

# 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.

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### **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

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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,

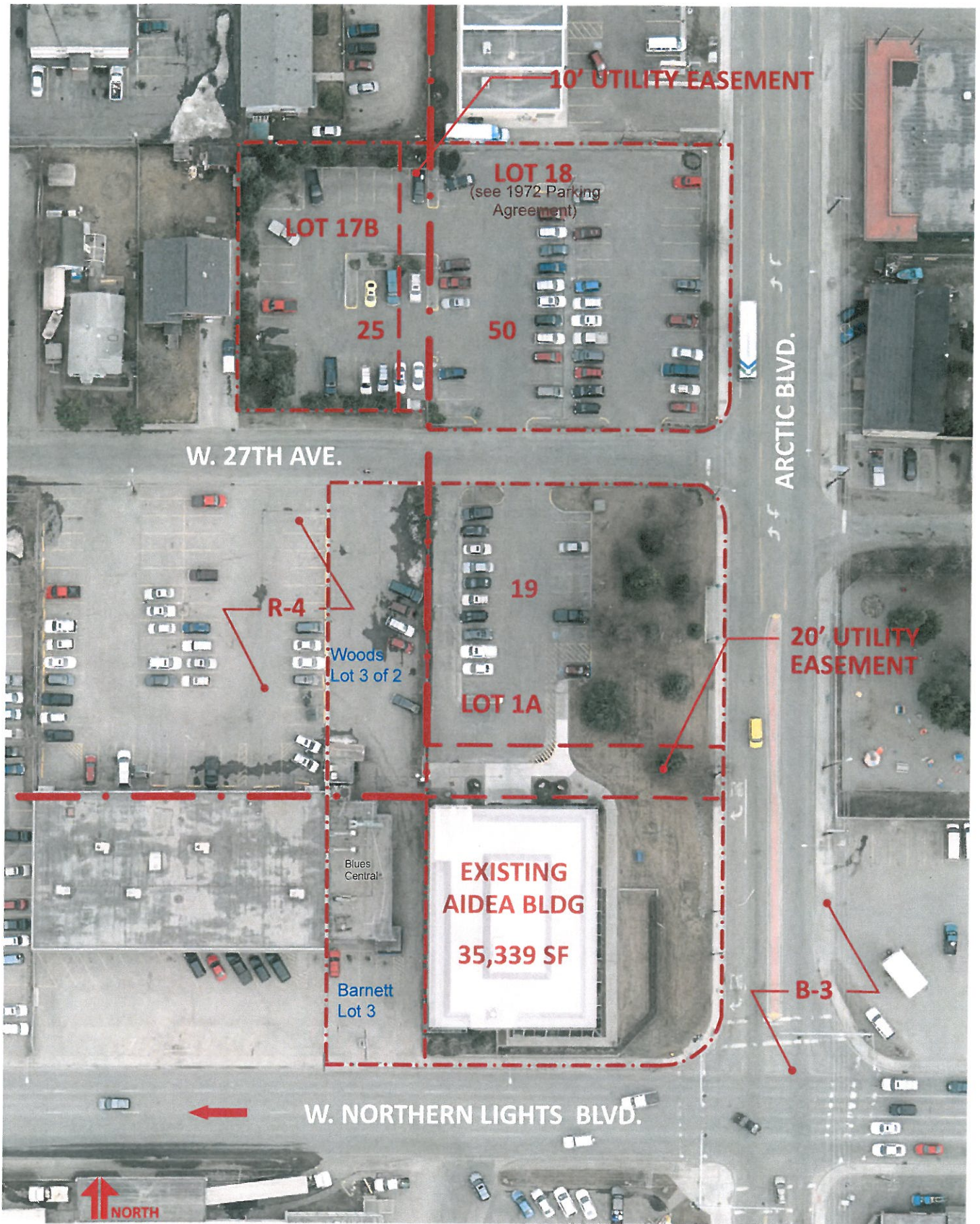
A handwritten signature in black ink, appearing to read 'John Springsteen', followed by a long horizontal line extending to the right.

John Springsteen  
Executive Director

Attachment (1)

cc: AIDEA Building Committee  
Trent Mullins, RIM Architects





## **Davis, Tom G.**

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**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)>  
**Cc:** Parrott, John E (DOT) <[john.parrott@alaska.gov](mailto:john.parrott@alaska.gov)>; Johansen, John E (DOT) <[john.johansen@alaska.gov](mailto:john.johansen@alaska.gov)>; Lindseth, Teri D (DOT) <[teri.lindseth@alaska.gov](mailto:teri.lindseth@alaska.gov)>  
**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



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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

---

**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

---

**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 <i>Wambles/Singra Corridor</i>	①	Change color to purple, don't 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 Samble 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>

Formatted: Superscript

		<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.

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- 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.

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?

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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

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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', is written over the typed name and title. The signature is fluid and stylized, with a long horizontal stroke 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,

A handwritten signature in black ink, appearing to read "Shaun Debenham". The signature is fluid and cursive, with a long horizontal stroke at the end.

---

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

Attachments:

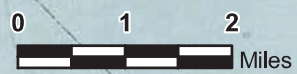
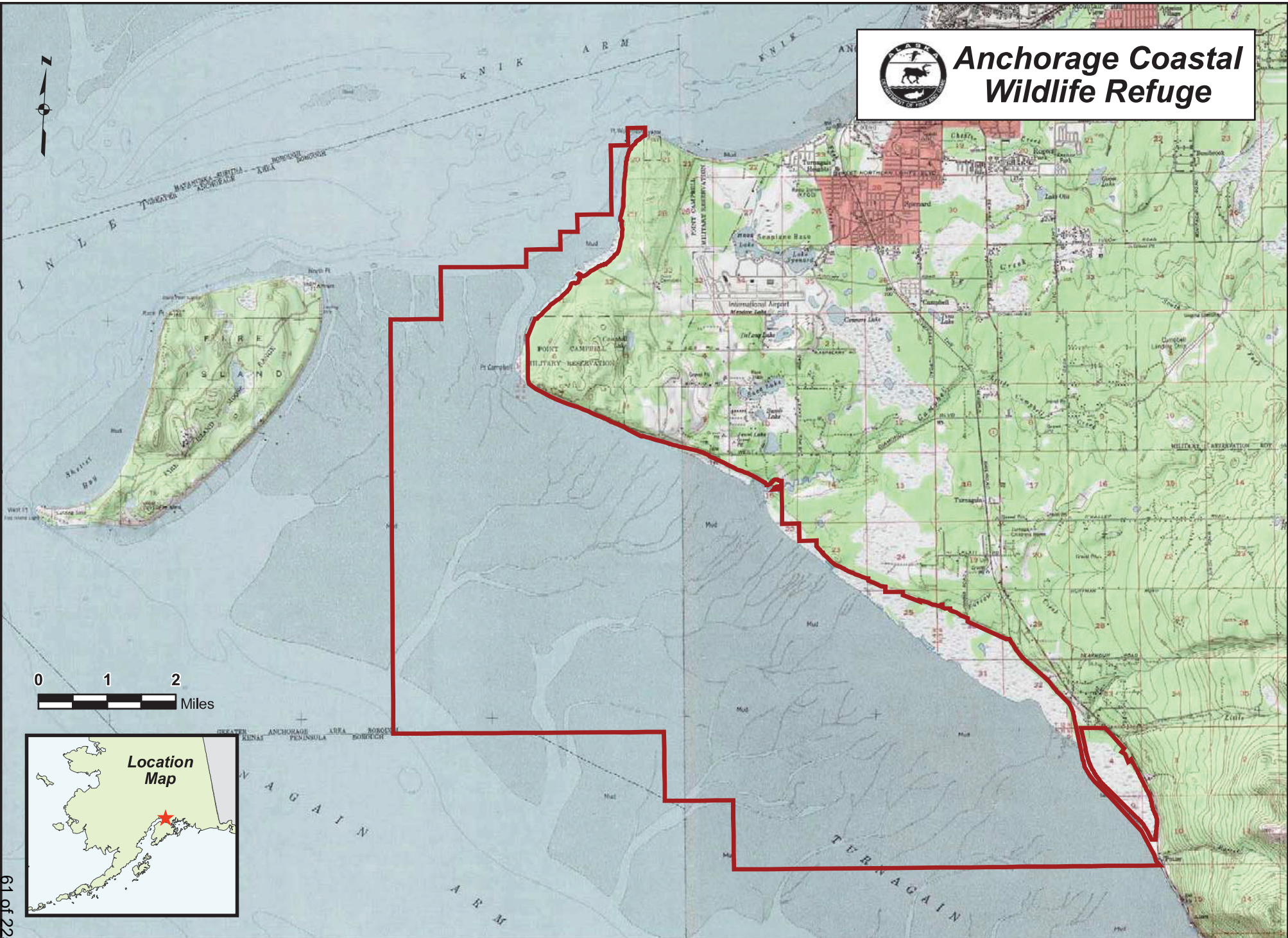
1. Map to accompany AO 2015-72
2. Map with ACWR boundaries

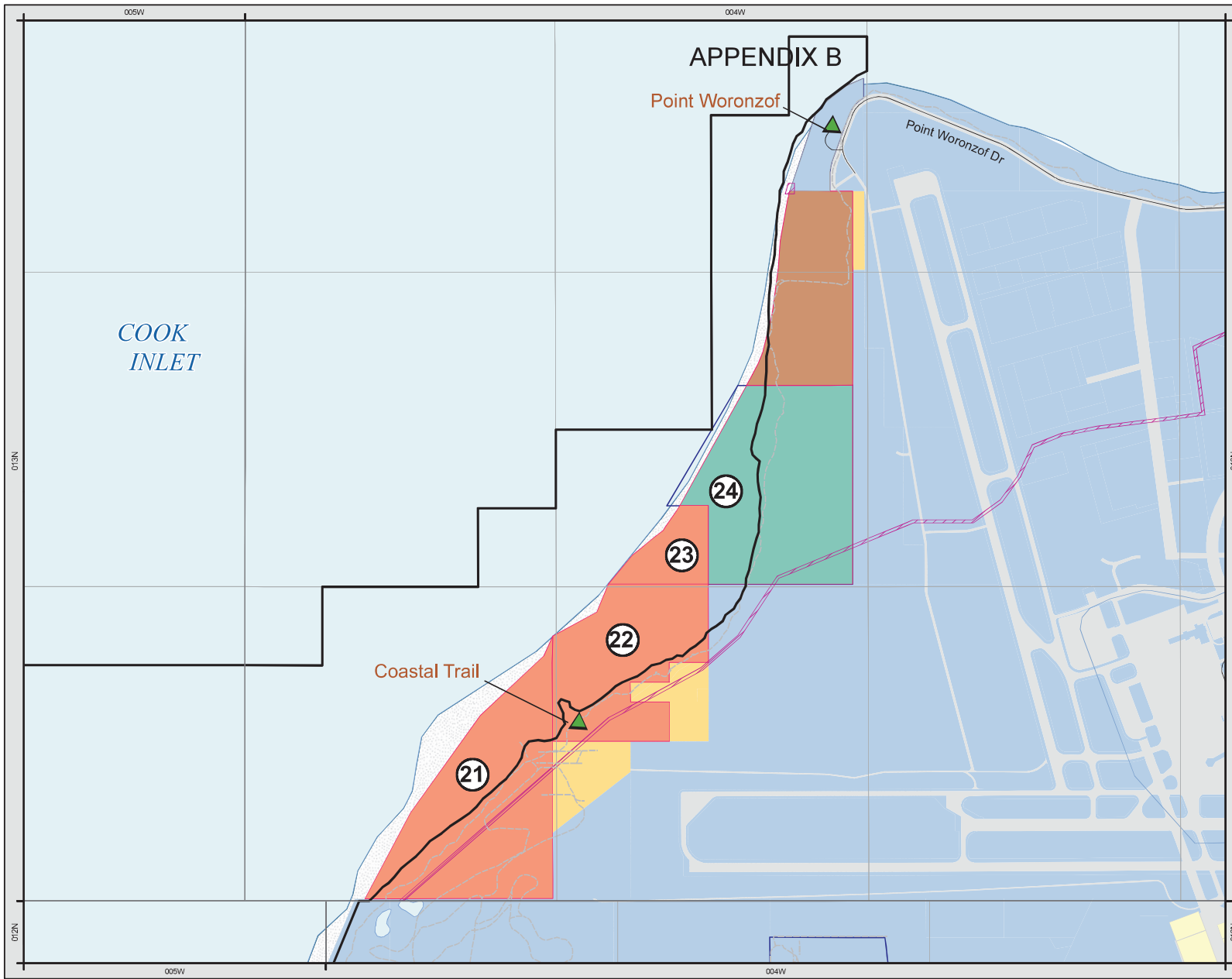
cc: Joe Meehan, ADF&G, Lands & Refuge Program Coordinator  
David Battle, ADF&G, Area 2 Biologist  
Dan Rosenberg, ADF&G, Waterfowl Program Coordinator  
Bob Small, ADF&G, Marine Mammals Program Coordinator  
Kristen Romanoff, ADF&G, Wildlife Education & Outreach Coordinator  
Gregory Siekaniec, USFWS, 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

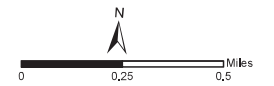
### Selected Municipal Parcels

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

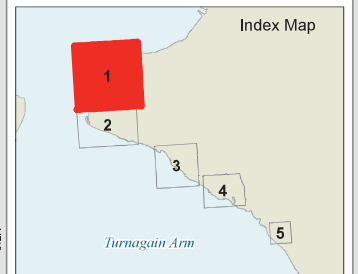
- Access Points
- Permit/Lease
- Permit/Lease
- Easement

- State
- MHT
- LSH
- MOA Parks
- Municipal
- Private
- Native

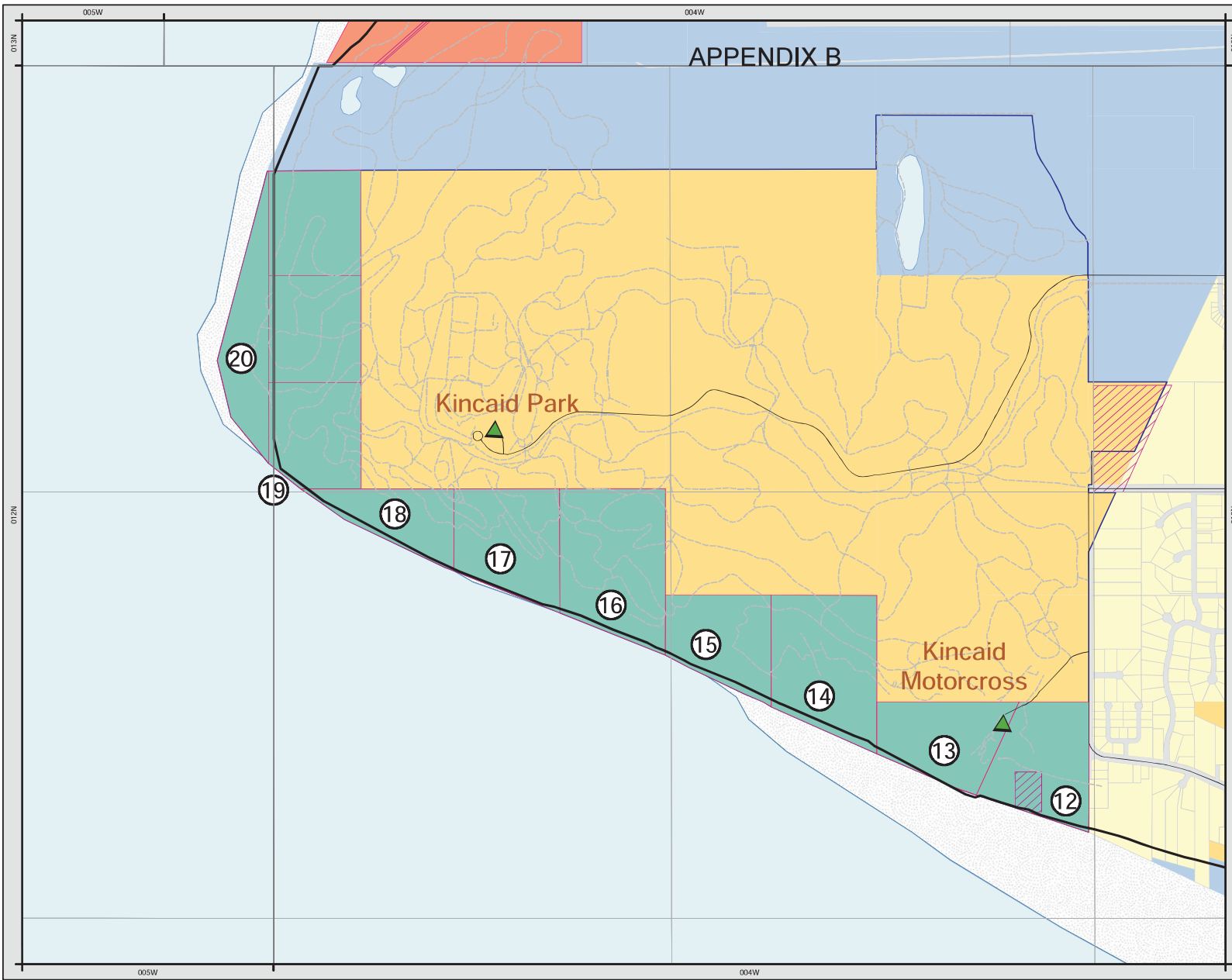
1 Parcels Associated with the MOA



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







APPENDIX B

# Anchorage Coastal Wildlife Refuge

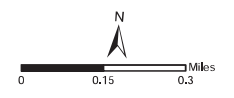
Refuge Boundary  
Figure 2 of 5

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

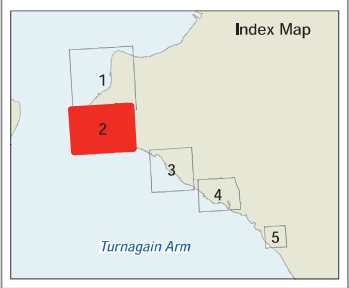
- Access Points
- Permit/Lease
- Permit/Lease
- Easement

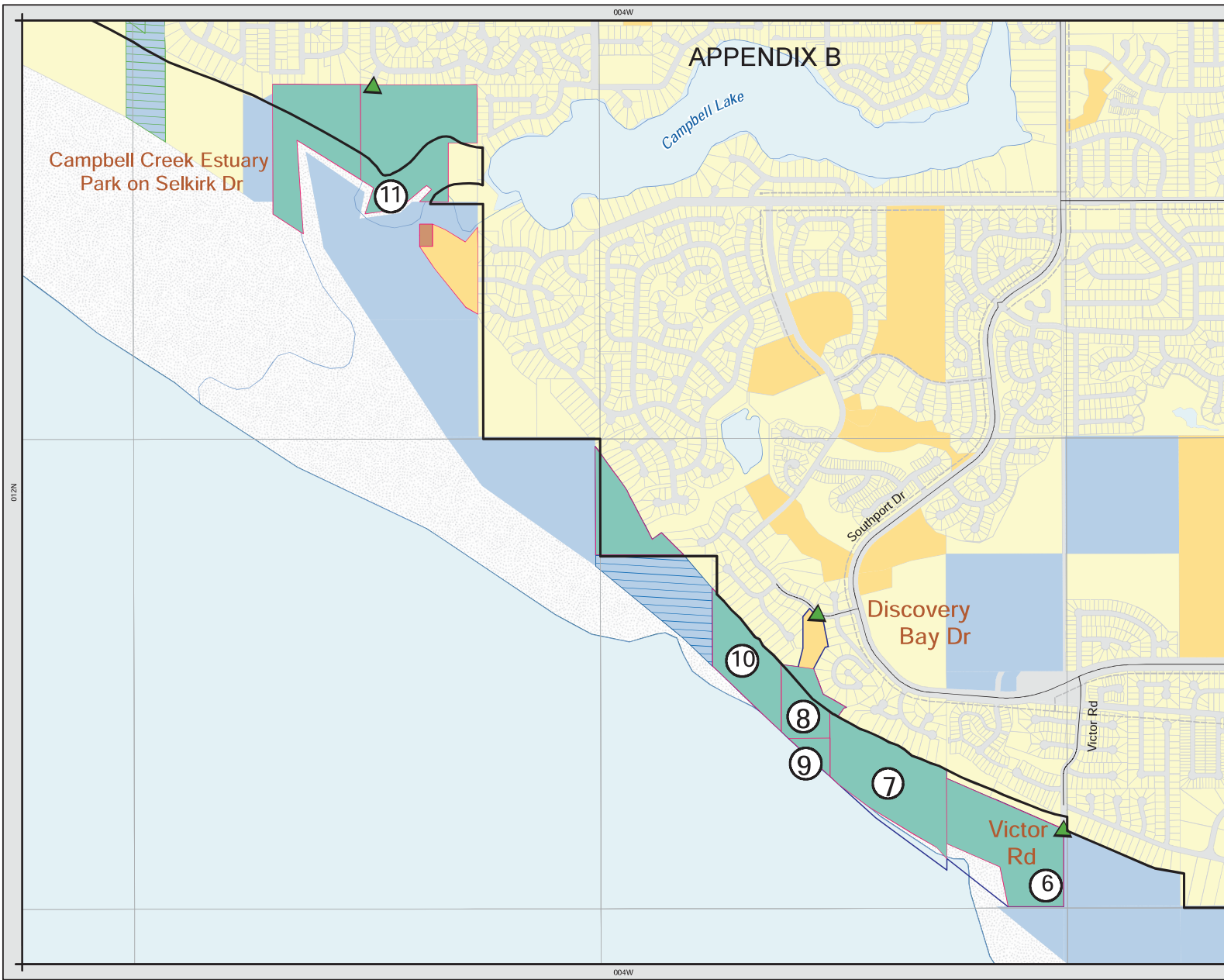
- State
- MHT
- LSH
- MOAParks
- Municipal
- Private
- Native

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 3 of 5

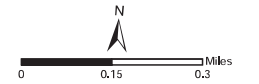
### Selected Municipal Parcels

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

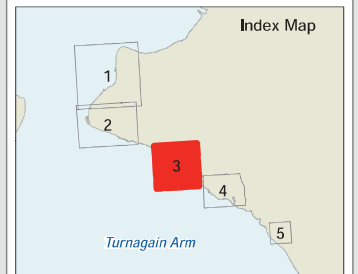
- Access Points
- Permit/Lease
- Permit/Lease
- Easement

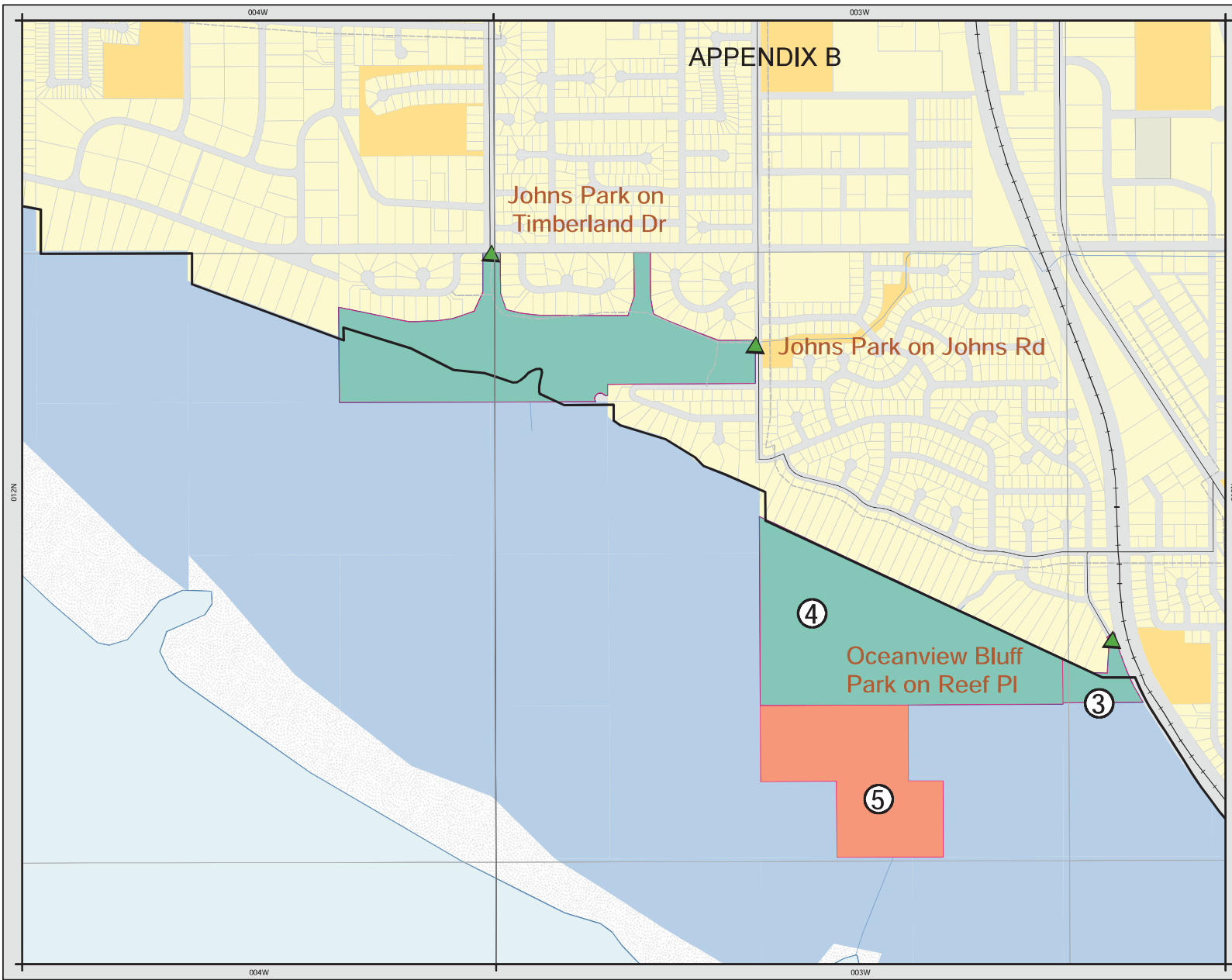
- State
- MHT
- LSH
- MOAParks
- Municipal
- Private
- Native

1 Parcels Associated with the MOA



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





# Anchorage Coastal Wildlife Refuge

Refuge Boundary

Figure 4 of 5

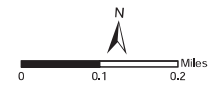
### Selected Municipal Parcels

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

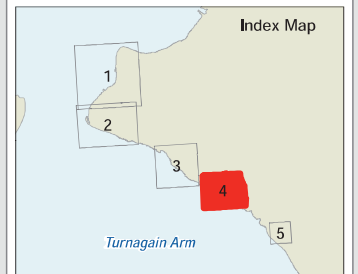
- Access Points
- Permit/Lease
- Permit/Lease
- Easement

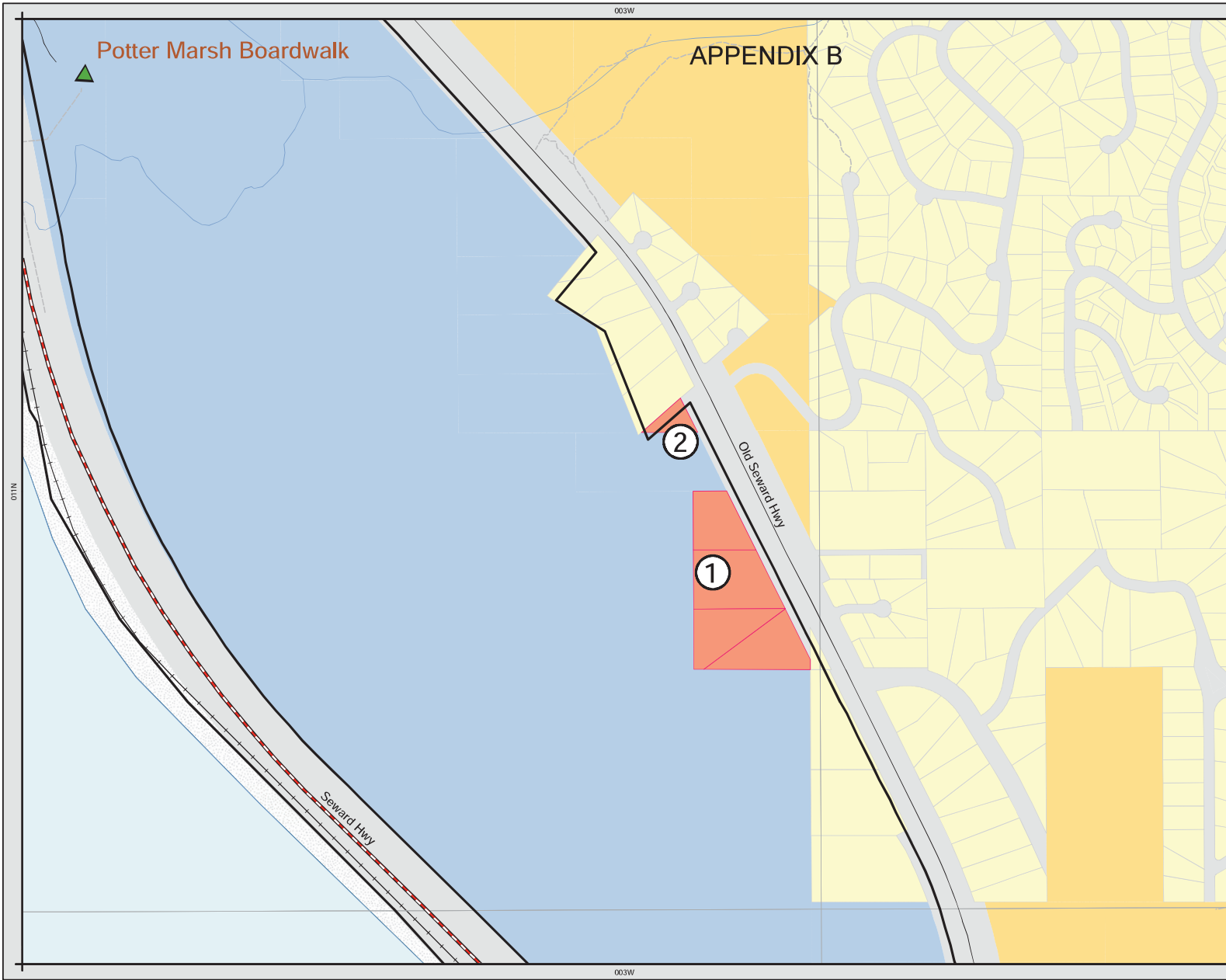
- State
- MHT
- LSH
- MOAParks
- Municipal
- Private
- Native

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

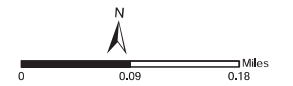
### Selected Municipal Parcels

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

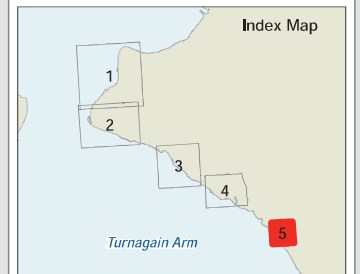
- ▲ Access Points
- Permit/Lease
- ▨ Permit/Lease
- ▭ Easement

- ▭ State
- ▭ MHT
- ▭ LSH
- ▭ MOA Parks
- ▭ 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**

645 G Street, Suite 400  
Anchorage, Alaska 99501

111 West Evergreen Avenue  
Palmer, Alaska 99645

907.258.7777 main  
907.279.8195 fax  
907.854.3633 mobile

[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", written over a horizontal line.

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

---

**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.

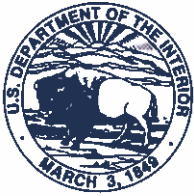
In previous email UAA has stated that UAA land is not state land it is land meant for the University's use. This land cannot be adversely possessed by state law.

**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

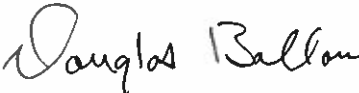
Patrick Kelly  
Regional Resource Manager  
UA Facilities and Land Management,  
System Office  
1815 Bragaw Street, Suite 101  
Anchorage, AK 99508-3438

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.

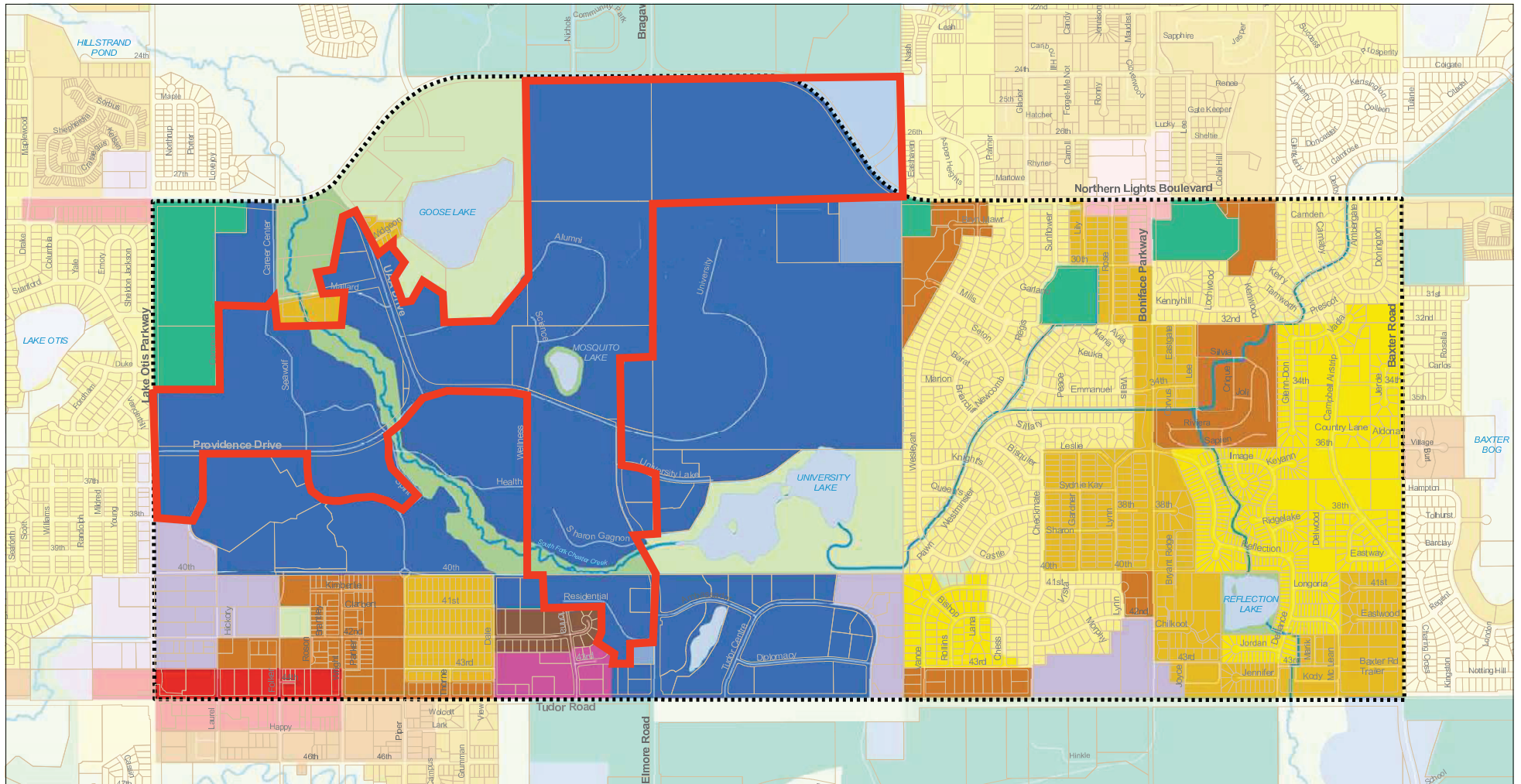
Thanks for your time. Hope to see you all on Friday afternoon.

Respectfully,

Chris

Chris Turletes, CFM  
AVC Facilities and Campus Services  
University of Alaska Anchorage  
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# Attachment B to Planning and Zoning Commission Resolution No. 2015-048



## UMED District Land Use Plan

UMED Plan Area

**DRAFT** October 28, 2015

NOTE: This map shows the land use pattern outside the UMED Plan boundary 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