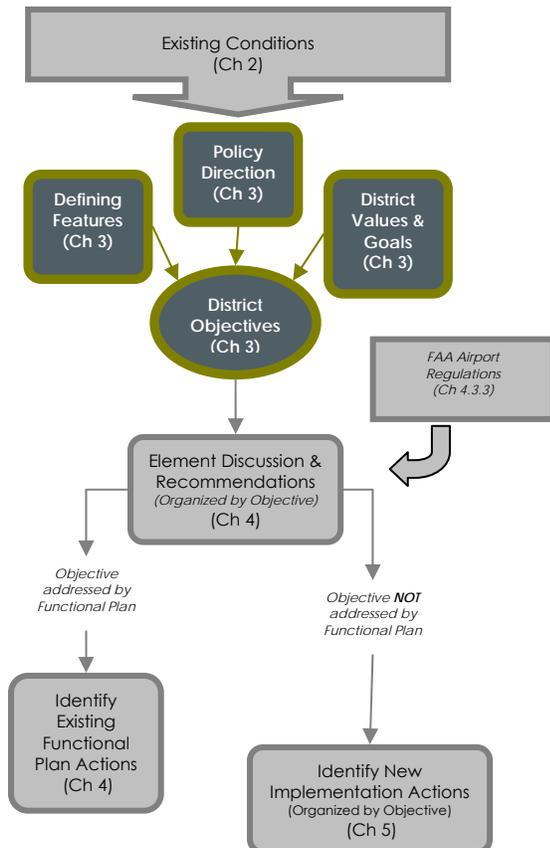




3.0 PLANNING FOUNDATIONS



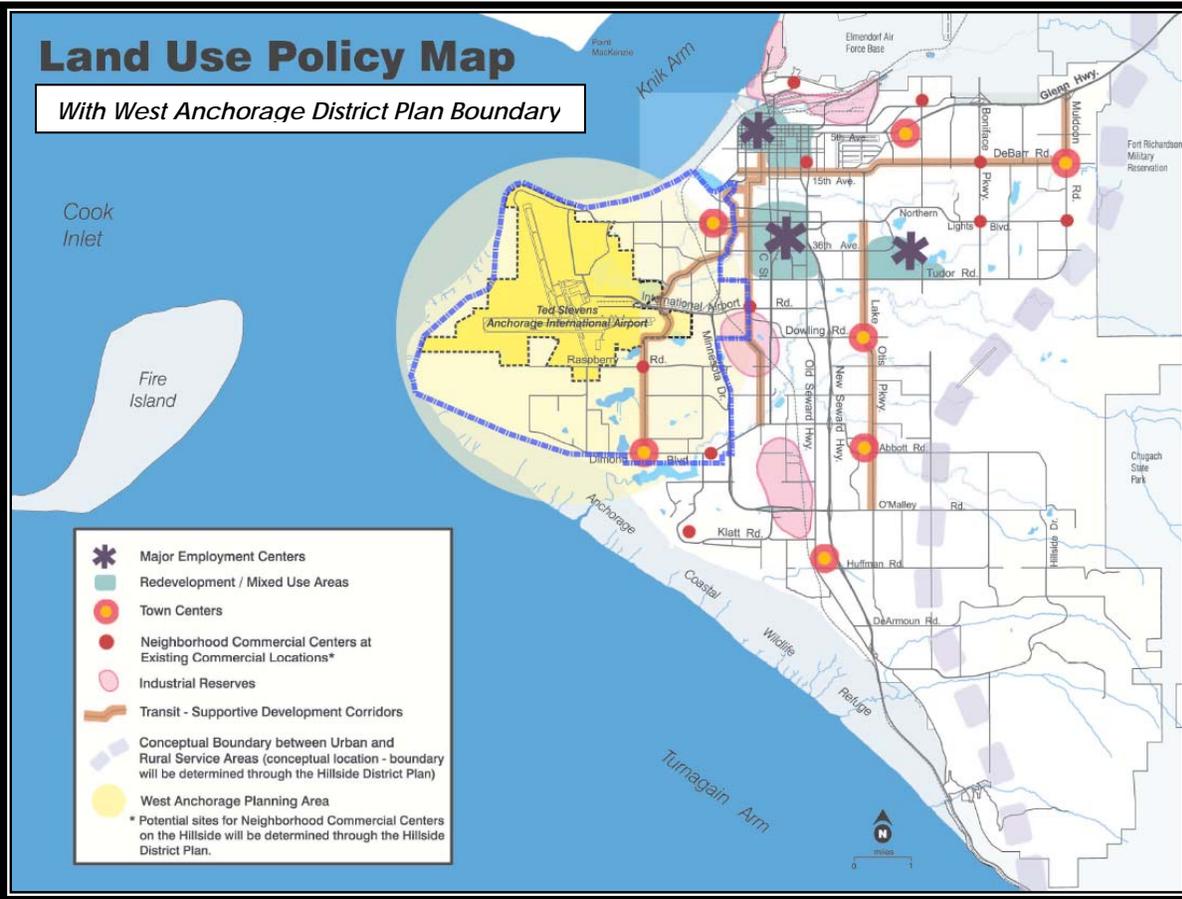
This chapter summarizes the elements that drive the planning process, including the MOA policies that focus the plan; the unique land use components that define the district; a list of planning considerations derived from public comment and staff analysis; as well as vision, goals and objectives statements synthesized from meetings with community members, stakeholders, and planning experts during the initial phases of plan development.

3.1 Policy Direction

3.1.1 Anchorage 2020 – Anchorage Bowl Comprehensive Plan

Anchorage 2020 – Anchorage Bowl Comprehensive Plan (Anchorage 2020) is the guiding document that initiated the *West Anchorage District Plan (WADP)* and established its planning focus. That focus is reflected on the *Anchorage 2020 Land Use Policy Map (Exhibit 3-1)* and is elaborated on in the Intent Statements and Policies presented in *Anchorage 2020*. These statements and policies follow.

Exhibit 3-1 Anchorage 2020 Land Use Policy Map



According to the *Anchorage 2020 Land Use Policy Map*, the WADP planning area is identified as a generalized zone that overlaps two town centers, three neighborhood commercial centers, a major transit-supportive development corridor, the Ted Stevens Anchorage International Airport (TSAIA), and an industrial reserve.

Of central importance, *Anchorage 2020* recognized that residential neighborhoods and the TSAIA share a complicated relationship and must coexist in West Anchorage. The WADP was commissioned primarily to explore and understand the underlying details of that relationship and recommend ways to make it more harmonious.

Under *Anchorage 2020* (as further defined by the draft 2006 Land Use Plan Map), a preferred growth scenario was developed that increased residential densities where appropriate, targeted new mixed-use development centers, and maintained established residential neighborhoods. Retention of neighborhood character, including parks and open space, was also a key component of the strategy.

Anchorage 2020 Intent Statements –

Town Centers

“Town centers are designed to function as a focal point for community activities for seven discrete subareas of the Bowl. They are intended to be located 2-4 miles apart, with each encompassing an area that serves 30,000-40,000 people. Town centers are generally one-half to one mile in diameter. Their core is to be a mix of community-serving retail, public services, and public/civic facilities, including and/or surrounded by medium- to high-density residential development. Necessary to their design is an efficient pedestrian-access network connecting the core uses, residential neighborhoods, and transit facilities. Most town centers shown on the Land Use Policy Map already have various elements of this concept.”

- Anchorage 2020, Page 53.

2020 Land Use Policies

- Develop town center strategies.
(Policy 24)
- Locate neighborhood commercial centers.
(Policy 25)
- Reserve key industrial lands.
(Policy 26)
- Establish transit-supportive development corridors.
(Policy 34)

2020 Transportation Policies

- Balance transit, pedestrian, and road improvements.
(Policies 30, 32)
- Increase transit frequency and route expansion.
(Policies 33, 34)
- Promote transit-supportive development corridors, pedestrian-accessible developments, multi-modal roadways, and trail networks.
(Policy 34)
- Facilitate freight movement.
(Policy 30c)
- Tie Anchorage to outlying communities with commuter rail and intermodal transit.
(Policy 30a)
- Minimize neighborhood traffic impacts.
(Policies 31, 54)
- Snow removal is a high priority; employ northern city design concepts.
(Policies 37, 38, 54, 74, 81, 82)

Neighborhood Commercial Centers

"This land use concept comprises neighborhood-level commercial/retail facilities that serve smaller clusters of residential neighborhoods than town centers."

- Anchorage 2020, Page 54.

Transit-Supportive Development Corridors

"These corridors represent optimal locations for more intensive commercial and residential land use patterns which will support and encourage higher levels of transit service. These corridors are not intended to represent a transit route map, but illustrate where new medium- to high-density housing development will occur."

- Anchorage 2020, Page 54.

Industrial Reserves

"This designation is intended to identify and preserve strategically located industrial areas for industrial use."

- Anchorage 2020, Page 55.

West Anchorage Planning Area – Airport-Community Issues

"This plan recognizes a symbiotic relationship between the airport and surrounding community, and that activities from one can impact the other. The West Anchorage Planning Area formalizes a collaborative planning process to address issues of mutual concern."

- Anchorage 2020, Page 57.

2020 Transit-Supportive Development Policies

- Average residential density greater than eight dwelling units per acre. (Policy 34a)
- Pedestrian-oriented environment. (Policies 12, 21, 23, 24, 27, 30, 34, 37, 54, 55, 81)

2020 Airport Policies

- Identify, address, and resolve neighborhoods impacts from TSAIA. (Policies 6, 7, 28, 30f, 31, 39, 40, 50, 53, 63-67, 70, 71, 84-86)

2020 Housing/Social Issue Policies

- Mixed-used development is encouraged within major employment centers, mixed-use redevelopment areas, town centers, and neighborhood centers. (Policies 10, 14)
- Encourage new higher density development that is well designed and within easy reach of multi-modal transportation and recreation/open space facilities. (Policy 12)
- Conserve residential lands for housing densities at or above densities identified in the District Plan. (Policy 24)
- Provide a diversity of residential development types. (Policy 15, 16)
- Provide incentives for lot consolidation and infill/redevelopment to improve availability and design of multi-family housing. (Policy 17)

2020 Recreation/Open Space Policies

- Provide adequate public or private open space, parks, or recreation facilities. (Policies 12c, 24, 45, 65, 75, 78, 84, 85)
- Encourage collaboration for acquisition, development, and maintenance of recreation spaces and facilities. (Policies 50, 63, 84, 86)
- Protect forested areas, habitats, and sensitive areas. (Policies 13c, 48, 50, 63-72, 75, 79c, 80)

2020 Infrastructure Policies

- Adopt level of service standards as the basis for infrastructure priorities and funding.
(Policy 77a)
- New development should be required to pay for a portion of its own infrastructure and for impacts to other public infrastructure.
(Policy 77b)

3.2 District Defining Physical Features

West Anchorage is a diverse district with great potential and great challenges. On one hand, it contains some of the most valuable assets in the entire State, yet the physical arrangement and proximity of these assets can produce conflict.

3.2.1 Ted Stevens Anchorage International Airport

The state-owned TSAIA, occupying over 3,900 acres in the heart of West Anchorage, constitutes one of the most valuable economic and transportation assets in Alaska. Its location next to Cook Inlet is ideal for making air transportation conveniently accessible to local residents and businesses while directing the majority of takeoffs and landings over unpopulated areas. The Lake Hood General Aviation Facility is located adjacent to the international airport; approximately 1,000 general aviation and taxi aircraft are based there.

The airport also presents the single greatest unresolved land use challenge in West Anchorage. While there is broad, community-wide recognition of its value, the airport has historically had a contentious relationship with residents living nearby over issues such as noise, odors, traffic, light, and recreational use of airport lands. This situation gradually intensified over time as residential development grew around the airport and airport facilities and operations steadily expanded to meet increasing national and international aviation demand. In particular, residential uses in the Sand Lake, Spenard, and Turnagain neighborhoods abut airport land on the south and east while Kincaid Park and the Tony Knowles Coastal Trail (both extremely popular, high-profile, public recreation amenities) encircle the balance of the airport adjacent to Cook Inlet on the north and west. The FAA considers certain uses within close proximity of airports to be incompatible and encourages local jurisdictions to plan to ensure these incompatibilities are avoided. However, much of this development predates airport planning efforts to identify (and ideally avoid) these incompatibilities.

The situation is further complicated by various temporary, but valued, public recreational uses occurring on airport land. FAA regulations require the airport to treat these as short-term and interim uses in nature (until the land is needed for aviation purposes) while the public has grown accustomed to using them and now expects predictable long-term guarantees of access.

The resolution of land use and parcel conflicts at TSAIA is complicated by a long-standing dispute over who has regulatory land use and development authority inside the airport boundary. Both the State and the Municipality have adopted conflicting legal positions about the issue, each asserting that it possesses this authority. The practical outcome of this legal stalemate is that the normal provisions and processes of Title 21 are not applied inside the airport. This has heightened significance at TSAIA, since it is one of the few large airports situated within a city that is not city owned. Consequently, there is no municipal oversight body (such as an airport authority) that is politically accountable to balance local concerns against FAA regulations. This combination of legal impasse and management autonomy has created a situation where airport decision-making is driven by the State and may not always include MOA land use interests as thoroughly and consistently as it should. To change the status quo in the direction of a more shared management approach, these

two opposing positions would need to be aligned, preferably through a negotiated agreement.

Finally, the restrictions that complex FAA regulations place on the airport's use of land are not fully understood or appreciated by the general public. That, combined with the perception of unilateral decision-making within the airport, hinders resolution of these long-standing conflicts.

Planning Considerations

- The airport location next to Cook Inlet provides an ideal flight path for directing aircraft takeoffs and landings away from populated areas in Anchorage.
- East-west circulation to and from airport property is limited to three major roads: International Airport Road, Raspberry Road, and Northern Lights Boulevard. Presently, only the first two of these are available as truck routes.
- Incompatible land use patterns are well established around the airport, making growth management techniques of limited value.
- Operational impacts that can potentially extend beyond the airport boundaries include noise, traffic, air quality, and water quality.
- ARRC operates a train station adjacent to the TSAIA terminal building, allowing for the possibility of interconnecting rail and air transportation systems. However, the rail station has been underutilized and costs are exceeding revenues, raising questions about its viability.
- TSAIA operates under mandates from the State of Alaska and the FAA that limit its ability to commit airport lands to non-aviation purposes.
- TSAIA competes for passenger and cargo traffic in a worldwide market and needs flexibility in using its lands and resources in order to stay competitive.
- Future TSAIA improvements are likely to consider a second north-south runway and the development of airparks south and west of the existing runways. There has been public opposition to these proposals.
- ADOT&PF believes that they are not subject to municipal land use authority at the airport based on a 1996 state attorney general opinion. The opinion concluded that ADOT&PF need not comply with local planning and zoning ordinances or with local subdivision and platting requirements in the same manner and to the same extent as other landowners. Therefore, effective solutions require a complementary, cooperative, mutually supportive approach on both sides of the TSAIA boundary.
- TSAIA and the MOA's Heritage Land Bank (HLB) each own properties around the airport periphery that could benefit the other.
- FAA policy restricts the use of federal grant funds for soundproofing residential housing units to residences constructed within airport noise contours before October 1, 1998.
- Improvements in communication, with collaboration between all stakeholders, and better flow of information would benefit land use opportunities and solutions associated with TSAIA.

3.2.2 Recreational and Environmental Treasures

West Anchorage contains some of the Municipality's most cherished public recreation amenities. These include Kincaid Park with its intricate system of hiking and Nordic ski trails and the Tony Knowles Coastal Trail, which offers spectacular vistas across Cook Inlet while hiking or biking its 11-mile length from Kincaid Park to downtown Anchorage. However, the

location of these facilities adjacent to and/or within the TSAIA is problematic and exposes them in varying degrees to the noise, odors, and aircraft overflights inherent in airport operations. Also, much of the coastal trail traverses back and forth over municipal, private, and TSAIA lands, including some areas not permanently protected. The planning area includes wetlands and natural open spaces, which provide wildlife habitat, buffers, and water quality functions. Without proper foresight, the unplanned interface between these uses can disproportionately degrade the level of solitude and natural beauty experienced by recreational users today.

Planning Considerations

- The trail system within Kincaid Park and the Tony Knowles Coastal Trail are high-profile recreational facilities prized by residents citywide for hiking, biking, and cross-country skiing activities.
- Some wetland open spaces are privately owned and may be subject to development. Members of the public may hold misperceptions about the long-term preservation of these parcels.
- Important wildlife habitats necessary to support local population of selected species occur on both public and private lands. Public purchase of all habitat identified by scientists would be costly. Airport fencing may restrict wildlife movements.
- As the population increases, so does the demand for parks and indoor recreation areas. Changes in the socioeconomic makeup of the community may result in changes to recreational needs.
- Maintenance needs for recreation facilities continue to increase; however, existing maintenance funding is extremely limited.
- The reintroduction of fish into urban streams can attract bears and increase human-bear encounters.
- Some established parks and trails are located on state or private lands (e.g., TSAIA, ARRC). Although these areas are valued by the public, they are not municipal owned and are subject to temporary leases or use agreements.
- The HLB owns many open-space parcels. The long process of transferring these to other departments for permanent management is a source of some public frustration.
- Future airport growth plans may impact popular recreation areas.

3.2.3 Quality Neighborhoods

Housing in West Anchorage is dominated by single-family neighborhoods with some concentrations of higher density housing near major road corridors. For the purposes of discussion, the *WADP* will focus on Sand Lake, Turnagain, or Spenard community council areas, with less focus on Midtown and North Star.

While neighborhoods are diverse in character and location, residents generally value the quality of life they enjoy. As factors contributing to their satisfaction and enjoyment, the public cited the proximity to parks, trails, and open space; the relaxed community atmosphere; easy access to major shopping and entertainment areas; and affordability. They also listed various concerns, including: crime; increased traffic; aviation impacts; insufficient park maintenance; a lack of convenient neighborhood services, including transit and social spaces; and the poor quality and design of some prior developments.

Planning Considerations

- As the number of housing units in West Anchorage increases, so will the demand for public transportation, recreation opportunities (indoor and outdoor), schools, and other services.
- The available multi-family residential housing stock is aging. Some locations are poorly maintained and may not meet current code/design requirements.
- It is important to provide incentives for revitalization and replacement of housing stock because there is little incentive to do this when housing demand remains tight.
- Alaskans require a lot of gear and motorized vehicles to support their active outdoor lifestyle. If adequate indoor or fenced storage space is not provided, yards, balconies, and even the fronts of buildings become cluttered and unsightly.
- The preservation of open spaces and greenbelts is very important to West Anchorage residents; however, residents also have safety concerns associated with their use by transients or groups of teens.
- Preservation of neighborhood character and cohesiveness is important and may require incentives for homes and neighborhood enhancement, home ownership incentives, and context sensitive transportation improvements.
- The MOA receives less than \$2 million annually for the entire city for Community Development Block Grants. It is a challenge to qualify for grants that provide an areawide service because West Anchorage neighborhoods would not be defined as "low income."
- Residents feel many planning decisions regarding utilities may not be communicated clearly to the affected neighborhoods.
- There is public concern that groundwater and surface water around Lucy Pit and the airport could become contaminated by future land use activities.
- Arsenic concentration regulations for drinking water have become stricter over time, and several West Anchorage neighborhoods on private wells are having difficulty complying.
- West Anchorage has some of the highest housing densities in the Bowl. Older developments are not well designed to accommodate trash and recycling containers and trucks, although these services are highly desired. Residents complain of unsightly, unscreened containers.
- Green energy alternatives, energy efficiency, "zero waste," low-impact design, and sustainable practices are becoming more important to West Anchorage residents. A green house gas inventory was conducted, but implementation measures have not been adopted.
- Telecommunications towers and other utility structures can be controversial neighborhood land use issues. Stacking numerous telecommunication products to one tower can clutter views.
- There have been long-standing issues in West Anchorage regarding railroad noise and the proposal for double tracking is a concern to residents adjacent to tracks.
- The ARRC owns the land where tracks are located; some lands are leased for other public purposes, such as trails and parks.

3.2.4 Town Centers and Transit Corridors

According to *Anchorage 2020*, West Anchorage contains town centers, neighborhood centers, and transit corridors as shown in Exhibit 3-1. These features present opportunities for vibrant mixed-use, residential, and commercial activity hubs.

Planning Considerations

- While *Anchorage 2020* depicted a town center at Minnesota and West Northern Lights, this area has shifted to the east closer to north Spenard due to the evolving mix of businesses and pedestrian amenities.
- People Mover tries to balance desired improvements with funding constraints. Their management philosophy is to improve service on existing routes before new routes are added.
- Increasing residential density along major transportation routes along with pedestrian pathways, bus stop shelters, and bus pull-outs can increase bus ridership and public support of transit funding.
- Adequate maintenance, such as prompt snow removal, and design to allow snow storage is necessary for non-motorized linkages to function.
- There has been interest in forming a business owners group to fund a maintenance district for sidewalk snow clearing on Spenard Road; to date, organization attempts have not been successful.
- On- and off-site parking can be a problem in established commercial areas with small lots such as in Spenard; conflicts between lot owners have inhibited shared parking in the past.
- The Anchorage Community Development Authority (ACDA) historically focused on the provision of public parking opportunities, and it does not currently have the authority or resources to fulfill a more comprehensive redevelopment role.
- There is a need to balance costs and maintenance of road improvements with transit- and pedestrian-facility improvements. All modes of transportation need to be accommodated in Anchorage's transportation system. The MOA can pay to add non-motorized facilities such as pedestrian pathways and bike trails to state roads, but funding for these amenities is limited.
- Certain street design features (e.g., medians, curbs) can be incompatible with trucking, traffic, or pedestrian movement in roadways.
- ADOT&PF and the MOA share road maintenance responsibilities in West Anchorage.
- Efficient snow clearing and removal is an ongoing challenge; snow removal can block pedestrian access and damage landscaping and other improvements in the ROW.
- It is difficult for the MOA to maintain the condition of local roads (predominantly roads within residential areas) due to limitations on maintenance funding and lack of a plan to schedule maintenance.

3.3 District Values

Area residents identified many elements of West Anchorage that they value highly and that contribute to the quality of life in the area. These values are elements that will help to build the vision for the planning area and the plan goals. The plan implementation will focus on retaining and building upon these values.

3.3.1 Land Use

Residents value the low density and quiet space of some areas in West Anchorage. Neighborhoods and commercial districts are well established. There are strong relationships between residents and local businesses.

Land is still available for development in West Anchorage. Residents are engaged in community planning and assist in guiding development proposals through active community councils. It is important to residents to maintain low-density development in the bluff areas and the old gravel pits.

West Anchorage contains some major employers, such as the airport and its support industries, and a diversity of small, locally owned businesses. Residents value the variety of local businesses and commercial services in the area and wish to preserve the small business opportunities. The business partnerships are important to the community; residents value the large contributions that can be made by bigger businesses.

3.3.2 Transportation

West Anchorage has easy access to downtown, the Midtown employment center, the airport, neighborhood schools, parks, services, and employment centers. Some pedestrian and bicycle routes are available, as well as two popular People Mover routes. The central location of West Anchorage is an asset to serve international air cargo transport and nearby transfer of goods and passengers by land, air, and water.

Recent transportation improvement projects, such as West Northern Lights Boulevard, have helped traffic flow through the area.

3.3.3 Anchorage International Airport

Access to TSAIA is convenient for area residents and businesses and the shipping industry. The airport is a major economic hub for West Anchorage and the entire Anchorage Bowl.

3.3.4 Neighborhoods

West Anchorage residents value the established, affordable neighborhoods in the area; rates of home ownership are average for the Bowl. Numerous residential areas have a good atmosphere and mature landscaping. Residents describe knowing each other and are able to interact, creating a positive community environment. The diversity of residents is valued and the longevity of residents in the neighborhood helps to create community and a sense of place.

Residents also value the distinct character of the neighborhoods and the history of the area. Residents value the mix of local businesses and commercial services that are compatible with the residential neighborhoods. The Community Action Policing program, groups like West Side Community Patrol, and the active community councils lend to a feeling of safety and security in the area.

3.3.5 Parks, Recreation, and Natural Open Space

The recreation opportunities, parks, sports fields, and open spaces available in West Anchorage are numerous and highly valued. Parks and recreation sites such as Kincaid Park, Connors Bog, Point Woronzof, Earthquake Park, Spenard Lake and Lake Hood, and the Tony Knowles Coastal Trail are a draw for residents from across Anchorage.

The parks, open spaces, and local neighborhood green places provide safe areas for outdoor access and established places for residents to meet and interact. There is easy access to trails, lakes, and other places to recreate from within neighborhoods; driving is not required to reach local recreation destinations. The pedestrian and bicycle routes that connect area lakes and parks are highly valued.

The parks and open spaces are also valued for their natural assets that lend to the quality of life in the area. The proximity to the inlet lends to good air quality. Open spaces provide wildlife habitat, wetlands values, and buffers from the airport noise. Maintaining and protecting open spaces, green spaces, and mature trees are important to area residents.

3.3.6 Infrastructure

Basic infrastructure such as electric, water and sewer (public or private), waste disposal, and telecommunication services are available throughout most of the planning area.

3.4 District Vision, Goals, and Objectives

Anchorage 2020 established a vision for the entire Bowl. The *WADP* is a step in implementing and building upon that planning effort. Thus, the *Anchorage 2020* Vision Statement and public input received throughout the West Anchorage planning process were foundations for the West Anchorage Vision Statement. This vision will be subject to further public input and revision as the draft plan is reviewed.

3.4.1 District Vision

A Vision for West Anchorage . . .

West Anchorage is a community of thriving neighborhoods living in balance with vital transportation and economic hubs, creative businesses, and with abundant access to parks, natural open spaces, and recreational opportunities that provide its residents with a rich and diverse quality of life.

Thriving Neighborhoods. Residents enjoy good schools, while the area's well-designed transportation system attracts residents that have a high commitment to their neighborhoods and are interested in cultivating long-term relationships. While single-family housing represents the largest percentage of housing stock, higher density and affordable housing is developed along key transportation and employment centers to meet the housing demand and revitalize older neighborhoods and commercial areas.

Vital Transportation and Economic Hub. Residents value the importance of TSAIA to the economy of the Municipality and the State. Residents, visitors, and pilots (actual and aspiring) celebrate the importance of aviation in Alaska at Lakes Hood and Spenard and the international airport. Ted Stevens Anchorage International Airport, the Alaska Railroad Corporation, Alaska Department of Transportation and Public Facilities, the Municipality of Anchorage, and local residents are committed to fostering positive communication and solution-based approaches to transportation issues. "Context sensitive design" approaches are used in developing roadway designs that balance the needs of all modes of transportation while contributing to the uniqueness and vitality of specific neighborhoods and commercial districts.

Abundant Parks and Natural Open Space. West Anchorage continues to enjoy an abundance of parks, recreation facilities, and natural open spaces. The MOA, private foundations, the business community, TSAIA, and local residents work together to establish priorities for services and maintenance. West Anchorage parks and natural open spaces continue to support Anchorage's economic well-being and attract and serve Anchorage residents, visitors, and national sporting events. The area's natural open spaces provide habitats that support resident and migratory wildlife.

3.4.2 District Goals and Objectives

Broad District goals were developed for each planning element. Each goal is accompanied by a list of objectives, statements of planning intent, synthesized from public comment that expands and focuses each goal toward specific, implementable targets.

Land Use Goal

Guide land use to accommodate projected growth, protect existing neighborhoods, appropriately site multi-family development, reduce airport-related conflicts, support businesses and economic development, and preserve wildlife habitat.

Land Use Objectives:

1. Plan land uses throughout West Anchorage, especially along both sides of the airport boundary, to optimize compatibility and minimize conflict.
2. Maintain an adequate supply of residential housing of varying densities and affordability levels that promote quality residential living and stable long-term land values.
3. Locate higher residential densities primarily near mixed-use development districts and along major public transportation corridors.
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.
5. Designate commercial land uses that support the continued viability of small, local businesses while also attracting new commercial ventures at appropriate locations.
6. Support the establishment of "appropriate scale" commercial districts that include a mix of retail, office, and higher density residential land uses, along with vibrant streets and urban amenities.
7. Preserve sufficient developable industrial land with access to rail, air and truck transport, to meet estimated future demand and contribute to a strong, vibrant local economy.

Transportation Goal

Plan for and maintain a safe, efficient, cost-effective, and context sensitive multi-modal transportation system.

Transportation Objectives:

1. Focus public transportation service expansions and investment in areas of highest demand.
2. Expand or complete trail connections that link residential areas and key destinations such as businesses, schools, and employment centers.
3. Plan for and develop an efficient road network that accommodates current and future traffic volumes appropriately, including the safe movement of passenger vehicles, trucks, freight movement, bicycles, and pedestrians.
4. Develop roads and other transportation facilities that support and enhance surrounding land uses.
5. Ensure that roads and walkways are properly repaired and regularly maintained, including efficient seasonal snow removal, street cleaning, and landscaping.

Airport Goal

Support responsible development that sustains TSAIA as an economic generator and a transportation hub with diverse aviation activities while protecting the quality of life and recreational opportunities of the surrounding community.

Airport Objectives:

1. Support the continued economic vitality of TSAIA and its current and future role as a premier state, national, and international aviation hub.
2. Promote responsible development and operations inside the airport that minimize the negative effects of airport operations on adjacent neighborhoods, trails, and parks.
3. Promote responsible development and activities outside the airport that do not interfere with safe and efficient airport operations or conflict with continued development of facilities on airport property in response to aviation demand.
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.
5. Identify strategies that resolve or mitigate land use and operations conflicts and clarify long-term future use on parcels in and around TSAIA.
6. Ensure that every resident is aware of the airport's presence before purchasing a home in the area.

Neighborhoods Goal

Encourage the protection and enhancement of unique neighborhoods and offer a diverse range of housing options that respond to our northern climate.

Neighborhood Objectives:

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.
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.
3. Ensure that new developments are compatible with their surroundings and responsive to the Alaskan environment and outdoor lifestyle.
4. Routinely monitor, maintain, repair, and replace pavement on local streets.
5. Encourage relationships between residents and local businesses, including partnerships that support community goals of safety, high quality of life, and preservation of community character.

Parks, Recreation, and Open Space Goal

Integrate recreation amenities and natural open spaces into the urban fabric of West Anchorage, and showcase Kincaid Park and the Tony Knowles Coastal Trail for enjoyment by residents and visitors alike.

Parks, Recreation, and Open Space Objectives:

1. Provide indoor and outdoor active recreation opportunities for all ages.
2. Ensure that existing and future parks and recreation facilities are safe and regularly maintained.
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.
4. Manage, protect, and enhance municipal parks, greenbelts, and natural open space areas (including riparian and wildlife corridors) that support fish and wildlife habitats and wetland functions.
5. Ensure continued public access to parks and open spaces located on TSAIA lands.
6. Acquire and permanently preserve the Tony Knowles Coastal Trail from Kincaid Park to Westchester Lagoon as a well-maintained, continuous, public recreational corridor with associated vegetative buffer.

Utilities Goal

Provide complete, cost-effective public services and utility systems that serve the public safety and welfare and support private and other public investments.

Utilities Objectives:

1. Plan for and provide functional public infrastructure that addresses current and future needs.
2. Construct utilities for maximum operational efficiency and consolidate facilities where practical.
3. Provide sustainable options to meet increasing energy demands.
4. Ensure a safe and reliable public drinking water supply.