 54): We support this item, *with the following modifications*: “Conduct a valuation, watershed, and ecological study studies to determine current watershed and wetland protection, economic value, and land use development impacts.
- 19. VIII. Compatible Land Use, Item VIII-7** (page 54): *We support this item, with the following addition*: “Identify development standards and incentives to mitigate impacts to wildlife near wildlife habitat, including Watershed Plans to inform design of residential and infrastructure development”.

  - This item implements Anchorage 2020 Policies 66, “Address fish, wildlife and habitat protection methods in land use planning,” and 69-70, “Watershed management plans.”

- It also implements Hillside District Plan policy 6-B, “Protection of key drainages to the Potter Marsh watershed”
- It is especially important for protecting wetlands from further loss of water, and for reducing bear-human interactions.

**20. VIII. Compatible Land Use, Item VIII-8 (page 54):** *We support* development of a Hillside Conservation Subdivision ordinance.

- This is the intent of Hillside District Plan Policy 14-L, but it can’t be applied until it is adopted as part of Title 21.
- A Conservation Subdivision encourages clustering of homes and setting aside common or public tracts to provide public benefits such as wetlands and stream protection, habitat, or public open space.

**21. VIII. Compatible Land Use (page 53):** ***Add new Action Item:*** Development of standards for subdivisions, parcels and lots, and ridge tops in upper elevations or steep slope areas of the Hillside.

- These development standards are outlined in the *Hillside District Plan* (Policies 14-I, 14-J, 14-P) but cannot be applied until adopted into Title 21.
- Pressure to develop marginal lands will increase as the Anchorage Bowl continues to infill.
- *Steep and high-elevation land needs to be developed carefully*, to avoid off-site impacts that are a public concern; these include erosion, run-off, groundwater re-charge, visual degradation, degradation of wildlife habitats, etc.
- Title 21 contains limitations for steep slopes; however, ridge-top standards are not in Title 21.

**22. IX. Open Space and Greenbelts (page 54):** ***Add new Action Item:*** Study ways to protect critical wildlife habitats that are private “Other Open Space” within the Anchorage Coastal Wildlife Refuge, such as a Conservation Overlay or partnerships with NGOs or other government agencies.

- Three tracts of “Other Open Space,” as depicted on the LUPM map, lie in the intertidal zone between Kincaid Park and Johns Park: (1) the entire upper intertidal between Kincaid Park and the Campbell Creek Estuary Nature Area; (2) a smaller tract just southeast of Campbell Creek; and (3) a smaller tract south of Klatt Road.
- These areas are part of the Coastal Refuge’s most critical wildlife habitat. All species that breed in the refuge (from mice and frogs to geese and cranes) make their nests in the upper-intertidal near the bluff, and many also depend on moving through it.
- These “Other Open Spaces” are managed by ADF&G as part of the refuge, under an MOA approved by the Assembly in 2015 (the Community Council testified in favor).
- The tracts are permanently under 1-2 feet of semi-fresh water, and there is almost no public access, so they are currently occupied by diverse wildlife.

- Nevertheless, *these tracts are zoned Residential*. Therefore they have no legal protection from future filling and development, which would constitute a fairly catastrophic loss of Refuge habitat.

**23. Section 3, Table 5, Actions Checklist** (pages 49-54): We suggest that you please use all-Arabic numerals to designate Items, rather than a mix of Roman and Arabic. Some people find the mixed format hard to read. (We have referred to items as you formatted them, however.)

**CONCERNS OR OPPOSITION REGARDING ITEMS IN SECTION 3, TABLE 5:** The following Actions seem to contradict important community goals.

**24. IV. Housing and Neighborhoods, Item IV-9** (page 51): *Delete this item: ~~Develop new programs by which AWWU may provide infrastructure ahead of development.~~ OR add after “development”:* in Reinvestment Focus Areas and infill areas.

- Under the draft wording, AWWU could be authorized to extend infrastructure into outlying areas of the Hillside where other services are lacking, with no public return on investment such as affordable housing.
- The HDP specifies that most Hillside areas will not have municipal sewer or water.

**25. VII. Industrial Land Prioritization, Item VII-2:** *Delete this item. ~~Facilitate a targeted rezoning of selected south C Street land from I-2 to B-3 and I-1.~~*

- These re-zones would exacerbate the sprawl of retail/business uses across south Anchorage. It will result in increasing traffic and parking demands.
- Opportunities would be lost for true commercial centers that can be accessed by transit and pedestrians.
- There are numerous existing retail/commercial nodes that should be encouraged to infill and/or redevelop with synergistic uses—Huffman Town Center, O’Malley Center, Dimond/Old Seward, and the Target-Cabella’s area. That’s enough.

**26. IX, Open Space and Greenbelts, Item IX-1:** *Delete this item. ~~“Create a municipal wetlands bank employing conservation easements.”~~*

- The MOA has the ability to protect muni-owned wetlands unilaterally, without collecting incentive money from the COE wetlands mitigation program.
- An MOA wetlands mitigation bank could easily result in fewer acres of protected wetlands than unilateral protection of MOA wetlands. An HLB wetlands “bank” would compete with private owners of wetlands who are considering development. If HLB outbids private wetland owners, the private wetlands will be developed.

**27. X, Anchor Institutions and Facilities, Item X-6:** *Delete this item. ~~“Resolve land use, ownership and open space conflicts around TSAIA through a land exchange.”~~*

- Land exchanges between Municipality and airport have been debated for years (i.e., trade Woronzof Park and HLB coastal lands for a snow dump and dog park). These proposals have not succeeded so far, due to strenuous opposition from the public.
- Foreseeable expansion of the Airport does not require the Municipal coastal lands. (Two TSAIA plans for a 4th runway there have been rejected.)
- Loss of the Coastal Trail and coastal open space would be a serious detriment to quality of life and our tourism economy.

## Land Use Plan Map

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**From:** Jeffrey Manfull <akjeff@gmail.com>  
**Sent:** Tuesday, April 26, 2016 3:58 PM  
**To:** Land Use Plan Map  
**Cc:** Star TheReindeer; Anna Bryant; Kathy Weeks; Cathleen Hahn; Bonnie Harris; James Anderson; !MAS Assembly Members; Community Councils Center  
**Subject:** South Addition LUPM Resolution and supporting principles  
**Attachments:** 2016-04-21 SACC LUPM resolution.pdf

All:

Please find attached a resolution passed by the South Addition Community Council regarding the Land Use Plan Map. South Addition values it's neighborhood tremendously and we spent many hours composing and editing the attached document. We sincerely hope that it's contents are given genuine and thoughtful consideration.

Jeffrey Manfull  
President, South Addition Community Council

# **SACC** *South Addition Community Council*

## **A RESOLUTION OF THE SOUTH ADDITION COMMUNITY COUNCIL ADDRESSING The Municipality of Anchorage Land Use Plan Map as applied to South Addition Community Council Area**

### **A. General principles guiding South Addition neighborhood land use**

#### **1. South Addition is an established, highly valued, historic and irreplaceable neighborhood that has been and is still being created with unique nature and scale.**

- a. The scale and nature of the neighborhood makes it a valuable and sought-after place to live for people of all ages.
- b. The neighborhood is defined by low speed streets with sidewalks, yards, gardens and mature landscaping as well as its variety of housing -- a mixed housing stock of mostly one or two story single family homes, duplexes and fourplexes. It also includes a number of larger three story apartments and condominiums that maintain nature and scale of the neighborhood. There are few four story buildings.
- c. The neighborhood abuts the Delaney Park Strip providing safe and pleasant walking for accessing events on the Park Strip.
- d. South Addition offers an intimate and welcoming scale with streetscapes that encourage residents to watch the street they live on, and enjoy safe and healthy community engagement with their neighbors.

#### **2. Downtown, Midtown and Town Centers will never develop if cheaper lands in residential neighborhoods are rezoned to 'city center' density.**

- a. Downtown, Midtown and Town Centers areas are defined in the Anchorage Comprehensive Plan as appropriate sites for high density. In fact the density is important to their success.
- b. These areas have a significant amount of underdeveloped land.
- c. It is unlikely that they will ever develop to near their potential if lower cost residential lands surrounding them are designated and rezoned for high density.

#### **3. The edges of South Addition are delicate and very important to the future of the inner city safety and desirability.**

- a. A renaissance is emerging in Fairview to the east of South Addition as well as neighborhoods to the south such as Valley of the Moon and North Star. These neighborhoods are quickly upgrading and filling in with young families and professionals that want South Addition's quality

of life. They offer growing potential for building a similar mix of single family and medium density housing as is found in South Addition.

- b. The eastern and southern edges of South Addition are delicate and very important. They offer an opportunity to extend the valued, solid and safe qualities of South Addition, or they might extend the more challenging problems Fairview is seeking to overcome. Whether a residential neighborhood is being up graded or downgraded, is directly related to intensity of the land use and the extent to which the existing nature and scale of South Addition is supported and extended.
- c. As more high rise/high density housing is developed in the downtown core (as recommended in the Downtown Plan) South Addition will serve as the nearby, lower density, safe, walkable neighborhood that offers needed intimate character and scale supporting good urban living.

**4. The scale and nature of South Addition is extremely important to the city as a whole and should be maintained and supported:**

The South Addition neighborhood plays a valuable role in protecting downtown's important viewshed. From the new Dena'ina Convention Center and most of the major downtown high-rise buildings, South Addition's low heights and plentiful landscaping allow clear views to the south of our growing and beautiful city framed by the Chugach Mountains and Cook Inlet.

**B. Specific questions, concerns, requests and comments on the draft content and process**

Before the Municipality recommends up-zoning any SACC lands to R4, the recommendation should provide and consider full documentation of the need for increased density in this location. It should address and consider the following questions, requests and concerns.

**1. Questions**

- a. How or why would South Addition be expected to include 6 story multifamily buildings when that is not happening in the Downtown core with its sea of underdeveloped land holding old bungalows, low rise apartments and many surface parking lots?
- b. If R3 zoning is appropriate west of L Street downtown, then why isn't R3 zoning preferred in South Addition between 9<sup>th</sup> and 15<sup>th</sup> east of C Street?
- c. How do historic citywide population projections compare with actual population history and current trends?
- d. What are the current zoning and maximum dwelling units per acre allowed between 4<sup>th</sup> and 36<sup>th</sup> Avenue, and Gambell and L, compared with actual number of households per block?
- e. What is square foot cost of land between 4<sup>th</sup> and 9<sup>th</sup> Avenues, and between the Inlet and Gambell, compared to costs of land within South Addition council boundaries?
- f. What is the density of housing units within 300 feet of transit corridors north of 36<sup>th</sup> Avenue compared with the current zoning?

- g. What is the density of housing units within 300 feet of designated Town and Neighborhood Centers city wide?
- h. Is 15th Avenue a viable transit corridor within the foreseeable future i.e.: ten to twenty years?

## 2. **Proposed Standards**

- a. South Addition serves as a transitional neighborhood to the higher density and commercial zoning east of Cordova Street. The quality of life enjoyed by residents west of C Street shall also be enjoyed by residents east of C Street as they sought when they lobbied to join SACC. The R3 residential area west of Cordova Street to C Street continues the lower density single family homes, with the smaller density multiple family dwellings, which differ markedly from the R4 area east of Cordova Street.
- b. Standards will protect daylight into SACC homes and apartments in all residential zones. Those standards will be publicly reviewed and reconsidered (given our concerns over the lack of transparency in developers' recent successes in weakening them.)
- c. Newly constructed projects shall not turn their back on adjacent streets or use the street front as a general utility area that is completely paved for parking and/or used as an garbage disposal area (as currently done on the newly renovated and problematic larger high-rise apartment at 14th and B.)
- d. Neighborhood character and safety will be protected by
  - i. Limiting buildings heights to current zoning, especially R2M – 30 feet, R3 – 35 feet.
  - ii. Not allowing any building to exceed 35 feet height under future land use or zoning.
  - iii. Protecting front, side and rear yard setbacks to provide open space, play space, landscaping and access to sunlight.
  - iv. Requiring a minimum square footage of windows, especially at ground level, and also entrances, porches and/or decks facing the street to support neighborhood safety and active, visible engagement with the street.
  - v. Parking standards that do not result in blank walls or garage fronts dominating the streetscape, again to support the safety and active visible engagement with the street.
  - vi. Landscaping between the sidewalk and the building, and the sidewalk and the street.
  - vii. Provide a mix of one, two and three bedroom units in each multifamily development to protect the family character of the neighborhood.
  - viii. Meet national standards for providing public park space within 600 feet of homes.

## 3. **Transportation considerations and information requests**



Drive alone transportation will be discouraged and transit and walking will be developed, while documenting anticipated number of auto trips expected from the build out of any upzoning, given current rate of trips by transit and walking.

- a. Provide bus service operating every 15 minutes within five minutes walking distance of homes along A and C Streets.
- b. Calm traffic on A and C Streets, between 9th and 15th for school and pedestrian safety, including flashing school lights and crossing zones that reduce speeds to 20 mph at appropriate times.
- c. Reduce vehicle speeds on A and C Streets north of Fireweed to 25 mph through effective street design and aggressive speed enforcement.
- e. Ensure neighborhood streetscape standards before approving new construction, including curb and gutter street construction, paved alleys, separated sidewalks with landscaped buffer from street, and landscaping between sidewalk and buildings.

NOW, THEREFORE, THE SOUTH ADDITION COMMUNITY COUNCIL RESOLVES:

South Addition Community Council respectfully requests that these principles and standards be adopted by the Municipality as it builds the Municipal Land Use Plan Map and narrative; and know that

SACC has begun developing a detailed Neighborhood Plan in the belief that a detailed local plan will provide guidance for future development.

PASSED AND APPROVED by the South Addition Community Council this 17th day of December, 2015 by a vote of 15 in favor; 0 opposed; and 0 abstentions.

  
\_\_\_\_\_  
Jeffrey Marfull, President of South Addition Community Council

Spenard Community Council  
c/o Community Council Center  
1057 West Fireweed Lane, Suite 100  
Anchorage, AK 99503  
[spenardcc@gmail.com](mailto:spenardcc@gmail.com)

June 22, 2016

Long Range Planning Division  
Attn: Thede Tobish  
Planning Department  
P.O. Box 196650  
Anchorage, AK 99519

Dear Thede,

Thank you for the opportunity to comment on the Anchorage Bowl Land Use Map. There are a lot of innovative ideas that promote working within the environment Anchorage has built for itself during the previous 100 years. The Spenard Community Council generally supports the idea of mixed-use development, promoting commerce, residential development, and safe access and transit between job, home, commerce and recreation.

The Council has historically supported the restoration of Fish Creek, a watershed extending and meandering from Midtown across Minnesota Blvd. at Spenard, and extending north, terminating at an estuary near Westchester Lagoon. There have been previous efforts to designate, protect or restore portions of the watershed through the Spenard Neighborhood. The Land Use Map designates portions of Fish Creek Greenway Supported Development. The Spenard Community Council supports this idea, and encourages developing the idea further by extending this designation. A greenbelt corridor and amenities for bicycles and pedestrians to safely traverse Anchorage in an East-West direction through mid-town would be invaluable for aesthetics, ecologically, and functionally. The current map has this corridor extending from approximately the Seward Highway to Minnesota Blvd. Currently, Minnesota Blvd. is a hazardous high-traffic barrier that bisects the Spenard Neighborhood. Developing a greenway that transects and connects the two portions of Spenard should be noted on the map. The land use planners should take into consideration the full watershed and extend the corridor all the way north to the Estuary. Community organizers, elected officials, the Muni and the Railroad are currently engaged in talks of developing a portion of this trail from Northern Lights to Cook Inlet. Connecting the portion from Minnesota Blvd. through Spenard and North to the Estuary would provide full connectivity from Midtown through Spenard to Turnigan. This connectivity would promote safe bicycle and pedestrian crossings of busy transportation corridors and connect and enhance the neighborhoods in ways that would promote social and ecological capital.

The Midtown area, designated in purple on the map, between Fireweed and Tudor and between C and Old Seward, is designated as a City Center. Yet there does not seem to be adequate amounts of high intensity or high density housing. For example, the vacant Northern Lights hotel could serve this

purpose, though pedestrian and transit infrastructure should be upgraded. Similarly, there could be an opportunity to re-zone the newly acquired Archives property near Cuddy Family Park to residential designation. This parcel could ideally be used for high intensity residential development as it is in close proximity to amenities and services such as shopping, Cuddy Park, the Loussac Library and business districts for a wide spectrum of service sector jobs.

Page 21 of the plan states, “(c)enters allow mixed use housing within commercial projects, or stand-alone residential projects at minimum densities to support economic opportunities.” Centers should actually be more conducive to *higher* densities, rather than minimum densities.

Aside from the Fish Creek corridor, the Map should devote more attention to east-west corridors through mid-town. Could Northern Lights/Benson, 36<sup>th</sup> or Tudor be considered for Main Street or Commercial corridors? Or as Transit Oriented Development? These corridors would benefit from pedestrian and transit enhancements and provide for alternative transportation between Centers. Benson/Northern Lights, Fireweed, 36<sup>th</sup> and Tudor should all be considered for the transit oriented development corridor category.

The Map should specify land parcels along the Spenard corridor for residential use. Mixed use development is planned for the property at 36<sup>th</sup> and Spenard. There are also other opportunities along the corridor for similar mixed use development, and the pink shade, while designating Spenard as a Main Street Corridor, could add a more specific housing goal along the entire corridor. Properties should not be re-zoned from residential use to another use (business or industrial) until a housing demand survey shows the need has been met.

The portion of the Northwood at the Park parcel that is in the floodplain should be considered for a conservation easement or to further the goal of restoring and developing the Fish Creek Greenway. The remaining developable land should be considered for a maximum density appropriate for the remaining size of the parcel.

Thank you for taking the time to consider these comments. We look forward to continued engagement in the planning process.

Jedediah Smith  
Chair, Spenard Community Council

## Land Use Plan Map

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**From:** Cathy Gleason <cathy.gleasantcc@yahoo.com>  
**Sent:** Monday, June 13, 2016 5:21 PM  
**To:** Land Use Plan Map  
**Cc:** tccpresident@yahoo.com; Anna Brawley; Gloria Manni; Kennis Brady  
**Subject:** Turnagain CC Land Use Plan Map Comments  
**Attachments:** 2016-5-27 TCC I. Land Use Plan Map-Community Review Draft-1.pdf; 2005-Sept. 16-TCC I. Anchorage Bowl Land Use Plan Map.pdf; Illustration 2 Map-AO 2001-151 (S-2).pdf

Municipality Planning Dept. Staff,

As co-chairs of the Turnagain Community Council's Land Use Plan Map Committee, Anna Brawley and I are submitting TCC's comments on the Anchorage Bowl Land Use Plan Map and Narrative Community Discussion Review, which is attached as a pdf file. Also included with this email are two other pdf files, which are to be considered attachments to our comment letter.

- 1) TCC's previous comment letter submitted in 2005, when a Draft Land Use Plan Map Update was presented for public review and comment; and
- 2) Illustration 2 map of Turnagain Bog, which was an attachment to AO02001-151 (S-2), passed February 6, 2001.

*Please Note: TCC President Jonathan Tarrant will be providing the Planning staff with this same letter, signed by him, at some point in the very near future. In the meantime, please consider the letter sent today as TCC's official comments.*

Thank you, very much, for the latitude you have given TCC as well as other community councils to provide comments to the the draft LUPM map and narrative. *Please don't hesitate to contact Anna or myself, if you need clarification or would like to discuss any of our input.*

Sincerely,  
Cathy (Gleason)

# TURNAGAIN COMMUNITY COUNCIL

c/o Federation of Community Councils  
1057 West Fireweed Lane, Suite 100  
Anchorage, Alaska 99503

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Sent via email

May 27, 2016

Municipality of Anchorage Community Development Department  
Planning Division  
P.O. Box 196650  
Anchorage, AK 99519-6650

RE: ANCHORAGE BOWL LAND USE PLAN MAP UPDATE — COMMUNITY DISCUSSION DRAFT

Dear Planning Dept. Staff:

Thank you for the opportunity to provide input on the Anchorage Bowl Land Use Plan Map (LUPM) Community Discussion Draft. The Turnagain Community Council (TCC) recognizes the importance of weighing in on the development of this community-based plan that will set the direction for positive land use and development in our city for the next 25 years. As you are aware, TCC previously submitted comments on the 2006 update draft (attached to this letter), and our comments on the current draft Map generally support our input and positions on the previous version.

The TCC LUPM Update Committee, which was formed to follow the public involvement process for this planning document, presented initial recommendations at our TCC May 5, 2016, general meeting, which received broad support. A briefing was also presented to the council at our June 2, 2016, meeting. In order to submit comments in a timely manner, TCC is submitting these recommendations now, and they will be presented at our September 1, 2016, general meeting for formal affirmation.

## [LUPM Map — Overall Designations within the TCC Boundaries](#)

- **WITH SOME SIGNIFICANT EXCEPTIONS, TCC GENERALLY SUPPORTS the Draft LUPM Map RE: DESIGNATIONS WITHIN THE TURNAGAIN BOUNDARIES**

Located in the northwestern area of Anchorage along the coast, Turnagain is a primarily residential neighborhood, with popular parks/trails/natural open space, and limited commercial areas. TCC supports protection of our established coastal neighborhood by its mainly Residential and Park or Natural Area designations in the LUPM Map. TCC also supports the LUPM Map's proposed density in the Turnagain neighborhood, which reflects existing zoning density, and allows for infill of similar type housing (single family, duplex, and multi-family).

A large portion of land within the TCC boundary to the west contains Ted Stevens Anchorage International Airport (Airport) land as well as natural open space within and outside of Airport property. TCC recognizes the Airport is a vital public facility, serving not only Anchorage, but also the entire state of Alaska. *With the exception of important Turnagain areas described below (see pages 3-8)*, TCC supports the designation of the current boundaries of the Airport as "Airport, Railroad or Port Facility."

## [LUPM Map & Plan \(page 36\) — Turnagain Traditional Neighborhood Design Proposal:](#)

- **TCC SUPPORTS the Draft LUPM Map & Plan RE: A SIGNIFICANT AREA OF SOUTH TURNAGAIN DESIGNATED FOR A 'TRADITIONAL NEIGHBORHOOD DESIGN' OVERLAY**

A significant portion of the Turnagain residential neighborhood south of W. Northern Lights Blvd. is designated for possible implementation of "Traditional Neighborhood Design" in the Draft Map, which would

facilitate compact design and allow for and encourage sidewalks, and different parking and driveway standards.

While TCC supports the concept of this design designation, the council requests the ability to work with the Municipality on specific design guidelines and details of implementation that would be put in place within the Turnagain neighborhood. TCC would also like to be assured the concept is aligned with Title 21 and generally acceptable to private developers, to ensure viable implementation.

Because the Traditional Neighborhood Design designated area on the Map covers multiple neighborhoods (including neighborhoods in Turnagain, Spenard, South Addition, Fairview and Downtown), TCC feels there may be a need to split up the boundary of any future overlay districts into smaller areas. Each neighborhood may have slightly different ideas on the look and implementation of the Traditional Neighborhood Design that would best suit and enhance its area.

### LUPM Map & Plan (pages 35-36) — Greenway-Supported Development

- **TCC SUPPORTS the Draft LUPM MAP CONCEPT RE: HIGH-DENSITY GREENWAY SUPPORTED-DEVELOPMENT ALONG FISH CREEK**

The Draft Map shows Greenway-Supported Development along the Fish Creek corridor, starting at Minnesota Dr. and going east, to support better trail connections between western neighborhoods and Midtown. While TCC would want to work with the Planning Dept. to determine the exact location(s) for the western connecting points for trails along Fish Creek, we recommend the Greenway-Supported Corridor be extended west past Minnesota Dr., including possible redevelopment of housing in the neighborhood between Spenard and Tudor Roads, and connect with the existing Fish Creek Trail network. It is difficult and unsafe to travel on bike east from Turnagain and Spenard across Minnesota Dr., and even less safe to travel to Midtown; this corridor would significantly improve safety and quality of bike routes from our part of town.

However, TCC's support of the Greenway-Supported Development is contingent on some substantial changes to the Plan language, in order to address concerns we have identified.

- **TCC OPPOSES the Draft LUPM PLAN DESCRIPTION RE: GREENWAY SUPPORTED DEVELOPMENT ALONG ANCHORAGE CREEKS**

While uncovering or revitalizing existing creeks sections or natural functions as part of this redevelopment concept would be a very positive component of Greenway-Supported Development, TCC has serious concerns that would need to be addressed before implementation of this concept, as currently described in the Draft Plan:

- Title 21 would need to be rewritten, to enlarge the minimum creek setback width — *before any development under this proposal occurs* — to ensure natural greenbelt areas are preserved.
- Development close to creeks could negatively impact water quality and wildlife use and habitat — and set the stage for more potentially dangerous human/wildlife encounters.
- Higher density development along Fish Creek could have negative impacts on Fish Creek/Turnagain neighborhood downstream.
- TCC specifically does not support the Plan image of creek channelization with little or no greenbelt (page 35); nor do we support the Plan language description RE: “Urban greenways may be incorporated into development in various ways: as a newly constructed stream channel threaded between existing building or future buildings, streets, or parking lots...” (page 36) We recognize that this concept has been successfully executed in other places, and can be made an attractive amenity. However, the quality and function of our creeks, and the water bodies they drain into, rely on preserving natural banks, minimizing pollutants seeping into the water system, and preventing barriers to water flow, such as trash or debris building up in the creek channel. The channelized portion of Fish Creek under Spenard Rd. is a ‘good’ example of how this concept creates more problems than benefits in Anchorage. TCC would not want to see more of this type of development along currently underground portions of Fish Creek.

- TCC requests Plan language specifically reference — and the development concept incorporate — scientifically-supported practices for riparian management as an integral component of any Greenway-Supported Development, to ensure appropriate compatibility and environmental protection of Anchorage’s waterways within these higher-density areas.

#### LUPM Map & Plan — Public Facility/Natural Area Designation for Point Woronzof Park

- **TCC OPPOSES the Draft LUPM MAP & PLAN RE: DESCRIPTION OF POINT WORONZOF PARK AS “PUBLIC FACILITY/NATURAL AREA”**

Point Woronzof Park, *Municipal dedicated parkland since 1994*, is west of the Airport where a beautiful, naturally-wooded section of the Tony Knowles Coastal Trail and a portion of the Anchorage Coastal Wildlife Refuge is located. This area is depicted as “Important Wildlife Habitat” in the Anchorage 2020 Comprehensive Plan, and contains a significant Native archeological site.

TCC opposed the “Major Transportation Overlay” on this park during the development of the West Anchorage District Plan (WADP); TCC reiterates this position with our opposition to Point Woronzof Park designated as “Public Facility/Natural Area” on the Draft Map. Point Woronzof Park should be designated “Park or Natural Area” in the Anchorage Bowl Land Use Plan Map, which would reflect broad community support for this land to remain Municipal dedicated parkland and override the WADP by giving the park its proper designation.

The Draft Plan provides language in numerous locations that justifies this position (page 2, 10, 11) including the language that defines Park or Natural Area (page 26): “The Park or Natural Area designation provides for active and passive outdoor recreation needs, conservation of natural areas and greenbelts, and trail connections. These open spaces are municipally owned...”

Conversely, the Draft Plan provides only vague language in a failed attempt to justify the “Public Facilities/Natural Area” designation for Point Woronzof Park (page 27): “This designation applies to several municipal parcels identified as part of a conceptual, long-term resolution of International Airport area land use conflicts.” TCC opposed any comprehensive land trade with the Airport that would include Airport acquisition of Point Woronzof Park and fought to keep this concept out of the WADP — our position opposing a comprehensive land trade has not changed.

In its most recent Master Plan Update (finalized December 2014) — intended to project future needs at the facility for the next 20 years — the Airport has not convincingly demonstrated the need for a fourth runway or other aviation/industrial development in this area for the foreseeable future — and the only “land use, ownership and open space conflicts” (page 28) that would exist for Point Woronzof Park is if the Airport is allowed to acquire the park parcel without showing any actual need for it. Airport ownership of Point Woronzof Park could result in fencing off public access, extensive vegetation clearing and other environmental degradations of wildlife habitat, and realignment of the Coastal Trail — without any Municipal authority to override these actions.

As stated in the Draft Plan (page 43), the LUPM can be amended in the future if the Airport ever demonstrates a legitimate need to acquire Point Woronzof Park and develop it for aviation purposes. In the meantime, TCC requests that Point Woronzof Park’s designation in the Land Use Plan Map reflect its 22-year status as “permanent” dedicated parkland and be shown as “Park or Natural Area.”

#### LUPM Map — Public Facility/Natural Area Designation for ‘Parcel 6’ Municipally-Owned Land Adjacent to the Coastal Trail Between the AWWU Sewage Treatment Plan and the Airport

- **TCC OPPOSES Draft LUPM MAP RE: DESCRIPTION OF MUNICIPALLY-OWNED COASTAL TRAIL GREENBELT BETWEEN AWWU SEWAGE TREATMENT PLANT AND THE AIRPORT AS “PUBLIC FACILITY/NATURAL AREA”**

A beautiful, narrow natural open space area of Municipal land (identified as ‘Parcel 6’ in the WADP) directly east of the Anchorage Water and Wastewater Utility (AWWU) sewage treatment plant, and directly east of the

Coastal Trail, serves as an essential greenbelt buffer and wildlife corridor between the trail and high-impact north/south runway operations on Airport property nearby to the east.

The demarcation of this land on the Draft Map as “Public Facility/Natural Area” — and its indication by color that it lies within the Airport boundary — is *inaccurate and inappropriate*. The Airport does not own this land, nor has it demonstrated any legitimate need to acquire this Municipally-owned land through a conceptual comprehensive land trade scenario proposed during the development of the WADP — a proposal TCC opposed.

There is no basis to show Parcel 6 as anything but “Park or Natural Area” on the Land Use Plan Map. This would appropriately reflect how the community has used this land since the Coastal Trail was built in the 1980s, and it is a critical section of greenbelt/buffer that protects the integrity and user experience of the Coastal Trail through this area. Under other circumstances, locating a trail between two highly incompatible uses (sewage treatment plant to the west and Airport runway to the east) would be highly problematic. But because of careful planning and placement of the trail, and the retention of this important greenbelt area that buffers the trail, it works — and the community has long been the beneficiary.

For many years, TCC has advocated for the transfer of this land to the Parks and Recreation Dept. for parkland dedication. TCC requests ‘Parcel 6’ land be show in light green — to accurately reflect Municipal ownership — and be designated as “Park or Natural Area” in the Land Use Plan Map. This would serve to reflect the long-established, highest and best community use of this land — and would provide the Municipality Parks and Recreation Department with direction to request the transfer this land to the Parks Dept., for formal dedication of this essential Coastal Trail greenbelt buffer.

#### [LUPM Map —Parks or Natural Area Designation for Municipally-Owned Land West of Airport](#)

- **TCC SUPPORTS Draft LUPM MAP & PLAN RE: DESCRIPTION OF MUNICIPALLY-OWNED LAND WEST OF AIRPORT AS “PARK OR NATURAL AREA”**

A portion of Municipal land currently managed by the Heritage Land Bank (HLB) along the coastal bluff is shown on the Draft Map as “Park or Natural Area.” A section of the Coastal Trail and a portion of the Sisson Loop Trail system — both highly popular recreation trails — are located in this beautiful, natural open space area. It is part of an important wildlife corridor, and identified as “Community Preference for Natural Open Spaces” in the Anchorage 2020 Comprehensive Plan.

For many years, TCC has advocated for the transfer of this Municipal land (as well as other HLB Municipally-owned uplands and tidelands in this area not currently leased or otherwise encumbered) to the Parks and Recreation Dept. and dedication as parkland. This would permanently protect the highest and best long-standing community and environmental use of this area. Designating HLB parcels in this area as “Park or Natural Area” in the LUPM Map will provide direction to the Parks and Recreation Dept. to finally make this happen.

#### [LUPM Map — Public Facility/Natural Area Designation for Municipally-Owned Land West of Airport](#)

- **TCC OPPOSES Draft LUPM MAP & PLAN DESCRIPTION OF MUNICIPALLY-OWNED LAND WEST OF AIRPORT AS “PUBLIC FACILITY/NATURAL AREA”**

A portion of Municipal land currently managed by the HLB (directly east of the above discussed area) is shown on the Draft Map as “Public Facility/Natural Open Space.” It has long been considered by the public as an essential greenbelt buffer between the Coastal Trail and high impact Airport operations and development to the east, as it is directly adjacent to Airport land that has been cleared of virtually all vegetation. In addition to serving as an important Coastal Trail greenbelt buffer, it’s also a popular recreational area, as a portion of the Sisson Loop Trail is located on this land. And the Anchorage 2020 Comprehensive Plan identifies it as “Important Wildlife Habitat.”



During the development of the WADP, this HLB area was proposed to be segregated from the connecting HLB land along the coast and included in a proposed comprehensive land trade between the Municipality and the Airport. *However, 1) the dividing line of the HLB parcel on a map was completely arbitrary and not based on any public discussion or input; 2) the Airport has publically stated that this land is of low value to them; and 3) the Airport does not show any proposed development for this Municipal land in their 20-year Master Plan Update.*

This Municipal land may be of low value to the Airport, but it is of high value to the community as an important trail greenbelt buffer and wildlife corridor (see Draft Plan page references under the Point Woronzof Park section of our letter [page 3] for re-enforcement of this position, including page 10, which states, “New parks and greenbelts are added...to function as buffers between incompatible developments.” For many years, TCC has advocated for the transfer of this land to the Parks and Recreation Dept. for permanent parkland dedication.

TCC requests this parcel be designated as “Park or Natural Area” in the Land Use Plan Map, which would reflect the highest and best community use of this land — and would provide the Municipality Parks and Recreation Department with direction to transfer this land to its department for parkland dedication status.

### LUPM Map & Plan — Public Facility/Natural Area Designation for Portion of Turnagain Bog on Airport Land Adjacent to Turnagain Neighborhood

- **TCC OPPOSES Draft LUPM MAP RE: SIZE OF TURNAGAIN BOG AREA DESGNATED AS “PUBLIC FACILITY/NATURA AREA**

The Draft Map depicts a narrow strip of Turnagain Bog on Airport property directly adjacent to the Turnagain neighborhood as “Public Facility/Natural Area.” The Draft Map should identify a much larger area of Turnagain Bog for “Public Facility/Natural Area” designation, accurately reflecting the Assembly’s action via a portion of Turnagain identified in AO 2001-151 (S-2) (Illustration 2) (attached) and described in the ordinance as, “It is in the public interest that the portions of Turnagain Bog identified as “Lands Not Permitted” in green on Illustration 2 (including “Scenic Easement”) remain as a natural buffer between the ANC and surrounding neighborhoods.”

**BACKGROUND:** With the passage of AO 2001-51 (S-2), the Assembly approved Airport use of Municipally-owned areas of Klatt Bog wetlands in south Anchorage, to be used to mitigate Airport-related development in other areas of Turnagain Bog wetlands. The Airport has argued that this ordinance is not binding, as it was conceived as part of a speculative 10-year wetland fill permit application by the Airport that was never approved by the Corps of Engineers. However, 1) nowhere in the ordinance does it stipulate that this agreement was contingent upon approval of the 10-year fill permit application; and 2) over time, the Airport has used Klatt Bog wetland credits approved in the above referenced ordinance to mitigate Airport-related development in Turnagain Bog under individual fill permits.

Following TCC discussions with the Planning Department during the development of the 2006 draft Land Use Plan Map, the draft accurately reflected the boundaries delineated in Illustration 2. And during the development of the WADP, TCC strongly advocated for this Municipal planning document to acknowledge and implement the intent and actual language of this ordinance. As a result, AO 2001-151(S) is included in the WADP (Appendix A-7).

TCC assumes the narrow strip of Turnagain Bog identified as “Public Facility/Natural Area” in the current Draft Map is meant to represent the “Scenic Easement” on the Illustration 2 ordinance map. However: 1) the Draft Map area designated as “Public Facility/Natural Area” hugging the Turnagain residential boundary is much smaller than the Conceptual width of the Scenic Easement on Illustration 2 of the ordinance; and 2) Appendix I of the ordinance, titled “Conceptual Paper” is just that — conceptual — actual size of the “Scenic Easement” has never been agreed to by any of the involved parties, including TCC.

Regardless, the “Scenic Easement” does not represent the entire Turnagain Bog area identified in Illustration 2. As the ordinance language states, this larger wetland/associated uplands serves as an essential buffer

between Airport development and high-impact operations and the Turnagain residential area to the east. These wetlands are designated “Class A” wetlands in the Anchorage Wetlands Management Plan, which reflects their high value to the community, including water quality/pollutant filtration, hydrology regulation for waterways and residential development in Turnagain, wildlife habitat, noise buffering and aesthetics.

Based on the above information, data the Planning Dept. used to designate the “Public Facility/Natural Area” boundaries next to the Turnagain neighborhood on the Draft Map is incorrect.

Properly depicting the appropriate size of this important buffer area next to our neighborhood in the Land Use Plan Map — as identified in AO 2001-51 (S-2) Illustration 2 — would also adhere to the 2020 Comprehensive Plan’s General Land Use Policy #7 (page 72 in the Comp Plan): “Avoid incompatible uses adjoining one another.” It would also support language in the Draft Land Use Plan (page 10): “This strategy also addresses transitions and buffers between different land use designations, such as between major airport facilities or industrial use and residential neighborhoods” and (page 27): “The Public Facility/Natural Area designation addresses undeveloped lands on public facility and institutional campuses, where there is community interest to preserve natural habitat, buffers, greenbelt and trail connections, scenic values, or recreational uses.”

The Airport has benefited from the Assembly’s decision to provide wetland fill credits to them over the last 15 years — yet, *the community has yet to see tangible action by the Municipality to see that a significant portion of Turnagain Bog “remain as a natural buffer between the ANC and surrounding neighborhoods.”* By appropriately depicting all of the Turnagain Bog wetlands/associated uplands shown on the AO 2001-151(S) Illustration 2 map as “Public Facility/Natural Area” in the Land Use Plan Map, *the Municipality would be taking a big step forward in its commitment to provide an essential buffer between Airport development and operations and the Turnagain neighborhood.*

TCC requests that the size of the Turnagain Bog wetlands and associated uplands on Airport property west of the Turnagain neighborhood designated as “Public Facility/Natural Area” be substantially enlarged, to appropriately reflect the AO 2001-151(S) Illustration 2 Turnagain Bog boundaries deserving of this designation.

#### **LUPM Map — Public Facility/Natural Area Designations for Portions of Airport Land Currently Used for Community Park/Recreation:**

- **TCC SUPPORTS the Draft LUPM Map RE: THOSE AREAS BEING USED BY THE COMMUNITY FOR PARK AND RECREATION PURPOSES WITHIN THE AIRPORT BOUNDARIES DESIGNATED AS PUBLIC FACILITY/NATURAL AREA**

As with the portions of Turnagain Bog on Airport property discussed above, it is appropriate to designate areas long-used by the public for park and recreational purposes, or that serve as essential buffering between the Airport and adjacent residential areas, as “Public Facility/Natural Area” on the Land Use Plan Map. These popular community-use areas include: north areas of Connors Bog and De Long Lake, Little Campbell Lake Park, sections of Coastal Trail/Greenbelt buffering, and Point Woronzof Overlook.

This designation reflects the dual land uses for these natural areas: they are located within the Airport boundaries, but used by the public for park, recreational and land use buffering purposes. And FAA Grant Assurances allow for land within Airport boundaries to be used for community purposes: “The contribution of the airport property enhances public acceptance of the airport in a community in the immediate area of the airport; the property is put to general public use desired by the local community; and the public use does not adversely affect the capacity, security, safety or operations of the airport.” (199 Federal Register, page 7721, VII.D.

#### **LUPM Map & Plan — Identification/Acknowledgement of Anchorage Coastal Wildlife Refuge Boundaries and Overlap of Municipal Land Within the ACWR Boundaries:**

**MAP:** The Anchorage Coastal Wildlife Refuge (ACWR) is identified with wording in two areas of the Draft Map — both south of Pt. Campbell — but the Draft Map does not show the actual boundary of the refuge. The

Draft Plan language states, “The Plan Area Boundary depicts the extent of the land use planning area of the Plan Map.” (page 39) Since numerous parcels of Municipally-owned land falls within the refuge boundary, these areas should be demarcated on the Plan Map.

Because some of the city-owned parcels are located within our council boundaries (Point Woronzof Park tidelands and tidelands located within various HLB parcels), TCC requests that the actual boundaries of the refuge be shown on the Land Use Plan Map, to better visually indicate its location in relationship to the city’s upland western coastline and Municipal land that falls within the ACWR boundaries. At the very least, TCC requests adding “Anchorage Coastal Wildlife Refuge” wording in the water on the Land Use Map, between Pt. Campbell and Pt. Woronzof — to better represent the northern portion of the refuge, which extends to Pt. Woronzof. We have noticed other map layers (including the Community Natural Assets map) depict the ACWR boundaries, so this seems like a simple — but important — amendment to the Land Use Plan Map.

**PLAN:** As stated above, numerous parcels of Municipal land fall within the ACWR boundaries. The LUPM should acknowledge this not only in the Land Use Plan Map, but also in the text of the Plan narrative, as the city has the authority to manage Municipal land within the ACWR boundaries.

TCC requests that the second graph in the Land Use Plan Area Boundary section (page 39) be amended as follows, to better reflect the Memorandum of Understanding updated last year between the Municipality and the Alaska Department of Fish & Game (ADF&G) (AO 2015-72, Appendix A): “Joint Base Elmendorf-Richardson, Chugach State Park, Fire Island, and portions of the Anchorage Coastal Wildlife Refuge are not subject to the Anchorage Bowl Land Use Plan Map. While a 2015 Memorandum of Understanding between the MOA and the Alaska Dept. of Fish and Game allows for ADF&G to manage Municipal land within the ACRW, this agreement allows for the Municipality to “assist, where appropriate, in maintenance and development of refuge access points on the subject municipal lands, both within and abutting the refuge...”

#### LUPM Plan — Public Facility/Natural Area Language

- **TCC OPPOSES the Draft LUPM PLAN RE: “PUBLIC FACILITY/NATURAL AREA” SECTION REFERENCES TO USE OF MUNICIPAL PARCELS IN A CONCEPTUAL LAND TRADE WITH THE AIRPORT**

The following language is included in the Draft Plan “Public Facility/Natural Area” section, “This designation also applies to several municipal parcels identified as part of a conceptual, long-term resolution of International Airport area land use conflicts.” (Page 27), and “Specific tracts in and around the Ted Stevens Anchorage International Airport are opportunity parcels for a possible land exchange or other mechanism to resolve land use and ownership conflicts. These include Airport tracts, municipal park and Heritage Land Bank lots, and portions of AWWU land.” (page 28).

As already stated, TCC strongly opposed the idea of a comprehensive land trade with the Airport when this idea came up as part of the development of the WADP, because of the select municipal parcels chosen to potentially be acquired by the Airport. These parcels included Point Woronzof Park, ‘Parcel 6’ Coastal Trail greenbelt/buffer, and AWWU sewage treatment plant expansion reserve land — all vital city-owned land that should be retained by the Municipality because of its long-term, high value use by the community.

The Airport has never demonstrated a real need for any of this Municipal land — and the need for a fourth runway or other aviation-related development west of its current boundaries is highly unlikely during the 25-year span of this LUPM Update. But as already pointed out, the Draft Plan’s own language states that the LUPM can be amended in the future, IF the Airport every demonstrates a legitimate need for these Municipal parcels (page 6).

Conversely, as stated on page 6 of our letter, FAA Grant Assurances allow for Airport land to be used by the public for community purposes: “Making airport property available at less than fair market rental value for public recreation and other community uses, for the purpose of maintaining positive airport-community relations, can be a legitimate function of an airport proprietor in operating the airport.” (1999 Federal Register, (p. 7721.Vii.D). This legitimizes the Airport’s many-years allowance of land within its boundaries being used for park, recreation, buffer and other purposes that benefit the community at-large (including Spenard Beach

Park, Little Campbell Lake Park, sections of the Coastal Trail, the snow dump near Connors Bog, etc.) — and precludes the impression that there are land use conflicts that need to be resolved with a comprehensive land trade.

TCC was very supportive of Mayor Berkowitz’s decision in fall 2015 to withdraw a proposed ordinance by the previous administration, which would have supported the land exchange, and would have placed un-dedication of Point Woronzof Park on the Municipal ballot for a public vote by 2017.

Based on all of the above rationale and the current administration’s position, TCC requests language referring to Municipal land potentially being included in a land trade with the Airport in the Public Facility/Natural Area section be deleted from the Land Use Plan.

### LUPM Plan — Supplementary Policy Guidance Language

- **TCC SUPPORTS the Draft LUPM PLAN RE: Land Use Policy-5: Consistency of Area-specific, Functional, and Facility Plans**

Proposed new policy recommendations to be incorporated into the 2020 Comprehensive Plan includes LU-5 (page 12), which states, “The Comprehensive Plan shall be the Municipality’s lead and overall policy guide for growth and development in the Anchorage Bowl.” It goes on to state that, “Revisions and updates to other municipal plans...shall be in conformance with the Comprehensive Plan.”

TCC supports this land use policy and recognizes it as a way to override narrative and Implementation Actions that our council opposed in the WADP — including the concept of a comprehensive land exchange with the Airport.

- **TCC SUPPORTS the Draft LUPM PLAN RE: Land Use Policy-7: Targeted Infrastructure Investment**

TCC feels it is important to “invest in public infrastructure (i.e., parks, trails, schools, sidewalks, streetscapes, utilities) to catalyze reinvestment in priority focus areas,” as stated in LU-7 (page 12). These important community amenities enhance our city by providing a better quality of life for residents. By investing in these amenity improvements, it will provide incentives for residents to locate in mixed-use districts and other areas of Anchorage, defined in the 2020 Comprehensive Plan.

- **TCC SUPPORTS the Draft LUPM PLAN RE: Land Use Policy-10: Conserving, Enhancing, Revitalizing Neighborhoods — with Amended Language**

As housing density increases in Anchorage, TCC supports the Planning Dept.’s recognition that higher density needs to be balanced with protection of what makes Anchorage a special place to live — including protection of the environmental assets this city is fortunate to have. While it’s important for the Land Use Plan to emphasize the restoration of environmental areas that have been compromised or degraded, it’s also important to *protect* these special environmental areas in the first place.

TCC requests that the LU-10 policy statement be amended by adding the underlined text (page 12): “Balance the need to increase the housing supply and expand neighborhood commerce with the parallel need to protect and enhance neighborhood character, preserve historic resources, and protect and restore the environment.”

- **Amend the Draft LUPM PLAN RE: Land Use Policy-11: Reducing Barriers to Core Sector Growth**

TCC feels the language to describe LU-11 is too vague and does not provide a caveat that protects the existing land uses from potential incompatible uses and/or negative impacts due to inappropriate industry expansion. An excellent example of this is referenced above, with regard to Airport expansion into the Turnagain Bog wetlands/uplands buffer adjacent to the Turnagain neighborhood; or Airport expansion that would destroy dedicated parkland and popular sections of recreational trails to the west of its current boundaries.

TCC requests that the LU-11 statement be amended by adding the underlined text (page 12): “Assist Anchorage’s core sector and growth industry employers, by resolving land use constraints, where appropriate and compatible with existing and surrounding land uses, so they can continue to grow, expand job opportunities, and provide a diverse, stable economic base.”

- **Amend the Draft LUPM PLAN RE: Land Use Policy-12: Coordinating Institutional Growth**

Similar to our comments above on LU-11, the LU-12 policy statement should include additional language in the Land Use Plan that qualifies advocating for expansion of Anchorage’s large institutional facilities, to ensure appropriate growth and land use compatibility occurs. Unconstrained growth in these areas can cause additional traffic, noise, loss of natural open space, etc., which would have negative impacts on the surrounding areas.

TCC requests that LU-12 be amended by adding the underlined text (page 12): “Expand and encourage partnerships among Anchorage’s large educational, research and medical institutions to coordinate future growth and development of these institutions, where appropriate and compatible with surrounding land uses and neighborhoods.”

### LUPM Plan — Land Use Designations/Growth Supporting Features and Landscaping/Natural Area Preservation

- **Amend the Draft LUPM PLAN RE: Higher Density, Development in General & Landscaping Standards**

Within the various 2.2 Land Use Designations and 2.3 Growth Supporting Features sections of the Draft Plan, higher density housing in select areas is presented as a way to provide more housing within the Anchorage Bowl, to accommodate projected future city growth. And additional commercial and industrial development will be needed to continue providing necessary goods and services to our community.

However, the Land Use Plan needs to include stronger language and better examples of development than some of those in the Draft Plan, to emphasize the need to balance high-density housing on smaller lots (with limited front and side-yard setbacks), and commercial development (very close to sidewalks and streets) with appropriate space for aesthetic landscaping and preservation of wooded areas that provide aesthetics and buffering. Unfortunately, the Draft Plan includes more bad examples, than good:

**Good examples (where landscaping is integrated into the development):** Photo 4 on page 18; Photo 5 on page 19; Photo 20 on page 30.

**Bad examples (where little or no landscaping is visible):** Photo 11 on page 23; Photo 12 on page 24; Photo 13 on page 25; Photo 19 on page 29; Photo 24 on page 31; Photos 26, 27 & 28 on page 32; Photo 30 on page 35; Photo 35 on page 38.

Clearly, implementation of higher density, smaller lots, and more compact development should not occur until Title 21 landscaping/preservation of natural wooded areas requirements are strengthened, to avoid more development like the examples all too often depicted in the Draft Plan — and currently found throughout our city.

While TCC generally supports the Land Use Designation and Growth Supporting Features, we request that the Land Use Plan include language throughout these sections that more strongly emphasizes the need to provide appropriate landscaping setbacks and higher landscaping/natural area protection standards (with accompanying better photo examples) within high density housing and other developed areas in our community. And strengthening landscaping requirements should be included as an Action Plan in the Land Use Plan.

A specific example of amended language to better emphasize the above points: TCC requests that language in the Industrial Land Use Designation statement be amended by adding the underlined text (page 32):

“Greater buffering and screening should [MAY] be required to enhance public rights of way and improve land use compatibility.”

### LUPM Plan — City Center Land Use Designation and Retail Businesses

- **Amend the Draft LUPM PLAN RE: City Center Location Criteria**

As Midtown has developed over the last several years, more office and non-retail development has occurred within this general area. While there are still numerous retail shopping opportunities in Midtown for those living in the surrounding residential areas, including Turnagain, TCC requests that language in the City Center Location Criteria (last bullet) be amended by adding the underlined text (page 24): “Not to expand at the loss of residential and retail.” This will ensure that long-term development of the Midtown area retains a balance of residential, retail and office development.

### LUPM Plan — Lakes and Streams Land Use Designation

- **Amend the Draft LUPM PLAN RE: Lakes and Streams Protection Language**

The Lakes and Streams Land Use Designation (page 39) states, “The Plan is not intended for use in determining the location of streams or stream protections setbacks.” As we stated on page 2 (Greenway Supported Development), Title 21 stream setback requirements need to be enlarged, in order to properly protect riparian habitat along Anchorage streams. While TCC understands the limitations of mapping all the waterways within the Anchorage Bowl, TCC requests inclusion of the following sentence as the last sentence of this section (page 39): “The Plan recognizes that proper setback protection for waterbodies is an important component of land use for Anchorage and will be addressed in Title 21.” This serves as an important acknowledgement or water resource protection in this section of the Land Use Plan.

### LUPM Plan — Targeted Area Rezonings

- **TCC SUPPORTS the Draft LUPM PLAN RE: Targeted Area Rezonings Language & Parkland Dedication**

The Targeted Area Rezoning section (page 46) states, “Individual rezonings will occur over time, as growth and the need arises.” TCC see this as an opportunity for the community to ‘target’/identify parks currently under designated status, and formally dedicate these parks, as part of a targeted area rezoning effort. This action would simultaneously rezone these dedicated parkland parcels to PR District.

As more development occurs to accommodate population growth, it is important that parkland/natural open space within our community that provides a high quality of life are given the highest level of protection.

TCC has already worked with the Parks and Recreation Dept. staff to identify all designated parkland within our boundaries long enjoyed by Turnagain residents and the community-at-large, and passed a resolution (March 2015) supporting formal park dedication and rezone of these parcels. TCC hopes to work with the Parks Dept., the Parks and Recreation Commission, and the Assembly to accomplish this in the near future.

### LUPM Plan — Table 5: Action Checklist

- **Draft LUPM PLAN RE: Table 5 Action Checklist:**

- **PAGE 54 — INDUSTRIAL LAND PRIORITIZATION ACTION ITEM VII-12: Support application of Foreign Trade Zone (FTZ) on TSAIA lands.**
  - Development in Foreign Trade Zones within the TSAIA boundaries areas should be careful placed, in order to minimize potentially negative impacts on surrounding land uses (noise, pollution, traffic through adjacent neighborhoods, clearing of natural open space buffer areas, development on high value wetlands/natural wildlife areas, etc.).

TCC requests more information/details on the criteria/process for choosing specific areas located within TSAIA boundaries that could be designated as FTZs — and what development/operations may occur within those FTZ designated areas.

- **PAGE 54 — COMPATIBLE LAND USE ACTION ITEM VIII-1: Include neighborhood buffering standards in TSAIA Targeted Area Rezone in Action VII-1**

- This action item should not be limited to Sand Lake residential areas along Raspberry Road. Appropriate buffering areas on Airport land should be designated for all adjacent neighborhoods and other land uses surrounding the Airport — not just those areas designated as Targeted Area Rezone areas along Raspberry Rd. As stated earlier in our comment letter (pages 5-6), the size of Turnagain Bog wetlands/associated uplands designated as a buffer needs to be significantly enlarged than what is shown on the Draft Map.

TCC conceptually supports neighborhood buffering standards, but needs more information on the details. Our council would want to be part of a group involved in the development of these neighborhood buffering standards, to ensure protection of quality of life and consistent application and land use compatibility around the Airport.

- **PAGE 55 — COMPATIBLE LAND USE ACTION ITEM VIII-5: Conduct a valuation study of the natural economy of Anchorage’s ecosystem to determine current watershed and wetland protection, economic value, and land use development impacts.**

**TCC SUPPORTS** this Action Item — it is important to assess the intrinsic value of our natural waterbodies as Anchorage grows and moves forward with higher density housing and other development. This information will be very useful to ensure proper protection to the city’s watersheds and remaining wetlands/natural areas.

- **PAGE 55 — COMPATIBLE LAND USE ACTION ITEM VIII-6: Conduct scenic viewshed assessment for Bowl and determine strategies for viewshed protection.**

**TCC SUPPORTS** this Action Item — as with Anchorage’s watersheds and wetlands, it is important to identify and protect high value viewsheds in our city. Scenic viewsheds enhance our quality of life, provide greater economic property assessments, and elevate the visitor experience while in our city.

- **PAGE 55 — COMPATIBLE LAND USE ACTION ITEM VIII-7: Identify development standards and incentives to mitigate impacts to wildlife near wildlife habitats.**

**TCC SUPPORTS** this Action Item — but requests the Action Item be amended as follows: “Identify development standards and incentives to protect and mitigate impacts to wildlife near wildlife habitats.”

Any proposed development near wildlife habitats should first be evaluated for adherence to wildlife *protection* standards, so that impacts to can be prevented, rather than mitigated.

- **PAGE 55 — IX OPEN SPACE AND GREENBELTS ACTION ITEMS**

**TCC GENERALLY SUPPORTS** these all of these Action Item, but has a specific amendment for Action Item IX-4, as follows:

**TCC SUPPORTS Action Item IX-4** — but requests the Action Item be amended as follows: “Conduct housekeeping to dedicate parks currently classified as designated parks, followed by rezoning [REZONE] of dedicated parks to PR District, and some T zoned lands to PLI.”

As stated on page 10 of our letter, TCC has already collaborated with the Parks and Recreation Dept. to identify all designated parks within our boundaries, and has passed a resolution for dedication and rezone of these parks to the PR District. This should be done throughout the city, to ensure the highest level of protection for these public facilities.

- **PAGE 55 — ANCHOR INSTITUTIONS AND FACILITIES X-5: Develop TSAIA, Merrill Field and JBER interface compatibility overlay zone.**

During the development of the WADP, TCC (and Spenard CC) opposed the concept of “Airport Influence Overlays” as well as the “Airport Disclosure through Plat Notes” proposal (page 133 of WADP). These requirements would put all the burden, which could have financial consequences, on owners of property that would fall into these overlay boundaries — and no action required by the Airport to minimize noise and other negative impacts on the nearby neighborhoods.

A “Compatibility Overlay Zone” proposed in the Draft Plan sounds very similar to what was proposed in the WADP. TCC requests more information as to how these overlay zones would be determined, what criteria would be used, what the potential negative ramifications could be to property that falls within these zones, etc. before the Municipality considers moving forward with this Action Item.

- **PAGE 55 — ANCHOR INSTITUTIONS AND FACILITIES X-6: Resolve land use, ownership, and open space conflicts around TSAIA through a land exchange.**

**TCC OPPOSES Action Item X-6.** As expressed earlier in our comments, TCC continues to be strongly opposed to the concept of a land exchange that would presumably “resolve conflicts,” just as we did during the development of the WADP. Only if Municipal land long-used by this community as natural open space and recreational areas is traded to the Airport will there be major conflicts — which will not be able to be realistically resolved if this land, including dedicated parkland is developed for aviation purposes. TCC requests this Action Item be deleted from the Land Use Plan.

### LUPM Supporting Maps

TCC also found some errors on some of supporting maps posted on the Land Use Plan Map website. TCC requests an opportunity to meet with Planning Dept. staff to discuss the specifics, to ensure the LUPM is based on accurate data.

Once again, TCC appreciates the opportunity to provide detailed comments on the Draft Land Use Plan Map Update and accompanying Plan narrative. We are an active council who has dealt with many of the land use items discussed above for many years. TCC hopes that our input during this important LUPM Update process — and our continuing dialogue with the Municipal Planning Dept. — result in a positive outcome for the Turnagain neighborhood and our community.

Sincerely,

Anna Brawley & Cathy Gleason  
Turnagain Community Council Land Use Plan Map Committee Co-chairs

Attachments:

9-16-2005 Turnagain Community Council Comment Letter on Land Use Plan Map Draft  
AO 2001-151 (S-2) Illustration 2 Map



**From the Board of Directors of  
Turnagain Community Council**  
c/o Mark Wiggin, President  
2213 Douglas Dr., Anchorage, Alaska 99517

September 16, 2005

sent via e-mail

Municipality of Anchorage Planning Department  
P.O. Box 196650  
Anchorage, Alaska 99519

**RE: ANCHORAGE BOWL LAND USE PLAN MAP — Community Discussion Draft**

Dear Planning Staff:

Thank you for the opportunity to provide input on development of the Anchorage Bowl Land Use Plan Map, an essential component of the Anchorage 2020 Comprehensive Plan. It is vital that comments submitted by the public at this early draft stage are reflected in the final version of the Land Use Map, as this map will provide current and future administrations, and appointed and elected leaders guidance on land use policy decisions for years to come.

While we support and desire achievement of all 10 Key Principles, as listed on pages 2-3 of the Land Use Plan Map Overview, The Turnagain Community Council Board (TCCB) comments at this time will largely focus on Key Principal #10: *“Parks, Natural Open Space and Ecological Functions* are conserved and enhanced to preserve the unique livability of the growing city.”

Turnagain is especially fortunate to have within and near our boundaries some high value parklands and other natural open space and coastal areas that our neighborhood as well as visitors and the community at large use and enjoy. Long-term protection of these important areas is essential as our city continues to grow, so that future generations have the opportunity to benefit from the recreational, natural open space and wildlife assets we now value as a community. (This sentiment dovetails into Key Principal #1 — *An Emphasis on the Overall, Long-Term Welfare of the Entire Community.*) Therefore, our comments are directed specifically to the Community Facilities Map Layer, which includes draft designations of Parks and Natural Resource Use areas. Of course, these comments would then apply to the General Land Use Plan Map and the Land Use Plan - Composite Map as well.

**SPECIAL STUDY AREA DESIGNATIONS:**

On the Community Facilities Map Layer, four areas are designated “Special Study Areas” in the west part of Anchorage. In the Overview document on page 15, the definition for a Special Study Area includes the following: “There are several public land parcels for which a specific use has yet to be identified. These areas are subject to a site-specific land use study before use

designation or development.” While this designation *category* has merit (see comments under “C. & D. Airport-Owned Land” below), the areas chosen for this designation don’t fit with the definition. Specifically, the following areas in West Anchorage are designated Special Study Areas in the draft:

- A. Municipally-owned land south of Pt. Woronzof and east of the Anchorage Water and Wastewater (AWWU) sewage treatment facility;
- B. Municipally-owned Heritage Land Bank (HLB) land west of Ted Stevens Anchorage International Airport (Airport);
- C. Airport-owned land south of Raspberry Road and adjacent to Kincaid Park;
- D. Airport-owned land covering the northern half of Connors Lake and adjacent bog and upland areas.

**A Municipally-Owned Land South of Pt. Woronzof & East of the Sewage Treatment Facility:** TCCB finds it hard to imagine how this small, but extremely significant piece of land could be designated as a Special Study Area. Because of its narrow east/west boundaries and incompatible land uses on both sides (Pt. Woronzof Road and the North/South Runway to the east and sewage treatment plant to the west), the entire parcel is considered by the public as a trail greenbelt for the portion of the Tony Knowles Coastal Trail (Coastal Trail) that runs through the area. The land to the east of the trail, which is sloped and wooded, serves as an essential buffer between the trail and high-impact land uses to the east. If there is one parcel that demands the designation of “Park and Natural Resource Use,” it is this parcel.

TCCB also notes that the color of this area is blue, implying that the land is part of the Airport’s “Major Transportation Facility.” This does not accurately reflect how the public is currently using this land and because it is city-owned property, this land does not fall within the Airport’s transportation facility boundary.

- **RECOMMENDATION:** TCC requests that the above described parcel of city-owned land be colored in green and designated “Parks and Natural Resource Use” on the Community Facilities Map Layer.

**RATIONALE:** Historically, there are several Municipal documents that reflect the intention for this land to be designated as protected open space parkland/greenbelt and support a Park and Natural Resource Use designation, including the following:

- **1982 Anchorage Bowl Comprehensive Development Plan (1982 Comp. Plan):** The above-described parcel is designated in the 1982 Comp. Plan Parks and Open Space Plan as “Areas to Develop as Parks, Open Space and Related Facilities.” Goals listed under “Greenbelts and Open Spaces” (page 46) include a. To accommodate trails and recreation facilities; and d. To lend identity to communities and provide buffers between incompatible land use.
- **1983 The Coastal Trail Route Study:** Plan Sheet 12, 12.4 indicates this was the intended route for the Coastal Trail in this area. General goals stated on page 1 of this document include:

“Provide a greenbelt corridor linking existing and future park and open space plans.”

“Help protect marginal and environmentally sensitive areas from improper development.”

- **1993 Heritage Land Bank (HLB) Resource Inventory:** According to this document, this land has a Covenant/Title restriction — “Use restricted to Park, Recreation or Other Public Purposes Only.”
- **1997 Anchorage Areawide Trail Plan:** The accompanying maps to the Trails Plan validate the existence of the Coastal Trail in this area.
- **1999 Open Space Inventory for Anchorage Map:** A “Combined Community and Neighborhood Preferences for Natural Open Space” map was produced by The Great Land Trust and the Municipality of Anchorage (Municipality) in an “Open Space and Wildlife Habitat Mapping Project.” The above described parcel was included on this map as preference for natural open space and identified to have the following values:
  - Aesthetic Value
  - Recreation Value
  - Wildlife Habitat Value
  - Environmental Education Value
- **2001 Anchorage 2020 Anchorage Bowl Comprehensive Plan (Anchorage 2020 Plan):** The Conceptual Natural Open Space Map (page 63) was also based on the Open Space and Wildlife Habitat Mapping Project, between The Great Land Trust and the Municipality. While it is difficult to tell the exact mapping boundaries, this area was definitely identified “Community Preference for Natural Open Space,” and most, if not all, identified as “Important Wildlife Habitat.”
- **2005 (draft) Anchorage Bowl Park, Natural Resource and Recreation Facility Plan:** Map 7 “Recreation Trails and Connections” designates this area as “Scenic/Greenbelt Trail Network Connections to Parks and Schools.”

#### **B. Heritage Land Bank Land:**

Clearly, the land encompassing city-owned HLB parcels west of the airport do not fall into the description of “a specific use has yet to be identified.” Just ask anyone who uses the section of the Coastal Trail — one of the most popular recreational assets in this city — which runs through this area. Trail users have viewed this land as de facto trail greenbelt/natural open space since the trail was built in the mid-1980s. This area also serves as an essential buffer between two incompatible land uses (passive recreation in a natural setting along our beautiful coastal area and a major transportation facility whose operations generate high and far-reaching negative impacts). Finally, this coastal, natural open space also serves as important wildlife habitat and a part of a wildlife travel corridor that connects the Kincaid Park area with Earthquake Park.

TCCB also notes that the eastern section of this area is colored blue on the map, implying that the land is part of the Airport's "Major Transportation Facility." This does not accurately reflect how the public is currently using the land and because this is Municipally-owned property, this land does not fall within the Airport's transportation facility boundary.

- **RECOMMENDATION:** TCCB requests that the entire boundary of city-owned land discussed above be colored in green and designated "Park and Natural Resource Use" in the Community Facilities Map Layer.

**RATIONALE:** Historically, there are several Municipal documents that reflect the intention for this land to be designated as protected open space/parkland and support a Park and Natural Resource Land Use Map designation, including the following:

- **1982 Anchorage Bowl Comprehensive Development Plan:** Most of the land within the city-owned HLB parcels is designated in the 1982 Comp. Plan Parks and Open Space Plan as "Areas to Develop as Parks, Open Space and Related Facilities" or as "Other Open Space (Non-Municipal)". (NOTE: At that time, the State apparently owned land in this area that is now owned by the Municipality).
- **1982 Pt. Woronzof-Pt. Campbell Wetlands Master Plan:** Land within most, if not all, of the three HLB parcels fall within the Land Use Study area of this document. Chapter III Master Plan, Vehicle Access Parking section (page 31) states, "Parking areas should be provided . . . just north of the Clitheroe Center . . . This will provide more convenient access to the viewing facilities for users who do not ride bikes or walk long distances."

The Viewing Platform section (page 32) of the same document states, "Further [sic] south on the trail, just west of the potato patch, another viewing area should be provided." (NOTE: The old potato patch is in the vicinity of the Clitheroe Center.)

- **1983 The Coastal Trail Route Study:** Plan Sheet 15, between 14.5 and 15.1 discusses access to the Coastal Trail and states, "Potential coastal park with trail link to Point Woronzof Drive, parking facilities, shelters, restrooms and information signing." This area is near the Clitheroe Center.
- **1987 Revised Anchorage Coastal Management Plan:** (NOTE: This information is also included in the 1982 Comp. Plan) It is difficult to determine exact boundaries, but most, if not all, of the HLB land falls within the Anchorage Coastal Zone Management boundaries and is designated either "Preservation" or "Conservation" Environment. This land is identified as "High Hazard," "Marginal," and/or "Scenic Vistas." You may question the wisdom of advocating for parkland in geologically high-risk areas, but as residents of Anchorage, we know about earthquake zones and how to wisely manage land use in high hazard areas. Passive recreation and natural open space would likely be the highest and best use for this land because of its high hazard/marginal designations, not to mention its scenic vistas.

- **1993 Heritage Land Bank Resource Inventory:** According to the descriptions of HLB parcels 4-032, 4-033 and 4-034, whose boundaries generally conform with the city-owned land designated Special Study Areas in the Community Facilities Map Layer, these parcels have a Covenant/Title restriction — all are to be used by the Municipality for “public” and “recreation.”
  
- **1999 Open Space Inventory for Anchorage Map:** A “Combined Community and Neighborhood Preferences for Natural Open Space” map was produced by The Great Land Trust and the Municipality. While it is difficult to determine precise boundaries, it appears that all of the city-owned HLB land is designated as a preference for natural open space on this map and identified to have the following values:
  - Aesthetic Value
  - Recreation Value
  - Wildlife Habitat Value
  - Environmental Education Value
  
- **2001 Anchorage 2020 Anchorage Bowl Comprehensive Plan:** The Conceptual Natural Open Space Map (page 63) was also based on the “Open Space and Wildlife Habitat Mapping Project,” between The Great Land Trust and the Municipality. The entire boundary of the HLB was identified as “Community Preference for Natural Open Space.” Ironically, this map identifies the eastern part of the HLB land as “Important Wildlife Habitat,” but not the western part. It is hard to imagine how the eastern part qualifies for this designation and the western part does not and this contradicts the map referred to above, which shows the entire HLB land area having habitat values. Regardless, this map was compiled from interviews with local wildlife experts and from scientific reports, and it stands to reason that both the eastern and western areas have important habitat values since they are contiguous.

### **C. & D. Airport-Owned Land:**

As for the other two Airport-owned parcels identified as Special Study Areas on the Community Facilities Map Layer, TCCB feels that this is an appropriate designation, title-wise, but *the definition of a Special Study Area should change*. These areas as well as others listed below are being used for a specific purpose by the public as parkland and/or are important natural open space areas, but because they are owned by the Airport, obviously there is some disagreement, conflict and/or nonresolution regarding long-term use of the land.

- **RECOMMENDATION:** TCCB requests that the definition of Special Study Areas be rewritten so that it addresses the land use conflicts of Airport-owned land currently being used by the public as parkland — whether because of a formal agreement between the Municipality and the Airport or because of its value to the community as natural open space for recreation, wildlife habitat and/or trail greenbelt corridors — and that a Special Study designation is needed so that the highest and best use can be determined through a public process — regardless of ownership. (See discussion of development and implementation of the West Anchorage District Plan below.)

**RATIONALE:** During the development of the Comp. Plan, several major issues were identified and ultimately addressed in the final plan document. One of these major issues related to the

community and how it was being negatively impacted by growing Airport operations and development. The Comp. Plan acknowledges the impacts generated by the Airport and their effects on surrounding land uses (i.e., recreational, residential, educational, environmental) as well as land use conflicts within the Airport boundaries by dictating the following:

- **2001 Anchorage 2020 Anchorage Bowl Comprehensive Plan:** On page 57 of the Comp. Plan, it states, “In response to airport growth, community growth surrounding the airport, recreational uses on the airport, and related airport impacts to the surrounding community, **Anchorage 2020** creates the West Anchorage Planning Area [also referred to as the West Anchorage District Plan.] Along with related strategies, this planning district serves as a mechanism to formally identify, address, and resolve land use conflicts within and near the airport.”

➤ **RECOMMENDATION:** In addition to the already referenced Airport-owned properties (see page 2) identified as Special Study Areas in the Community Facilities Map Layer, TCCB requests that the following Airport-owned parcels be identified as Special Study Areas (as per TCCB’s rewritten definition) as well:

- E. Land west of Earthquake Park that runs along the coast and up to the boundary of the Anchorage Coastal Wildlife Refuge at Pt. Woronzof<sup>1 2</sup>
- F. Land at Pt. Woronzof, down to the northern boundary of AWWU sewage treatment facility<sup>1 2</sup>
- G. Land along the coast south of Pt. Woronzof Park<sup>1 2</sup>
- H. Land west of the East/West Runway<sup>1 2</sup>
- I. Land in the Little Campbell Lake area<sup>2</sup>
- J. Land directly west and adjacent to Kincaid Elementary School
- K. Spenard Beach Park along Lake Shore Drive
- L. Lions Club Picnic area along Lake Shore Drive
- M. All remaining areas of Turnagain Bog and associated uplands, with priority for special study on the land directly adjacent to the Turnagain residential boundary
- N. All lands currently zoned “Transitional,” as defined in the current Title 21, Land Use Planning, Anchorage Municipal Code (Title 21).

**RATIONALE:** As noted in the footnote section below and elsewhere in this letter, the Coastal Trail runs through a number of these parcels. Throughout the years — since the Coastal Trail was built — various city officials as well as residents have expressed the need for the trail to run through a permanently protected greenbelt area in nonMunicipally-owned lands. Ideally, this should occur by the city acquiring trail greenbelt and dedicating it as parkland. An alternative is to ensure permanently platted easements sufficient enough to protect not only the trail footprint itself, but an adjacent area wide enough to buffer it from incompatible, high-impact land uses, such as those generated by the Airport.

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<sup>1</sup> The Coastal Trail runs through this area.

<sup>2</sup> This area is striped green (Park and Natural Resource Use) and blue (Major Transportation Facility) on the Community Facilities Map Layer. The Community Facilities Map Layer legend does not explain these dual and contradictory designations.

Footnote #2 indicates there are a number of parcels whose land use designations on the draft map are contradictory. Clearly, their final designation needs to be Parks and Natural Resource Use, based on the documentation listed below, and a Special Study public process via the West Anchorage District Plan can ultimately resolve this.

Other parcels listed above, particularly Little Campbell Lake Park, Spenard Beach Park, and the Lions Club Picnic Area, have historically been used by the public as parkland for many years because the city has leased these lands and identified them as public parkland with signage. The Airport continues to threaten to shut down these parks and restrict public access. The public deserves a permanent resolution to these land use conflicts. Designating them Special Study Areas is appropriate and can move a public process forward to bring about that permanent resolution.

Historically, there are several Municipal documents that reflect the intention for the above listed Airport-owned parcels (including the ones listed on page 2) to be designated as protected open space/parkland and would ultimately support a Park and Natural Resource Land Use Map designation through a Special Study public process; they including the following:

- **1982 Anchorage Bowl Comprehensive Development Plan:** All of the above listed parcels are designated in the 1982 Comp. Plan Parks and Open Space Plan as either “Existing Municipal Parks and Open Space” or “Other Open Space (Non-Municipal).”
- **1983 The Coastal Trail Route Study:** Plan Sheets 9-12, indicate this was the intended route for the Coastal Trail, from Earthquake Park to Pt. Woronzof. On page 45, it states, “One of the important routing considerations was to keep the trail away from the edge of the bluff to avoid additional erosion of the highly unstable slopes.” Protecting a buffer of land along the length of trail and dedicating it as permanent trail greenbelt is critical to ensure the viability of the trail (which a portion has already had to be moved inland because of erosion) for many years to come.

Plan Sheet 12 12.2 notes, “Pt. Woronzof scenic area views, parking facilities, trail access to water, shelters, restrooms.” This area is now widely used by the community and visitors as a scenic viewing area and parking area for Coastal Trail user access.

Plan Sheet 15 validates that the Coastal Trail was intended to run through this area and be used for recreational purposes, regardless of land ownership.

Plan Sheets 16-18 It is difficult to determine exactly where the Airport property boundaries are on these drawings, but the Coastal Trail Route Study clearly validates the Coastal Trail running through this area, regardless of ownership.

- **1987 Revised Anchorage Coastal Management Plan:** (NOTE: This information is also included in the 1982 Comp. Plan) All the parcels listed above where the Coastal Trail is routed fall within the Anchorage Coastal Zone Management boundaries and is designated

either “Preservation” or “Conservation” Environment. This land is identified as “High Hazard,” “Marginal,” and/or “Scenic Vistas.”

A large portion of Turnagain Bog, including the wetlands directly adjacent to the Turnagain residential boundaries, falls within the Preservation Environment and identified as “Preservation Wetlands.” A significant portion of Turnagain Bog is labeled as Conservation Environment and identified as “Marginal” and “Scenic Vistas.”

Most, if not all, land zoned “Transitional” falls within the Anchorage Coastal Zone Management Boundaries and identified as “Preservation” or “Conservation” in the Management Plan.

- **1996 Anchorage Wetlands Management Plan:** With the exception of the extreme south end of Turnagain Bog north of Lake Shore Drive, all of Turnagain Bog is designated as “A” Preservation wetlands and ranks high in Hydrology, Habitat and Species Occurrence.

Wetlands in the northern Connors Lake/Bog area are designated “A” Preservation in the Wetland Plan.

- **1997 Anchorage Areawide Trail Plan:** The accompanying maps to the Trails Plan validate the existence of the Coastal Trail through the applicable land parcels (#1 Footnote).

- **1999 Open Space Inventory for Anchorage Map:** A “Combined Community and Neighborhood Preferences for Natural Open Space” map was produced by The Great Land Trust and the Municipality. With the exception of the land directly west of Kincaid Elementary School, every Airport-owned parcel of land TCCB recommends to be identified as Special Study Areas are shown as preference for natural open space on this map and are identified to have one or more of the following values:

- Aesthetic Value
- Recreation Value
- Wildlife Habitat Value
- Access Value
- Environmental Education Value
- Other Values

- **2001 Anchorage 2020 Anchorage Bowl Comprehensive Plan:** The Conceptual Natural Open Space Map (page 63) was also based on the “Open Space and Wildlife Habitat Mapping Project,” between The Great Land Trust and the Municipality. Most of the Airport-owned land TCCB is requesting to be identified as Special Study Areas are identified as one or more of the following

- Community Preference for Natural Open Space
- Important Wildlife Habitats
- Existing Municipal Parklands (Spennard Beach Park & Lions Club Picnic Area)



- **Currently adopted Title 21:** A significant portion of Airport-owned land is zoned “T” Transitional, including but not limited to, the Turnagain Bog area. According to Title 21 of the Anchorage Municipal Code, “This district is intended to include suburban and rural areas that, because of location in relationship to other development, topography or soil conditions, are not developing and are not expected to develop in the immediate future along definitive lines. The permitted uses in these districts are intended to be as flexible as possible consistent with protection from noxious, injurious, hazardous or incompatible uses.” It goes on to state, “**As development patterns start to emerge within these areas and the sophistication of their protection becomes more critical to the general public interest, it is anticipated that such lands within the T districts will be proposed for more restrictive zoning classifications.**” (TCCB emphasis)

Clearly, circumstances have changed and “development patterns are emerging.” The Airport has already built a large General Aviation (GA) parking area (Echo Parking) in Turnagain Bog, with plans for expansion. It also proposes to develop additional GA-related projects “along definitive lines” that would not be compatible with other existing land uses to the east and north, and would allow for “noxious, injurious and hazardous uses.” (See Draft Lake Hood and ANC General Aviation Master Plan, Chapter 4, Alternatives C and D.)

The Land Use Mapping public process now in progress must evaluate the need to rezone this land to a more restricted designation, which would definitely be in the general public’s best interest. This area should formally be zoned so that it becomes a permanently protected buffer, helping to protect the surrounding area from airport-generated impacts in proposed “Major Transportation Facilities” on Airport property. This rezoning would occur in conjunction with the development of the West Anchorage District Plan.

Section 21.40.240 of Title 21 specifically describes prohibited uses of land zoned “T”: E.1: “Noxious, injurious or hazardous uses, which are defined as any use that may be noxious, injurious or hazardous to surrounding property or persons by reason of production or emission of dust, smoke, refuse matter, odor, gas fumes, noise, vibration or similar substances or conditions, or the production or storage of explosive materials.” E.2.: “Any use or structure which is likely to be incompatible with established permanent uses within the area to be affected by the proposed use or structure.”

By nature of what occurs during normal operations at GA parking lot /lease lot areas, noise, odors and fumes are routinely produced and emitted. Aviation fuel can be categorized as an “explosive material,” and is routinely stored in these areas. Because Municipal code specifically lists these as prohibited under T-zoned land, even if the land were not rezoned to a more restrictive designation, under T zoning, development of GA projects would be in direct violation of city land use laws and regulations.

Under “21.40.240 M. *Land contiguous to land zoned for less intensive use,*” it states, “No building or land use permit shall be issued in a T zone except for a permitted use. Land zoned T lying contiguous to residential-zoned land shall be permitted to be used only in accordance with provisions and standards less intense or equal to provisions and standards allowed under this title for the least intensive land use zone within a 1,000-foot radius of the

boundary of existing T-zoned property for which a building permit or land use permit has been requested.”

The Airport has developed “T” zoned lands throughout the years since the current Title 21 was written, with no regard to Municipal code adherence. It is imperative that all T-zoned land be designated Special Study and become part of the West Anchorage District Plan, so that conflicts and incompatible land use issues can be resolved.

**CONCLUSION:**

Because of our West Anchorage location, Turnagain residents and our community council have a long history of dealing with parkland, Coastal Trail, wetland, and natural open issues and are all too familiar with land use conflicts and impacts regarding the Airport. The Community Facilities Map Layer — and ultimately the Generalized Land Use Plan Map and the Land Use Plan - Composite Map — need to reflect historical intent and public use of important parkland/natural open spaces remaining in our area. By appropriately designating the above discussed parcels of land on these maps as “Parks and Natural Resource Use,” and using the West Anchorage District Plan planning process to facilitate final designations on Special Study Areas (per our requested new definition of this designation), long-term protection of these important areas to our community will be ensured.

Sincerely,

Mark Wiggin, Turnagain Community Council President  
Cathy L. Gleason, Vice President  
~~Breck Tostevin, Interim Secretary/Treasurer~~  
Bob Durst, Board Member  
Kelly Smith, Board Member  
Pat Redmond, Board Member


Mark Wiggin for  
TCC Board  
Sept. 16, 2005


Illustration 2 - Detail

Legend

 Airport Property Boundary

 Permitted Land

 Lands Not Permitted

 Scenic Easement



## Wong, Carol C.

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**From:** paulrstang@gmail.com [mailto:paulrstang@gmail.com]  
**Sent:** Friday, June 10, 2016 2:36 PM  
**To:** Tom Davis <DavidTG@mini.org>  
**Cc:** Wong, Carol C.; Bunnell Kristine; Steve Zemke; Joanna Nardini; Al Milapaugh; Russell Kell; Jacob Gondek; Barbara Garner  
**Subject:** UACC comments on 2/29/16 draft Anchorage Bowl Land Use Map

Hello Tom,

These are the consensus comments of the University Area Community Council on the 2/29/16 draft Anchorage Bowl Land Use Map on two specific areas. The UACC would be pleased to meet to discuss ways for our views to be incorporated in the Anchorage Bowl Comprehensive Plan. Our next planned UACC meeting is September 7, 2016, but members of our Executive Board and I could meet with you in the interim if that would be helpful.

We appreciate all the work on the land use plan and map to date and the opportunity for our community council to provide comments.

Best regards,

Paul Stang  
President, UACC

### 1. Residential and mixed-housing neighborhood south of 40th Ave. and north of Tudor Road

- High density urban residential land use designation is appropriate as this area is redeveloped. Lots fronting Piper Street should include housing, not just medical offices. Infill housing in neighborhoods east of Piper Street should include high density, architecturally-enhanced buildings such as new duplexes, four-plexes, small cottages, townhouses, multiple dwelling units above common garages, condominiums and affordable housing with bus stop pull-offs, walking pathways, and year-round bike lanes and sidewalks.

### 2. Tudor Road commercial corridor from Piper Street to and including the intersection with Lake Otis Parkway

- This area should be re-designated as a mixed use center and/or mixed use Main Street-city center that allows for mixed use development that encourages a combination of high rise and mid-rise housing units and as well as commercial and retail businesses. Commercial and mixed use properties should have the appearance of the most popular option depicted at the Muni's Land Use Map open house earlier this year. Pedestrian bridges and skywalks, as well as the location of sidewalks with indigenous plantings and low fences should move pedestrians away from traffic. The Muni should encourage the establishment of businesses that serve the local population year round and provide neighborhood gathering places.

- The above types of development were determined to be financially viable in the UMED District Plan's Economic Analysis.

- Issues to be addressed for this area include the lack of aesthetics, restaurants and grocery stores, pedestrian and bicycle safety; provisions to integrate seniors (the fastest growing part of our population and especially important given the proximity of this area to major medical facilities) into our neighborhoods, creating a positive community feeling; and ways to make the area more walkable and minimize use of motorized vehicles.

**General Public**

## Land Use Plan Map

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**From:** John Abrams <smarbaj@gmail.com>  
**Sent:** Wednesday, March 16, 2016 8:32 AM  
**To:** Land Use Plan Map  
**Subject:** Area to be considered

Does the current update in land use include the Eagle River/Chugiak area?

Kay Abrams  
13710 Savage Drive  
Eagle River, AK

## Land Use Plan Map

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**From:** Davis, Tom G.  
**Sent:** Monday, June 27, 2016 9:11 AM  
**To:** Land Use Plan Map  
**Subject:** FW: Anchorage Bowl Land Use Map - Lake Otis/Tudor area

-----Original Message-----

From: Judith Anderegg [mailto:judith.anderegg@gmail.com]  
Sent: Friday, June 24, 2016 10:55 PM  
To: Davis, Tom G. <DavisTG@muni.org>  
Subject: Anchorage Bowl Land Use Map - Lake Otis/Tudor area

Thanks for taking my call this afternoon at almost 5pm!!!!

You suggested that I send you an email adding more thoughts to my original list for the Lake Otis and Tudor area and remind you of thoughts we exchanged in parking lot and on the phone

1. problems with town center/commercial/traffic on Tudor between Lake Otis and Elmore - how to deal with making pedestrian friendly while dealing with DOTPF's major traffic arterial concept for Tudor
2. questions about town center where it currently is located on Tudor - building belongs to Hospital - have heard that the hospital has plans for that area - how does that fit with town center
3. should town center be closer to Lake Otis where folks are - there is a lot of small business (po, coffee, restaurants, etc.) on those three corners of Lake Otis and Tudor?
4. neighborhood high intensity on Piper near Tudor and around on Tudor - butt up against commercial - does that make sense? should that be where town center is?
5. For those three blocks on Piper running around the corner to Tudor does it make sense to have neighborhood high intensity butting up against the lower density residential housing in that area?
6. need for overpasses for residential/pedestrian traffic between Lake Otis and Piper on Tudor and between Piper and Elmore on Tudor
7. if bus barn for school district relocates and Tudor Tract relocates its trails - that particular area might be good neighborhood of some sort
8. sidewalks on both Piper and 46th on south side of Tudor -This is a major traffic area with big SEMIS accessing all the shops on southside of Tudor from 46th rather than off of Tudor itself.
9. appropriate and safe bus loading area for school students - does not exist at this point
10. punch 46th through from Folker to Laurel to give access to all shopping areas on south side of Tudor from Piper to Lake Otis - If state wants to keep Tudor at high speed arterial - back side access to Tudor with a couple of overpasses as outlined above from south to north side of Tudor would be useful to help develop Tudor in a way that has some town center shopping feel if not complete town center shopping feel.

If this needs clarification, do not hesitate to call. We have added thoughts based on a walk through the neighborhood today. As you said, this is looking down the road 20 years. It probably will not affect us, but it will definitely affect our neighborhood.

PS

You said you would let us know what is going in on SW corner of Piper and Tudor - if you could find out. I understand from what you said today that this is solely based on attracting buyers or leases. Please let us know if you find out more than that.

Thanks again for coming

Judith Anderegg and David Pelto

907-982-6673.

## Land Use Plan Map

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**From:** Carol Ashlock <carolashlock@aol.com>  
**Sent:** Friday, April 29, 2016 5:09 PM  
**To:** Davis, Tom G.; Land Use Plan Map  
**Subject:** 2040 land use comment  
**Attachments:** 0807\_001.pdf; ATT00001.htm

Dear Tom:

As a co- executor of the Estate of Joe C. Ashlock and owner of 2119 Sorbus Way (located near the subject properties), I wish to comment on the following land and why it should be considered for Multi-Family Neighborhood designation under the 2040 Comp plan.

Thank you,

Carol S. Ashlock

Map enclosed

CHESTER CREEK PARK #1  
TR C LOTS 4-9

&

T13N R3W SEC 20  
SE4SE4 PTN

This collection of lots is roughly 6 acres and is located on the SW corner of E. 24<sup>th</sup> & Lake Otis.

It has several distinctions that make it a candidate for Multi-family Neighborhood:

- 1) A large grade separation form Woodside East complex to the South
- 2) A platted drainage easement the acts as a development buffer on the border with Woodside East
- 3) Most of the land is currently R2M
- 4) Subject property is directly adjacent to a bus stop on Lake Otis Parkway for transit
- 5) Subject property is directly across the street from Chester Creek Trail system
- 6) Subject property is uniquely eligible for HUD tax credit bonuses for a high income zone for public housing

### **Multi-family Neighborhood**

This Neighborhood provides for multi-family and attached housing and efficient use of residential land near services, shopping, jobs, and commercial mixed-use Centers.

Predominant land uses consist of townhouses, condominiums, garden apartments, and other forms of low-rise multi-family apartments.



Building heights range from two to three stories above grade. While single-family and two-family residences are also allowed, newsingle-family development is compact, on small lots or mixed with other housing types to enable the efficient use of multi-family residential land and public infrastructure.

These areas retain residential characteristics such as landscaped yards, off-street parking, and common open space within developments.

Infrastructure investments focus on streets cape and sidewalk improvements, and connections to nearby amenities.

Medium-housing density supports a variety of housing types, efficient provision of public services, and more frequent transit service.

Areas within a quarter mile walking distance of Town Centers and City Centers allow an additional (fourth) story and a density bonus where new development invites walking, connects to the public realm and surrounding neighborhood amenities, and provides height transitions to adjacent lower density areas.

Density range: 15 to 35 housing units per gross acre; up to 40 units per gross acre in Center influenced areas, subject to limitations.

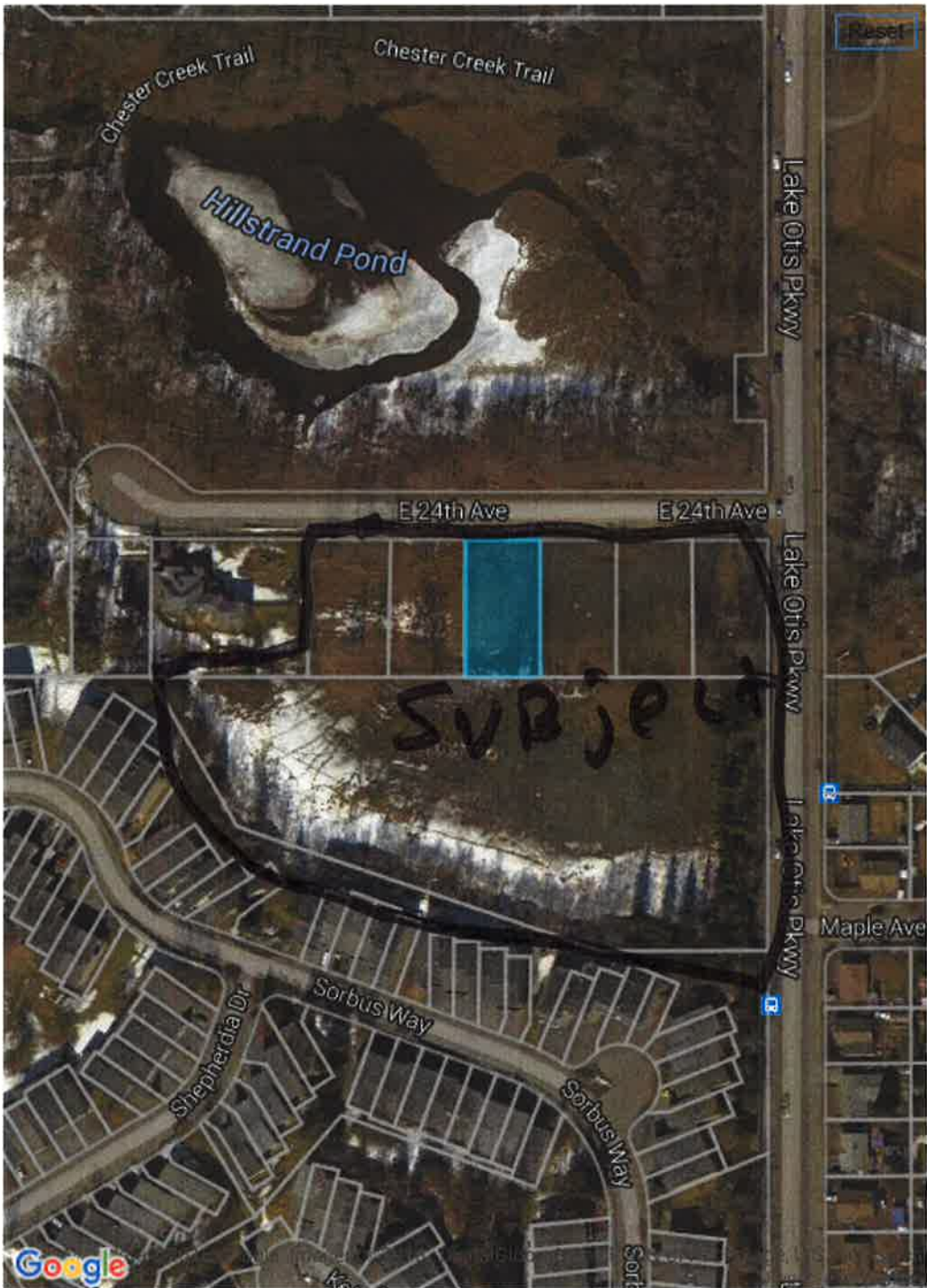
Zoning Districts: R-3; R-2M in certain areas.

Location Criteria:

- Areas with established multi-family housing;
- Areas of transition between higher intensity uses and low density neighborhoods;
- Areas accessible to arterials without traveling through less intensive uses; • Areas in walking distance of schools and other community facilities, transit routes, shopping and employment;
- Areas that are underutilized and well positioned to provide more housing within a quarter mile of transit-supportive development corridors or near Town Centers and City Centers.



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## Land Use Plan Map

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**From:** Hugh Ashlock <hashlock@dimondcenter.com>  
**Sent:** Friday, April 29, 2016 3:43 PM  
**To:** Land Use Plan Map  
**Cc:** Davis, Tom G.; Robert Kniefel  
**Subject:** Dimond Center Transit hub/density ocnsideration

Tom:

Per our telephone conversation of Wednesday , I am adding comments on increased density for my project that is supported by a transit hub.

Basically I've included "City Center" like denisties under the Regional Commercial center section. I am the only one with a transit hub (hopefully with a light rail station someday!)

Thank you,

Hugh Ashlock  
Dimond Center  
(907) 227-7618

### Regional Commercial Center

The Regional Center designation provides for large-scale commercial retail destinations serving a citywide or regional market. Located on large sites at the intersection of freeways major arterials, these centers are tied to the regional transportation system, rather than to adjacent neighborhoods. The Plan encourages Regional Centers to evolve into mixed-use activity hubs with office, lodging, community, and residential uses on site.

Retail uses with large floor areas—such as major shopping malls and clusters of large retail establishments—anchor the Regional Centers. Entertainment, food, and other retail services round out the shopping destination. Automobile-dependent uses such as big furniture stores and car dealerships also fit in here more than in the other Centers.

Compatible uses such as hotels, professional services, civic uses, and public transit hubs will help the center evolve into a more physically integrated mix of uses. Medium-rise or mixed-use housing at 8 or more housing units per acre is encouraged.

If the project is supported by a transit hub then Medium- to high-density housing projects are allowed at a minimum of 15 housing units per

site acre. To also include medium- to largescale office and hotel developments with professional, financial, and administrative services at employment densities of 20 to 50 employees per gross acre.

Building scale ranges from single-story big box stores to low-rise malls, hotels, and housing; and up to 4- to 8-story residential office and hotel towers. medium- to largescale office developments with professional, financial, and administrative services at employment densities of 20 to 50 employees per gross acre.

Density Range: 0.3 to 2.0 FAR.

Zoning Districts: B-3 district.

Location Criteria:

- Retail centers anchored by large malls and multiple large-retail establishments;
- At least 80-100 acres of commercial use at the intersection of arterials and freeways;
- Areas with public transit centers; and
- Opportunity areas for redevelopment on vacant or underused land.

## Land Use Plan Map

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**From:** Hugh Ashlock <hashlock@diamondcenter.com>  
**Sent:** Friday, April 29, 2016 4:17 PM  
**To:** Land Use Plan Map  
**Cc:** Davis, Tom G.  
**Subject:** FW: 2040 land use comment  
**Attachments:** 0807\_001.pdf

Dear Tom:

As a 40 year resident of Mid Town Anchorage

I wish to comment on the following land and why it should be considered for Multi-Family Neighborhood designation under the 2040 Comp plan.

Hugh Ashlock  
(907) 227-7618

Map enclosed

CHESTER CREEK PARK #1  
TR C LOTS 4-9

&

T13N R3W SEC 20  
SE4SE4 PTN

This collection of lots is roughly 6 acres and is located on the SW corner of E. 24<sup>th</sup> & Lake Otis.

It has several distinctions that make it a candidate for Multi-family Neighborhood:

- 1) A large grade separation form Woodside East complex to the South
- 2) A platted drainage easement the acts as a development buffer on the border with Woodside East
- 3) Most of the land is currently R2M
- 4) Subject property is directly adjacent to a bus stop on Lake Otis Parkway for transit
- 5) Subject property is directly across the street from Chester Creek Trail system
- 6) Subject property is uniquely eligible for HUD tax credit bonuses for a high income zone for public housing

### Multi-family Neighborhood

This Neighborhood provides for multi-family and attached housing and efficient use of residential land near services, shopping, jobs, and commercial mixed-use Centers.

Predominant land uses consist of townhouses, condominiums, garden apartments, and other

forms of low-rise multi-family apartments. Building heights range from two to three stories above grade. While single-family and two-family residences are also allowed, new single-family development is compact, on small lots or mixed with other housing types to enable the efficient use of multi-family residential land and public infrastructure. These areas retain residential characteristics such as landscaped yards, off-street parking, and common open space within developments.

Infrastructure investments focus on streetscape and sidewalk improvements, and connections to nearby amenities.

Medium-housing density supports a variety of housing types, efficient provision of public services, and more frequent transit service. Areas within a quarter mile walking distance of Town Centers and City Centers allow an additional (fourth) story and a density bonus where new development invites walking, connects to the public realm and surrounding neighborhood amenities, and provides height transitions to adjacent lower density areas. Density range: 15 to 35 housing units per gross acre; up to 40 units per gross acre in Centerinfluenced areas, subject to limitations.

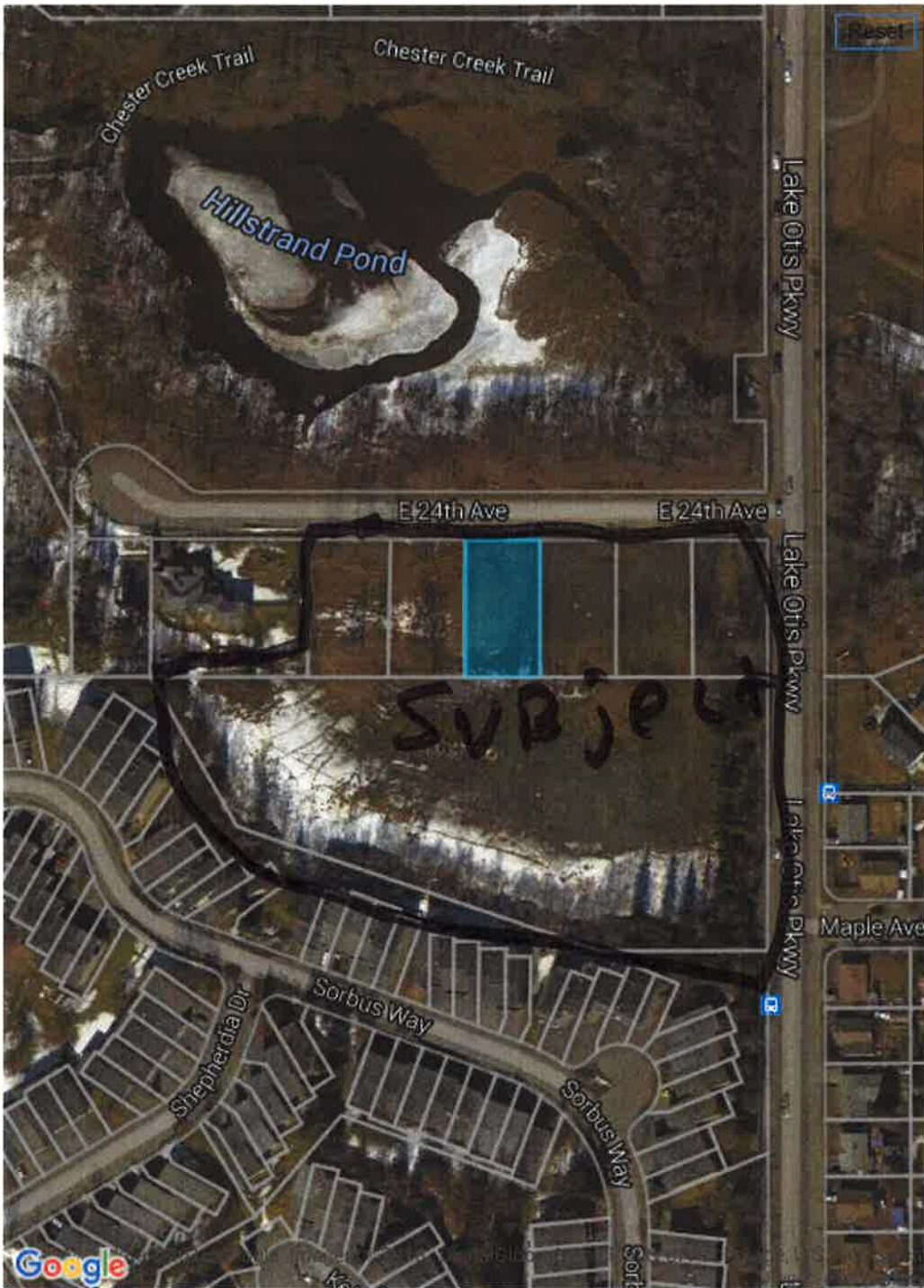
Zoning Districts: R-3; R-2M in certain areas.

Location Criteria:

- Areas with established multi-family housing;
- Areas of transition between higher intensity uses and low density neighborhoods;
- Areas accessible to arterials without traveling through less intensive uses;
- Areas in walking distance of schools and other community facilities, transit routes, shopping and employment;
- Areas that are underutilized and well positioned to provide more housing within a quarter mile of transit-supportive development corridors or near Town Centers and City Centers; and



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## Land Use Plan Map

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**From:** Amy Behm [behma@yahoo.com]  
**Sent:** Wednesday, March 02, 2016 12:04 AM  
**To:** Land Use Plan Map  
**Subject:** Land use plan and hillside

**To whom this may concern:**

**I saw KTUU with Tom Davis report of land use map. I understand midtown and UMed is major focus for development which with stress green space in those areas. I support redeveloping properties but have problem with losing green space in densely populated areas. Is it true the only reason hillside doesn't subdivide properties is because of following code:**

**15.65.180 - Subdivision standards for lots to be served by on-site disposal systems.**

A lot in a proposed subdivision that is to be served by an on-site wastewater disposal system must conform to the following standards:

A.

The minimum area of any lot must be 40,000 square feet within lot lines. The department may require a larger lot area where necessary to meet the requirements of this section.

I have heard Anchorage Water and Wastewater Utility (AWWU) has tried expanding its services up on hillside only to find hillside community try to sue AWWU to prevent. Once a main sewer line is extended up Abbott or Omalley or dearmoun there would be no further restriction to subdivide existing acre lots. Water wells would have less separation distance issues to septic systems. Developers would be happy and homeowners on large one acre lots could subdivide and sell portion of unused property. Also it would provide a more sanitary solution for existing developed hillside properties in poor soils and with high water tables. Road ditches aren't a substitute for sanitary sewer lines. A growing modernizing city shouldn't continue to allow a developing health hazard on hillside. Besides water lines may be needed with continuing drier and drier fire hazard summers.

Please consider focusing land use efforts on hillside rather than just point at map with UMed. There is plenty of opportunities on hillside with no one asking AWWU.

Thanks

[Sent from Yahoo Mail for iPhone](#)



## Land Use Plan Map

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**From:** Jan Bronson <bronson@gci.net>  
**Sent:** Wednesday, May 25, 2016 9:05 PM  
**To:** Land Use Plan Map  
**Subject:** AK Railroad Corridor

Hi,

I would like to comment on the Municipal Land Use Planning Draft.

Please designate the AK Railroad Corridor as a Transit Supportive Development Corridor. I believe the railroad will be used by commuters in the future, and I would like to see that option preserved in the land use plan. For a number of reasons it would be good to reduce the numbers on cars on our highway and streets, including congestion, greenhouse gas emissions, parking, and the ability for people who don't have a car to still get around. Furthermore, I think there will be economic development opportunities in the future based on a rail transit.

Thank you.

Sincerely,  
Jan Bronson  
2428 Tulik Dr  
Anchorage, AK 99517  
907-243-4546

## Land Use Plan Map

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**From:** Dael Devenport <dael.devenport@gmail.com>  
**Sent:** Friday, May 27, 2016 4:59 PM  
**To:** Land Use Plan Map  
**Subject:** Put People First

Please consider designing a land use plan that will maximize the health and well-being of Anchorage residents by making the city more friendly to people on foot and people on bikes no matter what their age or ability. People should not have to drive their children or their dogs somewhere outside of their own neighborhood to play in a safe area. As my neighbor once said, 'Kids should be able to play where they live!' People should be able to walk or bike to destinations such as the grocery store, playground, dog park, restaurants, shops and community centers. This is not the case currently in many areas of Anchorage and it looks like the Land Use Plan includes more of the same urban sprawl. Please put people first instead of cars and developers.

Here are some good resources:

<http://www.strongtowns.org/>

<http://www.placeeconomics.com/>

The Great Neighborhood Book: A Do-it-Yourself Guide to Placemaking by Jay Walljasper

<http://www.pps.org/>

*'We need to rethink our urban areas. They need to be redesigned around a new set of values, one that doesn't seek to accommodate bikers and pedestrians within an auto-dominated environment but instead does the opposite: accommodates automobiles in an environment dominated by people. It is people that create value. It is people that build wealth. It is in prioritizing their needs – whether on foot, on a bike or in a wheelchair – that we will begin to change the financial health of our cities and truly make them strong towns.'*

Quote by Charles Marohn

<http://www.strongtowns.org/journal/2016/4/21/follow-the-rules-bikers>

Please make Anchorage a strong town.

Thank you!

Dael Devenport

*With compassion for all beings*

## Seitz, Jody L

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**From:** Seitz, Jody L  
**Sent:** Wednesday, March 16, 2016 1:35 PM  
**To:** Gant, Melinda  
**Subject:** RE: Land Use Map - Review

I talked about this with Tom this morning. I didn't realize exactly what you were referring to. Maybe this will help.

The cross hatch brown line refers to the type of neighborhood pattern seen in that area. It is called "traditional" and refers to a grid type street pattern with alleyways. It is not the boundary of the neighborhood plan.

Jody

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**From:** Melinda Gant  
**Sent:** Wednesday, March 16, 2016 11:16 AM  
**To:** Seitz, Jody L <[SeitzJL@ci.anchorage.ak.us](mailto:SeitzJL@ci.anchorage.ak.us)>  
**Subject:** Land Use Map - Review

Hi Jody,

As discussed today, I have concerns about the brown Government Hill boundary. I pulled the Government Hill Neighborhood Plan (approved 2013) and on page 73 lays out the approved land use map. See attached.

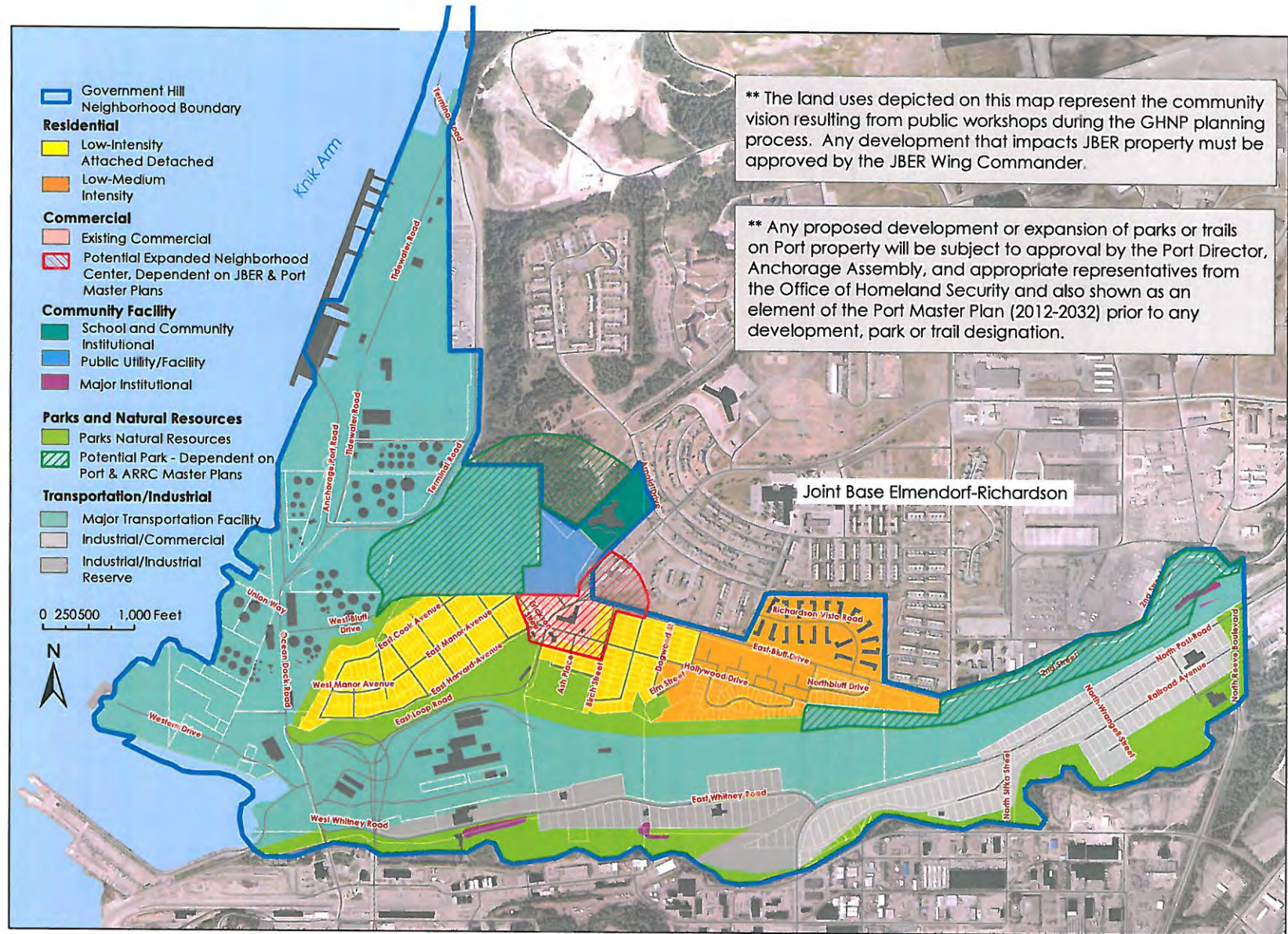
I cut and pasted the pictures below and from a picture glance there are considerable differences. Can you forward on to Tom Davis to be corrected. Thanks







# GHNP Land Use Plan Map



## Land Use Plan Map

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**From:** Dianne Holmes <dianneholmes@alaska.net>  
**Sent:** Thursday, May 19, 2016 5:48 PM  
**To:** Land Use Plan Map  
**Subject:** LUPM comments

Dear LUPM Staff,

My comments on the LUP map and text are:

1. Given that the LUP Map cannot provide colors for each zoning district (without offering different scale maps and more of them, per area), it is vital to direct developers, planners and board/commission members to adopted plans that give the full zoning picture.

The recent staff report for the rezone in Upper DeArmoun is a case in point (PZC 2015-026; Assembly 2016-28): The wording of the staff recommendation stated the HDP LUPM allowed higher density than R8. Only secondarily did the staff refer to the HDP LUPM text where (denser) zoning changes were not proposed and existing zoning should be maintained. Some people and commissioners might hone in on the first statement only, and decide the HDP has a conflict and thus could allow rezoning.

The HDP LUP Map and the area-wide LUP Map create a false picture of zoning simply because of the lack of colors used in the maps. It would be better to have more maps of a scale where zoning could be detailed precisely.

Also, the legend for the LUP Map should include better phrasing to preclude a repeat of the DeArmoun Rd rezone case. The draft LUPM currently states something like: "Consult the HDP". Please use the following disclaimer with the lowest density color--"Consult the HDP Text." Some may ask that the HDP Zoning Districts map be included in the disclaimer, but that map is already out-of-date.

2. I agree with Anch's Growth Strategy #6 (p.9 draft) that ties land use density with transportation planning and alternative modes as an important element for future growth and economical management of the city.

3. I agree with Anch's Growth Strategy #7 (p.10 draft) that industrial lands are shrinking. Yet when Title 21 expanded commercial uses for I-1 and 2, the issue was exacerbated. In addition, when these changes were made, they did not include the requirement that amenities like sidewalks and landscaping be included, similar to those found in a business zone. One example of how we've lost land and the ability to serve the public with needed facilities, is the recent Garage Condos project at Huffman Business Park. That area is suppose to be the Neighborhood Town Center, yet the I-1 lands were developed with a business that does not serve the wider population on a daily basis. Neither were there conditions for landscaping (apparently), while the other parts of that area are a showcase for good landscaping. Thus SE area residents still have to travel farther for services that might otherwise have been available at Huffman. How can the disastrous sections in Title 21 allowing for commercial use of our diminishing I-1 & 2 lands be changed?

4. I agree with Anch's Growth Strategy #9 (p.10 draft) that greenbelt and trail corridors add land value and are an asset to the community. Included in that statement should be 'pedestrian easements and walkways.' These easements are all over the MOA, but often are not constructed, are overgrown and otherwise unknown and unusable to residents. How can the LUPM note the significance of these facilities and ensure they will be constructed? Even if volunteers maintain these easements, they first have to be identified, surveyed and signed. For easements that may accompany future plats, ensure they are signed and constructed as a condition of the plat.

5. Regarding 1.10 Supplementary Policy Guidance, LU-5 Consistency with Area-specific, Functional and Facility Plans (p.12 draft): this paragraph says that the Comp Plan shall guide policy and that revisions to other MOA plans shall conform to the Comp Plan; yet this policy has already been violated, big time, by the recent adoption of Title 21, which in many ways does not implement the Comp Plan-2020. And this section does not clarify that District and Neighborhood plans can't be overruled by the LUPM zoning changes. Ensure that this important point is clearly noted in the LUPM-- that individual plans, which are meant to be more specific for neighborhoods, by their very design, can't be trumped by the LUPM simply because it is dated more recently. What would be the purpose of spending millions on Neighborhood and District plans only to have their specificity overruled by a plan (like the LUPM) simply because it was adopted at a later date.
6. Regarding 1.10 Supplementary Policy Guidance, LU-6, Consistency of CIP (p. 12 draft): I agree that the CIP should be in alignment with the Comp Plan and area-specific plans. This should include priorities set in adopted plans such as the Parks Plan and the Strategic Planning workshops that accompanied that process. While this plan is a few years old, it still should be honored. This section may indeed refer to the need to consult with area-specific and functional plans, but I'm asking for clarification. The public may not understand Planning Language. How can the LUPM specify (in plain language) that these plans are consulted and included in the CIP process. If this was done before, we would never have gotten ourselves into the 'tennis court' situation.
7. Regarding 1.10 Supplementary Policy Guidance, LU-14 Limiting Commercial Uses in Industrial Areas (p. 12 draft): see #3 above.
8. 2.2 Land Use Designations, Large-Lot Neighborhood(s) (p.17 draft): delete reference to Legacy Pointe. It isn't appropriate to single out this parcel for any kind of future density nor land use development type because it is currently PLI. Please remove this sentence.
9. Table 5, Actions Checklist, Item V-6 (p. 52 draft): the HDP calls for establishing a management and funding entity for roads, drainage, etc. which will require a vote of the people (HDP Goal 14, Policy 14-A, p. 6-7). Other policies/goals in the HDP involve drainage issues. Can the LUPM help create a drainage authority?
10. Table 5, Actions Checklist, Item VIII-8 (p. 55 draft): the HDP Goal 2, Policy 2-C calls for creating an ordinance for the Hillside Conservation Subdivision method of development. This is one of the most important uncompleted parts of the HDP that could allow more residential density while also dealing with the overwhelming hillside issues of drainage, wetlands and steep slopes. How can the LUPM ensure funding for and prioritization of this policy?
11. Table 5, Actions Checklist, Item IX-1 (p. 55 draft): Creating a MOA wetlands bank employing conservation easements is a double-edged sword. It should not be assumed that conservation easements are the answer for all issues that may occur in or near wetlands held by the MOA. While HLB holds a lot of wetlands property, they are in a conflicted situation in that they are also a self-supporting agency. They may wish to hold wetlands for mitigation credits and funds, but some of the lands they hold may not gain them many credits-- because they are already protected being that they are in a park; yet HLB may hold up development of certain areas, such as park lands, due to wetland issues. The Parks Dept and volunteers who may be interested in developing projects in HLB's parcels should not have to deal with multi-agencies. Please note in this LUPM that conservation easements are not always the easiest way for the public and for other MOA agencies to deal with non-wetlands that may be adjacent to true wetlands. It is far better to prioritize wetlands that can gain HLB the most credits; wetlands that will grant fewer credits can have the non-wetlands areas replatted and deeded to agencies who can then develop them according to projects listed adopted plans. Conservation easements are a costly and complicated way for the public and the MOA to deal with desired development adjacent to wetlands or in buffer zones. The potential monies gained by HLB for wetlands credits should not be the deciding factor when creating conservation easements rather than replatting and deeding adjacent non-wetlands for other MOA purposes.

12. Table 5, Actions Checklist, Item IX-3 (p. 55 draft): The HDP already states that there will be 50 ft setbacks, per side, for streams in the HDP area. See HDP pages 2-47 & 6-3. Ensure that this provision does not get mixed up/watered down with other MOA stream setback conditions and that it is clearly understood that the HDP area already has wider setback standards in place.

13. Table 5, Actions Checklist, Item IX-4 (p. 55 draft): I agree that all parks should be dedicated--as soon as possible. We have already lost parkland for other MOA facilities because the land wasn't dedicated. Who will provide the leadership for all Assembly members to join for this project.



## Land Use Plan Map

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**From:** David Jadhon <ketut@mac.com>  
**Sent:** Wednesday, June 1, 2016 2:18 PM  
**To:** Land Use Plan Map  
**Subject:** R2M and R3 comments

Drawing on years of Community Council participation: developers tend to ask for variances, i.e. vacating a right of way to allow for greater density, too late in the "planning process". And almost always are allowed the variance regardless of testimony/comments from Community Council. This current exercise is all about greed. Convincing the Muni. that the greater density housing will generate more tax base. In reality, a minority population can afford this type of development. If the intent is to provide more dwellings at affordable cost, this move on R2M/R3 is another scam. I love my community. I just wish developers were required to attain some higher education when it comes to land use.

## Land Use Plan Map

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**From:** Allen Kemplen [nordicity@gmail.com]  
**Sent:** Wednesday, March 16, 2016 5:00 PM  
**To:** Land Use Plan Map  
**Subject:** Follow Up from Community Council Workshop  
**Attachments:** ARR Transit Villages Proposal.pdf

Hello All,

I wish to provide supplemental comments regarding the DRAFT Anchorage Bowl Land Use Plan Map.

See attached.

Thank you.

Allen Kemplen

## Potential Urban Rail Transit Oriented Development Locations

Anchorage, AK



Data SIO, NOAA, U.S. Navy, NGA, GEBCO

2.27 mi

## Why Plan for Land Use around Urban Rail Transit Stations?

Strategically planned station areas with supportive land use densities help promote the economic, social, and environmental well-being of our City by:

- Highlighting transportation alternatives and increasing transit ridership
- Taking advantage of unused rail capacity
- Decreasing auto dependency and exhaust emissions
- Using land more efficiently to help create a more compact urban form
- Making better connections between jobs and housing
- Revitalizing commercial corridors and older neighborhoods
- Creating opportunities for affordable workforce housing
- Providing increased neighborhood and travel options for those not owning cars
- Making identifiable and walkable neighborhoods
- Acting as a catalyst for private investment and development
- Increasing assessment values of vacant and underused land

## Why Consider a more explicit Land Use linkage with the Alaska Railroad Corridor through the Anchorage Bowl?

The Anchorage Bowl is transitioning to a more mature urban form as easily developable land is exhausted. It is part of the normal cycle in the growth of a City for land use patterns to shift focus toward infill and redevelopment of underutilized parcels. The current update of the Anchorage Land Use Plan reflects this transitioning process.

The current draft of the Land Use Plan Map could be improved with recognition of the untapped opportunities associated with the Alaska Railroad corridor. While the LUPM explicitly supports land use changes for the bus transit (i.e. Primary Transit Corridors) it appears there is an inadvertent oversight relative to the utility of rail passenger service within the Anchorage Bowl.

Implementation of supportive land use patterns along the ARR corridor, such as development of Transit Villages at strategic locations, could provide a more robust linkage between land use and transportation. This connection could reduce demand for expensive road widening, take advantage of underutilized rail assets, establish another viable alternative to the single-occupancy vehicle, and with the provision of Location Efficient Mortgages within the Transit Village expand the amount of affordable housing for Anchorage's workforce.



Alaska Railroad's double-deck self-propelled commuter railcar which currently provides whistle stop service at five sites between Portage and Moose Pass

## Some Technical Details for Transit Oriented Development

The distance that a person is willing to walk to take transit defines the primary area within which TOD should occur. This distance is typically equivalent to roughly a 5 minute walk, or between 1/4 to 1/3 miles. At these radii around a station, there is potential for 125 to 250 acres of land for transit oriented development.

Development densities are "as great as possible" within the context of a particular station and surrounding community. Minimum residential densities around rail stations are high enough to support viable transit service and to foster lively, walkable communities. Housing forms include townhouse, walk-up apartment and high-rise buildings. Minimum employment densities are established in station areas to create a destination which generates transit trips. Housing densities range from 15—30 dwelling units per acre. Employment densities of 50 jobs per acre and/or .75—1.0 FAR ratios.

Planning for areas around future rail transit stations should address the ability to increase density over time. Vacant lots, surface parking lots and existing low-intensity uses present opportunities for future infill development. A phasing plan that demonstrates how the station area can intensify over time offers flexibility to meet changing community needs and provides a vision for this transition.

Establishing a Transit Village at designated rail transit stations ensures the best return on investment. These should follow basic principles of good urban design including: Create High Quality local streets, Make the most of Architecture, Relate the ground level to pedestrians, require Winter City Design, and include appropriately scaled lighting, landscaping and signage.

It is also important to manage storage space for vehicles. Accommodating vehicles is important but the emphasis should be on maximum versus minimum parking requirements. Optimally, parking is relegated to the periphery of the area (often in structures versus surface lots) and/or to the rear of buildings.

A **Transit Village** is "a compact, mixed use community centered around the transit station that, by design, invites residents, workers and shoppers to drive their cars less and ride mass transit more."

## Land Use Plan Map

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**From:** leonard lamb <lamblj@yahoo.com>  
**Sent:** Friday, April 29, 2016 1:51 PM  
**To:** Land Use Plan Map  
**Subject:** Public Comment

The Anchorage Muni, has become an institution that controls through regulation rather than promotes through regulation.

One example is the Additional Dwelling Unit program. This program was written strictly from that standpoint.

There are many lots in the Anchorage Bowl that would work great for an ADU. But instead of promoting ADU's as a cheap way to increase housing at the lowest cost, such as San Francisco did, it is promoted as a rich mans way to get maids quarters.

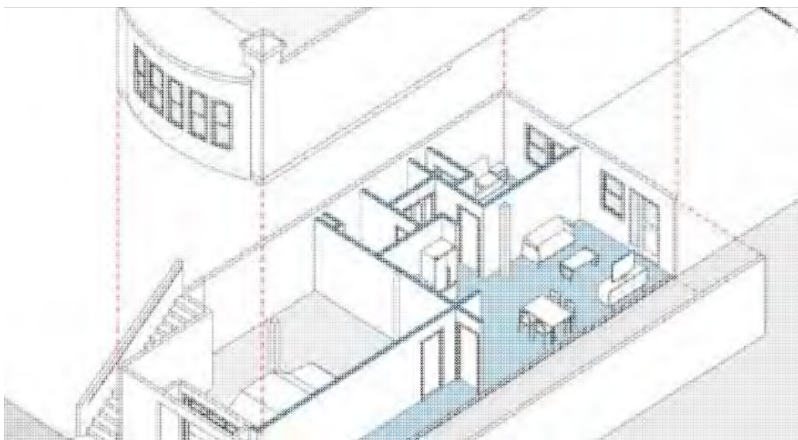
The conditional use of owner occupancy makes it virtually unqualified for any time of financing. CASH ONLY.

The condition that it must be attached to the original structure is restrictive. There are many residential lots where the original structure and lot size would allow green space between the two structure. That is not allowed despite it being more family friendly for the neighborhood.

It also states that it must have alley access. Yet, my lot is a through lot with paved streets on both sides and I would have to apply for a waiver.

I suggest this government start thinking about promoting our city through regulations rather than restricting. This mindset is restrictive.

I think if the Assembly should read this website to see what promoting an idea is about: [Accessory Dwelling Units | Planning Department](#)



**Accessory Dwelling Units | Planning  
Department**

//--> //--> \*/

Leonard Lamb  
Anchorage, AK 99508

**Gloria Manni**  
2208 Churchill Drive  
Anchorage, AK 99517  
T. 276-8498

May 27, 2016

Sent by E-mail

Mr. Tom Davis, Sr. Planner  
MOA Community Development Department -Planning Division  
P.O. Box 196650  
Anchorage, AK 99519-6650

Re: Anchorage Bowl Land Use Comprehensive Plan - Community Discussion Draft 2016

Dear Mr. Davis and Planning Department Staff,

Thank you for the opportunity to provide comments to the proposed Anchorage Bowl Land Use Plan Map Update- Community Discussion Draft 2016 (LUPM Update).

I am a resident of West Anchorage, a member of the Turnagain Community Council (TCC) and fully support the comments on the LUPM Update being presented to your office by TCC.

As a retired person I usually organize my activities to avoid rush traffic in Anchorage. However, recent personal experiences with rush hours traffic made clear to me that in the very near future the Municipality will have to address and take steps to resolve the congestion resulting from the fact that distance commuter traffic uses corridors intended for local traffic, regulated by frequent stop lights that impede a smooth traffic flow. Two of the most affected routes I have experienced are:

- Minnesota Drive, between 13th Avenue and Tudor Road;
- 6th Avenue and 5th Avenue, between the Sheraton Hotel and the crossing at Mountain View Drive & Airport Heights Drive.

I did not find mention to either in the LUPM Update , Section 3.2. - Phasing of Growth and Investment (pg 44). However, in Section 3.3. - Action Checklist (Table 5, Item VI-6) it states: "*Use/seek federal funding to develop commuter rail facilities and service with connections in MSB, Eagle River, Anchorage, JBER and Girdwood*". In reality, and if achievable, such goals can be accomplished only in a very long term and would address only one of the cited areas of concern.

Anchorage Bowl residents deserve much shorter term relief in such routes. I recognize that the Municipality must work within existing fiscal constrains, however I would hope that application of new traffic lights technology and/or creating one or two simple overpass in those built-up areas would ease the traffic flow.

I will very much appreciate if both issues are recognized in the upcoming revision of the LUPM Update.

Sincerely,  
/Gloria Manni/

Cc: Mayor Ethan Berkowitz  
Assemblyman Tim Steele  
Assemblyman Eric Croft

## Land Use Plan Map

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**From:** Davis, Tom G.  
**Sent:** Wednesday, June 1, 2016 2:13 PM  
**To:** Land Use Plan Map  
**Subject:** FW: NO to density housing for Green Acres subdivision

-----Original Message-----

From: mcleodak@alaska.net [mailto:mcleodak@alaska.net]  
Sent: Wednesday, June 1, 2016 1:04 PM  
To: Davis, Tom G. <DavisTG@muni.org>  
Subject: NO to density housing for Green Acres subdivision

Hello Mr. Davis.

Please consider not changing the zoning for Green Acres subdivision for density housing. As it is, there already aren't enough egresses to safely exit Lake Otis and 36th Avenue. More housing capacity puts a strain on what are already unsafe escape routes that already are hazardous because of increased traffic to office buildings along Lake Otis and 37th and 38th Avenues.

Perhaps the area around the lake named Lake Otis to the north of 36th could be envisioned for density housing and could fill the bill for the added housing the muni believes it requires. There seems to be ample vacant land around the lake.

Rezoning existing structures to density housing around the lake Lake Otis would generate more lake-front quality housing which would result in more revenue than it would with the current plan to increase density housing in Green Acres and transform it into a slum-lords dream investment plan.

Thank you for your consideration.  
Andree McLeod  
561-8595

## Land Use Plan Map

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**From:** Brian Metras [brian@metras.net]  
**Sent:** Tuesday, March 15, 2016 9:37 PM  
**To:** Land Use Plan Map  
**Subject:** Save Bass Street Park : Public Input on New Land Use Classification Map  
**Attachments:** Bass Street Park.png

Dear Planning and Zoning,

Please recode the map to show our park as the open space it is. The map is titled "Anchorage Bowl Comprehensive Plan — Community Discussion Draft 3/4/16" shows the Bass Street park designated as slated for high density housing.

Our little neighborhood on Bass Street has worked decades to get the open space it now enjoys. The proposed plan erases the park.

**Remember you were a hero once.** An all-star interagency tiger team assembled to establish this park. The team included the Great Land Trust, the Abbott Loop Community Council, the Corps of Engineers, the EPA, the Anchorage Waterways Council, the Bass Street Park Association and, most importantly, the **Municipality of Anchorage**. Funds were raised, grants were obtained and commercial lands were swapped to make this conservation legacy possible to Anchorage's citizens.

**Otherwise economically unviable.** The new designation is economically unviable. The area is a perennial marsh under water a substantial portion of the year. The space was rezoned from a multifamily space to a park it its founding and ownership was deeded to to the city with a conservation easement attached. The space is not and never was economically viable for development as further evidenced by the eager private seller.

**Neighborhood cares for it, free.** Given its current Class C, and its prior Class A, wetlands designation, please preserve this conservation legacy. At the inception of the park, understanding with MOA Public Works, the area is deliberately kept wild to ensure its presents zero financial burden on the Municipal budget. The neighborhood has obliged to not ask request any improvements since the inception of the park. Each Spring and Fall the Waterway Council and the local Cub Scouts walk the natural undeveloped area to clean up the trash and make notes.

**5-star Biodiversity.** The biological values of this space are enormous and grow dramatically each year with moose breeding, bearing and raising their young there and the waterways sustaining breeding fish. The area waterway is tested by Anchorage Waterway Council Monitor staff monthly and the site is used as their educational site.

**For the kids.** There are zero other parks for the kids in our neighborhood to enjoy. A number of neighborhood home schoolers use it as an outdoor classroom.

**Act now.** Please recolor and recode the 3/4/16 Draft map to reflect the forever open space it is. Attached is an illustration of the park with hand-drawn boundaries.

**Save Bass Street Park.**

I hope you enjoyed reading this as much as I had sharing it with you.

Thank you for all that you do to ensure the quality of life in Anchorage.



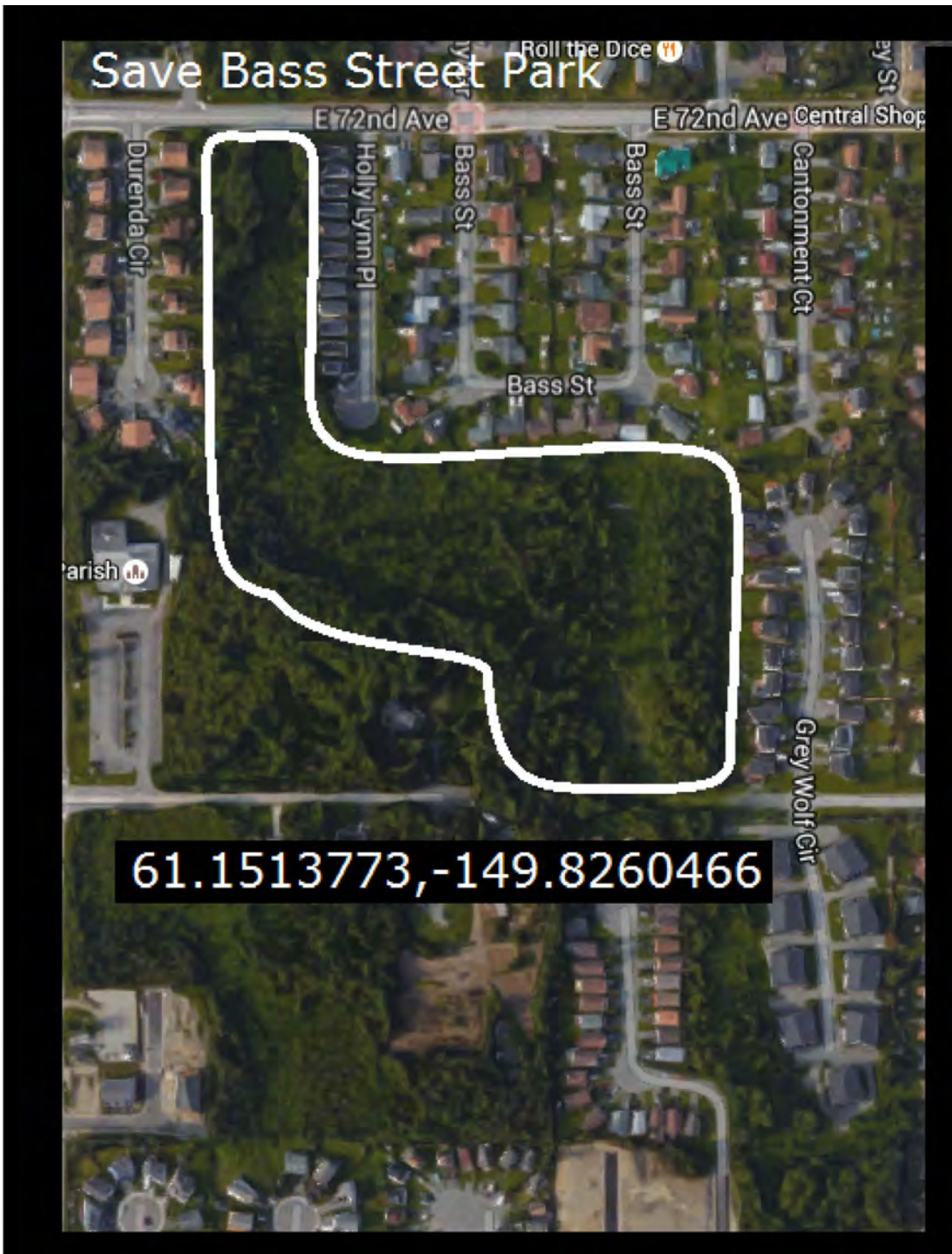
Brian Metras

[brian@metras.net](mailto:brian@metras.net)

day: 907 646 6980

eve: 907-522-5999

skype: brian.metras



## Land Use Plan Map

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**From:** Brian Metras [brian@metras.net]  
**Sent:** Friday, April 15, 2016 12:04 PM  
**To:** Land Use Plan Map  
**Cc:** Perry, Susan  
**Subject:** RE: Save Bass Street Park : Public Input on New Land Use Classification Map

Thank you Jody,

Much appreciated. A productive next step should be a check with the Great Land Trust to pull their planning case numbers to help validate the area's park designation..

Thanks for all you do,

Brian



On April 15, 2016 at 10:21 AM Land Use Plan Map <[LandUsePlanMap@muni.org](mailto:LandUsePlanMap@muni.org)> wrote:

Good Morning Brian,

I have tucked this into the Public Comment Files folder. Thank-you for these comments.

Sincerely,

Jody

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**From:** Brian Metras [<mailto:brian@metras.net>]  
**Sent:** Thursday, April 14, 2016 7:16 PM  
**To:** Land Use Plan Map <[LandUsePlanMap@muni.org](mailto:LandUsePlanMap@muni.org)>  
**Subject:** Re: Save Bass Street Park : Public Input on New Land Use Classification Map

Jody,

Please provide positive confirmation that this note has been placed into the public file for the "Anchorage Bowl Land Use Plan Map" As I understand it, the map is incorrect and needs updating. shows the area as incorrectly zoned as R2-A.

Brian Metras

[brian@metras.net](mailto:brian@metras.net)

day: 907 646 6980  
eve: 907-522-5999  
skype: brian.metras

On March 15, 2016 at 9:36 PM Brian Metras <[brian@metras.net](mailto:brian@metras.net)> wrote:

Dear Planning and Zoning,

Please recode the map to show our park as the open space it is. The map is titled "Anchorage Bowl Comprehensive Plan — Community Discussion Draft 3/4/16" shows the Bass Street park designated as slated for high density housing.

Our little neighborhood on Bass Street has worked decades to get the open space it now enjoys. The proposed plan erases the park.

**Remember you were a hero once.** An all-star interagency tiger team assembled to establish this park. The team included the Great Land Trust, the Abbott Loop Community Council, the Corps of Engineers, the EPA, the Anchorage Waterways Council, the Bass Street Park Association and, most importantly, the **Municipality of Anchorage**. Funds were raised, grants were obtained and commercial lands were swapped to make this conservation legacy possible to Anchorage's citizens.

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**Save Bass Street Park.**

I hope you enjoyed reading this as much as I had sharing it with you.

Thank you for all that you do to ensure the quality of life in Anchorage.

Brian Metras

[brian@metras.net](mailto:brian@metras.net)

day: 907 646 6980

eve: 907-522-5999

skype: brian.metras

## Land Use Plan Map

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**From:** Katie Nolan [katielnolan@gmail.com]  
**Sent:** Wednesday, March 16, 2016 10:38 AM  
**To:** Land Use Plan Map  
**Subject:** Hillside

Hello All --

I thought we had this settled in earlier meetings with HALO and the community councils. The Hillside area covered by the Hillside District Plan calls for under one DUA. Your current map version states "Large Lot Residential 0 - 1 dwellings per acre; 1 - 3 dwellings per acre in areas specified in Hillside District Plan".

The "Large Lot Residential 0 - 1 dwellings per acre" is correct. The rest is not.

Please remember that the HDP takes precedence, and please fix this ASAP!

Thank you.

Katie Nolan

## Land Use Plan Map

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**From:** Claire Noll <clairen@bdsak.com>  
**Sent:** Tuesday, April 26, 2016 2:54 PM  
**To:** Land Use Plan Map  
**Cc:** michael\_sheu@hotmail.com; Niki Burrows; Clark Yerrington  
**Subject:** opposition to rerouting Glenn  
**Attachments:** MVCC and Glenn.pdf

To Whom It May Concern:

Please don't reroute the Glenn. I don't think it needs it. Seems like the state and the muni have multiple options/opportunities for the use of those funds, for projects OTHER THAN the rerouting of a highway from one side of the city to the other.

And, as a homeowner of a little 1956 home in Mountain View on Klevin St., it sure sounds like a terrible idea, especially to take it through an area that struggles so much to reconnect with the rest of the city (was not the Glenn-Bragaw Interchange billed, in part, as a project to reconnect neighborhoods?). Sounds like a death knell to a community that's been struggling (historically and continually) to work on improving its reputation and its little corner of NE Anchorage. There's been such progress in the 15 years I've lived in Mountain View, please don't negate the efforts of so many good and generous people who live in my neighborhood.

Thank you.  
-Claire

P.S. MVCC has opposed both the rerouting of the Glenn, and the rerouting in particular through Mountain View.

Claire Noll  
Associate, Architect (Washington)



## Land Use Plan Map

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**From:** Davis, Tom G.  
**Sent:** Thursday, May 26, 2016 9:30 AM  
**To:** Land Use Plan Map  
**Subject:** FW: Climate change reductions and resilience must be addressed

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**From:** Nancy Pease [mailto:nancypease2@gmail.com]  
**Sent:** Friday, April 22, 2016 4:53 PM  
**To:** Davis, Tom G. <DavisTG@ci.anchorage.ak.us>  
**Subject:** Climate change reductions and resilience must be addressed

Hello, Tom,

I've failed to reach you by phone a couple of times, but I think there is a responsibility to the next generation to ensure that this blueprint for their future meets two goals: reduce climate change, and adapt to climate change. Secondly the plan should include a report card regarding how elements of this plan do and do not reduce climate change, and adapt to climate change. For example, higher density in the core is energy efficient, So is retaining open space that captures runoff.

Page 2

### 1.3 Community Goals Driving This Plan

Over-arching comment: every level of land use and transportation planning ought to incorporate issues of climate change and sustainability. This is nowhere voiced in the community goals of this plan. Yet, this plan is intended to be relevant until 2040!

This plan incorporates new population data; and it needs to also update the reality that land use patterns and transportation need to be transformed for greater energy efficiency, lower contribution to climate change, cost efficiency, and resilience in the face of erratic and powerful weather events.

Sent from my iPad

*Ann Rappoport  
17053 Aries Court  
Anchorage, AK 99516  
907-230-3187*

Planning Department, Municipality of Anchorage  
ATTN: Tom Davis, Senior Planner  
P.O. Box 196650  
Anchorage, AK 99519-6650

May 27, 2016

Dear Mr. Davis,

Thank you for the opportunity to comment on the Municipality's (Muni) recent Community Discussion Draft of the Anchorage Bowl Land Use Plan Map update (LUPM) for further implementing the Anchorage 2020 plan. I have lived in Anchorage since 1979. My husband and I have been residents of the lower Hillside, south of Rabbit Creek between Golden View and Old Seward Highway for over 30 years, where we raised two kids who attended Bear Valley Elementary, Golden View Middle, and South High Schools. Over the years our family has participated in the public process for the Anchorage 2020 and Hillside District Plans, as well as local zoning issues, particularly involving lands now known as "Legacy Pointe."

I want to commend you and your staff for producing a plan that is well-written, clear, and takes the reader through a logical and methodical approach to the various land use designations, locations, criteria and strategies. Additionally, I appreciate the plan's focus on promoting and enhancing the fine quality of life we enjoy in Anchorage due to our location among premiere natural resources, scenic vistas, and world class trails. The plan emphasizes important factors such as ensuring neighborhood connectivity, existence and additions of pedestrian and bike ways, and maintenance of existing neighborhood characteristics that are appreciated. The plan does a fine job of incorporating and highlighting excellent goals from Anchorage 2020 such as maximizing land use efficiencies while protecting and enhancing our natural resources, and providing a walkable community.

Since publication of Anchorage 2020, two issues have become even more important and should be emphasized in the LUPM: (1) need to affirm identified parks and open spaces, and ensure that approved development in the Hillside is within the carrying capacity of the land for water use and septic; and (2) need to consider resilience to climate change, in addition to Muni goals that our community become more resilient and better prepared for new opportunities in economic development and sustainability (Planning Director cover letter, second paragraph).

- (1) Importance of affirming Muni parks and open space which become ever more valuable as our city increases in size and the significance of those places to our mental and physical health and well-being as well as needs to connect youth with nature have become well-documented. The growth and effectiveness of the Anchorage Parks Foundation shows community acceptance and need for these places. Over the years we have seen increasing use of Muni parks as well as adjacent trails in Chugach State Park, and approval of parks bonds.
- (2) Our climate is changing – we are seeing more winter precipitation in the form of rain than snow, overall temperatures have been hotter, and we have also have extremes in wind, other weather



events, and high and low temperatures. This means drainage patterns on the land will be affected, vegetation is changing, native vegetation will be more susceptible to invasive insects and plant species, for which we must be prepared. Improving our public transportation systems and ensuring safe paths for walking to schools are options for decreasing need for automobile trips which will in turn help minimize our contribution to greenhouse gas emissions and thus climate change. Emphasizing the need for energy efficiency in future growth is also an important strategy that should be included in the plan.

Comments from both the Alaska Center for the Environment and Rabbit Creek Community Council provide useful suggestions for recognizing climate change and needs to ensure our land use practices are as sustainable and resilient as possible. This includes emphasizing use of rain gardens and storm water management to support permeable surfaces for run-off, protection of wetlands and unaltered waterways and adjacent riparian areas, and maintenance of open space corridors and areas for wildlife appreciated by Anchorage residents and the visitors who make tremendous contributions to our local and state economies.

I have presented a few general comments on particular aspects of the plan which I like, below. These are followed by some specific comments and suggestions for identified sections in the LUPM. I do recognize that this plan refers to area specific plans for more details and additional land use categorizations, but I do not refer to those in my comments.

- Park deficiencies in south Anchorage: The southeast Anchorage Hillside was identified as a “park deficient” area in the 2006 Anchorage Parks Plan and it continues to be so. However neighbors have found some park opportunities in local open spaces that could be developed, showing the need to protect access and the limited existing trails, and designate additional open space for parking and trail development. Thus the category of “other existing open space” is important for its potential to provide future needed parks and remain designated open space. Should other uses be considered for those areas, it would be a significant negative impact for those users.

In also reviewing the associated **LUPM Data Driven Plan Presentation with 2040 Growth Forecast** (March 2016), I concur with designation of “Open Space and Important Habitat Intersect” on slide 16, “Natural Assets” in that Presentation for the combined Legacy Pointe and Muni open space of about 200 acres just uphill and east of Old Seward Highway nearly to Golden View, between approximately 172<sup>nd</sup> and the Potter Valley Road. With the deficit of parks in South Anchorage, this area receives much use by neighborhood residents – skiing and walking in winter, walking in summer. Moreover, we and our neighbors can attest to regular use of this area by moose and black bears, eagles nesting nearby as well as hawks and owls regularly perching in trees, and even the occasional brown bear, lynx, and wolf are seen here.

- Neighborhood connectivity: I appreciate the document’s emphasis on neighborhood connectivity! It is unfortunate that too many new subdivisions are created with “walls” or fences that work against this. For example, in the older Turnagain neighborhood, public access walkways connecting that neighborhood to adjacent West High were established between house lots providing important pedestrian/bike access for students and others to access schools and nearby shopping and trails. In addition to providing a friendly, connected character, these paths help reduce auto traffic, and thus greenhouse gas emissions. However in the newer Golden View Park subdivision, no such access points were retained. This meant children in the neighborhoods to the south had to ride their bikes along busy Golden View Road to reach

Golden View Middle School or friends in that neighborhood, rather than stay in the subdivision streets – something my kids experienced.

- Providing pedestrian and bike paths: Overall, the emphasis in the LUPM on providing pedestrian and bike paths and connectivity is a particularly positive feature! Not only are such pathways critical for maintaining a sense of community throughout our city, but their existence means we need to provide fewer parking spaces near businesses and public spaces, and contribute to some mitigation for our changing climate.

Specific comments follow with specific additions in **bold** and text to delete in ~~strike through~~.

Page 1, fourth bullet objective should include the issue of climate change: “Respond to recent policy issues, ~~and~~ updated growth projections **and how climate change will require resilience and adaptation measures.**”

Page 2, section 1.3 is where the LUPM does a great job of summarizing the commendable goals of 2020. However, this is another place where a goal should be included around the resiliency our community needs to respond to climate change, including measures to minimize our contributions to it and to protect the open spaces and wetlands that can absorb flood waters and supports vegetation that stores rather than releases carbon.

Page 6, last sentence just before section 1.8 is missing a word, shown here in bold:  
In the meantime, this Land Use Plan Map provides a baseline from **which** land use planning can evolve.

Pages 7-8, Section 1.9, Strategy 2, encourages infill development and redevelopment, and Strategy 3 concentrates future growth in mixed use centers. Additional benefits for both these strategies which should be mentioned are that they also address climate change and overall community well-being by reducing pressures on transportation systems and promoting options for walking, resulting in fewer vehicles on our roads, trips of shorter distances, health advantages of walking, and protection of our valuable natural areas.

Pages 10-11, Strategy 9 on Open Space and Greenbelts does a nice job of presenting the importance of this strategy to the value of Anchorage overall and all members of our community.

Page 11, Strategy 10 on Anchor Institutions: Many state and nearly all federal agencies, as well as Alaska Native Corporations have their main offices in Anchorage, primarily downtown and in mid-town. The downtown federal buildings and State office building on 7<sup>th</sup> could also be mentioned in this section.

Page 14, distillation of 70 different land use designations currently in use across the Muni’s various land use plans to 20 consistent designations is helpful. At some point, the other plans will need to be updated to use the same terminology and designations.

Page 15, Table 2 uses “GH” in the table itself to indicate that various land use designations apply in the Government Hill neighborhood, but then the index at the bottom of the table uses “G” as the abbreviation for the Government Hill neighborhood. I recommend you change “GH” to “G” in the table and elsewhere to ensure consistency and prevent confusion with the “H” designation that is used for the Hillside District Plan. Also the table is missing an explanation for the “GI” or “II” Plan that applies to the “Other Open Space - Other Areas that Function as Park and Natural Resource” designation.

Page 17, Column 2, paragraph 2 – reference to a “Conservation Subdivision” should include a footnote explaining that there are currently no guidelines for these types of subdivisions but that Action VIII – 8 on page 54 of the LUPM envisions development of a “Hillside Conservation Subdivision Ordinance” in 3 – 6 years. Given the current economic downturn which will likely slow development pressures, this delayed timeframe may be reasonable. However no development should be permitted for Legacy Pointe until the Conservation Subdivision guidelines are finalized.

Relative to the Legacy Pointe Tracts, it should be noted these lands remain in a Public Lands and Institutions zoning designation which sets a higher criteria for use of these lands. Given the surrounding neighborhood character of no more than 1 dwelling unit/acre, the density of up to three units per gross acre should only be allowed on some portion of those tracts as long as other portions remain fully undeveloped so that the overall density of the Tracts is no more than one dwelling unit/acre. That is, the valuable wetlands and open space corridors important to recharge of Potter Marsh and wildlife movements and habitation on this tract should not be developed; additionally, the area provides great value as open space/recreation in an area where neighborhood parks and open space, and access to them are extremely limited, as noted previously. I recommend that the eventual best use of this track is more likely as a natural preserve with trails that all could enjoy. Thus consideration should be given to Muni acquisition and designation of a majority or all of this area as formal park/open space with trails and public access.

Page 21 discussion of Centers should also include their advantage relative to climate change. With their mix of residential and commercial uses, and public services, the Centers provide benefits in minimizing greenhouse gas production by decreasing distances and needs for trips by motor vehicles.

Page 23, while Regional Commercial Centers are at the intersection of major highway arteries and include commercial enterprises generally focused around automobile access, the opportunity for connections with bike paths or walkways should not be ignored. Neighborhoods are adjacent to these areas and both shoppers and workers may need bicycle or trail access.

Pages 26-28, the section on Open Spaces provides a nice description of the needs for and benefits to all Anchorage residents and visitors of these lands. Again, climate change is a further consideration adding to the value of these areas. I understand that some of the lands in the Other Open Space and Public Facility categories may be privately owned and/or intended for expansion of adjacent public/commercial facilities. However, most of these have gained immense values as open spaces appreciated and used by many, as well as the fish and wildlife resources important throughout Anchorage. Thus strong consideration should be given to potential Muni acquisition, partnership, or agreement renewals to maintain these open spaces, or at a minimum, to ensure that open space buffers remain for any development that may eventually occur.

Page 27, Column 1, Zoning includes the only occurrence of “PR” with no explanation for this abbreviation - please spell out.

Pages 34-35, Transit-Supportive Development Corridors are a positive feature for our community, in enhancing the opportunities to live, work, shop, and have access to parks and recreation in close proximity and via public transit. Then that public transit benefits people and youth who do not own automobiles, as well as goals to decrease automobile traffic and greenhouse gas emissions. However when reviewing these areas on the LUPM, it is obvious that linkages between the individual corridors,

and important linkages to downtown or major transit hubs (e.g., the airport) are missing. The plan does mention bus routes on Tudor that provide some of the needed linkages, but consideration should also be given for reliable bus routes to link the Jewel Lake and Lake Otis Transit Corridors with the Diamond Center bus hub which could provide links to downtown and UMed. Additionally, Anchorage residents do not have access to the light rail line that exists between the airport and downtown. The plan should recommend that options be found for broader use of that rail line.

Pages 35-36, Greenway-Supported Development - I like this designation, in particular the one identified along Huffman near the Seward Highway, and agree with the values it will add to our city. My only caution is that adequate buffers be retained between developments and the natural or restored features of the greenway to retain their natural functions, e.g., creek corridors, riparian habitats, wetlands and open space. Developments should incorporate permeable ground features and other habitat friendly features as much as possible, as well as pedestrian and bike ways.

Page 47, paragraph 1 under Development Permitting Assistance – I like the idea of offering expedited permit reviews for an additional fee. This is a fair approach both from the standpoint of those who did not allow enough lead time for their project, and the Municipality who should not have to shoulder that burden at the expense of those who have allowed enough lead time for their projects. Paying for the privilege of an expedited review is a fair approach as long as the fee is notable and the fee magnitude is in line with the scope of the development and Muni review time needed. This will encourage people to avoid the pain of this fee by doing better with their planning.

Page 54, Land Use Strategies for Compatible Land Use, actions VIII-5 through VIII-8 are all excellent and needed actions! Consideration should be given to moving these up in the implementation timeframe. In particular, a number of valuation studies of natural assets have been completed for the Mat-Su Borough that may provide useful examples (e.g., [http://www.iser.uaa.alaska.edu/Publications/2013\\_02-PropertyValues.pdf](http://www.iser.uaa.alaska.edu/Publications/2013_02-PropertyValues.pdf), [http://iser.uaa.alaska.edu/Publications/2014\\_04\\_25-SchworerMat-Su2040FuturesSurvey.pdf](http://iser.uaa.alaska.edu/Publications/2014_04_25-SchworerMat-Su2040FuturesSurvey.pdf); summaries and additional information are available at: <http://matsu2050.org/matsu-studies/>). With current development pressures and the much more limited availability of natural assets remaining in Anchorage as compared to the Mat-Su, it seems that this study, VIII-5, should be moved to the 1-2 year timeframe for implementation.

For VIII-7, the Alaska Department of Fish and Game, U.S. Fish and Wildlife Service, and other wildlife experts should be considered important partners in identifying development standards and incentives to mitigate impacts to wildlife near wildlife habitats. This work should be coordinated with Action IX-2 under the Open Space and Greenbelts Strategy.

For VIII-8, no development should be allowed in the Legacy Pointe area, before a Conservation Subdivision ordinance is developed and approved as recommended above. Any development would be inappropriate, given the current zoning of that area as Public Lands and Institutions. Moreover, the area provides incredible values via its wetlands, wildlife habitats, important connectivity for the Potter Marsh (a State Critical Habitat and part of the Anchorage Coastal Wildlife Refuge) watershed, and wildlife migration route as the only large remaining open space providing a connection from tidelands to the tundra.

I like all the Action Items under Strategy IX for Open Space and Greenbelts, but caution that where amendments to stream protection setbacks, Action IX-3, are considered; those protections should be expanded as the current setback is minimal at best. The only place where it could be lessened would be

relative to “grandfathering in” existing developments, but measures should be implemented to ensure previously existing developments do not allow runoff of sediments or contaminants to our waterways. Significant fines and restoration should be implemented where the setbacks are violated.

Consideration should be given to partnering with the Anchorage Parks Foundation to speed up implementation of IX- 5 particularly for resolving park deficiencies in underserved areas. The importance of connecting youth, and actually everyone, to nature for our physical and mental well-being has been well-documented (e.g., see *Last Child in the Woods* by Richard Louv).

Page 55, Actions Map – is currently a bit confusing. In the final document it would be helpful to include page numbers referring back to the identification of action areas indicated on the map, e.g., for Table 3, referenced in paragraph 2 where the numbers 1 – 6 on this map are confusing and take awhile to understand; and the Greenway-Supported Development description (page 36) which lists items 1 – 5 in bulleted format that lacks numbers coordinating with the Actions Map.

And finally, inclusion of a comprehensive glossary at the end with all abbreviations used throughout the plan would be helpful.

Again, thank you for the opportunity to review your well-written plan. I look forward to finalization of this important update to Anchorage 2020 as our city continues to grow.

Sincerely,



Ann Rappoport

## Land Use Plan Map

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**From:** Jay Stange <jaystange@gmail.com>  
**Sent:** Friday, May 27, 2016 8:03 AM  
**To:** Land Use Plan Map  
**Subject:** Comments: Anchorage Bowl Land Use Plan Map Project (2016)

Dear Mr. Davis and Muni Planning Department,

Thank you for undertaking this planning project. Our neighborhood is currently working to develop a plan and we could benefit greatly from another 3 months of time to consider these changes, but for now I have these personal observations and comments I'd like to share.

The Greenway Supported Development Corridor from Helen Louise McDowell Sanctuary to Minnesota Boulevard is an opportunity to enhance public space and private investment by day lighting Fish Creek and creating mixed residential, small business and park areas and thus providing a magnet for future development. This development will also function as flood mitigation. Trails, small business and public access to the Fish Creek waterway should be the primary use. This corridor should extend all the way from Minnesota Boulevard to the Fish Creek Estuary along the Fish Creek Drainage. Currently, there are a number of trails and green spaces in this corridor, but they have not been interconnected in a coordinated plan. The corridor needs to include Cuddy Park, Wilson Park, Red Bridge Park, Old Hermit Park, Northwood Park (duck ponds), Fish Creek Park, Barbara Park, and the informal Railroad track trail from 36<sup>th</sup> Avenue to Fish Creek Estuary, including the Fish Creek Trail to the Ocean (Northern Lights Boulevard pedestrian overpass at the RR tracks to the Fish Creek Estuary). DNR, the Alaska Railroad, and private stakeholders should be included in this planning process.

At this time, neighborhoods in Fish Creek/Spenard have not been defined with multi-modal transportation planning (sidewalks and bike paths). Lois Drive, Woodland Park Drive, 45<sup>th</sup> Avenue between Minnesota and Northwood, 30<sup>th</sup> Avenue between Arctic and Spenard, Chugach Way all should be given traffic calming models. The Boys and Girls Club on 36th Avenue and the Aquarian Charter School have large volumes of traffic and no sidewalks or coordinated pedestrian access, for example.

Minnesota Boulevard – a state owned roadway – functions as a barrier to all movements in Spenard. The city can make sure safe and beautiful multimodal crossings (pedestrian, bike, disabled and vehicle) exist to connect the residential areas West of Minnesota with the commercial resources on Spenard Road, which are East of Minnesota. Peak traffic volume exceeds 2,000 cars per hour on Minnesota/Hickel Expressway currently (STATE DOT). Off peak traffic is significantly lower. Lowering speed limits and focusing on East-West mid-block crossings (at 34th Avenue and at 41st Avenue) will help to united the neighborhood and delineate uses. For example, the business district on the East side of Minnesota Boulevard is currently alienated from a large residential area West of Minnesota by a 50 mph river of traffic. The Minnesota/Northern Lights and Minnesota/Spenard intersections need to be re-imagined to increase safety for non-motorized users.

Very few sidewalks exist in the Fish Creek/Spenard area. A network of sidewalks can lead residents from these neighborhoods to new mixed used commercial areas and transportation corridors on Spenard Road.

Finally, it's critical that residential zoning in this area is preserved. There is consistent year-to-year pressure to change R-3 zonings on or near Spenard Road to B-3 or B-4 uses. These "spot" or "situational" or "speculative" rezones are resisted by the neighborhood. This plan should honor the intentions of Spenard residents by following the West Anchorage and Anchorage 2020 intentions to keep and preserve current residential zoning in the Spenard Transportation Corridor.

Best,

Jay Stange

3405 Woodland Park Drive

Anchorage AK 99517

(917) 601-3165

[jaystange@gmail.com](mailto:jaystange@gmail.com)

**CHRISTIAN ULMANN,  
1544 W 14<sup>th</sup> Avenue, Anchorage, Alaska 99501  
(907) 277-9477**

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Anchorage, 03/28/2016

**Tom G. Davis, AICP  
Senior Planner – Urban Designer  
Municipality of Anchorage**

**Dear Me. Davis**

**In follow-up to the meeting held in the Library at the University, I would like to provide you with my input:**

**I recommend that the R2M designation be extended from P Street to S Street between West 15<sup>th</sup> and West 14<sup>th</sup> for the following reasons:**

- A. These two blocks- 33D and 33C were expected in the past to provide multifamily housing. In 33D the majority of the buildings are Duplexes. To obtain more density the zoning of R2D (in red on the provided map) does not help to achieve this goal.**
- B. If it would be possible to build townhouses on these properties we would be able to accommodate more housing for residents and provide housing opportunity for senior citizens that presently have no other choice but to leave the area if they are not in a position to live in their old houses in the area. I have enclosed the Aurora Square Townhouses as a possibility with an R2M zoning.**

**Please do not hesitate to contact me should you have any questions.**

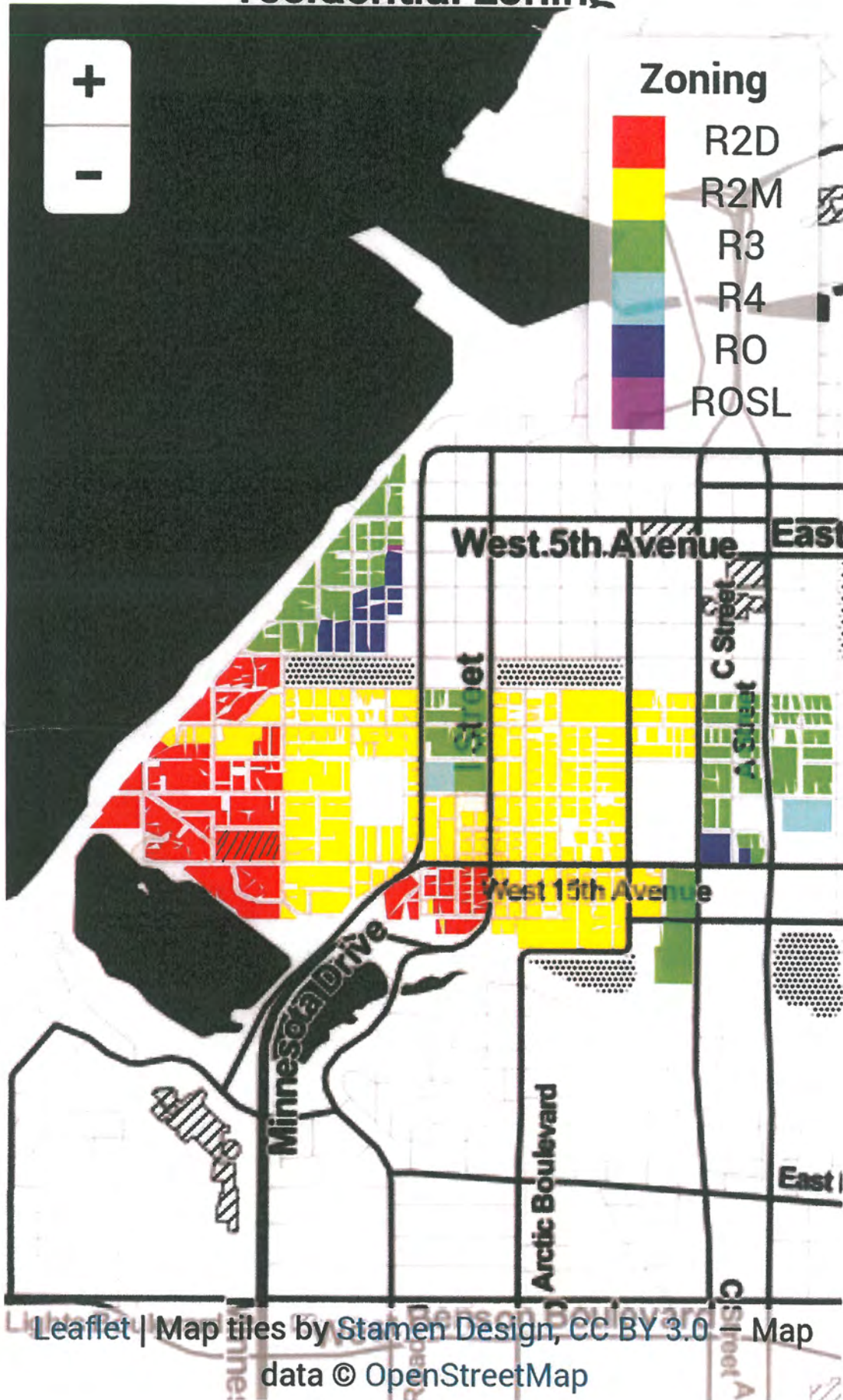
**Sincerely,**

  
**Christian Ulmann**

**Enclosures.**



# residential zoning



## 8. Aurora Square Townhouses



Front Entry Facade



End Façade on Northern Lights

Building Articulation Menu 21.07.110.C.7	Front Facade	End Facade
a. Wall Articulation	✓	
b. Overall Build. Modulation		
c. Cantilever or Step-back	✓	
d. Variation Exterior Finish	✓	✓
e. Ornamental Features and Detail Elements	✓	✓
f. Balconies		
g. Bay Windows		
h. Additional Window Area		
i. Entry Articulation	✓	
j. Without Garage Doors		✓
k. Additional Landscaping		✓
m. Variation in Building Form	almost	
How does it fare?	5 out of 4 required: <b>COMPLIES</b>	4 out of 3: <b>COMPLIES</b>

## Land Use Plan Map

---

**From:** Terrell Walker <terrell.walker@sbcglobal.net>  
**Sent:** Wednesday, May 4, 2016 12:23 PM  
**To:** Land Use Plan Map  
**Cc:** Northern Espresso; Weddleton, John; Toronzo Tandy  
**Subject:** Comment on the DRAFT Anchorage Bowl Land Use Plan Map

To Whom It May Concern:

I would like to respectfully ask planners to consider allowing for some level of mixed use (commercial and residential) specifically for the corner of Cordova and 15th Avenue. For our purposes, we seek an R-4 or R-4A designation (I think that's what we're looking for! I'm certainly no Planning or Zoning expert!).

We have been working with the property owner (specifically, the Central Lutheran Church and it's Church Council) and other stakeholders in the hope of establishing a drive-thru coffee shop at this location. We have the support of the property owner. We believe such an endeavor is consistent with the long-term interests of this neighborhood and the city.

How can I stay current with updates on your progress with establishment and implementation of the Anchorage Bowl Land Use Plan Map?

Please let me know if there's additional information you need from me.

Thank you for considering this request.

Respectfully submitted,

Terrell D. Walker  
1120 Huffman Road, #24-465  
Anchorage, AK 99515  
907.891.4647  
Terrell.walker@sbcglobal.net  
northespresso@gmail.com

## Land Use Plan Map

---

**From:** Patrick SW [patricksw@ak.net]  
**Sent:** Wednesday, March 16, 2016 4:45 PM  
**To:** Land Use Plan Map  
**Subject:** 2016 land use plan

I understand the plan is based on a projected growth of population in the Anchorage Bowl. Could you address how this plan might change given a steady population or a decrease of population.

Patrick

Sent from my iPad

## Land Use Plan Map

---

**From:** Patrick SW [patricksw@ak.net]  
**Sent:** Monday, April 04, 2016 11:37 AM  
**To:** Land Use Plan Map  
**Cc:** !CD Planning Long Range  
**Subject:** Re: 2016 land use plan

Jody - thanks for your thoughtful response to my inquiry about population forecasts. My concern around these projections arises from my sustainability perspective. I believe we need to move from our current extractive resource based economy to one based on renewable resources. As this happens many of the corporations based here in Anchorage will need to move out or adapt to the changing economic landscape. I believe this will result in a population decrease which is a good thing because of food security issues. I believe there are too many people in the Anchorage area to adequately provide food for with bioregional sources. I would like to see the Anchorage land use plan address as a goal to encourage and support local agriculture in the form of urban farms, community gardens, greenhouses, chicken cooperatives, etc. While I understand that agriculture is allowed under light Industrial zoning there is nothing in the current plan to guide someone who is thinking of developing an agriculture enterprise on where it would be appropriate. Obvious places to create these opportunities would be around existing open spaces and places where we would want to expand green space. Higher visibility of agriculture activity benefits all of the community and involves people in connecting to place. Let me know if you or anyone else on the planning staff would like to discuss these ideas further.

Patrick Solana Walkinshaw  
[Patricksw@ak.net](mailto:Patricksw@ak.net)  
908-230-3686

Sent from my iPad

> On Mar 18, 2016, at 10:45 AM, Land Use Plan Map <[LandUsePlanMap@muni.org](mailto:LandUsePlanMap@muni.org)> wrote:  
>  
> Patrick - Thank-you for your question. It's a good one, and one we'll be considering and talking with the community about over the next several months.  
>  
> The Anchorage Bowl population forecast has a low end forecast of approximately 15,000 and an upper end forecast of approximately 45,000. We are still working to refine these numbers to choose a base forecast number.  
>  
> The Anchorage 2020:Anchorage Bowl Comprehensive Plan predicted that the population in the Bowl would growth by 81,000 by 2020. It had a forecast of about 1.7% percent per year. That did not happen. However, the Bowl did continue to grow on average by about .9% per year.  
>  
> Although the growth rate may be a small percentage, the population in the Bowl is expected to continue to grow. People will continue to reproduce and the area will continue to attract people and commerce and industry. This is the first update in 34 years to the Plan Map for the Bowl. Our plan is also long term. Its planning horizon is 25 years, extending beyond temporary downturns like the present.  
>  
> That said, the map should be amended from time to time to adapt to changing conditions and expectations. If the economy does experience a dramatic downtown I would expect the focus on City centers to increase as people move to places where they could reduce or eliminate living expenses such as cars, and try to conduct their business nearer to their homes and jobs. I would expect the emphasis on transit to increase. In other words, the need for affordable housing where there are services, shops, and jobs would seem to be more urgent than ever.  
>

> Thank-you again for writing your comments down. I have shared them with the group.  
>  
> It was good to see you, and thank-you for coming to the workshop.  
>  
> Jody  
>  
> -----Original Message-----  
> From: Patrick SW [<mailto:patricksw@ak.net>]  
> Sent: Wednesday, March 16, 2016 4:45 PM  
> To: Land Use Plan Map <[LandUsePlanMap@muni.org](mailto:LandUsePlanMap@muni.org)>  
> Subject: 2016 land use plan  
>  
> I understand the plan is based on a projected growth of population in the Anchorage Bowl.  
Could you address how this plan might change given a steady population or a decrease of  
population.  
>  
> Patrick  
>  
> Sent from my iPad

Municipality of Anchorage, Planning Department  
Comments on Anchorage Bowl Land Use Plan Map (LUPM)  
From: Cynthia Wentworth  
May 23, 2016

As a native born Anchorage resident, a former employee of the Alaska Railroad Corporation, and a long time advocate for commuter rail, my comments focus on the need to designate four Alaska Railroad (ARR) corridors for Transit Oriented Development in Anchorage's Land Use Plan. This would 1) address the needs of three of Anchorage's largest employment centers, which already have rail connections (Downtown, Stevens Anchorage International Airport (AIA), and Dimond Center); 2) further the May 13, 2003 Municipal Assembly Resolution calling for commuter rail to connect Matsu with these three employment centers (attached); and 3) make the Land Use Plan consistent with the studies already completed and the millions of dollars spent towards implementation of commuter rail in the Anchorage bowl.

The four ARR corridors needing rail transit designation are the following:

1) Downtown Anchorage to Matsu Valley, Anchorage Bowl section

Reference: *Alaska State Rail Plan Draft*, January 2016. Appendix C: *South-central Alaska Commuter Rail Concept of Operations*. ADOT&PF website

This concept of Operations cites several commuter rail feasibility studies, including the 1979 *Feasibility Analysis of Upgraded Passenger Rail in the Anchorage, Alaska Region* prepared for the Municipality of Anchorage and ADOT&PF, the 1988 *Anchorage Commuter Rail* study sponsored by the Municipality of Anchorage, the Matsu-Borough, and the Alaska Railroad Corporation, the 2002 *South Central Rail Network Commuter Study and Operations Plan*, sponsored by the Alaska Railroad Corporation, and the 2009 ridership update to this study titled the *Wasilla-Anchorage Commuter Rail Concept of Operations*.

2) Downtown Anchorage to Stevens International Airport

Reference: *Market Analysis for ARRC Anchorage International Airport Rail Station*, Commuter Rail Section, Northern Economics, July 1999.

3) ARR corridor, Downtown Anchorage and Stevens International Airport to Dimond Center

Reference: *Dimond Center Intermodal Feasibility Study*, Kinney Engineering LLC for Muni Transportation Dept., August 2011.

4) Dimond Center to Girdwood, Anchorage Bowl section

References: *Market Analysis for ARRC Anchorage International Airport Rail Station, Commuter Rail Section*, Northern Economics, July 1999; *South Central Rail Network Commuter Study and Operations Plan*, 2002, sponsored by the Alaska Railroad Corporation

Information from the above references along with updated population estimates, needs to be incorporated into the LUPM planning process.

The establishment of “Transit Oriented Villages” with a radius of ¼ to 1/3 mile around the downtown depot and Dimond Center, and within a mile of the Airport rail station, as well as in other strategic locations, would go a long way towards making commuter rail economically viable and in turn making Anchorage a more “green”, less auto dependent city. This would further Mayor Berkowitz’s Climate change Action Plan and his desire for Anchorage to be the most energy efficient city in America.

I realize that the railroad right of way and adjacent areas belong to the railroad, and that much of the land is designated for industrial uses, thus not appropriate for residential development. However, a study needs to be made of land within walking distance of the rail corridor that would be suitable for residential development, and whether or not it would be possible to have rail stations in any of these areas.

Rail stations already exist downtown and at the Airport. Commuter rail stations have been planned for downtown, the Airport, and Dimond Center. These three locations need to be part of or connected to Transit Supportive Development Corridors. Indeed, commuter rail has been one justification for both the Airport rail station and the Dimond Center receiving substantial amounts of federal money. The Airport rail station was built with \$28 million from the FRA because Anchorage was a non-attainment area for air quality and commuter rail was seen as part of the solution (see my attached Alaska Dispatch News article, June 2014, two Anchorage Daily News LTEs, Dec. 2002, and an excerpt from the Alaska Railroad’s 1998 Annual Report). The above- cited Market Analysis for the Airport Rail Station devotes 21 pages to commuter rail.

The South Anchorage Intermodal Transportation Center (Dimond Center) received \$2.5 million from SAFETY-LU in 2005. In April 2008 the Alaska Railroad Corporation submitted the Dimond Center Intermodal Transportation Center Project Development Plan for a rail station at Dimond Center, for \$5 million. What is the status of these developments? Where is the follow through in this plan, given that commuter rail was a justification for these expenditures?

The above cited Dimond Center Intermodal Feasibility Study (Kinney Engineering LLC, August 2011) together with its Appendix E, South Anchorage Intermodal Center Project Prospectus (May 2005) and its Appendix F – Dimond Center Transportation Center Project Development Plan (Alaska Railroad Corporation April 2008) need to be integrated into the LUPM. These plans are full of information about increased use of rail, such as using the Chugach Explorer DMU as a potential ski train with a minimal train passenger facility between Klatt Road and 120<sup>th</sup> Avenue, and having a triangular service



between Ship Creek, the airport, and Dimond Center that would serve tourists and rural residents. The study mentions ARRC's interest in providing rail service for commuters from the Matsu Valley to Girdwood. In addition, the study states that businesses want to bring cruise ship tourist traffic to Dimond Mall. Still another idea mentioned, is to transport Girdwood students attending South High School, by Alaska Railroad DMU with connecting bus service at either end.

The Dimond Center Intermodal Feasibility study discusses determining rail transit ridership estimates and rail modal share. This or something similar, needs to be incorporated into or referred to in the LUPM document, so that rail modal shares is part of the basis for the Municipal Transportation Plan.

Specific comments:

p. 23 – Regional Commercial Center.

The Dimond Center area is designated a Regional Commercial Center on the map. If the planning for Dimond Center follows through here and has residential uses as recommended, then this area should be part of a Transit Supportive Development Corridor.

p. 25 and map – Commercial Corridor: It states here that Commercial Corridors can have residential or mixed use projects up to 8 to 40 housing units per site acre. I see some Commercial Corridor lands along Dimond Boulevard, ¼ to ½ mile from Dimond Center. This needs to be highlighted in support of Dimond Center being a Transit Supportive Development Corridor.

p. 30 – Railroad Facility

This section needs to specify what has been accomplished to date: the downtown Depot, the Airport Rail Station and Dimond Center Intermodal Facility have already been built or partially built (with federal money) and were and are intended for commuter rail. I am referring to the following paragraph “This Land Use Designation also identifies potential passenger railway intermodal stations along the Alaska Railroad right of way”....(I don't see a track going to the airport)..... “These features could interact with transit oriented development in designated Centers and connect to local public transit service. Some commuter stations already exist or are in planning stages” (Where?) “Others are envisioned later in the planning horizon” (Where?).

p. 34 – Growth Supporting Features: Transit Supportive Development

4<sup>th</sup> paragraph: “There must be a critical mass of people living, shopping and working in the area, who are potential transit users.”

Designating the four Transit Supportive Development Corridors along the ARR Corridor, along with the establishment of “Transit Oriented Villages” around rail stations, will help

attain this critical mass sooner. This in turn would help make commuter rail economically viable, and help fulfill the quality of life goals in Anchorage's Comprehensive Plan.

Other comments: People I talk to, the latest example being two ATT employees who work at Dimond Center, would much rather ride a train than a bus between the Matsu Valley and Anchorage. One told me that he and his fiancé would move to the Valley if commuter rail became available. As for express bus service between the Valley and Anchorage, he would not ride it. He'd rather drive his car because he feels a bus lacks privacy and is not as comfortable as a train. The Alaska Railroad's "Green Line" to the State Fair is sold out every year. I doubt if an express bus would be as popular.

On April 27, 2016 I was surprised to read in Anchorage's PRESS (Zack Fields, April 14-20 2016) that according to municipality's planning director Hal Hart, Anchorage does not have sufficient density for commuter rail. As well as going against the 2003 municipal resolution, this certainly is not the conclusion in any of the feasibility studies referenced above, which have confirmed a strong interest in commuter rail. Thousands of people are commuting daily by car from the Matsu Valley to work downtown, at Stevens AIA, and at Dimond Center. Because the Matsu Borough is the fastest growing area in Alaska, this number will keep increasing. Even if some people believe that Anchorage does not presently have the density for commuter rail, these rail corridors need to be designated Transit Oriented Development Corridors now in order to affect how the surrounding land develops. This will preserve the rail transit option for the future, as Anchorage grows and becomes more dense. Also, there needs to be public accountability for the \$80 million spent on improving the ARR track between Anchorage and Wasilla, the \$28 million spent on the airport rail station, and the \$ 7.5 million spent on the Dimond Center Intermodal Plan, all with commuter rail as a justification.

While serving on Anchorage's Municipal Transit Advisory Board (1984-1991) I visited and rode on Portland's new Tri Met and Sacramento's new light rail (1986). I heard a lot about the opposition to these projects, on the grounds that there was not enough density. Yet in Portland at least, it was the opening of Tri Met that has caused the city to become much more dense and transit oriented.

CLERK'S OFFICE

APPROVED

Date: 5-13-03  
IMMEDIATE RECONSIDERATION  
FAILED 5-13-03

Submitted by: Assemblymembers WHITTLE,  
Shamberg, Taylor, Tesche, Tremaine, and Van Etten  
Prepared by: Department of Assembly  
For reading: May 13, 2003

ANCHORAGE, ALASKA  
AR NO. 2003-131

A RESOLUTION OF THE ANCHORAGE MUNICIPAL ASSEMBLY SUPPORTING A SOUTH CENTRAL  
COMMUTER RAIL SERVICE AND REQUESTING FEDERAL FUNDS NECESSARY TO SUPPORT A  
DEMONSTRATION PROJECT FOR THAT SERVICE

WHEREAS, a South Central commuter rail service would add choice, access, mobility, and safety, particularly during winter driving conditions, for moving people between the Municipality of Anchorage and the Matanuska-Susitna Borough; and

WHEREAS, commuter rail service would serve 10,000 people who currently work at the Ted Stevens Anchorage International Airport and provide rail transit alternatives to other employment centers, major health, education, and shopping clusters throughout South Central Alaska; and

WHEREAS, thousands of rural and urban Alaskans, as well as tourists, who fly into Ted Stevens Anchorage International Airport everyday to conduct business and shop, need affordable transportation alternatives to and from Downtown Anchorage, Dimond Center, and the Matanuska-Susitna Borough; and

WHEREAS, the Glenn Highway is the only major transportation link between two of Alaska's fastest growing populations and commuter rail will provide an alternative transportation link, relieving highway congestion; and

WHEREAS, commuter rail may help delay the decision to expand the Glenn/Parks highway to eight lanes thereby savings tens of millions of dollars which can be spent on other necessary infrastructure; and

WHEREAS, the Municipality of Anchorage is a non-attainment area for air quality and commuter rail will help reduce air pollution by taking cars off the highway system; and

WHEREAS, commuter rail will help promote efficient land use and transit oriented housing developments; and

WHEREAS to lay the foundation for a commuter rail service, the Alaska Railroad Corporation has been making necessary safety and infrastructure improvements to its rail system within the South Central Region by straightening tracks and converting to automated switching technology which improves operating times; and

WHEREAS, commuter rail service requires operating subsidies similar to other mass transit alternatives including highway construction and maintenance; and


WHEREAS, the governments of the Municipality of Anchorage and the Matanuska-Susitna Borough have already established a Regional Transportation Planning Agency which is able to lend its support to the formation of a Regional Transportation Authority that can administer the new commuter rail service.

NOW, THEREFORE, the Anchorage Municipal Assembly resolves:

Section 1: That the Anchorage Municipal Assembly hereby endorses formation of a Regional Transportation Authority with the Matanuska-Susitna Borough and seeks assistance through Alaska's Congressional Delegation for Federal funding necessary to support a demonstration project for South Central commuter rail service,

Section 2: That the Anchorage Municipal Assembly recommends that the Regional Transportation Planning Organization review costs and benefits of creating a Regional Transportation Authority to implement transportation projects of regional significance for the Municipality of Anchorage and Matanuska-Susitna Borough.

PASSED AND APPROVED by the Anchorage Assembly this 13<sup>th</sup> day of May, 2003.

  
Chair

ATTEST:

  
Municipal Clerk

April 2016

Question: Why isn't the airport rail station available for public train travel?

Answer: Someone has to pay for it. In the U.S., highways are paid for largely through the Highway Trust Fund, but also and increasingly, they are subsidized by dollars from the general fund. We do not have a trust fund for rail.

Public train travel for commuters also requires operating subsidies. Typically, passenger fares cover just 20-40% of operating costs. The State-owned Alaska Railroad Corporation was set up to make an operating profit. According to the Draft Alaska State Rail Plan, one way to sustain rail for commuters, is through formation of a Regional Transportation Authority (RTA) such as Sound Transit in the Seattle area. Another is through State DOT sponsorship, similar to what Connecticut and Utah have done. Rail transportation to the airport would be coordinated with connecting bus and van service through the RTA or through the state DOT sponsored agency.

Wednesday June 11, 2014

COMPASS: *Points of view from the community*

## Anchorage airport rail station was not unwanted largesse from Sen. Stevens

By CYNTHIA WENTWORTH

In his June 1 commentary in Alaska Dispatch, Donald Craig Mitchell referred to the rail station at Ted Stevens Anchorage International Airport as the federal earmark "that no one had asked for." That is not true. In the late 1990s, former Alaska Governor and Alaska Railroad CEO Bill Sheffield asked Sen. Stevens to help get money for this station as part of a larger plan for commuter rail for Southcentral Alaska.

At its December 1998 meeting, the Alaska Railroad Corporation's board, which included then-Commissioner of Alaska Department of Transportation Joe Perkins, voted to support the station and commuter rail as one way to help Anchorage reduce car traffic and meet air quality standards. I was physically present at the meeting, and the mood was upbeat and exciting.

The Alaska Chapter of the Sierra Club lent its support: in 2002 the Club's National Challenge to Sprawl Campaign chose the project as one of 20 "Transportation Solutions for the 21st Century" in terms of reducing traffic, sprawl, and saving energy. At a July 31, 2002, press conference held at the airport rail station while it was under construction, Sheffield, former Alaska Railroad CEO Pat Gamble, and longtime railroad official John Binkley all referred to the station and planned commuter service as "visionary."

So the problem is not that the airport rail station was built. The problem is that the vision was lost as federal and state priorities switched back to "more highways as usual."

The passenger and freight transportation provided by the Alaska Railroad already is visionary in the sense that it keeps thousands of cars and trucks off our highways. This helps keep down road maintenance costs and fuel emissions, as over long distances rail is a more energy efficient mode than highway. If commuter rail had actually begun, it would have taken more cars off the road by providing public transit for the airport's 10,000 employees.

So the problem is not that the airport rail station was built. The problem is that the vision was lost as federal and state priorities switched back to "more highways as usual."

While Sen. Stevens was able to get money for the railroad to straighten its track and make other capital improvements, operating money for commuter rail became harder to obtain. More recently, federal transportation funding of all sorts has been reduced.

For several years, bills have been introduced in the Alaska Legislature which would authorize a regional transportation authority (RTA) to operate commuter rail. The RTA would be a channel for state and local funds

and make it easier to compete for limited federal funds. However, those bills have gone nowhere.

Instead, our Legislature has chosen to spend money on continued planning for a sprawl-inducing Knik Arm toll bridge rather than on authorizing an RTA and working with local governments to set it up and fund it. Indeed, just by Oct. 31, 2013, \$79.4 million had been spent on the Knik Arm Crossing project — 2½ times what was needed to invest in and begin operating commuter rail in 2002. And \$55 million in further appropriations were approved for the Knik project in the budget passed this year.

If Alaskans can push their legislators to authorize an RTA and then encourage our local governments to set it up, this would be a positive step toward using the airport rail station for something other than wedding receptions.

Cynthia Wentworth is an economist and anthropologist who was born and raised in Anchorage. She is a former employee of the Alaska Railroad Corporation and a longtime commuter rail activist.

# Perspectives

COMMENTARY

## *Forget Knik bridge; let's build rail transit for Alaska's people, climate*

By CYNTHIA WENTWORTH



Wentworth

The proposed Knik Arm bridge is suddenly back in the news. On July 11, an Alaska Dispatch News headline reported: "Knik Arm Crossing work gets go-ahead, disappointing critics." Climate change is also in the news — practically daily. Alaska's future may see more rain and less snow. Ocean acidification imperils Alaska's fishing dependent economy. St. Lawrence Island villagers are facing economic disaster from declining walrus harvests due to melting sea ice.

If we want to help stem climate change, we must do more than tell Shell Oil not to drill in Arctic waters. We need to adopt transportation policies that reduce our dependence on oil. That means giving people more choices besides the car or the truck.

Seventy-two percent of U.S. oil is used in the transportation sector, mostly by cars and trucks. They contribute two to three times more greenhouse gas emissions per pas-

Clustering single family housing and business around greenbelts and parks, and building sidewalks and bike paths near rail and connecting bus lines, can give people more time to appreciate the Alaska outdoors rather than sitting in traffic waiting to pay a bridge toll.

senger mile than rail transit. That's one reason the Alaska Railroad Corp. runs the Green Line to the Alaska State Fair with the help of its corporate sponsors: it helps people save on fuel. Walking and biking, of course, give off little or no emissions. So to help our climate we need to foster infrastructure development that encourages public transit, walking and biking.

The proposed Knik Arm bridge would do the opposite of that. It would create more auto-dependent, urban sprawl. Sprawled development uses more gasoline because

of the increased distance between homes, businesses, services and jobs. People have no choice but to drive their cars and trucks, and to drive them longer distances. Auto-dependent sprawl makes it harder to walk or to bike, which in turn has health implications. Sprawled development also raises energy and other costs of providing public infrastructure and services, and increases air pollution.

On the other hand, we already have the Alaska Railroad! State money saved by not building expensive new bridge connections can help

fund commuter rail with connecting bus service in Anchorage and the Matanuska-Susitna Borough. We can do this by setting up a joint Anchorage Mat-Su Regional Transportation Authority which would be a channel for state and local funds and make it easier to compete for limited federal funds.

By choosing to upgrade our rail transportation now rather than adding more highway lanes and building the Knik Arm bridge, we could help induce more pedestrian-friendly development that could help people reduce their carbon footprint. Portland, Oregon, did this 30 years ago, and real estate values have soared near rail lines.

While most Alaskans did not move to Alaska to live in a high-rise or a condo, clustering single family housing and business around greenbelts and parks, and building sidewalks and bike paths near rail and connecting bus lines, can give people more time to appreciate the Alaska out-

doors rather than sitting in traffic waiting to pay a bridge toll.

For several years, bills have been introduced in the Alaska Legislature which would authorize an RTA. Instead, our Legislature has chosen to spend money on continued Knik Arm bridge planning. By 2015, \$85 million has already been spent on the Knik Arm bridge. It would have cost the Alaska Railroad or a Joint Anchorage-Mat Su Regional Transportation Authority \$28 million to begin operating passenger rail for commuters in 2002.

Alaska is leading the country in climate change impacts. So let's also lead the country by building a different type of bridge: a bridge between how we travel and protect our climate.

Cynthia Wentworth is an economist and anthropologist who was born and raised in Anchorage. She is a former employee of the Alaska Railroad Corp. and a longtime activist for environmentally sustainable transportation.

Anchorage Daily News  
Dec. 10 2002

### **Airport's rail depot will help cut congestion, sprawl, air pollution**

I appreciated Paula Dobbyn's coverage of the new airport rail depot grand opening and the Sierra Club's support for the new depot ("Rich, powerful on board for first ride," Dec. 5). The Sierra Club's national Challenge to Sprawl Campaign chose Anchorage's new rail depot and planned rail commuter service as one of 20 "Transportation Solutions for the 21st Century" because of the ability to reduce traffic congestion, sprawl, air pollution, and global warming, and help save wetlands.

As for the new depot being a \$28 million federal boondoggle that won't pay for itself, Alaska

receives more than \$300 million a year in federal highway money, far more than what it contributes in gas taxes. Do these highways pay for themselves? Which is the greater boondoggle?

The Alaska Railroad board voted to go ahead with the rail depot at a public meeting in December 1998, partially because Anchorage is a nonattainment area for air quality. Improving our air is a benefit that can't be measured solely in dollars.

As for Anchorage's not having the population base to support commuter rail, European cities the size of Anchorage have commuter rail. Commuter rail would help shape how Anchorage grows. Do we want to subsidize rail, or do we want to subsidize more highway-oriented sprawl and the expensive infrastructure that goes with it?

— Cynthia Wentworth  
Sierra Club volunteer  
Indian

Dec. 14 2002

### **Airport rail terminal could become commuter system's starting point**

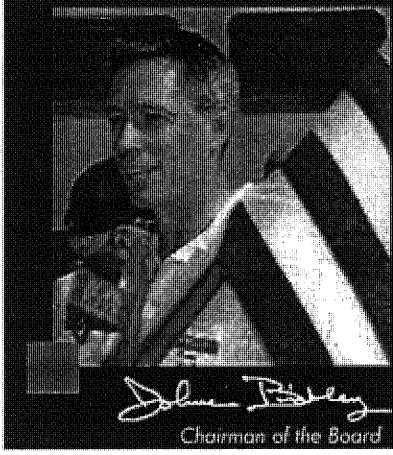
On Dec. 11, you published a letter from S.J. House titled "Alaskans can't ride train to airport, but cruise ship passengers can." S.J. House has a good point. However, the Alaska Railroad Board voted in December 1998 to build the airport rail depot not just for cruise ship passengers, but so the 600,000 citizens of Alaska could have better, more efficient transportation. The board also voted for the depot as a way to help improve Anchorage's air quality.

Even though our state-owned railroad belongs to all the citizens of Alaska, it is designed to make a profit. Therefore, to have commuter rail, the initiative must come from citizens.

In September, the Alaska Chapter of the Sierra Club formed the commuter rail advocacy committee. Once per month, the commuter rail advocacy committee meets with an Alaska Railroad Corp. representative, members of the Anchorage Municipal Assembly and other interested citizens to work for commuter rail for Anchorage and the Mat-Su valleys area. We would like to see commuter rail between downtown, the Ted Stevens International Airport, Dimond Center, the Mat-Su and eventually Girdwood. The track is already there!

We invite S.J. House and other interested parties to join us at our next meeting. Please call the Sierra Club at 276-4068 for details.

— Maryjellen Oman, program assistant  
Sierra Club Alaska Field Office  
Anchorage



## CHAIRMAN'S MESSAGE

**T**hese are exciting times for the Alaska Railroad Corporation. In 1998, with the support of Alaska's Congressional delegation and Gov. Tony Knowles, we were able to put into motion the most ambitious capital improvement plans the Railroad has seen since construction began 85 years ago.

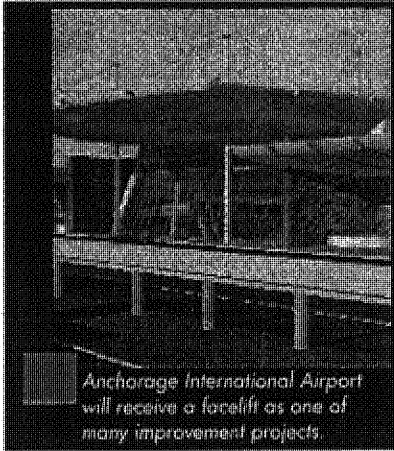
Within the next few years, the Alaska Railroad will be serving its customers with new, safer, more efficient port facilities at Seward and Whittier; a comfortable, full-service depot at Denali National Park; a new depot and public transit center in Fairbanks; and a central rail station at Alaska's gateway, Anchorage International Airport. And by 2005, we hope to be carrying commuters from the Matanuska-Susitna Valley and Girdwood into Anchorage with safe, cost-effective, environmentally friendly rail transit.

Who would have thought in 1923, when the Railroad was completed, that by the end of the century we would be going from a twisting, wilderness rail link to a 21st century, full-service transit and transportation system?

It's a bold vision and a lot of work, but our capital program is founded on solid ground. What you'll be seeing in the Alaska Railroad's capital program is basic investment in Alaska's major transportation hubs – our ports and major cities – and investment in the links that make the Railroad work seamlessly with air, water and road transportation.

This is not a case of "build it and they will come." They're already here. In Seward and Whittier, the visitor industry is clamoring to keep up with rapid growth, and the Railroad enhances that growth. At Denali Park, with the National Park Service phasing out its old hotel facility (the Alaska Railroad was the original owner), the Railroad is playing a more prominent role in

INTOUCH

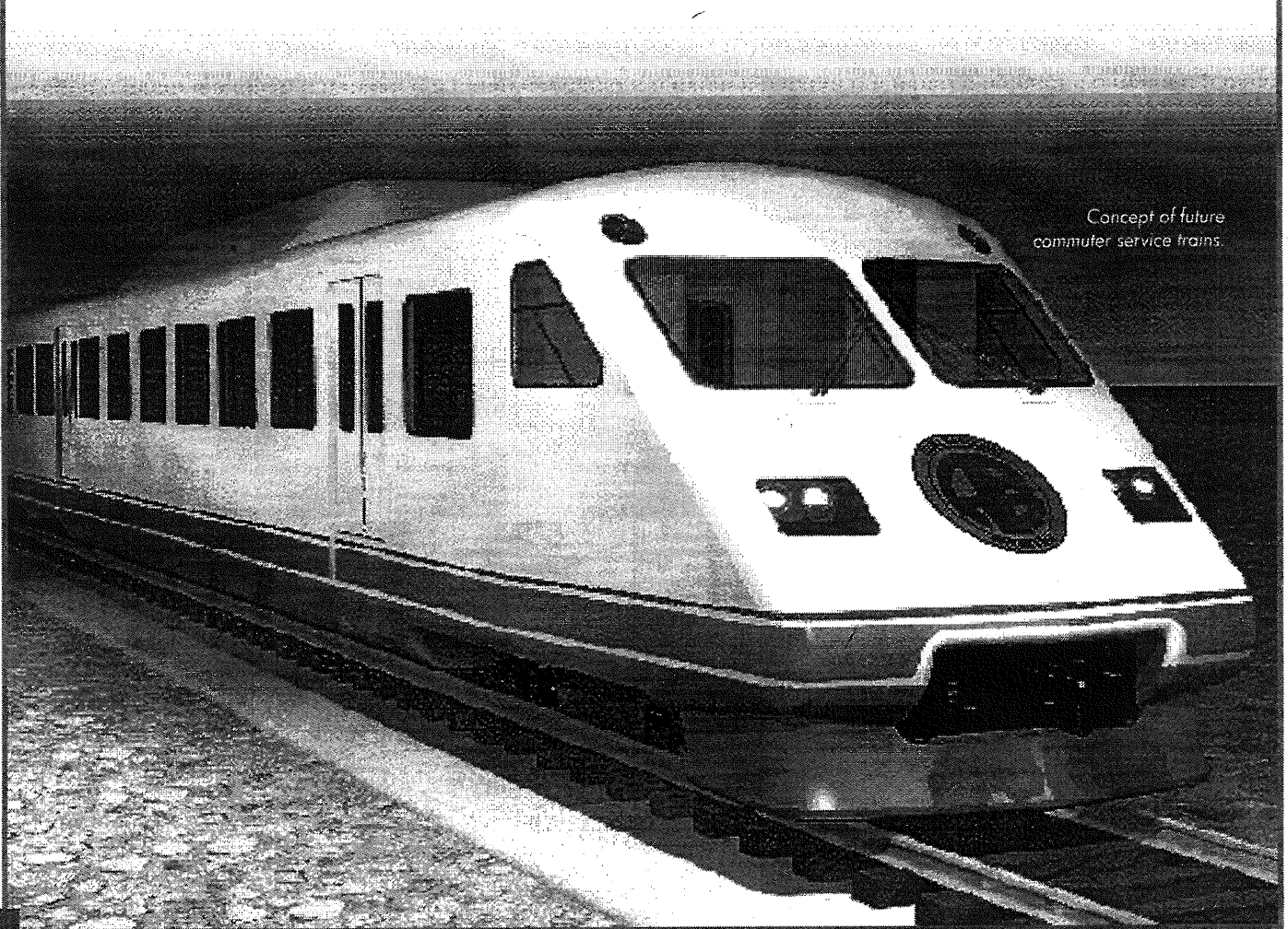


Anchorage International Airport will receive a facelift as one of many improvement projects.

filling the needs of the tens of thousands of visitors we bring to America's premier tourist attraction.

In Fairbanks, the heart of Alaska's Interior, the growth of the region demands a practical approach to providing integrated transit services. In Anchorage, we have the chance to do now what cities all over the world are trying to do after the fact – build a proper rail link into their gateway airport. And with commuter service, we will only be catching up to a need that's been there for a decade as the outlying areas of Anchorage grow exponentially.

With the vision and direction of our elected leaders – Gov. Knowles, Sen. Ted Stevens, Sen. Frank Murkowski, Rep. Don Young and the Alaska Legislature – this public corporation's Board of Directors has been able to chart a course for growth that meets Alaska's needs. Our goal is to serve you better through the next century as well.



Concept of future commuter service trains.



# 1998 PROJECT REPORT

## **Anchorage International Airport**

**What It Is:** A \$28 million project to develop a state-of-the-art rail station at the Anchorage International Airport. The station will be the centerpiece of all passenger services development at the Railroad, connecting Seward, Whittier and Girdwood, making commuter services to Wasilla and Palmer a more viable option.

**1998 Update:** A number of studies have been initiated, including a market identification study and operational and equipment analysis. The architectural firm of McCool, Carlson and Green is working on schematic design (*see below*).

## **Military Base Line Changes/Anchorage-Wasilla Track Upgrade**

**What It Is:** A safety enhancement to eliminate or reduce curves on the rail line between Anchorage and Wasilla. It will increase track speed and the viability of commuter service to Wasilla and Palmer.

**1998 Update:** The Railroad is working on both military installations and between Eagle River and Wasilla. Negotiations continue for land acquisitions between Eagle River and Wasilla and will involve a land trade with Eklutna Native Corporation. An environmental assessment has begun. Construction is expected to begin in the summer of 1999, starting in the Chugiak area.

## **Denali Depot**

**What It Is:** A project to build a new and expanded passenger depot in Denali National Park. The large facility will handle the increase of people due to the future closure of the park hotel. The Railroad is working with the Park Service, which is also planning construction.

**1998 Update:** Selection of an architectural firm continued at the close of 1998. Construction is expected to begin in the fall of 2000, after the tourist season ends at Denali.



## Land Use Plan Map

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**From:** Kimberly Varner Wetzel <[kwetzel@gci.com](mailto:kwetzel@gci.com)>  
**Sent:** Monday, December 28, 2015 10:16 AM  
**To:** Land Use Plan Map  
**Subject:** How does the public participate in the LUPM?

How do we comment on the LUPM? The PPT online was nice (<http://www.muni.org/Departments/OCPD/Planning/Projects/AnchLandUse/Documents/LUP%20overview%20white%20110515.pdf>), but I heard there is supposed to be an interactive map.

Because of small children I cannot attend CC meetings. How can I meaningfully participate in absence of attending a public meeting?

My initial comment is that the Anchorage 2020 Comp Plan, although dated, still contains very relevant policies that should be implemented in the LUPM. Here are a few ideas that come to mind:

- Affordable housing is not an emergent issue. Anchorage 2020 provided housing unit goals for every area of town in order for Anchorage to avoid a crisis. Because of challenges like risk-averse developers, lack of incentives for multi-unit housing, and NIMBY attitudes, housing density goals have not been achieved.
- The community center concepts and transit-oriented development goals have been pretty much ignored, but they are legitimate techniques to bring walkable services to every area of town.
- Neighborhood centers were not defined in Anchorage 2020, but West Anchorage tried its first and look how that turned-out! (Mixed! Maybe time will tell...) I think people are starved for amenities that are a walk away- whether it's a coffee shop, bakery, or corner store.
- Anchorage 2020 vision withstands the short-term interest of developers who visit P&Z time and again for rezones. I think the public would be interested to view a map of rezone decisions in the last 15 years. Visualizing rezoning trends as well as the age of structures (20 yr +) would provide hot spots for redevelopment vs. the sacrificial zones where we missed the boat (C Street, Abbott Road) and don't need to spend any political capital trying to fix.

I look forward to other ways to comment other than evening meetings.

Best,  
Kim



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## Land Use Plan Map

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**From:** Kristi Wood [bikemoredriveless@hotmail.com]  
**Sent:** Monday, March 28, 2016 7:19 AM  
**To:** Land Use Plan Map  
**Subject:** Comments on Land Use Plan Map

I have some concerns regarding the treatment of the High Intensity Urban Neighborhood and Residential Mixed - Use Development classifications. My first concern is that while the Land Use Plan Map lists revitalization as a goal, I don't see any mention of ensuring that high density housing complexes in these areas implement some form of mixed income. A balance of both low and middle incomes in a high density residential area ensure more balanced neighborhoods. Allowing, or turning a blind eye to the combination of both high density and low income, leads to the proliferation of "bad" neighborhoods, or the perception a neighborhood is unsafe.

I was also concerned to see no mention of the importance of access to parks in the High-Intensity Urban Neighborhood classification. Residents in these areas will not have yards, and will need access to parks, open green space, community gardens, and other outdoor recreational opportunities. We must ensure that we maintain the same livability standards for high density neighborhoods, that are enjoyed in Anchorage's less dense, and more affluent neighborhoods. In short, please don't plan on increasing density without adding parks or similar recreational outdoor space.

My final comment is that I'd like to see more mention of the importance of bike-ability for all neighborhood classifications. I understand the Anchorage Bike Plan is referred to in the specific neighborhood plans, and the Land Use Plan Map provides generic, broad support for those related aspects of the specific neighborhood plans, but the introduction for the Land Use Plan Map states a goal of evolving away from auto-oriented development, and If Anchorage truly wants to wean ourselves from single occupancy vehicles, then bike-ability needs more support in the Land Use Plan Map.

Thanks in advance for your consideration of my concerns.  
Kristi Wood,  
Northeast Anchorage Resident

If there are any questions or concerns regarding these inputs, or about any of my previous inputs to the LUPM process, please feel free to contact me. I may be able to provide much greater clarification or detail, and perhaps some more suggestions, when I know what will help the planning process.

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// ATTACHMENTS

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## Comprehensive Plan / Land Use Plan Additional Comments - R1 Land Use

After I attended the 27 April 2016 public meeting on the updated plan, I realized that the plan was ignoring one of the most significant causes of a shortage of either housing or useable land within the MOA: the extensive amount of large-lot single-family housing in most R1 and R1A zones, and large areas where these zones exclude all other uses.

Much planning effort is being expended in finding ways to pack more people into R2, R2M, R3, and R4 zones, and to squeeze in business and industrial properties, while ignoring the extensive amount of land occupied by these R1 and R1A areas. These lots tend to be much larger than typical R2, R2M, and R3 lots, with the exception of a few existing R1 lots in older mixed areas such as some parts of far north-east Muldoon and the south addition.

These lots, when combined with the value of improvements, also tend to be of very high value, which often equates to the owners/occupants possessing a disproportionately greater political influence. Whether the land value per occupant load is similar I cannot accurately determine; however, I suspect the current land value for large-lot R1 properties is considerably lower per occupant load. For example, with a dwelling density of 10 per acre, a lot value per dwelling of 50k (which is probably understating the average value) yields an acre value of 500k. I know of no residential lots of one acre with a lot value (*not* lot plus improvement value) even close to 500k except in certain very exclusive enclaves.

This is not to say that large single-family lots are an inherently bad thing, however they are a major constraint to the availability of land within the MOA. And they do provide much needed “green space”, even if that space is not available for use by the general public.

I believe these low-density areas also cost the MOA considerably more per dwelling and per capita for such things as road service, drainage, and schools, because the spread-out nature of the population requires more extensive roadways and longer school bus routes. And they probably generate less “tax dollars” per area despite the typically high to exorbitant dwelling values. They also make implementation of an effective area-wide

public transportation system much more difficult, because the potential rider density is so much lower. I should add that another issue is the need, expressed in the planning documents, for reduction in vehicular traffic. This becomes very problematic, because the low density will generally not support neighborhood stores, and there may be large areas devoid of any properties zoned for such businesses. Nor will these areas allow effective planning for mixed (e.g., business and residential) use.

I also recognize that some areas are not suitable for greater density due to physical conditions, such as slopes, or current lack of city water and sewer service. However, if there were a greater density in many of these areas, city water and sewer would become much more cost effective for many sections, and the costs of roadway construction and maintenance and drainage would be much less per dwelling served.

There is also the issue of our current land-use regulations, which limit many desirable land uses to properties of at least one acre. Thus, if one wants a Conex for storage, one must have at least one acre of land. Or if one wants a large workshop or garage one must own an extremely large house. Or room to park a large motorhome or multiple boats or trailers. Setbacks and clearances have their purpose; however, the way they are currently applied creates an adverse effect--primarily on those with lesser properties and means.

De-facto segregation is also a significant issue. Large areas of high value R-1 properties effectively shut out entire economic and, by default, many social/racial/ethnic groups. This adversely affects diversity, and leads to development of a form of reverse-ghetto, where only the privileged live, and where the best schools and cleanest parks and similar amenities are available. These areas also force (mostly by economic pressures and zoning/land use limitations) the segregation of group homes, former sex offenders, assisted housing, public housing, so-called affordable housing, and similar to higher density, lower "social status" neighborhoods where social pressures are already creating a lower quality of life for residents.

I believe forced mass rezoning to greatly increase density in these large-lot areas would be counterproductive and damaging. Limited rezoning that

would allow for greater diversity in housing types and costs, not concentrated in any one area, would be appropriate. Thus, if about 50 percent of the large R1 and R/A lots became available for R2 and limited R2M, and limited mixed use (all with an owner-occupant mandate) it would not destroy the neighborhoods.

The success of a city is not based on the huge homes and extensive estates of the rich and powerful. It is based on the quality of life of the citizenry as a whole.

**The owner occupancy mandate,**  
**or a reason why some high-density neighborhoods are great,**  
**and others are downright nasty and unsafe**

There is no question that neighborhoods where there is a high ratio of owner-occupied dwellings to rental dwellings have lower crime rates and a much higher quality of life for all occupants. Once a given neighborhood owner/renter ratio drops below some critical value (which will vary greatly due to many factors) everything goes downhill, and the tendency is for this to snowball. The exceptions to this rule, although they are far from universal, are usually found in high-grade, carefully managed urban multi-family rental dwellings, such as are found in many upscale large-city centers, or where individual units of such dwellings are all, or mostly, owned by their occupants.

Essentially, single-family dwelling owners, and owners who occupy one-half of duplex or similar type dwellings have the greatest “buy-in” to their neighborhoods. Condominium owners may fit this category, but condo groupings where the rental percentage is high are often plagued with problems and have a much lower quality of life. Absentee landlords very rarely have any concern whatsoever about the neighborhoods where their properties exist, other than ensuring they make a good profit. So if they rent to a drug dealer or gang member, as long as the structure is not harmed, and the rent is paid, they usually care nothing about what the tenant does, even if it harms others or lowers others’ quality of life.

Of course, where the owner, rather than the renter, is the problem, then owner-occupancy generally does not produce a better situation. It does, however, make addressing the problem much easier.

Clustering or overabundance of rental units can be prevented by changes in the zoning and land use regulations to limit the total number of rental units allowed in a given physical area, and to mandate owner-occupancy for at least one unit of any multi-family dwelling, including duplexes, triplexes, and similar set-ups.



A possible exception to this owner/occupant rule would be where specific groups of dwelling units were designed and constructed for rental service. However, the establishment of strong land use requirements can mitigate many of these issues. This would require strong, **firmly-enforced** laws and regulations, making the owner fully and formally responsible for the actions of their tenants, including:

- Strict property maintenance
- Publicly posted contact (and actual owner) information
- 24/7 on-site management (with the authority to fix problems, not just to act as an intermediary)
- Requirements for crime/problem prevention
- Rental processes that prevent or greatly limit bringing problems into a neighborhood
- Provisions for rapid expulsion of tenants that promote crime or disturbances to others

One additional comment on non-occupant owners. Many properties are not managed by their “owners”, which may include investment firms, banks, and similar, including foreign interests. Again, these “owners” have little to no “buy-in” or social conscience. (And I include Alaska Housing and most non-profits in this category where their records so demonstrate.) Neither do the property managers or management firms designated to run their little slum communities. Clearly and formally posting the names and contact information of the actual owners will make them visible, and put at least some pressure on them to become involved in the communities. Slapping the ones that do not get the message with hugely substantial fines, plus the prospect of losing their properties without recompense when they cause damage to the community and citizens of Anchorage, would force major changes.

## Affordable housing and real-world housing needs

AFFORDABLE: The term “affordable” when used to describe housing is extremely misleading, and far too often abused.

Affordable should, and must, be defined based on the target population most in need of housing. Thus most lawyers, CPA’s, and MD’s would consider almost any housing as affordable, but only a small percentage of available units as “suitable” or desirable.

Most WalMart workers would be happy to find any safe and secure housing within their extremely limited budgets. “To heck with the frippery, I want a roof that doesn’t leak over my head, and no drunks or druggies as neighbors.”

And for all groups, make sure that their real-world financial situation is taken into account. Real income is a combination of salary and benefits. Prudent purchasers understand that incomes (and benefits) are not static, and may go up or down. So they do not generally purchase up to the limit of what they can, according to the financial institutions, afford. These prudent people are the ones that don’t go into a panic during downswings of the economy, or abandon their abodes and head elsewhere; they simply tighten their belts and keep on living.

DESIRABILITY: The corollary to affordability is desirability. What is desirable will greatly vary within any given economic grouping. Some people want luxury apartments or condos where they have no maintenance requirements, extreme building and parking security, and locations near their workplace or certain social or other facilities. Others may be happy with a small, non-fancy dwelling that has lots of room for their boats, toys, and vehicles. And some want little more than a place to get their mail, make dinner, and sleep.

Common factors that “desirable” almost always incorporates, other than affordability, include the following, but not necessarily in this order other than #1:

1. Security, healthy living conditions, and safety, both at home and in the neighborhood.
2. The social makeup of a given neighborhood. For example, conservative, highly-religious types rarely want to live in a neighborhood that is extremely

liberal, and/or where people express their freedoms openly. Here, a very diverse, mixed neighborhood allows for far more inclusion.

3. Quality of schools and the location of the schools. (Families with children or contemplating children) and the availability of special school programs, especially for children with unusual concerns.
4. Location near friends, family, and in some cases others of the same ethnicity, lifestyle, or ethic (such as Hmong or Samoan, LGBT-friendly, etc.).
5. Availability and quality of public services, including transportation, social services.
6. Availability and quality of parks and other recreational activities.
7. Ability to maintain their lifestyle, or to attain to a reasonable extent the lifestyle they desire, even though many fail to take into account their financial limitations. Thus sportsmen and outdoors types will need room for boats and four-wheelers, socializers will need space for picnics and barbecues, gardeners will need sunlight, space, and water. One size does not fit all, or for that matter, most.

Many people have *no* need to prove anything by how fancy their dwelling is either inside or outside. Others must flaunt costly possessions and how fancy they can appear, even if they don't have the money to feed their children. And some ethnic groups, especially the Hmong (at least as far as I can ascertain) have an extreme desire (or need) for single-family (or perhaps single-extended family) dwellings, even if tiny, with space for gardening.

Thus, trying to force people to live a certain way will generally have an extremely adverse effect on their quality of life. If you have any questions about this, check the satisfaction level of most military families who are forced by position or finances to live on base (generally very safe, quite secure, and reasonably well maintained, but requiring extreme lifestyle limitations). The satisfaction level is generally abysmal, which is why so many choose to live off-base, even if economically harmful.

Another factor is personal lifestyle. Some people love to have beautiful lawns and verdant flower gardens, and impeccable landscaping--even if it takes most of their

time and available funds. Others could care less if they have a lawn at all, hate having to spend time keeping things trimmed or mowed, or prefer wildland decor, and want room for their boats and trailers and toys. Neither is more or less appropriate, but it is much easier for the gardeners to get things zoned to their tastes.

Another related issue is the reason someone wants to purchase, rather than rent. Or why they want a single family dwelling or owned structure rather than a unit in a condo or to live in a location with lots of CC&R's. Freedom means that you can do what you want with your property and, within reason, live the way you want. Some people buy as a tax shelter or as a capital purchase for financial gain; some as a way to locate where they want their kids to go to school, or to be near friends, family, work, etc; and some simply because they need a place to call home that does not have all sorts of strings and regulations and covenants attached that stifle their freedom. Ownership, even though expensive, provides a level of personal and family stability unmatched by almost any other source. Ask most kids. "MY HOME" is often completely different from "MY APARTMENT."

Why rent? Because some people do not want the very-long-term financial obligation of ownership; or they do not want to be responsible for maintenance or other hassles; or they do not plan on staying in the area for long; and many because they have been, for a wide variety of reasons, unable to save up sufficient funds for a down-payment, and in the short-term renting is often far cheaper. Capital gains are not accrued overnight. Or often for many, many years.

Thus, we need to know the housing needs and desires of the differing parts of our population as an essential part of the planning process.

## LUPM Input - Infrastructure

A single subject area seems to be very minimally addressed in the LUPM, even though it comprises by far the greatest cost to the MOA. That area is infrastructure.

Adequate infrastructure is addressed as a potential limiting factor in adding units or changing land use for many areas. But there are far more issues that should be carefully addressed.

1. Current condition, including age and maintainability/upgradability of existing infrastructure, especially underground utilities and roadways. Much of our major infrastructure is over 50 years old, and its maintainability is very questionable. The recent water main break at Tudor/Old Seward required custom-made pipe to repair. Imagine what would happen if an earthquake did extensive damage.
2. Access to geosynchronous satellite services. This is a very serious concern, due to the very low angle of these satellites and, in many cases, the geography of Anchorage. This is because the satellite location is mostly to the southeast, so properties that are near the mountains have very poor access. Satellite access is line-of-sight, and due to the low angles, atmospheric absorption and man-made interference make good access difficult. Even a single-story increase in structure height may cut off an adjacent structure from access.
3. The need for greatly increasing runoff control relating to pollution and sewage. If Anchorage has to come into compliance with current national standards, our entire storm water drainage and runoff system will require complete re-design and replacement. Aside from the direct cost, it may require major zoning and usage changes.
4. Degradation, potentially very damaging, to older neighborhoods where internet and other communications infrastructure is antiquated, and there is no mandate to upgrade services before expending capital on installing services to new construction. This is especially true where the infrastructure is now buried beneath roadways and sidewalks, and the socioeconomic situation in the neighborhood is low (examples: NE Muldoon, Nunaka Valley).
5. Climate change effects, including storm-water runoff capacity and even electricity use. (Air conditioning is becoming a necessity, and uses huge amounts of energy).

Thus, we should not plan for any changes that are not pre-supported by new, upgraded, or adequately-prepared infrastructure.

### **LUPM - "tail wagging the dog" issue**

One of the common comments I have heard from those working with the LUPM is that trying to place more individuals with lower income into the South Anchorage and Hillside type areas will not work because of a lack of public transportation or social services.

This makes very little PLANNING sense over the long term. Housing is a vastly higher cost issue than adding a bus route or a social services capability.

Another is the lack of public water and sewer systems. If there are more dwellings, then the cost per dwelling of putting in the proper infrastructure drops radically, especially if whole areas are to be upgraded as a single project.

Adding a 20-million-dollar elementary school is expensive, but the cost of 1000 housing units (assuming 250K/unit, probably low) is at least 250 million.

Thus, if there is a need to place lower-income/higher-density/similar housing in an area not currently served by public transportation, we should first plan to add the transportation, and then start building.

**LUPM Input - Parks and greenspace vs "infill"**  
**Or to quote an old song, "Pave paradise, and put up a parking lot."**

The LUPM process has already identified that much of Anchorage has inadequate park and recreational space, especially in the NE Anchorage area.

However, there is a huge amount of emphasis being placed on infill and increasing the population density in the same areas.

What the LUPM process, and the planning process in general should address AS A PRIORITY is the need to identify all possible "empty" spaces that can be turned into parks, recreational spaces, community gardens, and other "open" spaces, and for ways to increase the existing open spaces through land acquisition, usage limitations, and better utilization.

I believe that the "greenspace" and "parkland" to population ratio is a critical factor in the quality of life here, and that it should take precedence over other considerations. This is both a general issue, and one very specific to access by the target populations (meaning neighborhoods). Kinkaid park and Bicentennial park comprise huge greenspace areas. But they are not in walking distance from Muldoon. Much of the population needing these spaces are children or aging adults, neither of whom have motorized transportation. And, especially for children, these are individuals who must stay within a certain distance from their dwellings for proper supervision and safety.

There is also the significant issue of environmental degradation. The current land use requirements for such things as paved parking and sidewalks have, as a consequence, resulted in a significant reduction in the overall greenspace. Neat, grassy lawns are pretty to some people, including the MOA, which seems to think most right-of-way areas need to be lawns; but they are horrible when it comes to the environment. Pesticides and herbicides and fertilizers--all are harmful. Grass requires a large amount of expensive maintenance. And lawns provide very limited habitat for other than worms and certain insects. The following points should be incorporated into the planning process:

1. Average LOCAL temperatures will increase with the increase in paved areas.
2. Water infiltration (ground-water replenishment) will decrease greatly in paved areas and in most areas with lawns.
3. Air quality will diminish rapidly as the amount of vegetation decreases.
4. Lawns are a monoculture, and severely damage ecological diversity.
5. We claim to place a huge value on our wildlife, but manicured grass supports very little more than invasive rabbits and some small indigenous rodents.

Thus, I believe that we need to look at quality of life, and the quality of our environment as far more essential than the desire to pack more people into small spaces. One of the major concerns I have heard expressed is that Anchorage is losing people to Eagle River and the Mat Valley. If the quality of life in Anchorage, which is significantly affected by our wildlife, greenspaces, and local recreational opportunities is enhanced, then the impetus to "flee the city" will be greatly reduced.

### **Mixed income development in higher density housing**

Although I support the idea of mixed income occupants in higher density housing areas, there are some very strong forces that make this potentially ineffective. They relate directly to what makes a dwelling or dwelling unit desirable to members of various income groups.

1. At the lowest income end the strongest force is simply affordability. Or in other words, finding a roof to put over their heads, regardless of almost any other factor, is paramount.
2. At the highest income end, the strongest forces will vary, but in general follow a path defined by quality of life.

Because of social factors, including quality of schools, safety, location, and commonality of interests, those in higher income groups tend to follow the “like groups with like” paradigm, as they can afford to make the trades to get what they want.

Where there is initially a wide range of affordability, if social conditions, including quality of life, are above average, the units that cost less to occupy are likely to become much more desirable. Unless there are onerous rent controls in force, this will very rapidly raise the cost of these lesser units, placing them out of the reach of the lowest income groups. This, in turn, will tend to make the schools more desirable (higher success rates and more advanced curricula tend to follow higher income groups). There will likely be a decrease in crime and similar averse social issues, and the general attractiveness of the neighborhood will likely increase as the residents will tend to spend more on appearance.

This is a self-feeding cycle, and leads to gentrification. Many of the dwellings in the south addition, and several of the really old core areas of Anchorage are examples. Good schools, great location, and relatively low crime all combine to make units that are small, and often nearly substandard in construction and design, inordinately highly prized, and priced far above similar units in other parts of town.

The converse also applies. Where the social conditions are substandard, crime is high, and schools are at best marginal (welcome to much of NE Anchorage) even higher-cost units will tend to be undesirable to those of significant means. Thus, these upscale units may attract only those who have more income, but a lower desire or concern for quality of life. This general type of occupant does not contribute much to the community or neighborhood. This, in turn, will tend to decrease the social conditions of the neighborhood, and so on.

There is an additional factor here in NE Anchorage that acts to help buffer both situations: military members. Much of the Eagle River area is outside of the range of affordability for other than upper-ranking commissioned officers or very senior enlisted types. Muldoon and the areas near Boniface give good access, and somewhat lower cost housing. And the three- to five-year military rotation creates a population with a long rental potential for those not planning on remaining here. In general, military renters are very well-behaved, and are averse to criminal activities, especially drug and gang type problems.

Owned versus Rented units.

Please see also my comments on a mandate for owner occupancy. Property ownership can and does have a very strong influence on preventing either gentrification or putrification. Possibly the best



example of this is found in the Nunaka valley area. The structures there are, in general, old, small, poorly constructed, and otherwise not what would generate a good social climate. But they are single-family units with a very high rate of owner occupancy. Thus the very strong community buy-in, moderate crime rate, and strong pressure to maintain good schools. Yes, there are bad actors, but in general they do not rule the area. And strong community involvement, sometimes just a tad shy of vigilantism, is a powerful force in keeping problems at bay.

Thus, there is no easy solution. Preventing degradation of a neighborhood, and, if possible, increasing the quality of life, may be the best goal. We should be very wary of “improving” or “upgrading/upscaling” efforts, because they tend to force out those with lesser means, regardless of how well they fit into the neighborhoods.

**Comprehensive Planning Input:  
Observed inadequacies  
in properly identifying and quantifying occupancy,  
and in identifying and quantifying  
significant ethnic group presence in the various planning areas**

One of the problems I noted during a recent public meeting on the new land use map involves how density is measured, and reported:

1. The different maps gave different densities and occupancies for the same areas. Example: My neighbor's duplex was listed as a five-plex on one map. Not a five-bedroom converted to a duplex.
2. A dwelling unit may have anywhere from one to more than six bedrooms. Therefore, it is useless for accurately determining population density.
3. Probably most significant, none of the visible measurements gave an actual indication of the number of people in a given area.

True population density is best measured and reported as the number of individuals per unit area, typically per sq. mile or sq. kilometer, or acre. A single dwelling unit may house from one to over twenty individuals, and bedroom counts are often very misleading.

1. Certain ethnic groups often have far more than two children per bedroom, and may have multiple adults or even families living in the same unit.
2. Lower income groups tend to have a much higher occupancy per bedroom, thus badly underestimating the actual population in areas such as NE Muldoon, or in trailer parks.
3. Areas of senior housing or areas with an older average population will appear to have a much higher population density than actually exists. This is especially true for older, established areas where people have occupied the same dwelling for many years. So after the children have moved out, they still have the same two- to five-bedroom house, but with only one or two occupants.

4. Some areas may have a relatively high variance in total population over a year. Thus some areas with a high native Alaskan population may see a great increase in the winter, and a great decrease in the summer.

Also, the age distribution within a given area has an extremely large impact on the following:

1. School needs.
2. Transportation needs.
3. Crime and disturbances.
4. Way of life.
5. Social and governmental service needs, such as libraries, playgrounds/parks, medical facilities (immediate, not hospitalization).
6. Retail and restaurant types and needs.
7. Child care.
8. Emergency services (especially in areas with a population of very advanced age).
9. And, possibly most important, the future needs of the same area: Children grow up, and these days sometimes move out. People age and need differing services. Elementary schools become excess, and high schools become overcrowded. And the list goes on ...

Further, it is essential to identify and quantify the presence of ethnic groups and special needs groups.

Because we have a very diverse population that is NOT well integrated into the various areas of Anchorage, knowing these populations and the distribution of the various groups should be a priority in determining current and future public services, and in some cases the general needs of a given area:

1. Refugee and many immigrant populations speak, at best, limited English. This greatly affects schools and employability, and the need

for specialized governmental services. In addition, schools with a high percentage of English-limited students, FAS or other physiological/psychological issues, and students with so-called socio-economic disadvantages are generally poor to very poor performers, which greatly degrades the educational opportunities and success rates for all students at that school.

2. These same populations may have very limited current child and adult education.
3. These same populations may have very different social needs.
4. Where there are groupings of these populations there may develop serious social issues and social challenges relating to race and religion, and lifestyles. For example, there is an extremely high violent crime rate among certain Samoan youth groups, and high gang activity among certain SW Asian youth groups. Then there is the difficulty of integrating the needs of the Muslim community regarding foods (such as Halal requirements for school lunches), clothing choices, and their needs (desires) to treat females in manners considered unacceptable by current American standards.
5. The need for integrating elderly populations directly into the same housing unit. Many SE Asian groups revere their elders, and expect to have them live with family until they die. This can create significant problems with rental rules, and with density issues, as well as with emergency and other public services. It may create very serious problems in areas where CC&Rs prohibit either multiple families, or more than a certain number of occupants in a given dwelling or unit. Please note that I highly support the concept of limiting the total number of occupants in a unit, for a variety of reasons.

Thus, good, current, and accurate data are needed prior to making plans for the future.

## Revitalization and Community Development

*This is somewhat disjointed, but expresses concerns and thoughts on the listed ideas.*

Concept: Requiring that any significant development or re-development of housing in a neighborhood require that units accommodating a full mix of income be provided.

Additional concepts relating to income:

1. Considering purchasing power vs income. Some groups have low incomes but great purchasing power because they have significant assets, sponsorship, or prior-home equity that reduces the income needed to finance a home.
2. Very large or small family size may skew the equation. (Concept - actual population density - area and specific unit occupancy - vs housing density). (Concept - Non-traditional family makeup, need for space to house elderly relatives). Certain ethnic and religious groups tend to have huge, multi-generational families that may, if several group near each other, overload the social and structural (for example, parks) capacity of a neighborhood, which may include too many vehicles, social exclusion for non-member families, etc.
3. Commercial vs private ownership/occupancy. (Concept - limiting number of rental units and rental rates). (Concept - Neighborhood "buy-in", quality of life greatly affected by percent of owner occupied units.) Rents are generally set at what the market will bear, regardless of social costs. Thus low dollar cost units in a mixed income area will be prime targets for purchase and subsequent rental at rates above those affordable by many.
4. Social impacts of having widely varying household finances. (Concept - "mine is bigger than yours, my bling is shinier than your bling, my car has gold wheels and yours doesn't, I have more, and more expensive, toys, etc.) Can create crime problems and behavioral issues that are very hard to address.
5. Social impacts of having widely differing income/financial divisions along ethnic, social, educational, or possibly even religious lines. (Concept - differing value systems may cause significant problems due to everything from gardening to outdoor barbecues to choices in music.)
6. Taxation and public services (Concept - generally all in a given neighborhood get the same, at least for parks, plowing, police coverage, etc. Those paying more expect more, causing resentment.)
7. Once purchased, those with greater financial capacity can readily "upscale", skewing the mix, and raising the property values (and taxes) for those that can't. (Concept - limiting the ability to "overbuild/over-alter" within a given area)
8. Once purchased those with highly limited financial capacity may not be able to maintain the same level of property appearance, annoying those that have greater investments. (Concept - Excessive CC&R's that may interfere with personal freedoms.)
9. Educational opportunities/Transportation/Crime rates/Recreational amenities greatly influence the desirability of a property for those able to pick and choose instead of just

trying to find something they can afford. (Concept - High dollar/Low social types will not serve well in creating a good neighborhood mix)

10. Certain ethnic groups want to keep close together. Often these groups have very similar financial situations. Mixed income zones may preclude this grouping. This also applies to certain religious groups.

**Inputs to the Planning Department**  
**developed after the Land Use Planning meeting on 16 March.**

Pie-in-the-sky plans and ideas are wonderful to consider, but for the foreseeable future both Alaska and Anchorage are facing bread-and-water budgets. I believe we should include preparation for both, mostly the latter, and plan for a "pay-as-you-go" approach to prevent burdening future residents, or leaving the city in a financial hole.

In my opinion, by far the most important element in future planning involves infrastructure, because everything else depends on it. Infrastructure includes utilities, roadways, waste treatment and disposal (what will happen when the Highland Road landfill is full?), and other services and needs that will exist as long as the city exists. Making the delivery, maintenance, and as-needed upgrade of these services simple and of lower cost will pay off handsomely. Example: We have dirt-slow, or slower, internet here. If it were easy to install fiber to individual subscribers, we could catch up with the rest of the world.

Much was said about walking and other non-vehicular transportation. But most of the material I reviewed did not show any clear (or, for that matter, any) address to the issues presented by our climate. Nor was there any address made to those with mobility or similar limitations. Sidewalks are fine in the summer. They are useless when covered with a snow berm or ice in the winter.

Efforts to "improve" the level or type of housing can, and often do, drive gentrification, and may even reach the level of social and ethnic discrimination. We, as a city, need to redefine what "minimum safe housing" actually means, and make sure that our future plans do not raise the lower-end costs above their already extremely burdensome levels.

Aside from convenient access for residents, the LUPM should address access for emergency responders, and the ability of Anchorage to respond to, and recover from, major disasters. We have far too many areas where there is only one way in and out; or where we have concentrated essential services and facilities so that a single incident, such as a plane crash, could leave us, literally, in the dark. (Think the U-Med district.)

There remains an unfulfilled need for efficient, safe, and expandable arterial roadways throughout the Anchorage bowl. This is especially true for the Muldoon area. Local transportation capacity and quality of life should not be impaired by the utilization of roads such as Muldoon road as primary arteries.

All plans for changes to the land use patterns and densities should take into consideration ways to prevent any increases, and really should include ways to decrease, problems in any of the following areas:

- Noise Pollution.
- Light Pollution.
- Runoff Pollution from all sources, but especially from fertilizer, pesticides, roadway chemicals, and animals, especially dogs.
- Local and personal security, and loss of privacy.
- Fire and other emergency service access.
- Potential for disaster when wildfires and other incidents occur.

There is an identified, long-standing problem of man vs. nature when it comes to wildlife in the Anchorage Bowl. Where bears and other scavengers are a problem, we need to require all future activities be designed to prevent problems. And conversely, we need to allow residents to install effective protective barriers to keep the moose from using someone's vegetable patch as a free salad bowl.

Plans to increase density by going vertical should be tempered with requirements to prevent costing people views and access to large quantities of daylight, or access to satellite-delivered services.

This is a minimal set of comments, as the subject of infrastructure is vast, and far more complex than I can present here.