

Changes from the 1986 Tudor Road Public Lands and Institutions Plan

Once approved and adopted by the Anchorage Assembly this 3500 Tudor Road Master Plan will become part of the Anchorage 2020, the Anchorage Bowl comprehensive plan, and, along with Title 21, will regulate future development within the plan area. This master plan supercedes the Tudor Road Public Lands and Institutions (PLI) Plan for the areas covered under this plan. This appendix summarizes the substantive changes from the Tudor Road PLI Plan to this 3500 Tudor Road Master Plan.

Area Covered by the Plan

The Tudor Road PLI Plan covered public lands between Bragaw Street and Patterson Street, south of Tudor Road and north of Far North Bicentennial Park (FNBP) as shown in Figure B-1. This 3500 Tudor Road Master Plan covers municipal and private lands from the western boundary of the Tozier Track to Boniface Parkway south of Tudor Road and north of Far North Bicentennial Park. Therefore, the areas west of Boniface Parkway will now be regulated by this plan, while the PLI lands east of Boniface Parkway will continue to be regulated by the Tudor Road PLI Plan.

General Plan Policies

Development and Preservation Areas

The Tudor Road PLI Plan used the following designations for planning purposes: Development Areas, Reserve Areas, and Open Space. The 3500 Tudor Master Plan evaluated the area in more detail and uses the following designations: Existing Development, Redevelopment, Suitable for New Development, Recreation and Recreation-Related Public Purposes, and Open Space, Wetlands and Recreation. The table below compares the acreage under the various designations under each plan for the area between Bragaw Street and Boniface Parkway. Acreages differ slightly due to assumptions about road rights-of-way, trails, etc.

Table B-1: 1986 Tudor Road PLI Plan Designations

Designation	Acre
Development	84.4
Reserve	48.7
Open Space	46.2

Table B-2: 3500 Tudor Road Master Plan Designations

Designation	Acre
Development ¹	90.6
Recreation and Recreation-Related Public Purposes	19.8
Open Space, Wetlands and Recreation	65.3

¹ Includes Existing Development, Suitable for New Development, Redevelopment, and Existing Recreation.

As shown in the tables, the 3500 Tudor Master Plan results in more acreage designated as Open Space, Wetlands and Recreation than the Tudor Road PLI Plan. The main difference in the designation of development areas versus conservation areas in this updated plan is that development is concentrated in the area north of the 48th Avenue extension and the conservation areas are concentrated south of the road, closer to FNBP. This allows for more development in the area along Tudor Road and provides for more of a buffer for FNBP.

Open space areas are concentrated south of the new road to provide a buffer between the development north of the road and Campbell Creek and FNBP. This is a change from the Open Space policies in the Tudor Road PLI Plan which called for open space to be scattered throughout the area and included in each project’s site plan. This plan suggests that concentrating larger areas of open space closer to the most sensitive natural resources is more effective and will result in more functional open space areas than scattering smaller and less effective open spaces throughout the development areas.

Review Process

There are limited lands left for development within the eastern side of the master plan area, making it more important that these lands be used in the highest and best manner. Projects proposed for location within the master plan area will be required to undergo a two-part review process with the Planning and Zoning Commission. The first part will be a Site Selection Study to ensure that the development is compatible with the intent and character of this area. This

study should consider the compatibility tests that have been carried forward in this master plan, as well as how well the proposed use fits within this particular part of the Tudor Road Corridor. Although the Tudor Road PLI Plan called for priority to be given to park-related uses (category 1) over other public uses that may not be directly park-related but are not incompatible with the park and have no adverse effect on it (category 2), this master plan will allow for more category 2 uses north of the 48th Avenue extension.

The second part of the process will be a Site Plan Review before the Planning and Zoning Commission. This Site Plan Review process will address site planning and design compliance with this master plan. This plan has moved away from some of the more prescriptive design requirements of the earlier plan on design issues such as site amenities and signage, and allows for the project developer to address these on a site-specific basis during the Site Plan Review.

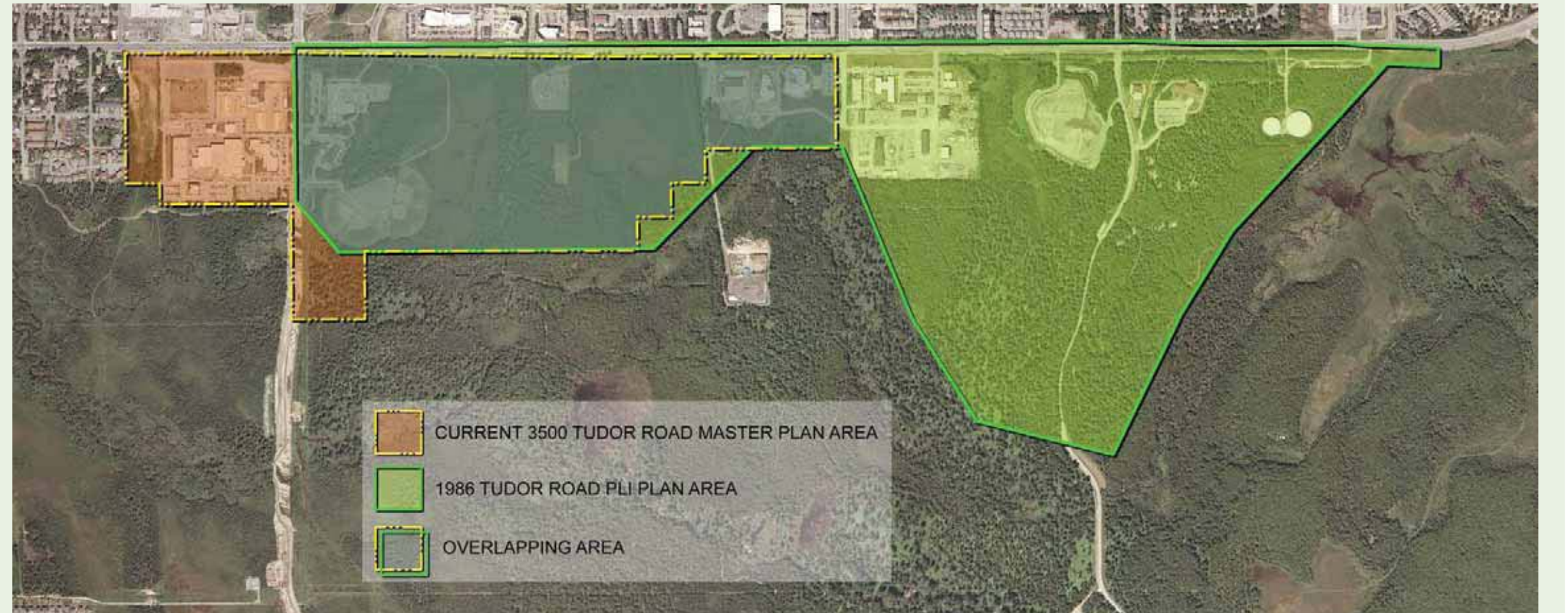


Figure 27: Comparison of the 1986 PLI Plan Area Versus This Plan



If a particular use is discussed as an allowed use in this master plan, a Site Section Review is not required. The project’s compatibility with the land use guidance in this plan and the other uses within the plan area and in adjacent areas will be considered as part of the Site Plan Review.

This plan also proposes that if any proposed project includes an element that would be listed as an industrial use under the I-1 zoning district (AMC 21.40.200.B.2), it must be reviewed and approved as a conditional use. This has been added to ensure that no uses are permitted that are inconsistent with the patent restrictions or that would result in unacceptable noise, dust, vibration, or other adverse conditions that would not be compatible with the intent of this area.

Roads and Trails

The Tudor Road PLI Plan called for a parkway-type 4-lane road crossing through the area from east to west, as well as a spur connection to Tudor Road at Tudor Centre Drive. Although the alignment of the road has been modified to some extent to meet road design standards, the proposed 48th Avenue extension approximates the conceptual road alignment in the earlier plan in being a parkway-type 4-lane road with a spur to Tudor Centre Drive. Landscaping, sidewalks and trails have been incorporated into the road design, as called for in the PLI Plan. The road design also calls for new 8-foot-wide multi-use trails on both sides of the road with a 7 to 10-foot buffer between the road and the trail. The buffer is reduced and the trails are adjacent to the road at the east end of the road where existing development and Class A wetlands require a more narrow road corridor. A 5-foot-wide sidewalk is proposed on the east side of Tudor Drive, with a 7-foot buffer between the road and the sidewalk. The combined Campbell Creek/ Tour of Anchorage Trail parallels Tudor Centre Drive on the west. This trail is located within a greenbelt to provide buffering from the road.

Trail recommendations from the PLI Plan have also been incorporated into this planning effort. Dog mushing trails have been relocated south of the 48th Avenue extension and are separated from other types of trails. The combined Campbell Creek and Tour of Anchorage Trails are given a grade-separated crossing at 48th Avenue and continue to have access to the grade-separated crossing of Tudor Road.

Site Planning and Design Guidelines

Protection and Enhancement of Site Resources

This plan modifies the design guidelines related to Retained Vegetation and Landscaping outlined in Chart 4 of the PLI Plan. This plan concentrates more open space and vegetation in the conservation areas south of the road and allows for more development north of the road. Landscaping requirements will be similar to those required under Title 21 for development in the PLI zoning district.

Vehicular Circulation System

Discussions with the MOA Transit Department indicate that bus service is planned to continue on Tudor Road and is not expected to use 48th Avenue.

Development Areas

This plan modifies the design guidelines to limit building heights to 3 stories rather than 40 feet above original grade. For this master plan, a story is defined as the distance from one occupied floor plate to the next occupied floor plate. Due to the types of institutional uses and facilities that may occur in this area, the distance between floor plates in these facilities may differ from that of a typical office building.

Ski/Bike Trails

This plan does not recommend specific numbers, types or locations of bicycle storage facilities or require bollards at all trail entrances. The need for bicycle storage or bollards will be evaluated during Site Plan Reviews for each project proposed.

Site Amenities

This plan recommends the inclusion of site amenities, but does not provide specific prescriptions for them. It is believed that the proper number, location and design of these items are best addressed for each site during the Site Plan Review.

Signage

The MOA has adopted a new sign ordinance since the Tudor Road PLI Plan was adopted. Site signage will be reviewed by the Planning & Zoning Department during the Site Plan Review for each project.



Compatibility Analysis Example

Anchorage Police Department (APD)

This APD facility expansion derives benefits from this site due to the location of the existing APD facility and centralization of APD activities. APD benefits from its proximity to Far North Bicentennial Park (FNBP) by using the wilderness setting and terrain for both physical and operational training. APD facilities are a low-intensity institutional use and are not incompatible with FNBP. In addition, the land to the south of the proposed 48th Avenue extension provides a significant natural buffer between any future APD expansion and FNBP.

The APD expansion meets and addresses the criteria outlining the compatibility of a land use adjacent to FNBP related to the three criteria listed in Section 1.1 History of Public Lands and Institutions (PLI) Land Planning, in the following manner:

- 1.The expansion of the APD facility would benefit the community by being in this location to create a more efficient APD Headquarters and be centrally located in the Municipality of Anchorage (MOA). This location has benefits to the APD related to their training curricula which includes physical fitness training that could utilize the existing trails and terrain of FNBP.
- 2.The APD expansion meets this criterion. The existing APD Headquarters is currently located on the 3500 Tudor Road project area and has not had a negative impact on FNBP. The APD facility’s location is to the southeast of the Tudor Road/Bragaw Street intersection and is approximately 1,250-feet from the nearest FNBP boundary to the south. This facility has been adequately buffered by significant amount of open space and natural vegetation.
- 3.This public facility is not incompatible, physically or functionally, with the adjacent FNBP. With the existing vegetative buffers, as well as the proposed recommendations to reserve the south side of 48th Avenue for park and recreational uses only maintains that buffer between the park and this facility.

The APD expansion meets the three basic questions when determining the compatibility of the land use in the 3500 Tudor Road area as listed in Section 1.1 History of PLI Land Planning, in the following manner:

1. This compatibility has been met with the consideration of other sites in the area. An initial consideration was to move the entire APD Headquarters facility to the west side of Bragaw Street where some of their other facilities are located. This entailed moving the Anchorage School District bus facility and it was determined that the site was too small. Also, the costs were expensive, thus prohibiting this option for relocation. The location of the expansion of APD on the east side of Bragaw Street benefits the efficiencies created by this location, as well as provides for APD training curricula including physical training along the trails and terrain of FNBP.
2. The intended institutional use of the APD is compatible with the current PLI zoning of this project area. It is compatible with FNBP considering the physical fitness training curricula of the APD and the synergy created from the APD Headquarters existing on this site.
3. The design and landscaping standards outlined in this master plan document will maintain existing vegetation along the southern portion of the APD Expansion, as well as roadway plantings will be incorporated to provide a necessary buffer between 48th Avenue and this future development. Also outlined in this master plan are areas where storm water retention is collected, treated, and filtered across the proposed 48th Avenue extension and back into the wetlands of Campbell Creek. These basins will store the storm water runoff from the development can cleanse it before it recharges the wetlands to the south of 48th Avenue.

