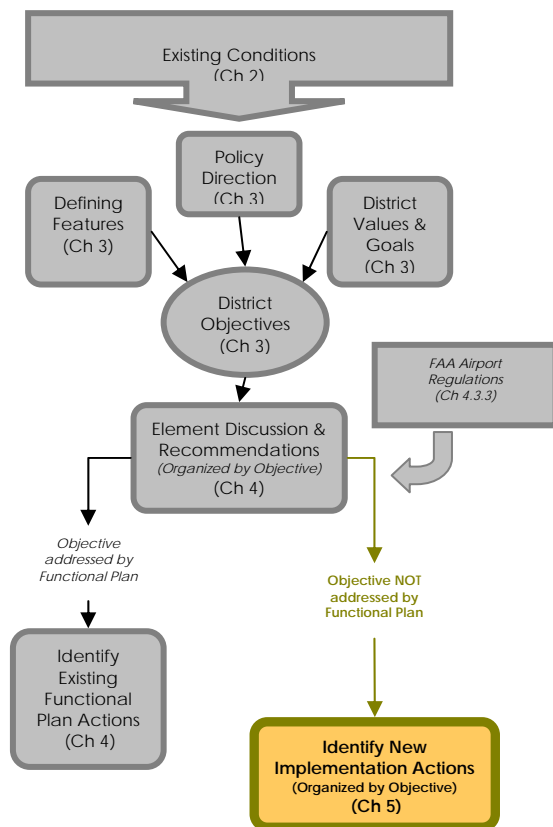




5.0 IMPLEMENTATION

The items contained in this chapter identify discrete actions needed to implement the West Anchorage District Plan. Key implementation measures are described conceptually in Section 5.1, while Section 5.2 (Table 5-1) contains detailed implementation actions. These are organized within the table first by Planning Element, then by Element Objective. They reflect the specific actions derived from the discussion and recommendations contained in Chapter 4, so the two chapters should be considered together.



As noted in earlier chapters, an established framework of existing functional plans and programs already address many issues raised by the public. Frequently, deficiencies in service or facilities are due to limits on available funding and the need to prioritize expenditures throughout the Municipality rather than a lack of awareness or plan to address a particular need in West Anchorage. Where an existing functional plan is identified as the primary implementation mechanism, it is discussed in Chapter 4 only. When an implementation action is new or recommends amending a functional plan, it is carried forward to Table 5-1.

Relevant Functional Plan Implementations already described in Chapter 4 are outlined in the following tables:

- Table 4.2-1 *People Mover Blueprint*
- Table 4.2-2 *Bicycle Plan*
- Table 4.2-3 *Long-Range Transportation Plan*
- Table 4.5-1 *Parks Plan (Schools for Joint Use)*
- Table 4.5-2 *Parks Plan (Park Master Plans)*
- Table 4.5-3 *Parks Plan (Resource Evaluations)*

5.1 Key Implementation Concepts

5.1.1 Spenard Corridor Strategic Plan

The WADP has identified the Spenard Road corridor as a unique and exciting renewal opportunity in West Anchorage. The area has already begun a renaissance with the emergence of successful businesses such as REI, the Alaska Club West, and the Bear Tooth Restaurant and Theatre. However, the corridor suffers from aging infrastructure and substandard amenities (e.g., lack of parking and sidewalks) that constrain business growth. In order to develop a comprehensive action plan to overcome the constraints and

capitalize on the opportunities in Spenard, this plan recommends that the Municipality undertake a more intensive and detailed Spenard Corridor Strategic Plan as a follow-on effort to the WADP. It would be similar in scope to the *1986 Spenard Commercial District Development Strategy* that was instrumental in transforming the southern stretch of Spenard near International Airport Road.

5.1.2 Airport Zoning District

The WADP recommends creating a municipal “airport zoning district” inside the airport boundary that would establish minimum building setbacks and other development standards, especially near the airport boundary. This concept was discussed during the Title 21 Rewrite; however, the issue was not resolved but left for future consideration. The WADP recommends renewed discussions with TSAIA about an airport zoning district. District standards should accommodate FAA and ADOT&PF design regulations, as well as determining whether the zone should apply to all airport property or only to areas outside the airport security fence (which encloses the airport operations area such as runways, taxiways, parking aprons, etc.).

5.1.3 Airport Influence Overlay

The WADP recommends adoption of an “airport influence overlay” to the zoning code. This overlay would apply special requirements and restrictions that minimize the effects of airport noise and enhance airport disclosures on properties within the Airport’s 60 or 65 DNL noise contour. To mitigate airport noise, the overlay would require enhanced sound insulation for new or remodeled residences, restrict residential density increases, and prohibit the construction of new modular or mobile homes (which cannot be sound insulated). It also recommends expanded real estate disclosures advising new residents to consider the airport’s presence before buying a home in the area.

5.1.4 Airport Water, Sewer, and Road Master Plans

The WADP recommends that master plans for trunk sewer and water systems and collector roads be prepared to facilitate infrastructure planning at the airport interface. This would allow the Municipality to more effectively serve airport infrastructure needs and plan for the future effects of airport growth (e.g., increased traffic volumes).

5.1.5 Raspberry Buffer Conceptual Plan

The WADP recommends development of a conceptual design plan illustrating a corridor buffer along the north side of Raspberry Road. This buffer would benefit homes south of Raspberry and protect the public access into Kincaid Park. The buffer should provide a cohesive design that remains intact for the airport as it continues developing facilities in the South Airpark and for local residents who want long-term airport buffering.

5.1.6 Airport Land Exchange

The WADP recommends that the TSAIA and the MOA consider exchanging lands along the airport boundary to accommodate longstanding municipal recreational uses and address residential separation concerns and future Airport development needs. Further, the WADP suggests that a comprehensive land exchange is likely to result in greater benefit to both TSAIA and the MOA. A land exchange offers the ideal resolution to the most complex issues, such as permanently preserving public parks and the coastal trail on airport property. Such trades would be subject to FAA grant assurances and appraisals and would require approval by the FAA, the State of Alaska, and the Anchorage Assembly.

5.2 Implementation Actions

<i>Table 5-1 Implementation Actions</i>			
Land Use			
No.	Implementation Actions	Time Frame	Responsible Entity (bold = primary)
<u><i>All Land Use Objectives</i></u>			
LU-1	Adopt & Implement the West Anchorage Land Use Plan Map (Exhibits 4-1a through 4-1d) as part of the Anchorage Bowl Land Use Plan Map.	Immediate	MOA
<u><i>Land Use Objective #4 - Preserve and enhance the physical character of land uses valued by the local community, including established residential neighborhoods, proximity to natural open space and the historic Spenard Road corridor.</i></u>			
LU-2	Prepare a <i>Spenard Strategic Plan</i> focusing on development of the Spenard Road Corridor extending from International Airport Road. to Hillcrest Drive. The plan should: <ul style="list-style-type: none"> ▪ Revisit and update the analysis and recommendations of the <i>1986 Spenard Commercial District Development Strategy</i>; ▪ Establish a final boundary sufficient to plan both sides of Spenard Road as a coordinated whole using Exhibit 4-2 as a starting point; and ▪ Consider and expand on the discussion in WADP Section 4.1.5. 	1-3 years	MOA
LU-3	Review and reconcile the policies and land uses of the WADP and the Midtown District Plan related to the <i>Spenard Strategic Planning Area</i> .	1-3 years	MOA

Transportation			
No.	Implementation Actions	Time Frame	Responsible Entity
<i>Transportation Objective #1 - Focus public transportation service expansions and investment in areas of highest demand.</i>			
T-1	Evaluate the viability of commuter rail stations at Spenard Road and the airport in conjunction with ARRC efforts to establish a commuter rail system extending from the Mat-Su Valley to Girdwood.	Long-term	MOA/People Mover, AMATS, ADOT&PF, ARRC
T-2	Prioritize the improvement of bus stop amenities (pedestrian walkways, lighting, bus shelters, benches and trash receptacles) where highest densities are indicated in <i>Land Use Plan</i> map and supported by user demands (e.g., Spenard Road and Jewel Lake Road).	Immediate	MOA, People Mover
<i>Transportation Objective #2 - Expand or complete trail connections that link residential areas and key destinations such as businesses, schools, and employment centers.</i>			
T-3	Amend the <i>Pedestrian Plan</i> to include the following recommendations to create pedestrian facilities on: <ol style="list-style-type: none"> 1. <i>Extend pedestrian facilities on Jade Street</i> between West 84th Avenue, over West Dimond Boulevard. This would provide a future link to South Extension Coastal Trail or Anchorage Wildlife Refuge. 2. Update <i>Pedestrian Plan</i> to indicate pedestrian facilities on <i>Westpark Drive</i> between Kincaid Road and West Dimond Boulevard. 3. <i>Building a pathway in the Aero Drive</i> ROW from West 40th Avenue to Lake Hood Elementary School and West 44th Avenue. Add West 40th and West 44th segments to connect existing sidewalks at the school and Lakeshore Drive. 4. <i>Raspberry Road</i> from the Connor's Bog utility ROW trail to Northwood Drive. Site currently has an informal parking area and acts as a small-scale trailhead. 5. <i>West 26th Avenue</i> between West-Romig Campus at Minnesota and Spenard Road to create a "gateway" to the Spenard Town Center. 6. <i>West 64th Avenue</i> between Connor's Way, Cranberry Street, and Connor's Lake trails. 7. <i>North-South Connection for the West-Romig Campus</i> between <i>Hillcrest Drive</i> and <i>Lois Drive</i> at Northern Lights Boulevard at the West-Romig Campus (conceptual). 8. <i>Jodhpur Road</i> between Kincaid Road. and West Dimond Boulevard. for connecting Westpark residents to Kincaid Park and new schools. 	Long-term	MOA, ADOT&PF
T-4	Coordinate the identification and construction of a pedestrian crossing at (state-owned) Northern Lights Boulevard. west of Minnesota Boulevard to achieve the objectives of the West-Romig Master Plan and Spenard Town Center.	Long-term	MOA Traffic, ADOT&PF, Anchorage School District

Transportation			
No.	Implementation Actions	Time Frame	Responsible Entity
T-5	<p>Update the <i>Areawide Trails Plan</i> to identify alignments, obtain ROW or easements as appropriate, and construct the following new multi-trail segments to provide connections between residential areas and parks:</p> <ol style="list-style-type: none"> 1. Connect the <i>De La Vega playing fields</i> from South Frontage Road/Taft Street to the Connor's Lake trails with a summer-use trail. 2. <i>Connect West 80th Avenue</i> between Sand Lake and Jewel Lake Roads around the Sand Lake canals. <p>Amend the <i>Areawide Trails Plan</i> to include alternative route discussions that provide connections between parks and multi-use trails:</p> <ol style="list-style-type: none"> 3. <i>Connor's Lake Trails to Campbell Creek Trail</i> – Formalize the small trailhead and informal parking at Raspberry Road entrance to the Connor's Lake trails. It would serve as a start for the connection to Campbell Creek trail to the south. 4. <i>South Coastal Trail Extension</i> within Kincaid Park from the Kincaid bunker to West Dimond Boulevard (or another point determined when a detailed study of the Coastal Trail Extension is resumed). <p>Amend the <i>Areawide Trails Plan</i> to remove these projects:</p> <ol style="list-style-type: none"> 5. <i>Sand Lake-Jewel Lake Connection</i> – These two lakes lack a recreational connection; therefore, this Class A wetlands path is undesired. 6. <i>West 80th Avenue to West 88th Connection</i> – <i>A circuitous east-west route designed before residential build-out of the area; replaced by connection #2.</i> 7. <i>Turnagain Bog Perimeter Trail</i> – A trail that may have lacked community support; an alternative connection between the residential areas and the GA area should be examined. 	Immediate to Long-term	MOA
T-6	Require consideration of adjacent off-site pedestrian corridors and connections during preparation of all park master plans, campus master plans, and area-specific development plans.	Immediate	MOA, ASD
<p><i>Transportation Objective #3 - Plan for and develop a safe and efficient road network that accommodates current and future traffic volumes appropriately including the safe movement of passenger vehicles, trucks, freight movement, bicycles, and pedestrians.</i></p>			
T-7	Update the LRTP traffic model using airport land use inputs from the current TSAIA Airport Land Use Plan and roadway connection points per the Airport Road Master Plan recommended in IA-15. In particular, traffic volumes on Raspberry Road from Jewel Lake Road to the Kincaid Park entry should be addressed.	Immediate	MOA, ADOT&PF
T-8	Work with the Alaska Railroad Corporation (ARRC) to institute changes that minimize safety concerns associated with at-grade crossings.	1-3 years	MOA, ARRC, ADOT&PF

Transportation			
No.	Implementation Actions	Time Frame	Responsible Entity
<i><u>Transportation Objective #4 - Develop roads and other transportation facilities that support and enhance surrounding land uses.</u></i>			
T-9	Cooperate with ARRC to evaluate and mitigate the effects of increased noise and vibration on residential neighborhoods that abut the proposed double-track project.	3-5 years	MOA, ARRC
T-10	Develop a procedure to monitor and pre-review state road design plans to ensure that funding is adequate to cover ROW amenities prescribed by non-motorized plans and typologies.	Ongoing	MOA, ADOT&PF
	Existing plans and programs also address this objective.		
<i><u>Transportation Objective #5 - Ensure that roads and walkways are properly repaired and regularly maintained, including efficient seasonal snow removal and street cleaning.</u></i>			
	See Implementation Action N-3. Existing plans and programs also address this objective.	Long-term	MOA Street Maintenance

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No.	Implementation Actions	Timeframe	Responsible Entity
<i>Airport Objective #1 - Support the continued economic vitality of TSAIA and its current and future role as a premier state, national, and international aviation hub.</i>			
	Actions identified in other objectives promote airport viability.		
<i>Airport Objective #2 - Promote responsible development and operations inside the airport that minimize the negative effects of airport operations on adjacent neighborhoods, trails and parks.</i>			
IA-1	Request that FAA designate parcels within the airport boundary that are physically separated from aviation facilities for "Non-aeronautical Use." These could include: <ul style="list-style-type: none"> ▪ Parcels south of Raspberry Road (Parcels 1, 18, 19); and ▪ Parcels east of Jewel Lake Road (Parcels 12, 13). 	1-3 years	TSAIA, FAA, SOA
IA-2	Adopt an airport zoning district that combines current multiple zoning districts on airport property (PLI, PLI-p, I-1, I-2, T) into a single zone. An airport zoning district should: <ul style="list-style-type: none"> ▪ be developed jointly with TSAIA; ▪ place special emphasis on uses and development in close proximity to residential and recreational areas; ▪ provide for some development standards and setbacks from the airport boundary to reduce off-airport impacts; ▪ create a process for approval of non-aviation uses on airport property; ▪ determine application to airport operation areas (inside the security fence) and public access areas (outside the security fence); ▪ consider and incorporate applicable FAA and State DOT design regulations and standards; and ▪ Include an Inventory of existing municipal codes, ordinances and planning approvals involving road design, building construction, landscaping, set-backs, fire/earthquake safety, and drainage that apply to private commercial development and state-owned development on the TSAIA and the relationship these might have to an airport zoning district. 	1-3 years	MOA, TSAIA
IA-3	If Airport Zoning is not established according to IA-2, develop a design recommendation handbook for distribution to prospective lessees in the South and North Airparks. The handbook should identify the location of sensitive residential neighborhoods at the airport boundary, and suggest design techniques to minimize community	1-3 years	TSAIA. MOA

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No.	Implementation Actions	Timeframe	Responsible Entity
	<p>impacts.</p> <p>Design measures may include:</p> <ul style="list-style-type: none"> ▪ building placement/orientation; ▪ access points; ▪ truck routes and parking; ▪ light and noise shielding; ▪ water diversion/containment; and ▪ gradation of uses (e.g., locating uses that generate greater and more constant noise levels further away from residential areas). 		
IA-4	<p>Work with TSAIA to establish buffers adjacent to residential areas and to create a Kincaid Park entry corridor. Buffers that permanently remove airport land from use by TSAIA require FAA permission.</p> <p>Buffers should be located:</p> <ul style="list-style-type: none"> ▪ North side of Raspberry Road (extending from Sand Lake Road to Kincaid Park); ▪ Turnagain Bog (TSAIA boundary extending from Northern Lights Boulevard. to the Lions Club Park); and ▪ Kulis ANG Base (TSAIA boundary parallel to and north of Air Guard Road. <p>Buffers could be established by:</p> <ul style="list-style-type: none"> ▪ MOA purchase or land exchange (<i>permanent</i>); ▪ Creating leasehold parcels inset from the airport boundary, leaving a relatively undevelopable strip of land to buffer residential areas (<i>temporary</i>); and ▪ Recording a conservation easement on wetlands nearest to residential boundaries if preservation of airport wetlands is required by the Corps of Engineers (<i>permanent</i>). 	1-3 years	TSAIA, MOA
IA-5	<p>Prepare a buffer design concept on the north side of Raspberry Road from Sand Lake Road to Kincaid Park. The concept should:</p> <ul style="list-style-type: none"> ▪ Accommodate the ultimate street section, parkway and visual buffer; ▪ Avoid a uniform, visually monotonous appearance. Rather, by combining berming, vegetation and fencing, it should seek to achieve an interesting visual effect; ▪ Incorporate a berm with variable slope ratios to achieve a meandering, natural appearance; ▪ Allow reduced berm height when combined with heavy vegetation and/or fencing to 	Immediate	TSAIA, MOA , SOA

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No.	Implementation Actions	Timeframe	Responsible Entity
	<p>achieve a minimum 8-foot-high visual barrier;</p> <ul style="list-style-type: none"> ▪ Accommodate two additional (new) access drives into airport property from Raspberry Road to include landscaping at each entry point; ▪ Be constructed in phases with corresponding Airpark Expansion; and ▪ Receive formal recognition by the TSAIA and MOA Planning and Zoning Commission. 		
<p><i>Airport Objective #3 - Promote responsible development and activities outside the airport that do not interfere with safe and efficient airport operations and support planned airport growth.</i></p>			
IA-6	<p>Adopt an “Airport Environs Overlay” as part of the municipal zoning code for application to areas with high airport noise exposure. The overlay should:</p> <ul style="list-style-type: none"> ▪ Establish an appropriate area of coverage, based on either the 60 or 65 DNL contour as shown on the official <i>TSAIA Part 150</i> noise map; ▪ Include airport noise overlay zoning maps (similar to Ch 21.65, airport height regulations) to implement the airport noise overlay for inclusion in Title 21; ▪ Require that building plans incorporate enhanced interior sound insulation techniques (doors, windows, insulation) for new residential construction or substantial remodeling or reconstruction; ▪ Prohibit the placement or construction of modular or mobile homes since they cannot be effectively sound insulated; and ▪ Identify properties within the 60 DNL airport noise zoning overlay on all new plats. 	1-3 years	MOA-Planning
IA-7	<p>Request that FAA to broaden the airport’s sound insulation program to include post-1998 residences within the DNL 65 contour as soon as the MOA adopts an airport noise overlay as described in IA-6. Support changes in national FAA regulations that would extend the sound insulation program outward to the 60 DNL contour.</p>	1-3 years	TSAIA, FAA, MOA
IA-8	<p>Adopt policies for discretionary land use approvals (rezonings and CUPs) to avoid creating new incompatible uses near the airport:</p> <p>Policies within high airport noise contours should:</p> <ul style="list-style-type: none"> ▪ Be based on the 60 (or 65) DNL airport noise contour; ▪ Prohibit rezonings that would increase residential densities or introduce mobile homes or trailer parks; and ▪ Prohibit rezonings that would convert non-residential to residential uses. 	3-5 years	MOA-Planning

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No.	Implementation Actions	Timeframe	Responsible Entity
	<p>Policies in the Runway Protection Zone (RPZ) should:</p> <ul style="list-style-type: none"> ▪ Allow only public recreation(e.g., trails) and snow storage; and ▪ Prohibit any use that would cause people to congregate (e.g., stadiums). <p>Policies in the runway approach/departure paths should:</p> <ul style="list-style-type: none"> ▪ Prohibit discretionary project approvals (CUP, rezone) that would interfere with safe aircraft operation (e.g., power plants). 		
IA-9	Identify un-subdivided residential properties in the 60 DNL contour. Evaluate feasibility/suitability for rezoning to other than residential use or purchase for public recreation.	3-5 years	MOA - Planning, HLB
IA-10	Review the use and zoning of municipally owned lands adjoining the airport (Kincaid Park, Earthquake Park, portions of the Coastal Trail, Point Woronzof Park, AWWU property) in relation to long-term airport development plans. Determine whether screening or buffering is desirable and possible and, if so, identify and reserve sufficient area on municipal land to ensure adequate separation in the future.	1-3 years	MOA - Parks and Rec, HLB
<i>Airport Objective #4 - Improve communication, understanding, problem solving, and consensus building between TSAIA, MOA, FAA, airport leaseholders, and the surrounding community, and better integrate these stakeholders into airport decision-making.</i>			
IA-11	Route discretionary MOA development proposals to TSAIA and FAA for review and comment prior to approval. Work with TSAIA and FAA to establish an appropriate zone of influence and criteria for notification.	Immediate	MOA, TSAIA, FAA
IA-12	Maintain an Airport Advisory Group with regular meetings as a clearinghouse for community-related airport issues.	Ongoing	MOA, TSAIA
IA-13	<p>Establish quarterly meetings of TSAIA, MOA and FAA staff to address progress on WADP implementation.</p> <p>This team would be tasked to:</p> <ul style="list-style-type: none"> • Develop assignments to aggressively and cooperatively implement the goals, objectives and action items of the WADP pertaining to airport issues; • Improve information distribution about upcoming airport events, plans, and construction activities; • Effectively share information between agencies on airport related issues; • Identify reliable methods for interagency routing, review and comment of on- and off-airport projects; • Address issues raised by the Airport Advisory Group; 	1-3 years	MOA, TSAIA, FAA,

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No.	Implementation Actions	Timeframe	Responsible Entity
	<ul style="list-style-type: none"> • Develop a formal process for community comment on airport projects; • Explore creative, practical means for maintaining good community relations, and avoiding/resolving conflicts; and ▪ Disband once effective procedures are in place 		
IA-14	Prepare an airport water and sewer master plan showing the size, general alignment and off-site connection points for major trunk lines.	3-5 years	TSAIA w/AWWU
IA-15	Prepare an airport road master plan showing the general route and off-site connection points for collector roads.	3-5 years	TSAIA w/MOA
IA-16	Route lessee project proposals and lease lot adjustments to AWWU to identify and avoid utility conflicts with airport development plans.	1-3 years	TSAIA w/AWWU
IA-17	Prepare the following annual reports to keep the community apprised of progress in addressing community concerns: <ul style="list-style-type: none"> • Upcoming airport development projects; • Status of ground noise implementation activities; and ▪ Progress on WADP Airport Implementation Actions. 	Ongoing	TSAIA, MOA
IA-18	Establish a formal municipal review and input process for future TSAIA Master Plan updates by which the MOA can gather public comments and prepare recommendations for consistency with the WADP Goals and Objectives. This process might include a review by the Anchorage Planning and Zoning Commission.	with each Master Plan Update	MOA
<i>Airport Objective #5 - Ensure that every resident is aware of the airport's presence before purchasing a home in the area.</i>			
IA-19	As part of the "Airport Environs Overlay" identified in IA-6, include notification provisions advising future residents about the airport's presence before buying a home in the area. The notification provisions should consider: <ul style="list-style-type: none"> ▪ Requiring new real estate transactions to include a "Notice of Airport in Vicinity" as a prominent, full-page attachment to sales documents; ▪ Requiring that new subdivision, rezoning or other discretionary land use approvals record a "Notice of Airport in Vicinity," discoverable by title search; ▪ Requiring that new subdivision, rezoning or other discretionary land use approvals within the Airport Influence Overlay record an aviation easement; and 	1-3 years	MOA

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No.	Implementation Actions	Timeframe	Responsible Entity
	<ul style="list-style-type: none"> ▪ Adopting the following disclosure notice: <u>NOTICE OF AIRPORT IN VICINITY</u> <i>This property is located in the vicinity of the Ted Stevens Anchorage International Airport, within what is known as an airport influence area. For that reason, the property may be subject to some of the annoyances or inconveniences associated with proximity to airport operations (for example: noise, vibration, or odors). Individual sensitivities to those annoyances can vary from person to person. You may wish to consider what airport annoyances, if any, are associated with the property before you complete your purchase and determine whether they are acceptable to you.</i> 		
<u>Airport Objective #6 - Identify strategies that resolve or mitigate land use and operations conflicts and clarify long-term future use on parcels in and around TSAIA.</u>			
Pursue permanent means to resolve airport area land issues.			
IA-20	Initiate a comprehensive land exchange involving TSAIA, MOA Parks and Recreation and HLB properties. The land exchange should: <ul style="list-style-type: none"> ▪ Reflect a fair market exchange that balances properties with aviation value against those with municipal recreation and operations value; and ▪ Include the preparation and processing of relevant documents for formal approval by the MOA, ADOT&PF, and FAA. 	1-2 years	MOA/TSAIA
IA-21	Obtain written opinions from the Municipal Attorney and HLB Director whether (given FAA grant assurances) transferring State Entitlement Lands to the MOA is achievable on airport property. If not, determine whether any compensation is due to the MOA for loss of selection opportunity. If no further action is required, remove this task from the HLB annual work program.	1-2 years	MOA/TSAIA/SOA
IA-22	Apply to FCC or appropriate federal entity for transfer of Parcel 1 to MOA ownership for transfer to Parks and Recreation Department.	Immediate	MOA
Pursue temporary means to recognize ongoing public use of airport land.			
IA-23	Routinely renew short term maintenance agreements with TSAIA for continued public recreation and other MOA uses of airport property until permanent solutions are implemented.	Ongoing	MOA
IA-24	During <i>Airport Master Plan</i> updates, MOA should work with TSAIA to identify areas that are not currently needed for airport development and may be used in the short term for recreational or buffer purposes. The interim and transitory nature of these uses shall be acknowledged to preserve the primacy of airport development and airport	With each Master Plan update	MOA, TSAIA

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No.	Implementation Actions	Timeframe	Responsible Entity
	lands. Seek to preserve buffers and recreational areas identified on the WADP Land Use Map as long as doing so does not inhibit airport development, to give time for permanent solutions to develop.		
IA-25	During <i>Airport Master Plan</i> updates, MOA should work with TSAIA to locate airport facilities and leasehold areas in order to meet future aviation demand while avoiding, where practical, future buffers and recreational areas within airport property as depicted on the WADP Land Use Map.	With each Master Plan update	MOA, TSAIA

Neighborhoods			
No.	Implementation Actions	Time Frame	Responsible Entity
<i>Neighborhood Objective #1 - Protect neighborhood character and quality of life through context sensitive planning of road improvements, enforcing improved residential and commercial design standards, and maintaining convenient access to recreation/open space opportunities.</i>			
	See Implementation Actions T-3, T-4 and T-5. Existing plans and programs, such as the Title 21 Rewrite and Context Sensitive Solutions processes also address this objective.		
<i>Neighborhood Objective #2 - Ensure that multi-family housing is appropriately located, well designed and built, energy efficient, properly landscaped, and consistently maintained so that it will make a positive, long-term contribution to the community.</i>			
	See Implementation Action LU-1		
N-1	Create a Community Development Authority with an endowment and a mission.	3-5 years	MOA
N-2	Make MOA staff available to assist in forming a Spenard Improvement Association, a voluntary business organization that organizes community events, supplements code enforcement, and advocates for revitalization funding.	1-3 years	Community with MOA assistance
<i>Neighborhood Objective #3 - Ensure that new developments are compatible with their surroundings and responsive to the Alaskan environment and outdoor lifestyle.</i>			
	Existing plans and programs, such as the Title 21 Rewrite, address this objective. No new implementation actions are identified.		
<i>Neighborhood Objective #4 - Routinely monitor, maintain, repair, and replace pavement on local streets.</i>			
N-3	Develop and adopt a pavement replacement program for the long term upkeep of local residential streets.	3-5 years	MOA Street Maintenance
<i>Neighborhood Objective #5 - Encourage relationships between residents and local businesses, including partnerships that support community goals for safety, high quality of life, and preservation of neighborhood character.</i>			
N-4	Provide free transfer station drop-offs for litter, white goods, and other bulky items associated with volunteer residential spring clean-up activities: <ul style="list-style-type: none"> Consider utilizing MOA staff time to promote neighborhood-oriented cleanups to complement volunteer efforts to clean public spaces, roads, and creeks during the Chamber of Commerce Citywide Cleanup and Anchorage Waterways Council Creek Cleanup; and Consider dispatching code enforcement to conduct visual inspections and educate property owners with abandoned vehicles to utilize the Neighborhoods Division Junk Vehicle program. 	3-5 years	MOA SWS

Neighborhoods

No.	Implementation Actions	Time Frame	Responsible Entity
N-5	Educate public and neighborhood leaders about how improvement districts can fund capital costs associated with road or utility upgrades: <ul style="list-style-type: none"> • Identify areas with high potential to benefit from a neighborhood improvement district; • Create a manual with guidelines on how to create a neighborhood improvement district; and • Present the manual at professional association and at community council meetings. 	1-3 years	MOA Neighborhoods Division, Federation of Community Councils, professional organizations
N-6	Perform an inventory of locally important historic homes, neighborhoods, and landmarks with potential preservation value.	3-5 years	Anchorage Historic Preservation Commission, SHPO, MOA
N-7	Support community-based safety programs: <ul style="list-style-type: none"> • Start Community Action Policing in Sand Lake (or as part of citywide effort for community-based policing as per the Police Chief); • Support School Resource Officers in the schools; • Expand School Resource Officers to remain in neighborhoods during the summer; • Encourage APD to reinstate funding for a program officer for the Neighborhood Watch program; and • Encourage volunteers to join and train with the Westside Patrol. 	3-5 years	MOA, APD, ASD

Parks, Recreation, and Natural Open Space			
No.	Implementation Actions	Time Frame	Responsible Entity
<i><u>Parks Objective #1 - Provide indoor and outdoor, active recreation opportunities for all ages.</u></i>			
P-1	Prepare a 5-year mid-range parks plan for the WADP planning area to serve as a bridge between the long-range goals in the Parks Plan and annual capital improvement and maintenance planning.	1-3 years	MOA
<i><u>Parks Objective #2 - Ensure that existing and future parks and recreation facilities are safe and regularly maintained.</u></i>			
	Existing plans and programs address this objective. No new implementation actions are identified.		
<i><u>Parks Objective #3 - Maintain motorized and non-motorized access to a safe and functioning network of parks, waterways, trails, lakes and natural open spaces for the use of residents and visitors.</u></i>			
	See Implementation Actions T-3, T-4 and T-5		
<i><u>Parks Objective #4 - Manage, protect, and enhance municipal parks, greenbelts, and natural open spaces areas (including riparian and wildlife corridors) that support fish and wildlife habitats and wetland functions.</u></i>			
P-2	Complete the USACE process to designate HLB as a formal wetland banking entity capable of holding conservation easements and issuing wetlands credits.	Immediate	MOA, HLB
P-3	Incorporate wetlands management policies into the HLB Work Plan that permanently acquire and preserve high-quality wetlands and dispose of low-quality ones as shown on Exhibit 4-18: <ul style="list-style-type: none"> ▪ Acquire Class A wetlands in private ownership for permanent preservation; ▪ Permanently preserve Class A wetlands already in public ownership through recordation of a conservation easement; ▪ Identify Class B and C wetlands in private ownership that are likely to be developed; and ▪ Identify Class B and C wetlands in public ownership that are available for disposal via sale or trade. 	1-3 years	MOA, HLB, USACE
P-4	Distribute Wetlands Disposition Status Exhibit 4-18 to the local Association of Realtors to improve public awareness, educate homebuyers, and avoid mistaken assumptions about the preservation of low value wetlands and open spaces.	1-3 years	HLB
P-5	Enact an ordinance requiring secure storage of trash and food (e.g., bird feed, dog food) in areas of Sand Lake with high levels of bear activity as identified in Exhibit 4-15. Encourage expanded use of bear-proof trash containers provided by Alaska Waste in these areas.	Immediate	MOA SWS, Alaska Waste

Parks, Recreation, and Natural Open Space			
No.	Implementation Actions	Time Frame	Responsible Entity
<i><u>Parks Objective #5</u> - Ensure continued public access to parks and open spaces located on TSAIA lands.</i>			
	See Implementation Actions IA-19 and IA-22.		
<i><u>Parks Objective #6</u> - Acquire and permanently preserve the Tony Knowles Coastal Trail as a well-maintained, continuous, public recreational corridor with vegetative buffer from Kincaid Park to Westchester Lagoon.</i>			
	See Implementation Actions IA-19.		
P-6	Acquire additional or acquire a vegetated buffer easement west of Lyn Ary Park for added buffering of the Coastal Trail.		MOA
P-7	Maintain a minimum development setback of at least 300 feet along the Coastal Trail. Retain vegetation within the buffer to preserve wildlife habitat but perform selective clearing to avoid overgrowth that would impede line of sight for Coastal Trail users.	3-5 years	MOA
P-8	Develop a strategy to address coastal bluff erosion. Identify and contact appropriate agencies, assess mitigation options/costs and prepare a brief report comparing and contrasting alternative solutions.	1-3 years	MOA

Public Utilities and Services			
No.	Implementation Actions	Time Frame	Responsible Entity
<i>Utilities Objective #1 - Plan for and provide functional public infrastructure that addresses current and future needs.</i>			
	See Implementation Action IA-14.		
U-1	Consult AWWU utility master plans before dedicating any new public parks on lands acquired from TSAIA. Where proposed trunk lines would require crossing a new park, make arrangements to reserve rights for utility placement; consider especially the West Airpark Sewer Extension (AWWU Project #35).	1-2 years	MOA Parks and AWWU
U-2	Educate public on AWWU system development and methods of Master Plan implementation in order to alleviate misunderstandings: <ul style="list-style-type: none"> • AWWU extends water lines to serve existing customers; • Developers extend lines to serve their projects; and • Other extension possible through creation of "improvement district." 	On-going	AWWU
<i>Utilities Objective #2 - Construct utilities for maximum operational efficiency and consolidate facilities where practical.</i>			
U-3	Existing plans and programs address this objective. No new implementation actions are identified.		
<i>Utilities Objective #3 - Provide sustainable options to meet increasing energy demands.</i>			
U-4	Reconvene the Mayor's Energy Task Force to implement recommendations from the <i>Anchorage Greenhouse Gas Emissions Inventory</i> .	1 year	MOA
<i>Utilities Objective #4 - Ensure a safe and reliable public drinking water supply.</i>			
U-5	Existing plans and programs address this objective. No new implementation actions are identified.		