

CLERK'S OFFICE  
**AMENDED AND APPROVED**  
Date: 9-10-02

Submitted by: Chair of the Assembly at the  
Request of the Mayor  
Prepared by: Planning Department  
For Reading: August 6, 2002

Anchorage, Alaska  
AO No. 2002-119


1 AN ORDINANCE OF THE MUNICIPALITY OF ANCHORAGE AMENDING THE  
2 ANCHORAGE 2020 / ANCHORAGE BOWL COMPREHENSIVE PLAN TO  
3 INCORPORATE A SECTION OF PUBLIC SAFETY POLICIES AND STRATEGIES.

4  
5 THE ANCHORAGE MUNICIPAL ASSEMBLY ORDAINS:

6  
7 **Section 1.** The *Anchorage 2020 / Anchorage Bowl Comprehensive Plan* is hereby amended  
8 to incorporate a new section of Chapter 5 entitled, "Public Safety Policies and Strategies",  
9 containing three new policies and three new strategies, per attached Exhibit A, in order to  
10 direct and guide decisions concerning public safety and emergency management.

11  
12 **Section 2.** This ordinance shall become effective immediately upon passage and approval.

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14 PASSED AND APPROVED by the Anchorage Assembly this 10th day of  
15 September 2002.

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20 Chair

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23 ATTEST:

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28 Municipal Clerk

# MUNICIPALITY OF ANCHORAGE

## Summary of Economic Effects -- General Government

AO Number: 2002-119 Title: Amending *Anchorage 2020 - Anchorage Bowl Comprehensive Plan* to incorporate a section of public safety policies and strategies, per attached Exhibit A, to direct and guide decisions concerning public safety and emergency management.  
(Planning & Zoning Case No. 2002-101)

Sponsor:

Preparing Agency

Planning Department

Others Impacted

### CHANGES IN EXPENDITURES AND REVENUES:

(In Thousands of Dollars)

	FY02	FY03	FY04	FY05	FY06
<b>Operating Expenditures</b>					
1000 Personal Services					
2000 Non-Labor					
3900 Contributions					
4000 Debt Services					
<b>TOTAL DIRECT COSTS:</b>	\$ -	\$ -	\$ -	\$ -	\$ -
Add: 6000 Charge from Others					
Less: 7000 Charge to Others					
<b>FUNCTION COST:</b>	\$ -	\$ -	\$ -	\$ -	\$ -
<b>REVENUES:</b>					
<b>CAPITAL:</b>					
<b>POSITIONS: FT/PT and Temp</b>					

### PUBLIC SECTOR ECONOMIC EFFECTS:

Proposed new policies and strategies are intended to be incorporated into current existing and planned efforts, such the preparation of long-term hazard mitigation plans and strategies (Office of Emergency Management and Planning Dept.), and development design standards for public and private development (Planning Department). The proposed new Public Safety Plan strategy is closely related to, and would be a necessary part of, existing *Comprehensive Plan* strategies to establish level of service standards for public agencies. It is only more specific to comprehensive goals and levels of service for public safety delivery services. Other, existing strategies proposed to be incorporated into the proposed amendments are already recommended in other sections of *Anchorage 2020*, and therefore will have no additional cost impact.

In general, while the costs of medium and long-range planning efforts can be difficult to estimate, it is typical that well-planned, comprehensive, and coordinated strategies will result in long-term economic benefits to the public sector.

### PRIVATE SECTOR ECONOMIC EFFECTS:

In the long term horizon of *Comprehensive Plan* implementation, it is expected that private sector will experience positive economic benefits associated with improved design standards, increased public safety, reduced natural hazard vulnerability and impacts, less crime and fear of crime, and more efficient and effective public safety and emergency response delivery services.

Prepared by: Tom Davis, Physical Planning Division

Telephone: 343-4245/343-4224

Validated by OMB: *Cheryl Frasca*

Date: 7/17/02

Approved by: *James R. Jim*  
(Director, Preparing Agency)

Date: 7-11-02

Concurred by: \_\_\_\_\_  
(Director, Impacted Agency)

Date: \_\_\_\_\_

Approved by: \_\_\_\_\_  
(Municipal Manager)

Date: \_\_\_\_\_



# MUNICIPALITY OF ANCHORAGE

## ASSEMBLY MEMORANDUM

No. AM 719-2002

Meeting Date: August 6, 2002

From: Mayor

Subject: AO 2002-119 Public Safety Amendments to the *Anchorage 2020 / Anchorage Bowl Comprehensive Plan*

1 After the events of the past year, the municipal Administration recognized, even more than before,  
2 that domestic security and emergency response are critical needs to be addressed at the community  
3 level. These needs should be incorporated within the comprehensive plan as part of the long-term  
4 policies addressing the health, safety and welfare of the community.

5  
6 Although several goal statements in *Anchorage 2020 – Anchorage Bowl Comprehensive Plan* address  
7 public safety, natural hazards and emergency response, the *Plan* does not link these goals to specific  
8 policies and strategies as is done for other goal categories within the *Plan*. Further, the *Plan* does not  
9 emphasize public safety or emergency response to the extent it possibly should given the potential  
10 magnitude of natural or man-made disasters that could impact the community. In its current form, the  
11 *Anchorage 2020* document appears to address public safety in an incomplete and indirect way,  
12 without providing a specific section of policies and strategies that establish the Municipality's  
13 approach to public safety.

14  
15 In November 2001, representatives from the Office of Planning, Development & Public Works and  
16 other concerned municipal agencies undertook a diagnostic of how *Anchorage 2020* addresses public  
17 safety, and of possible amendments to strengthen its approach to public safety. Based on inter-  
18 agency participation and comment, Planning Department staff drafted three new policies and three  
19 new strategies to create a link to, and support for, the two existing public safety goal statements in the  
20 *Plan*. The text of these policies and strategies was routed to agencies and community councils for  
21 review. Based on comments received, planning staff further refined the draft policies for review by  
22 the Planning and Zoning Commission.

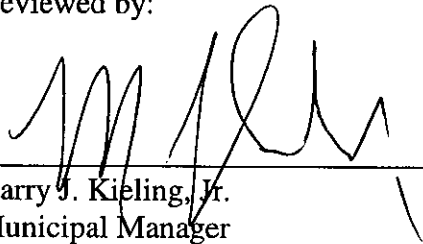
23  
24 While *Anchorage 2020 – Anchorage Bowl Comprehensive Plan* provides a framework that supports  
25 additional functional plans and standards for public services, the three new policies and strategies of  
26 the proposed addendum are intended to further strengthen the *Plan*. The policies link to and support  
27 existing goal statements for public safety, providing more specific and comprehensive guidance for  
28 decisions affecting public safety and emergency response. The amendments highlight and organize  
29 the Municipality's approach to public safety: emergency management planning (policy #98), public  
30 safety and crime prevention in development design (policy #99), and levels of service for public  
31 safety delivery systems and operations (policy #100).

1 The Planning and Zoning Commission has approved the proposed amendments, with the addition that  
2 an existing *Anchorage 2020* strategy, "Neighborhood or District Plans" be designated as "essential"  
3 to the implementation of proposed public safety policy #98. The Commission's recommended  
4 revision is incorporated into the attached *Anchorage 2020 – Anchorage Bowl Comprehensive Plan*  
5 amendments (Exhibit A) and highlighted with an underline / grey background, for Assembly review.  
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7 The Administration concurs with the findings and action of the Planning and Zoning Commission on  
8 the subject *Anchorage 2020* public safety amendments.  
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10  
11 Reviewed by:

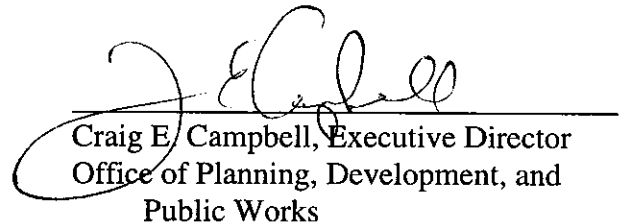
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Harry J. Kieling, Jr.  
Municipal Manager

Reviewed by:

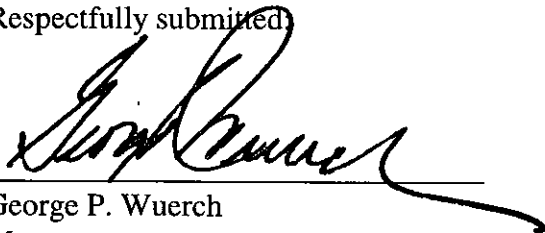
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Craig E. Campbell, Executive Director  
Office of Planning, Development, and  
Public Works

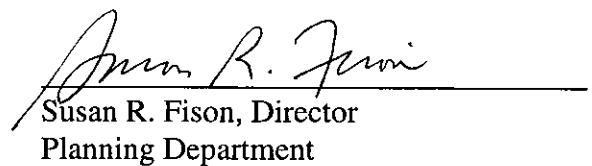
Respectfully submitted,

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George P. Wuerch  
Mayor

Prepared by:

  
Susan R. Fison, Director  
Planning Department

1 **Public Safety Policies and Strategies:**

<b>Policy #</b>	<b>Policy</b>	<b>Strategies</b>
	These statements provide direction to public officials and the general public until Strategies are implemented	<ul style="list-style-type: none"> <li>☆ Strategies that are “essential” to the implementation of the corresponding Policy. All others are “secondary” to its implementation.</li> </ul>
98	<p>Develop a comprehensive process to address natural and man-made emergencies and disasters to which Anchorage may be vulnerable. Results of this process should include:</p> <p>a) a system of coordination between agencies and a partnership of public and private sectors to ensure an efficient, community-wide response;</p> <p>b) emergency operations plans; and,</p> <p>c) long-term disaster mitigation efforts through land use, transportation, and public facilities planning.</p>	<ul style="list-style-type: none"> <li>☆ Functional Plan (Emergency Management Plan)</li> <li>☆ Public Facilities Site Selection Criteria</li> <li>☆ Geohazards Management</li> <li>☆ Neighborhood or District Plans <ul style="list-style-type: none"> <li>- Street Connectivity Standards</li> </ul> </li> <li>✱ <i>Hillside District Plan</i></li> </ul>
99	Incorporate crime prevention and other public safety needs into the design of residential and commercial areas, individual buildings, and public facilities. Use design standards to improve natural surveillance, residents’ sense of ownership and control of the neighborhood, and overall public safety through appropriate environmental design.	<ul style="list-style-type: none"> <li>☆ Design for Public Safety</li> <li>☆ Design Standards</li> <li>☆ Fire Safety Design Standards</li> <li>☆ Residential Street Standards</li> <li>☆ Public Facilities Design Standards</li> <li>☆ Streetscape Standards</li> <li>- Mixed Use</li> </ul>
100	Adopt level of service standards for crime prevention, emergency services, and other public safety delivery systems, in order to achieve community goals for a safe living and working environment.	<ul style="list-style-type: none"> <li>☆ Functional Plan (Public Safety Plan)</li> <li>☆ Level of Service Standards</li> <li>☆ Urban/Rural Services</li> <li>☆ Neighborhood or District Plans</li> <li>✱ <i>Hillside District Plan</i></li> </ul>

**EXHIBIT A**

1

2 *(The Strategies that follow are proposed in order to implement the new Policies:)*

3 **Emergency Management Plan** - This strategy will establish a comprehensive process of response  
4 to natural and man-made emergencies and disasters to which Anchorage may be vulnerable. The  
5 emergency management plan will specify the purpose, organization, responsibilities, and facilities  
6 of agencies, organizations, and the private sector in the mitigation of, preparation for, response to,  
7 and recovery from disasters. As a result, Anchorage will have a plan and an organization necessary  
8 to perform the critical tasks to respond to a variety of situations. This should include a system of  
9 coordination between agencies at the local and regional level, and a partnership of public and  
10 private sectors, to ensure an efficient, community-wide response to potential emergencies.

11 **Public Safety Plan** –This strategy involves the development of a long-range functional plan for  
12 achieving public safety goals for crime prevention, fire protection, emergency medical services, and  
13 other public safety services. It will result in a coordinated and integrated delivery system to provide  
14 the community with a safe living and working environment. The plan will include information and  
15 analysis that provides a basis for recommended long-term level of service standards for police  
16 protection, fire and emergency medical services, and other public safety delivery systems.  
17 Depending on community needs and priorities, this strategy could establish a comprehensive set of  
18 community goals, partnerships, and performance measures that systematically address a wide range  
19 of public safety issues such as crime prevention, criminal justice systems, public health systems,  
20 animal control, and traffic safety. The plan will also provide, based on current and projected  
21 population growth, an analysis of potential locations for future public safety facilities including fire  
22 stations, police stations, and other related facilities.

23 **Design for Public Safety** – This strategy responds to the need to incorporate crime prevention,  
24 natural hazard mitigation, and other public safety needs into the design of residential and  
25 commercial areas, individual developments and buildings, and public facilities. It seeks to increase  
26 public safety by preventing crime and mitigating potential hazards through appropriate physical  
27 design of neighborhoods, commercial districts, and other areas. For instance, evidence and  
28 experience nationwide shows that the application of certain techniques in urban design can  
29 discourage crime in an area by providing a physical setting that increases natural surveillance and a  
30 sense of territorial ownership by neighborhood residents. This strategy is compatible (and mutually  
31 reinforcing) with “Design & Environment” policies for attractive residential neighborhoods, mixed-  
32 use areas, and town centers. The “Design for Public Safety” strategy is to be implemented as an  
33 integral component of the broader “Design Standards” strategy.

## EXHIBIT A

## MUNICIPALITY OF ANCHORAGE

### PLANNING AND ZONING COMMISSION RESOLUTION NO. 2002-042

A RESOLUTION RECOMMENDING TO THE MUNICIPAL ASSEMBLY APPROVAL OF PUBLIC SAFETY AMENDMENTS TO THE *ANCHORAGE 2020 / ANCHORAGE BOWL COMPREHENSIVE PLAN*.

Case 2002-101

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WHEREAS, the *Anchorage 2020 / Anchorage Bowl Comprehensive Plan* was adopted in February 2001 with goals, policies, and strategies to guide community development; and,

WHEREAS, the Municipality has since that time become increasingly aware of the importance of emergency preparedness and public safety issues, and that such needs should be adequately incorporated within the *Anchorage 2020 / Anchorage Bowl Comprehensive Plan* as part of long-term policies addressing the health, safety, and welfare of the community; and,

WHEREAS, the municipal Administration initiated the process to review the *Anchorage 2020* approach to public safety issues, and, if necessary, to introduce limited amendments to the Plan related to public safety and emergency preparedness; and,

WHEREAS, the Planning Department, with participation of concerned municipal agencies, undertook a diagnostic in November 2001 of how *Anchorage 2020* addresses public safety, and of possible amendments to strengthen its approach to public safety; and,

WHEREAS, although several goal statements in *Anchorage 2020* address natural hazards and public safety, the Plan does not link these goals to a specific, organized set of policies and strategies, as is done for other goal categories within the Plan; and,

WHEREAS, in its current form, the *Anchorage 2020* document addresses public safety in an incomplete and indirect way, without providing a specific section of policies and strategies to establish the Municipality's approach to public safety or to emphasize its importance; and

WHEREAS, elements of emergency management planning, design measures for safety in new development, and service levels for public safety delivery systems are contained in the Plan, but not to the degree of consideration that these issues merit; and,

WHEREAS, based on inter-agency comment, the Planning Department in January 2002 drafted three new policies and three new strategies to create a link to, and support for, the two existing public safety and natural hazard goal statements in the Plan; and,

WHEREAS, based on further review and public comment, the Planning Department produced a public review draft of Public Safety Amendments to *Anchorage 2020*; and,

WHEREAS, the Planning & Zoning Commission held an advertised public hearing on the draft Public Safety Amendments to the *Anchorage 2020 / Anchorage Bowl Comprehensive Plan* on June 3, 2002.



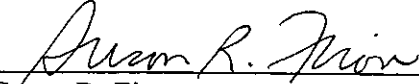
NOW, THEREFORE, BE IT RESOLVED by the Anchorage Planning and Zoning Commission that:

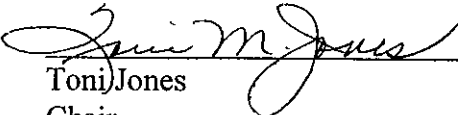
A. The Commission makes the following findings of fact:

1. The Public Safety Amendments to *Anchorage 2020* contain three new policies and three new strategies that are intended to highlight the Municipality's approach to public safety, and to direct and guide decisions concerning public safety and emergency preparedness.
2. The Public Safety Amendments to *Anchorage 2020* fit into the existing structure of the Plan by establishing policies that link to and support two existing goal statements for public safety and natural hazards.
3. The Public Safety Amendments to *Anchorage 2020* organize and incorporate existing strategies in the Plan that relate to public safety.
4. The Public Safety Amendments to *Anchorage 2020* appropriately address the issues of emergency management, crime prevention, and public safety systems with the increased degree of consideration that they merit.
5. The Public Safety Amendments to *Anchorage 2020* appropriately reflect, in three policies, a process of planning, design, and operations strategies.
6. The Public Safety Amendments to *Anchorage 2020* are limited in scope to policies and strategies specifically addressing the issue of public safety.
7. The Public Safety Amendments to *Anchorage 2020* appropriately link to existing strategies in the Plan, such as "Neighborhood or District Plans," that relate to public safety and the mitigation of natural hazards.

B. The Commission recommends to the Municipal Assembly approval of the Public Safety Amendments to the *Anchorage 2020 / Anchorage Bowl Comprehensive Plan*, as recommended by Planning Department staff, with the addition that "Neighborhood or District Plans" be designated as a strategy that is "essential" to the implementation of public safety policy #98.

PASSED AND APPROVED by the Anchorage Planning and Zoning Commission this 3<sup>rd</sup> day of June 2002.

  
\_\_\_\_\_  
Susan R. Fison  
Secretary

  
\_\_\_\_\_  
Toni Jones  
Chair


# Municipality of Anchorage

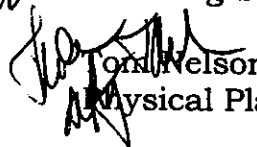
# G.1.

## MEMORANDUM

**DATE:** June 3, 2002

**TO:** Planning & Zoning Commission

**THRU:**  Susan R. Fison, Director  
Planning Department

**FROM:**  Tom Nelson, Planning Supervisor  
Physical Planning Division

**SUBJECT:** Case 2002-101, Public Safety Amendments to *Anchorage 2020 - Anchorage Bowl Comprehensive Plan*

After the terrorist attacks of September 11, 2001, the Municipal Administration recognized, along with administrations in many other U.S. cities, that domestic security and emergency response are critical needs to be addressed at the community level. These needs should be incorporated within the Municipality's comprehensive plan as part of the long-term policies addressing the health, safety and welfare of the community.

Although several goal statements in *Anchorage 2020 - Anchorage Bowl Comprehensive Plan* address public safety, natural hazards and emergency response, the Plan does not link these goals to specific policies and strategies as is done for other goal categories within the Plan. Further, the Plan does not emphasize public safety or emergency response issues to the extent it possibly should given the potential magnitude of natural or man-made disasters that could impact the community. In its current form, *Anchorage 2020 - Anchorage Bowl Comprehensive Plan* contains only one policy (#72) and several strategies (Fire Safety Design Standards, Geohazards Management) that directly relate to public safety and emergency response issues. Other policies or strategies could be interpreted or applied to consider these issues but in a more indirect manner.

In November 2001, representatives from the Municipal Office of Planning, Development & Public Works, Traffic, Police, Fire, and Anchorage Water & Wastewater Utility met to review the policies and strategies of *Anchorage 2020 - Anchorage Bowl Comprehensive Plan* to determine how the Plan could be

strengthened to address public safety and emergency response issues. Prior to these meetings, Planning staff prepared a memo dated 11/27/01 (attached) which reviews the extent to which the Plan addresses public safety issues. Based on comments provided from meeting participants, Planning staff drafted a follow-up memo dated 1/3/02 (attached) which proposes an addendum to *Anchorage 2020 – Anchorage Bowl Comprehensive Plan* to contain three new policies and three new strategies that directly link to and support two existing goal statements in the Plan. The text of these policies and strategies was further refined and is attached as a proposed plan amendment addendum.

The proposed plan amendments were routed to agencies and community councils for review (comments are attached). Based on comments received, Planning staff prepared an issue-response summary, and revised the proposed new policies by adding some additional strategies and a minor revision to the text of the Emergency Management Plan strategy. These revisions have been incorporated into the attached *Anchorage 2020 – Anchorage Bowl Comprehensive Plan* amendments and shown with underlined and/or cross-through text highlighted with a gray background.

While *Anchorage 2020 – Anchorage Bowl Comprehensive Plan* provides a framework that supports additional functional plans and standards for public services, the new policies and strategies of the proposed addendum will further strengthen the Plan with more specific policy and strategy guidance to address public safety and emergency response issues. For this reason, the Planning Department supports the proposed addendum as an amendment to the *Anchorage 2020 – Anchorage Bowl Comprehensive Plan*.

#### Attachments

1. Draft *Anchorage 2020 – Anchorage Bowl Comprehensive Plan* Amendments (Addendum)
2. 11/27/01 Planning Department Memorandum
3. 1/3/02 Planning Department Memorandum
4. Comments received and Planning staff issue/response summary
5. Mayor Wuerch's Press Release, "Anchorage 2020 Vision Blindsided by Terrorists"

**Draft *Anchorage 2020 - Anchorage  
Bowl Comprehensive Plan*  
Amendments**

1 **Public Safety Policies and Strategies:**

<b>Policy #</b>	<b>Policy</b> These statements provide direction to public officials and the general public until Strategies are implemented	<b>Strategies</b> ☆ Strategies that are "essential" to the implementation of the corresponding Policy. All others are "secondary" to its implementation.
98	<p>Develop a comprehensive process to address natural and man-made emergencies and disasters to which Anchorage may be vulnerable. Results of this process should include:</p> <p>a) a system of coordination between agencies and a partnership of public and private sectors to ensure an efficient, community-wide response;</p> <p>b) emergency operations plans; and,</p> <p>c) long-term disaster mitigation efforts through land use, transportation, and public facilities planning.</p>	<ul style="list-style-type: none"> <li>☆ Functional Plan (Emergency Management Plan)</li> <li>☆ Public Facilities Site Selection Criteria</li> <li>☆ Geohazards Management</li> <li>- Street Connectivity Standards</li> <li>- <u>Neighborhood or District Plans</u></li> </ul>
99	<p>Incorporate crime prevention and other public safety needs into the design of residential and commercial areas, individual buildings, and public facilities. Use design standards to improve natural surveillance, residents' sense of ownership and control of the neighborhood, and overall public safety through appropriate environmental design.</p>	<ul style="list-style-type: none"> <li>☆ Design for Public Safety</li> <li>☆ Design Standards</li> <li>☆ Fire Safety Design Standards</li> <li>☆ Residential Street Standards</li> <li>☆ Public Facilities Design Standards</li> <li>☆ Streetscape Standards</li> <li>- Mixed Use</li> </ul>
100	<p>Adopt level of service standards for crime prevention, emergency services, and other public safety delivery systems, in order to achieve community goals for a safe living and working environment.</p>	<ul style="list-style-type: none"> <li>☆ Functional Plan (Public Safety Plan)</li> <li>☆ Level of Service Standards</li> <li>☆ <u>Urban/Rural Services</u></li> <li>☆ <u>Neighborhood or District Plans</u></li> </ul>

1

2 *(The Strategies that follow are proposed in order to implement the new Policies:)*

3 **Emergency Management Plan** - This strategy will establish a comprehensive process of response  
 4 to natural and man-made emergencies and disasters to which Anchorage may be vulnerable. The  
 5 emergency management plan will specify the purpose, organization, responsibilities, and facilities  
 6 of agencies, organizations, and the private sector in the mitigation of, preparation for, response to,  
 7 and recovery from disasters. As a result, Anchorage will have a plan and an organization necessary  
 8 to perform the critical tasks to respond to a variety of situations. This ~~should~~ ~~could~~ include a system  
 9 of coordination between agencies at the local and regional level, and a partnership of public and  
 10 private sectors, to ensure an efficient, community-wide response to potential emergencies.

11 **Public Safety Plan** - This strategy involves the development of a long-range functional plan for  
 12 achieving public safety goals for crime prevention, fire protection, emergency medical services, and  
 13 other public safety services. It will result in a coordinated and integrated delivery system to provide  
 14 the community with a safe living and working environment. The plan will include information and  
 15 analysis that provides a basis for recommended long-term level of service standards for police  
 16 protection, fire and emergency medical services, and other public safety delivery systems.  
 17 Depending on community needs and priorities, this strategy could establish a comprehensive set of  
 18 community goals, partnerships, and performance measures that systematically address a wide range  
 19 of public safety issues such as crime prevention, criminal justice systems, public health systems,  
 20 animal control, and traffic safety. The plan will also provide, based on current and projected  
 21 population growth, an analysis of potential locations for future public safety facilities including fire  
 22 stations, police stations, and other related facilities.

23 **Design for Public Safety** - This strategy responds to the need to incorporate crime prevention,  
 24 natural hazard mitigation, and other public safety needs into the design of residential and  
 25 commercial areas, individual developments and buildings, and public facilities. It seeks to increase  
 26 public safety by preventing crime and mitigating potential hazards through appropriate physical  
 27 design of neighborhoods, commercial districts, and other areas. For instance, evidence and  
 28 experience nationwide shows that the application of certain techniques in urban design can  
 29 discourage crime in an area by providing a physical setting that increases natural surveillance and a  
 30 sense of territorial ownership by neighborhood residents. This strategy is compatible (and mutually  
 31 reinforcing) with "Design & Environment" policies for attractive residential neighborhoods, mixed-  
 32 use areas, and town centers. The "Design for Public Safety" strategy is to be implemented as an  
 33 integral component of the broader "Design Standards" strategy.

# ATTACHMENT 2

## **11/27/01 Planning Department Memorandum**


# MUNICIPALITY OF ANCHORAGE

## MEMORANDUM

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**DATE:** November 27, 2001

**TO:** Craig E. Campbell, Executive Director  
Office of Planning, Development and Public Works

**FROM:**  Tom Nelson, Planning Supervisor  
Physical Planning Division

**SUBJECT:** Anchorage 2020 Comprehensive Plan framework for public safety planning

In anticipation of our meeting of November 29, staff has prepared the following information.

Our review of *Anchorage 2020* has identified goals, policies and strategies that provide a framework for public safety planning and implementation as an element of the *Comprehensive Plan*. A discussion by chapter of how *Anchorage 2020* addresses public safety appears below.

### Chapter 2 – Anchorage Today

Chapter 2 is an assessment of conditions in Anchorage at the time of the *Comprehensive Plan* writing. It includes reviews the status of public services and facilities, such as Police Protection and Fire Protection and Emergency Medical Services at the time of the plan writing.

### Chapter 3 – Foundations [Anchorage 2020 Goals]

The *Anchorage 2020* Goals address the designation of land uses and provision of public facilities needed to support land use development. Goals are meant to be general rather than specific. They provide a broad framework for the rest of the plan. Several Goals address public safety:

#### Public Improvements and Services Goals -

- Community Facilities: *A well-planned mix of public and institutional facilities that meet the health, education, governmental, and social service needs of all citizens.*

#### General or Departmental Goals -

- Natural Hazards: *Coordinated and proactive public policies, emergency plans and procedures, and educational programs that minimize the risk to the community from natural hazards and disasters.*
- Safety: *A community where people and property are safe.*

Later chapters follow these broad Goals to provide a framework of specific Policies and Strategies.



## Chapter 4 – Land Use Concept Plan

The purpose of Chapter 4 is to establish a general land use growth concept for where and how Anchorage will grow and develop. The Land Use Concept Plan promotes an active wildfire management program in the Hillside. It also recommends adoption of level of service standards for the delivery of public services, such as police and fire protection.

## Chapter 5 – Implementation Policies

*Anchorage 2020* Policies implement the broad Goals in Chapter 3. Policies for the designation of land uses are meant to guide ongoing land use development. Policies for the provision of public facilities establish the basis for planning municipal services, such as emergency preparedness and police and fire protection, through *level of service standards*.

Policies that address public safety through land use development standards:

- Policy 13: *New rural residential subdivisions shall be designed to incorporate wildland fire safety design standards.* Implementation Strategies: Hillside District Plan; Fire Safety Design Standards; Urban / Rural Services Boundary.
- Policy 54: *Design and construct neighborhood roads and walkways to ensure safe pedestrian movement, neighborhood connectivity, and to discourage high speed cut-through-traffic.* Implementation Strategy: Street Connectivity Standards.
- Policy 72: *The Municipality shall minimize the incidence of new developments for human occupancy in high natural hazard areas.* Implementation Strategy: Geohazards Management.

Policies that more directly address the planning of police, fire and emergency medical, and emergency preparedness services, through the establishment of *service level standards*:

- Policy 73: *Public facilities and services shall meet adopted level of service standards.* Implementation Strategies: Level of Service Standards, Capital Improvement Program Process, Adequate Public Facilities Ordinance.
- Policy 90: *The Anchorage 2020 Anchorage Bowl Comprehensive Plan and adopted level of service standards shall be used to guide municipal capital improvements programming.* Implementation Strategies: Level of Service Standards, Capital Improvement Program Process.

## Chapter 5, continued – Implementation Strategies

Anchorage 2020 provides specific Strategies that provide a structure for public safety planning. Strategies associated with land development standards and land use planning districts include:

- Fire Safety Design Standards – This Strategy would establish land use, site planning, and design standards to address wildfire hazards.
- Geohazards Management – This is a Strategy to address natural geohazards in order to minimize risk. It may evaluate a need for new development guidelines in Anchorage's geohazard areas.
- Hillside District Plan – A district plan to address issues such as wildfire hazard mitigation, public safety access, and level of service standards that are specific to the Hillside.
- Street Connectivity Standards – This Strategy would amend municipal subdivision regulations to ensure a continuous network of streets. This could address public safety access.

Strategies for planning public facilities and services, including public safety:

- Level of Service Standards – This Strategy would help establish agreed upon performance measures for providing adequate services and facilities. It would establish minimum standards for various public services and facilities. For public safety, standards might include ambulance response times, numbers of police officers per 1,000 residents, or adequate numbers of fire stations or crews in service areas. Standards could incorporate emergency facilities and services. With such standards in place, municipal resources could be allocated to meet the needs. Many such levels of service are based on national standards.
- Capital Improvement Program Process – This could revise the CIP process to give priority to projects necessary to provide for public safety and to bring an area up to an adopted municipal level of service standard.
- Functional Plans – These are plans for specific public facilities and services. Examples of functional plans that are adopted elements of *Anchorage 2020* include the *Long-Range Transportation Plan* and the *Areawide Library Plan*. *Anchorage 2020* allows for additional functional plans to address concerns such as public safety. A **police, fire, and emergency services plan** or **emergency operations plan**, developed in concert with level of service standards, is an option for incorporating a public safety plan into the *Comprehensive Plan*.

*Anchorage 2020* is a broad framework plan. It provides Goals, Policies and Strategies that address public safety and which provide a framework for specific public safety plans and implementation. Functional Plans and Level of Service Standards for police, fire and emergency medical service, or disaster-related emergency preparedness, are examples of such plans enabled by *Anchorage 2020*.

**1/3/02 Planning Department  
Memorandum**

# MUNICIPALITY OF ANCHORAGE

## MEMORANDUM

---

**DATE:** January 3, 2002

**TO:** Craig E. Campbell, Executive Director  
Office of Planning, Development and Public Works

**THRU:** Tom Nelson, Planning Supervisor  
Physical Planning Division

**FROM:** Physical Planning Staff

**SUBJECT:** (Draft) Public Safety Amendments to Anchorage 2020

Planning has been tasked with drafting public safety related amendments to *Anchorage 2020*. The following proposed amendments are intended as a stand-alone addendum to be attached to the plan document. The addendum would consist of additional Policies and Strategies for land use and public services from a public safety perspective. The amendments are meant to reflect the needs and concerns of the public safety task force participants and to match the context of the established plan.

The proposed amendments consist of three new public safety Policies and Strategies. These Policies would implement the broad, encompassing *Natural Hazards* and *Public Safety* Goals that are already established in Chapter 3 of *Anchorage 2020*, under the category of "General or Departmental Goals".

Corresponding to the *Anchorage 2020* Goal categories outlined in Chapter 3, all Chapter 5 Policies are organized under the titles of Land Use & Transportation, Design & Environment, Public Facilities & Services, and Implementation. The three new Policies to implement the public safety Goals in Chapter 3 are proposed to appear under a new section of Policies in Chapter 5, entitled "Public Safety Policies and Strategies". Public Safety Policies would follow the "Implementation Policies and Strategies" section in Chapter 5. In this way, the "General Goals" for public safety, like other Goal categories in Chapter 3, will receive a titled section of implementation Policies in Chapter 5.

The proposed additional Policies to address Public Safety are numbered as Policies 98, 99, and 100 of *Anchorage 2020*. The proposed Policies draft language appears below in Chapter 5 format, with corresponding implementation Strategies in the right column. Proposed new Strategies that are a part of the public safety amendments appear in bold and are followed by "[NEW]" in brackets.

The proposed Policies and Strategies are designed to address several concerns raised by task force participants. First, *Anchorage 2020* should provide a framework for emergency management planning and coordination to address natural and man-made disasters. Second, *Anchorage 2020* should clearly and systematically state the intent to incorporate public safety (crime prevention, fire and medical, and disaster mitigation) into recommendations for land use, transportation, and urban design. Third, the plan should provide a framework to coordinate and achieve community goals for crime prevention, fire protection, emergency medical services, and disaster management.

**“Public Safety Policies and Strategies”:**

Policy #	Policy	Strategies
	These statements provide direction to public officials and the general public until Strategies are implemented	☆ Strategies that are “essential” to the implementation of the Policy
98	Develop a comprehensive process to address natural and man-made emergencies and disasters to which Anchorage may be vulnerable. This should include a system of coordination between agencies and a partnership of public and private sectors, to ensure an efficient, community-wide response. The process should result in emergency operations plans and longer-term disaster mitigation efforts through land use, transportation, and public facilities planning.	☆ <b>Functional Plans (Emergency Management Plan) [NEW]</b> ☆ Public Facilities Site Selection Criteria ☆ Geohazards Management - Street Connectivity Standards
99	Incorporate crime prevention and other public safety needs into the design of residential and commercial areas, individual buildings, and public facilities. Use design standards to improve natural surveillance, residents’ sense of ownership and control of the neighborhood, and overall public safety through appropriate environmental design.	☆ <b>Design for Public Safety [NEW]</b> ☆ Design Standards ☆ Fire Safety Standards ☆ Residential Street Standards ☆ Public Facilities Design Standards - Mixed Use ☆ Streetscape Standards
100	Adopt level of service standards for crime prevention, emergency services, and other public safety delivery systems, in order to achieve community goals for a safe living and working environment.	☆ <b>Functional Plans (Public Safety Plan) [NEW]</b> ☆ Level of Service Standards

*The Strategies that follow are proposed in order to implement the new Policies:*

**Emergency Management Plan** - [A “Functional Plans” Strategy already exists in Anchorage 2020. “Functional Plans” are plans that address specific public facilities and services. As worded, this Strategy provides the framework to develop specific public safety plans, including an emergency management plan. While the list of examples under “Functional Plans” does not specify an Emergency Management Plan, the list of examples is not intended be comprehensive. If, however, it is decided to specify an emergency management plan as a Strategy, then the language for such a Strategy could include the following.] “This Strategy would establish a comprehensive process to address natural and man-made emergencies and disasters to which Anchorage may be vulnerable. The emergency management plan would specify the purpose, organization, responsibilities and facilities of agencies, organizations, and the private sector in the mitigation of, preparation for, response to, and recovery from disasters. As a result, Anchorage would have a plan and an organization necessary to perform the critical tasks to respond to a variety of situations. This could include a system of coordination between agencies at the local and regional scale, and a partnership of public and private sectors, to ensure an efficient, community-wide response to potential emergencies. The four stages of the comprehensive emergency management process, including “mitigation”, “preparation”, “response”, and “recovery”, widely used by jurisdictions in the U.S., would address both immediate emergency response operations and longer-term, larger-scale reduction of Anchorage’s vulnerability to disasters. Each phase would build on the accomplishments of the preceding stage. For example, “mitigation” efforts could include the control of land use development and public facilities siting in environmentally hazardous areas, the designation of certain transportation corridors as emergency routes, and cooperation with the private sector to mitigate hazards where people live and work.”

**Public Safety Plan** – [As explained above, a general “Functional Plans” Strategy already provides the needed framework to develop specific plans for public safety. While the examples listed under the “Functional Plans” Strategy do not specifically include a Public Safety Plan, the list was not intended as a comprehensive list, but to imply that there are more potential Functional Plans. If, however, it is decided to include language specifying a public safety plan as a Strategy, then the language for such a Strategy could include the following.] “This Strategy would provide the implementation framework for developing and achieving public safety goals for crime prevention, fire protection, emergency medical services, disaster preparedness, and other public safety services. It could result in a coordinated and integrated delivery system to provide the community with a safe living and working environment. It could include the adoption of agreed-upon level of service standards or performance measures for Police, Fire, and EMS services, which could help to guide the investments necessary toward providing agreed-upon levels of service. Depending on community needs and priorities, this Strategy could establish a comprehensive set of community goals, partnerships, and performance measures that systematically address a wide range of public safety issues such as crime prevention, criminal justice systems, community policing, public health systems, animal control, fireworks regulation, wildfires, and traffic safety.”

**Design for Public Safety** – *[This is a new Strategy with the following proposed description:]* “This Strategy responds to the need to incorporate crime prevention, natural hazard mitigation, and other public safety needs into the design of residential and commercial areas, individual developments and buildings, and public facilities. It seeks to increase public safety by preventing crime and mitigating potential hazards through appropriate physical design of neighborhoods, commercial districts, and other areas. For instance, evidence and experience nationwide shows that the application of certain techniques in urban design can discourage crime in an area by providing a physical setting that increases natural surveillance and a sense of territorial ownership by neighborhood residents. This Strategy is compatible (and mutually reinforcing) with Design & Environment Policies for attractive residential neighborhoods, mixed-use areas, and Town Centers. The “Design for Public Safety” Strategy is to be implemented as an integral component of the broader “Design Standards” Strategy. Design Standards to promote public safety might consider such things as the provision of windows and semi-private entry areas that face the street, private outdoor yard spaces for multi-family residences, appropriate bus stop locations, outdoor lighting, or wildfire safety vegetation clear zones. Once developed, some public safety related design standards may apply to all developments, some may relate to specific overlay districts or planning areas, some may apply to certain types of developments, and others could be a part of development incentive strategies. Implementation will require consensus on the standards and where they should apply.”

**Design Standards** – *This is an existing Strategy. As worded, it provides the framework with which to implement the “Design for Public Safety” elements above. Other design related Strategies in Anchorage 2020 that can incorporate public safety needs include Residential Street Standards, Public Facilities Design Standards, and Streetscape Standards.*

**Mixed Use** – *This is an existing Strategy. Mixed use areas can discourage crime through improved natural surveillance that comes from a well-designed, close-knit intensity and variety of activities.*

**Level of Service Standards** - *This Strategy exists for the purpose of establishing agreed upon performance measures and service standards for services such as fire, police, and other services.*

**Geohazards Management** – *This Strategy exists to minimize vulnerability to natural geohazards. It may evaluate a need for new development guidelines in Anchorage’s geohazard areas.*

**Street Connectivity Standards** – *This existing Strategy would amend municipal subdivision regulations to ensure a continuous network of streets. This could address public safety access.*

The following table shows where the proposed new Public Safety Policies would fit into the existing structure of Anchorage 2020:

Chapter 3: Anchorage 2020 Goals	Chapter 5: Policies and Strategies
Land Use & Transportation Goals (5 goals) .....	Land Use & Transportation Policies and Strategies (Policies 1-40)
Design & Environment Goals (11 goals) .....	Design & Environment Policies and Strategies (Policies 41-72)
Public Improvements & Services Goals (5 goals) .....	Public Facilities & Services Policies and Strategies (Policies 73-89)
Implementation Goals (2 goals) .....	Implementation Policies and Strategies (Policies 90-97)
General/Departmental Goals (3 goals; including 2 for public safety) .....	<i>[NEW] Public Safety Policies and Strategies (Policies 98, 99, and 100)</i>

In addition to the proposed new Public Safety Policies and Strategies, a number of existing Policies and Strategies under the Land Use, Design & Environment, Public Facilities, and Implementation sections address public safety. These existing Policies and Strategies are listed in the November 27, 2001 memorandum from Physical Planning regarding Anchorage 2020 coverage of public safety issues.

cc: Susan Fison, Lance Wilber, Ev Mabry, Walt Monegan, Bridget Bushue, Vince Mee, Tracy Mathews, Bob Kniefel, Jewel Jones, Don Keefer



**Comments Received and  
Planning Staff Issue/Response  
Summary**

# Rabbit Creek Community Council

P.O. Box 112354, Anchorage, AK 99511-2354

RECEIVED

May 24, '02



MAY 24 2002

MUNICIPALITY OF ANCHORAGE  
COMMUNITY PLANNING & DEVELOPMENT

Department of Planning  
Municipality of Anchorage  
PO Box 196650  
Anchorage, AK 99519

RE: 2002-101 Public Safety Amendment to the 2020 Plan

The RCCC Board has reviewed the proposed public safety amendment to the 2020 Plan and voted unanimously to relay the following decision. While the amendment is well-intentioned and should be part of the overall planning process, this amendment **has immense implications for one very large and specific section of town** (Southeast Anchorage). This amendment, if adopted, lacks essential strategies to be implemented in a comprehensive manner.

Policies 98-99 affect Southeast Anchorage beyond any other part of the city because of the sparse road system and amount of undeveloped land. Policy 100 affects the same wide area because of the clause in the proposed ordinance: "level of service standards (LOS)."

Strategies to implement these policies do not include neighborhood or district plans, even as a secondary implementation tool. It is not only imperative that the **Hillside District Plan be an essential strategy for each of the policies**, but the 2020 Plan itself lists the requirement:

1. LOS will be determined through definition of the Urban/Rural Boundary (U/RB), which in turn must be determined through the Hillside District Plan (*2020 Plan* p. 50 map legend, p.56-57, 97-98);
2. Urban/Rural Services is a strategy, along with the Hillside District Plan, that is necessary to implement Policy 8 (land use) (*2020 Plan*, p.72);
3. The Hillside District Plan is to be defined and mapped on a comprehensive level to address the environmental issues of the region and will include LOS, U/RB, transportation, wildfire hazard mitigation and public safety access (*2020 Plan*, p.98).

The Rabbit Creek Community Council understands very well the significance of roads and public facilities—even in the name of disaster mitigation efforts. While it may be said that street connectivity is being planned for emergency egress, our Council knows that any road has the potential to become a major subdivision road. Any policy that singles out roads and public facilities as the primary planning tool is not a comprehensive planning method. The 2020 Plan is a "comprehensive" plan.

Add the Hillside District Plan as an essential strategy for all three policies and strongly urge the Assembly to fund the HDP so this amendment can be implemented.

Sincerely,

Dianne Holmes, Chair

# **ABBOTT LOOP COMMUNITY COUNCIL**

7001 Oakwood Dr.  
Anchorage, AK 99507

Phone: Wk: 562-1366  
Hm: 349-1736  
Fax: (907) 562-1366  
email: atamagni@alaska.net

**RECEIVED**  
MAY 01 2002  
MUNICIPALITY OF ANCHORAGE  
PLANNING & ZONING DIVISION

April 30, 2002

Re: Abbott Loop Community Council Meeting April 25, 2002

Recommendations from the community council on the ordinances and re-plats are as follows:

2002-087 council voted no. The community is concerned that this ordinance would allow the introduction of parking garages and junkyards into R-5 neighborhoods. These neighborhoods are meant to be only residential not industrial in nature.

2002-092 council voted no. The community is concerned about the planning and zoning committee becoming too political. We felt that this ordinance was poorly written and does not define large lot. The verbiage is difficult to read and is unclear why this ordinance change is necessary.

2002-101 council voted yes. The community is encouraged to see the introduction of police and fire services into the comprehensive plan. We would like to see more detailed information on the topic. This is a great start.

S10891 council voted no. The community voted no for the following reasons.

1. This is opportunistic platting.
2. This plat would put more pressure on the Dimond and Abbott intersection which is currently only a stop sign. At this point Dimond is only a narrow poorly developed street. The change of the plat would require extra use of Dimond.
3. This plat would also put a great deal of pressure on the Azurite Court and Lake Otis intersection. This intersection is currently residential where children live. Unfortunately, this would add to the traffic already overwhelming this intersection.
4. This plat would put more traffic in an already poorly organized industrial area. We would like to see the industrial area better organized before anymore development is brought to it.
5. Access to the northern plat should be through Safeway's lot onto Abbott.

Case #: **2002-101**  
Type: **Plan amendment (Anchorage 2020)**

## **PROJECT MANAGEMENT AND ENGINEERING**

**Recommendations:** Project Management and Engineering has no adverse comment regarding this case.

(Reviewer: Gregory Soule)

## **FLOODPLAIN**

N/A

(Reviewer: Jack Puff)

## **LAND USE ENFORCEMENT**

**Recommendations:** Land Use Enforcement has no adverse comment regarding this case.

(Reviewer: Don Dolenc)

## **RIGHT-OF-WAY**

We have no comment at this time.

(Reviewer: Lynn McGee)

## **ADDRESSING**

I have no comments on this case.

(Reviewer: Kristiann Rützler)

## **BUILDING SAFETY PLAN REVIEW AND INSPECTION**

I have no comments on this case.

(Reviewer: James Gray, P.E.)

## **NPDES STORM WATER REVIEW**

Storm Water Treatment Plan Review has no adverse comments regarding this case.

(Reviewer: Gregory Soule)

**Department position:** Development Services has no adverse comments regarding this case.

**Municipality of Anchorage**  
**MEMORANDUM**

**RECEIVED**  
MAY 16 2002  
MUNICIPALITY OF ANCHORAGE  
PLANNING & ZONING DIVISION

**DATE:** May 10, 2002

**TO:** Jerry Weaver, Division Manager, Zoning and Platting Division

**THRU:** *IN* Tom P. Nelson, Supervisor, Physical Planning Division

**FROM:** *[Signature]* Wade Tobish, Senior Planner, Physical Planning

**SUBJECT:** June 2002, Planning and Zoning Commission Case Review Comments

The Physical Planning Division offers the following comments on cases scheduled for the June 2, 2002 Planning and Zoning Commission meeting:

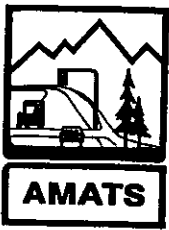
Physical Planning has no comments on the following cases:

Case No. 2002-100 Site Plan Review for Emergency Operations Center  
Case No. 2002-101 Anchorage 2020 Plan Amendment  
Case No. 2002-104 Rezone B-3 to PLI  
Case No. 2002-110 Code Amendments @ Title 14, 21, 23 and 24 for certain dedications

Case No. 2002-103 Site Plan Review for a Biomedical Center at the University of Alaska

The proposed site is located in an area designated generally unsuitable for development in the 1983 *Goose Lake Plan*. The same area is designated for Preservation Open Space in the *Draft Universities & Medical District Framework Master Plan*. (The U-Med plan will supercede the *Goose Lake Plan* when it is adopted.) However, a land exchange agreement between the University and the Municipality in 1988 provided the University with the subject property and included conditions for development. The land exchange agreement was approved by the Assembly and represents a de facto amendment to the *Goose Lake Plan*. It is unclear why the draft U-Med plan does not recognize this, but the draft will be changed.

Conditions and site design issues relating to the existing and new bike trails, and buffers along University Drive and Goose Lake Subdivision should be required. The conditions relating to building design are otherwise being addressed by UDC and PZC landscape and site plan review,



**Anchorage  
Metropolitan  
Area  
Transportation  
Study**

**MUNICIPALITY OF ANCHORAGE**  
**Traffic Department**  
*Transportation Planning Division*  
Permit Center, 4700 South Bragaw Street  
P.O. Box 196650, Anchorage, AK 99519-6650  
Voice (907) 343-7991 Facsimile (907) 343-7998  
E-mail: [underwoodvr@ci.anchorage.ak.us](mailto:underwoodvr@ci.anchorage.ak.us)

TO: Tom Nelson, Manager  
Physical Planning Division, Planning Department  
THRU: James Armstrong, AMATS Coordinator  
FROM: Vivian Underwood, Senior Transportation Planner  
Transportation Planning Division, Traffic Department  
SUBJECT: Comments on Anchorage Bowl 2020 Comprehensive Plan Amendment to  
Account for Public Safety Issues within the Plan  
DATE: May 3, 2002

**GENERAL COMMENTS:**

Transportation Planning strongly supports the amendment of the Anchorage Bowl 2020 Comprehensive Plan, Policies and Strategies, to more directly address public safety issues. Several existing policies in Anchorage 2020 relate to public safety and emergency response issues such as

- Connectivity
- Location and use of public facilities
- Transportation and land use policies and programs
- Efficient and safe freight movement
- Congestion management
- Snow removal
- Synchronization of plans.

Likewise, there are many existing Implementation Strategies (at least 15) that pertain to emergency response and incident management. However, they are not integrated specifically from the public safety perspective, and need to be. Hopefully work performed under the proposed policies and strategies will do so.

**Neighborhood street connectivity is extremely important to fire and medical response.** Dead ends, cul-de-sacs, and blocked-off streets pose particular difficulties for response and evacuation. Policy 38 in Anchorage 2020 specifically calls for the promotion and enhancement of physical connectivity within and between neighborhoods. The Official Streets and Highways Plan (OS&HP), part of the Long Range Transportation Plan, identifies and reserves rights-of-way to provide for connectivity and access. Transportation Planning concurs with Alaska Department of Transportation & Public Facilities that the OS&HP should be included in the Implementing Strategies for Policy 38 in this or future amendments to the Anchorage 2020 Plan.

Specific comments are provided below for each proposed Policy and related Strategies.

(Continued)

# STATE OF ALASKA

DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

CENTRAL REGION - PLANNING

TONY KNOWLES, GOVERNOR

4111 AVIATION AVENUE  
P.O. BOX 196900  
ANCHORAGE, ALASKA 99519-6900  
(TDD 269-0473)  
(907) 269-0520 (FAX 269-0521)

April 29, 2002

RE: MOA Zoning Comments  
Case No. 2002—101

**RECEIVED**

MAY 10 2002

MUNICIPALITY OF ANCHORAGE  
PLANNING & ZONING DIVISION

Mr. Jerry Weaver, Platting Officer  
Department of Development & Planning  
Municipality of Anchorage  
P.O. Box 196650  
Anchorage, Alaska 99519-6650

Dear Mr. Weaver:

The Department of Transportation and Public Facilities (ADOT&PF) reviewed Case No. 2002-101, Amendment to Anchorage Bowl 2020—Public Safety Issues. We commend the Municipality on taking action in amending the Anchorage Bowl 2020 Comprehensive Plan to reflect and address the concern for public safety and emergency management.

The Public Safety Policies and Strategies could be strengthened with more specificity of action. Adding "physical street connectivity" would strengthen Policy #98 c). With the emphasis on being "Fire Wise" on the hillside and the various drills that have been run in the past year, we have learned that many of our subdivisions and residential developments have only one road in and one road out. This is a hazardous situation with possible losses of property and life. It is imperative to public safety to have alternative access routes in times of emergency for safe ingress and egress.

A strategy essential for implementing a policy of "physical street connectivity" would be to identify potential alternative access routes for inclusion in the Official Streets & Highway Plan (OS&HP). The OS&HP provides for present and future needs by establishing the location, classification and minimum right-of-way required for transportation, and in this case, emergency access. To have a practical and working emergency plan, new opportunities for alternative routes and access throughout the Anchorage Bowl must be identified and then included in the OS&HP.



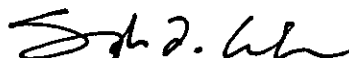
Mr. Jerry Weaver  
April 29, 2002  
MOA Zone Requests

Page 2

As an aside, I was surprised when looking at the Policies in the Anchorage 2020 Plan, Policy 38 under Transportation Design and Maintenance, that the OS& HP was not included in the implementing Strategies. We would encourage that inclusion in this or future amendments to the Anchorage 2020 Plan.

Thank you for the opportunity to comment on these zoning cases. If you have any questions, please contact me at 269-0522.

Sincerely,



Sandra L. Cook  
Area Planner

lm

cc: Scott Thomas, P.E., Regional Traffic Engineer  
Diana Rigg, A.I.C.P., Transportation Planner



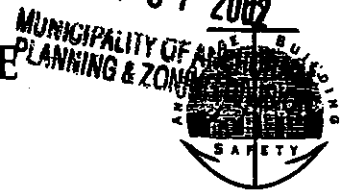
# MUNICIPALITY OF ANCHORAGE

Development Services Department  
Building Safety Division

## MEMORANDUM

RECEIVED

MAY 07 2002



**DATE:** May 7, 2002  
**TO:** Jerry T. Weaver, Jr., Platting Officer, CPD  
**FROM:** James Cross, PE, Program Manager, On-Site Water & Wastewater  
**SUBJECT:** Comments on Cases due May 6, 2002

The On-Site Water & Wastewater Program has reviewed the following cases and has these comments:

2002 - 100 A site plan review for an emergency operations center.

No objections.

2002 - 101 Plan amendment to amend Anchorage 2020.

No objections.

2002 - 103 Site plan review for a biomedical health center.

No objections.

2002 - 104 Rezoning to PLI Public Lands and Institutions district.

No objections.

2002 - 110 An ordinance amending Title 21.

No objections.

**Municipality Of Anchorage  
ANCHORAGE WATER & WASTEWATER UTILITY**

**M E M O R A N D U M**

**DATE:** April 24, 2002

**TO:** Zoning and Platting Division, DCPD

**FROM:** Hallie Stewart, Engineering Technician *H Stewart*

**RECEIVED**

**APR 26 2002**

**COMMUNITY PLANNING  
AND DEVELOPMENT**

**SUBJECT:** Planning and Zoning Commission Public hearing of June 3, 2002  
AGENCY COMMENTS DUE May 24, 2002

AWWU has reviewed the materials received April 15, 2002, and has the following comments.

**02-100 Kruse Industrial, Block 2, Lot 1A (site plan review) Grid 2431**

1. AWWU water mains are located within the King Street and East 94<sup>th</sup> Court rights-of-way and within the easement located on-property.
2. AWWU sanitary sewer mains are located within the East 94<sup>th</sup> Court right-of-way, within the King Street right-of-way south of East 94<sup>th</sup> Court and within the easement located on-property.
3. AWWU has no objection to the proposed site plan for an emergency operations center.

**02-101 Plan Amendment to amend Anchorage 2020**

1. AWWU has no objection to the proposed amendment to the Anchorage Bowl 2020 Comprehensive Plan to incorporate changes to account for Public Safety issues within the Plan.

**02-103 Goose Lake Land Exchange, Tract 1 (site plan review) Grid 1635**

1. Plan review and approval for water and sanitary sewer availability must be reviewed and approved by AWWU prior to any construction.

**02-104 Athenian Village, Tract G5 & G6 (rezone) Grid 1735**

1. AWWU water and sanitary sewer are available to the referenced tracts.
2. AWWU has no objection to the proposed rezone.

If you have any questions, please call me at 343-8009 or the AWWU Planning Section at 564-2739.



**MUNICIPAL LIGHT & POWER  
ENGINEERING  
MEMORANDUM**

**RECEIVED**

**APR 19 2002**

**MUNICIPALITY OF ANCHORAGE  
PLANNING & ZONING DIVISION**

---

**DATE:** April 18, 2002

**TO:** Eileen Pierce, Planning Department

**FROM:** Kim Irwin, Acting Assistant to the Chief Engineer *Kim Irwin*

**SUBJECT:** Case 2002-100, 2002-101, 2002-103 AND 2002-104

---

ML&P has reviewed the following case and has no comments.

Case #	Description
2002-100	Site plan review for an emergency operation (AWWU)
2002-101	An amendment to the Anchorage Bowl 2020 Comprehensive Plan
2002-102	Site plan review for a biomedical health center
2002-104	Rezoning to PLI Public lands & intuitions district



Gec P. W. Jensen,  
Mayor

# Municipality of Anchorage

Department of Health and Human Services

Division of Environmental Services

Air Quality Program

P.O. Box 196650 Anchorage, Alaska 99519-6650

<http://www.ci.anchorage.ak.us>



**RECEIVED**

APR 12 2002

COMMUNITY PLANNING  
AND DEVELOPMENT

DATE: 4/12/02  
TO: Jerry Weaver, Platting & Zoning, fax 4220  
THROUGH: Steve Morris, P.E., Program Manager  
FROM: Larry Taylor, QEP, Environmental Engineer  
SUBJECT: Comments

**RECEIVED**

APR 15 2002

MUNICIPALITY OF ANCHORAGE  
PLANNING & ZONING DIVISION

CASE NO. 2002-100:	No Objection
CASE NO. 2002-101:	No Objection
CASE NO. 2002-104:	No Objection
CASE NO. 2002-092:	No Objection
CASE NO. 2002-083:	No Objection
CASE NO. 2002-084:	No Objection
CASE NO. 2002-088:	No Objection
CASE NO. 2002-087:	No Objection
CASE NO. 2002-085:	No Objection



MUNICIPALITY OF ANCHORAGE

Department of Health and Human Services  
Environmental Services Division

LURA J. MORGAN PhD, REHS  
Division Manager

825 "L" Street

Mail: P.O. Box 196650

Anchorage, Alaska 99519-6650

Email: [MorganLJ@ci.anchorage.ak.us](mailto:MorganLJ@ci.anchorage.ak.us)

Telephone (907) 343-4006

Fax (907) 343-4788

4-12  
Jerry,  
Case materials have been reviewed by  
Larry Taylor and were apparently pending before our  
agreement that all materials will be sent to me. I think  
you for your help in assisting us in our efforts to  
coordinate comments.  
His comments are  
due today - am  
forwarding in  
Larry's name  
Thank

Pierce, Eileen A

RECEIVED

APR 15 2002

MUNICIPALITY OF ANCHORAGE  
PLANNING & ZONING DIVISION

**From:** Staff, Alton R.  
**Sent:** Saturday, April 13, 2002 3:26 PM  
**To:** Ayres, Patty R.; Pierce, Eileen A  
**Cc:** Taylor, Gary A.  
**Subject:** Zoning Cases

Case No. 2002-103 Pedestrians will be walking from this site to the bus stops on UAA Drive south of Scoter Dr.  
Thank you for including pedestrian access to Scoter.

Public Transportation has no comment on the following zoning cases:

2002-099

2002-100

2002-101

2002-104

Thank you for the opportunity to review.

Alton R. Staff, Operations Supervisor  
Public Transportation Department, People Mover  
3650-A E. Tudor Road  
Anchorage, 99507

029

**Issue-Response Table regarding proposed public safety amendments to *Anchorage 2020*:**

	<b>Issue / Suggestion</b>  Comments, concerns, and suggestions regarding the proposed public safety amendments that the Planning Department has received from agencies and the public as of 5/29/02.	<b>Response</b>  Planning Department response to each specific concern and suggestion regarding the proposed public safety amendments.
1	Change the language of the proposed strategy "Emergency Management Plan", last sentence, to read "...This <b>should</b> [could] include a system of coordination between agencies at the local and regional level..." ( <i>Transportation Planning Division, Municipality</i> )	Planning staff can support the suggested change in wording from "could" to "should" in the language. Staff agrees that a system of coordination between multiple jurisdictions for emergency management would indeed be a likely prerequisite for an effective emergency management plan.
2	Long-term disaster mitigation efforts through land use, transportation, and public facilities planning, proposed in policy #98 c), should include incorporation of emergency response needs into CIP and TIP funding processes. ( <i>Transportation Planning Division, Municipality</i> )	Policy #100 proposes the use of "Level of Service Standards" to address public safety issues. Policy #100 therefore creates the framework for incorporating public safety into the CIP process, as <i>Anchorage 2020</i> already recommends integration of service level standards into the CIP process.
3	The proposed "Emergency Management Plan" strategy should include an inventory of multi-jurisdiction agencies involved in emergency management and to identify needs and gaps to be addressed. ( <i>Transportation Planning Division, Municipality</i> )	Planning does not disagree with this idea. However, the language of the proposed "Emergency Management Plan" strategy should remain brief in length and general in nature, in keeping with other <i>Anchorage 2020</i> strategies. Using phrases such as, "a system of coordination between agencies at the local and regional level", it already provides a framework for multi-jurisdictional emergency management planning, including specific tasks such as inventories of existing agencies and service improvements needed.
4	Many Functional Plans are missing from the list under the "Functional Plans" Strategy list on Page 97 of <i>Anchorage 2020</i> . Consider adding transportation related functional plans. ( <i>Transportation Planning Division, Municipality</i> )	The "Functional Plans" strategy on Page 97 of <i>Anchorage 2020</i> includes a list of several Functional Plan "examples". The purpose of this list is only to illustrate the strategy with specific examples of Functional Plans. A comprehensive or prioritized listing of Functional Plans in this chapter would be lengthy and would require periodic amending.

	<b>Issue / Suggestion</b>  Comments, concerns, and suggestions regarding the proposed public safety amendments that the Planning Department has received from agencies and the public as of 5/29/02.	<b>Response</b>  Planning Department response to each specific concern and suggestion regarding the proposed public safety amendments.
5	The proposed policy #99 will need to recognize that Police and Fire Departments may have conflicting public safety needs in the design of certain public facilities, such as roads. ( <i>Transportation Planning Division, Municipality</i> )	Planning processes often identify and address conflicting community/agency objectives. The process of developing Design Standards, Streetscape Standards, Public Facilities Design Standards would be a typical time to address and resolve conflicting public safety needs in the design of roads.
6	Consider including the <i>Anchorage 2020</i> strategy "Street Maintenance Methods" in the list of strategies for proposed policy 99. ( <i>Transportation Planning Division, Municipality</i> )	The "Street Maintenance Methods" strategy in <i>Anchorage 2020</i> exists to reduce non-point sources of water and air pollution, for the improvement of air and water quality. This strategy addresses municipal service operations, not physical design standards, and should not be a core strategy for implementing public safety through physical design. The extent to which snow removal may affect future street design standards will be a part of the streetscape design strategies listed for proposed policy #99. The proposed policy #100, and its "Level of Service Standards" strategy for municipal delivery systems to achieve public safety, provides an appropriate framework within which to address snow removal services.
7	The Public Safety Policies and Strategies could be strengthened with more specificity of action. Adding "physical street connectivity" would strengthen proposed policy #98 c). Many subdivisions on Hillside have only one road in and one road out. It is imperative to public safety to have alternative access routes in times of emergency for safe ingress and egress. ( <i>Alaska Department of Transportation</i> )	Planning staff concurs on the importance of connectivity. The proposed policy #98 specifically addresses "Street Connectivity Standards" in its list of four implementation strategies. In keeping with the length and language of other <i>Anchorage 2020</i> policies, however, the policy #98 c) language, "long-term disaster mitigation efforts through land use, transportation, and public facilities planning", should remain brief in length and broad in nature. It is a statement that provides a framework for a list of potential transportation and land use strategies that includes but is not necessarily limited to "Street Connectivity Standards" and "Geohazards Management".
8	The <i>Official Streets and Highways Plan (OS&amp;HP)</i> is not included as an implementation strategy for Transportation Design & Maintenance policy #38. We encourage its inclusion in this or future amendments to <i>Anchorage 2020</i> . ( <i>Alaska Department of Transportation</i> )	Amending policy #38 to include the <i>OS&amp;HP</i> as a strategy may dilute this project beyond the scope of public safety related amendments. Planning recommends that, for this set of proposed public safety amendments to <i>Anchorage 2020</i> , the review of other possible types of amendments be taken at a later time, under the aegis of a separate proposal.



	<b>Issue / Suggestion</b>  Comments, concerns, and suggestions regarding the proposed public safety amendments that the Planning Department has received from agencies and the public as of 5/29/02.	<b>Response</b>  Planning Department response to each specific concern and suggestion regarding the proposed public safety amendments.
9	<p>Proposed policies #98 c) and #99 will affect Hillside to a high degree. Policy #100 adoption of public safety related level of service standards are also related to a <i>Hillside District Plan</i>. The proposed strategies for #98-100 fail to mention neighborhood district plans, even as a secondary implementation tool.</p> <p>The <i>Hillside District Plan</i> needs to be an essential strategy for each of the proposed policies. <i>Anchorage 2020</i> already lists the <i>Hillside District Plan</i> as essential for the Level of Service Standards, Urban / Rural Boundary, Fire Safety Standards, and for transportation and public safety access issues.</p> <p>The need for street connectivity for emergency access must be considered in the context of a comprehensive neighborhood planning effort, such as the <i>Hillside District Plan</i>. Street systems have community land use effects beyond the specific public facility. (<i>Rabbit Creek Community Council</i>)</p>	<p>Planning staff supports the addition of the <i>Anchorage 2020</i> strategy "Neighborhood or District Plans" as a secondary strategy for proposed policy #98 (c), so that disaster mitigation efforts through transportation and land use planning can be conducted in the context of comprehensive district plans. However, Policy #98 is first and foremost a city-wide emergency management plan. For this policy, the "Emergency Management Plan" strategy is most urgent for implementation, and can be later modified by district planning processes.</p> <p>The use of the <i>Anchorage 2020</i> strategy "Neighborhood or District Plans" is recommended over naming a single individual district plan in Policy #98. There could be many districts in the Anchorage Bowl with disaster mitigation needs. A list of district plans may also be premature. An "Emergency Management Plan", if following the standard comprehensive approach of emergency plans nationwide, may identify more hazards in more districts, such as a Chugach high-wind hazard in East Anchorage, than one might predict and list today.</p> <p>Proposed policy #99 and its "Design for Public Safety" strategy is not necessarily of greater concern to Hillside than elsewhere. Crime prevention through physical design is central to policy #99, and is an issue for residential and commercial areas throughout Anchorage Bowl. Natural hazards affect other areas as well. Public safety standards for building and site design would come from known public safety techniques for design.</p> <p>For proposed policy #100, the point is well taken that district plans are integral to "Level of Service Standards", "Urban/Rural Services", and several other public safety-related strategies for Hillside, West Anchorage, or other districts. For this reason, Planning staff supports the addition of the <i>Anchorage 2020</i> strategy "Neighborhood or District Plans" as an "essential" strategy for policy #100. Planning staff also support the addition of the "Urban/Rural Services" strategy as an "essential" strategy for policy #100. The identification of urban versus rural service levels is integral to the development of adopted level-of-service standards.</p>

# ATTACHMENT 5

## **Text of Mayor Wuerch's Press Release:**

*"Anchorage 2020 Vision Blindsided by Terrorists"*

## 2020 vision blindsided by terrorists

By Mayor George Wuerch

"Anchorage 2020," the comprehensive plan designed to serve as a policy guide for future development of our city, is just coming off the printing press – and already it is in need of updating.

As explained in its prologue, the purpose of Anchorage 2020 is to balance protection of aesthetic values with the community's revenue base. The plan provides a framework for decisions "about land use and transportation, as well as public facilities, economic development, housing, and other public issues that are vital to a healthy and livable community."

Up until Sept. 11, this broad statement of purpose appeared to cover the community's top priority needs. But after the terrorists struck and our nation entered what may be a very long conflict against international terrorism, it is apparent that our master plan fails to emphasize the most critical need of all: domestic security and emergency response.

When the terrorists flew the passenger planes into the World Trade Towers and the Pentagon, killing more than 6,000 innocent people, Americans found out that the unthinkable can happen here. We learned that we face enemies who are fanatics, willing to go to any extreme.

As a consequence, the bar was raised for the level of security necessary to provide safety to our citizens. Across our nation today, cities like ours are busy reassessing vulnerabilities and capabilities, and taking steps to change that which we can.

Providing for the safety and security of citizens and their property is the primary purpose of government. The police, fire and other municipal employees who provide this service in Anchorage are among the best in the nation. Our city's emergency operations and communications center, the emergency training we provide employees, and our investments in state-of-the-art emergency equipment place Anchorage among the safest communities in America.

Yet we recognize we could do better. One potential vulnerability is our basic infrastructure.

Our utilities lack sufficient redundancy to adequately serve all neighborhoods within the municipal boundaries. If a section of a primary electrical transmission line, natural gas pipeline or fuel storage line were to be destroyed by an earthquake or an act of terrorism, many homes would find themselves without power, possibly for an extended period of time.

On our hillsides, there are no waterlines to serve homes or provide water hydrants. The ability to fight fires in these areas is dependent on fire engine tanker trucks. Given the number of residents living in these areas today, it's a potentially dangerous situation.

Furthermore, in a disaster, some residents might find they have no adequate escape routes, because their neighborhoods have only a single entry/exit road, often a narrow one.

That was one lesson we learned this summer in preparation for a hillside wildfire exercise. A computer simulation demonstrated that given the right weather conditions, a fast-moving wildfire could trap thousands of residents and destroy hundreds of millions of dollars in property. Adequate evacuation routes don't exist for many hillside neighborhoods.

The access problem is not just limited to the hillsides, either. Anchorage urgently needs new east-west and north-south thoroughfares across the city that can be used to move people to safety.

Expanding basic utilities, improving road access and providing security zones around the Port of Anchorage, critical fuel storage areas, the airport, military bases and other important facilities are matters that deserve greater consideration in our land use policy decisions.

Public discussions and debate about land use in recent years have tended to center on jobs and economic benefits vs. quality of life considerations and environmental protection. Generally, participants have been limited to business interests promoting development and environmental groups arguing to save habitat and wildlife. The only members of the general public who participate are the people who live in the impacted neighborhoods.

Security considerations often have taken a backseat. This has to change. Our challenge is to balance the interests of neighborhoods, developers and environmentalists with what's in the best interest of the whole community.

In the months ahead, the municipal government will be working closely with state and federal agencies to secure funding and cooperation to provide Anchorage increased security and readiness to respond to emergencies. Our emphasis will be on improving our basic infrastructure.

I have directed the municipal manager to assemble key executives from various departments to identify specific security-related land use objectives that should be added to Anchorage 2020.

No one knows if terrorists will strike our city, just as we don't know if another major earthquake will hit. But we do know that we owe it to

ourselves and our families to do all we can to be prepared for the contingency.

Municipality of Anchorage  
MUNICIPAL CLERKS OFFICE  
Agenda Document Control Sheet

*AV 2002 - 119*

<b>1</b>	SUBJECT OF AGENDA DOCUMENT An Ordinance Amending the <i>Anchorage 2020 - Anchorage Bowl Comprehensive Plan</i> to incorporate a section of public safety policies and strategies, per attached Exhibit A, to direct and guide decisions concerning public safety and emergency management. (Planning & Zoning Case No. 2002-101)	DATE PREPARED July 3, 2002	
		INDICATE DOCUMENTS ATTACHED <input checked="" type="checkbox"/> AO <input type="checkbox"/> AR <input checked="" type="checkbox"/> AM <input type="checkbox"/> AIM	
<b>2</b>	DEPARTMENT NAME Planning	DIRECTOR'S NAME Susan R. Fison	
<b>3</b>	THE PERSON THE DOCUMENT WAS ACTUALLY PREPARED BY Tom Davis	HIS/HER PHONE NUMBER 343-4224	
<b>4</b>	COORDINATED WITH AND REVIEWED BY	INITIALS	DATE
<b>05</b>	Mayor		
	Heritage Land Bank		
	Merrill Field Airport		
	Municipal Light & Power		
	Port of Anchorage		
	Solid Waste Services		
	Water & Wastewater Utility		
<b>7/8</b>	Municipal Manager	<i>MF</i>	<i>7/24</i>
	Cultural & Recreational Services		
	Employee Relations		
	Finance, Chief Fiscal Officer		
	Fire		
	Health and Human Services		
<b>8</b>	Office of Management and Budget	<i>CF</i>	<i>7/17/02</i>
	Management Information Services		
<b>6</b>	Police	<i>PL</i>	<i>7-26-02</i>
<b>2</b>	Planning, Development, & Public Works	<i>PL</i>	<i>7/15/02</i>
	Development Services		
	Facility Management		
<b>1</b>	Planning <i>TN</i>	<i>TN</i>	<i>7-11-02</i>
	Project Management & Engineering		
	Traffic		
	Street Maintenance		
	Public Transportation		
	Purchasing		
<b>4</b>	Municipal Attorney <i>1319</i>	<i>MA</i>	<i>7/19/02</i>
	Municipal Clerk		
<b>6</b>	Other <del>PL</del> <i>OEM</i>	<i>TAM</i>	<i>7/29/02</i>
<b>5</b>	Special Instruction/Comments		
<i>Introduction</i>			
<b>6</b>	ASSEMBLY MEETING DATE REQUESTED For Intro - <del>July 28</del> 2002	<b>7</b>	PUBLIC HEARING DATE REQUESTED For Public Hearing - August 6, 2002