E.1.

Municipality of Anchorage

Planning Department

Long-Range Planning Division

Memorandum

Date: April 10, 2017

To: Planning and Zoning Commission

From: Long-Range Planning Division Staff

Subject: PZC Case No. 2016-0127, Anchorage 2040 Land Use Plan – Issue-Response Items

The April 10, 2017 revised draft issue-response table provides 15 newly completed issue items for the Commission's deliberations on Monday, April 10, regarding the public hearing draft of the *Anchorage 2040 Land Use Plan*. The 15 issue items are highlighted in green in the left-hand column of the table and include:

2-j.	8-a.	10-f.
5-b.	8-b.	10-i.
5-c.	8-c. addendum	11-h. #2 addendum
5-d.	8-i. addendum	13-k.
5-m.	8-r	13-l.

Item 8-a is in initial review form. More details and a refined version are forthcoming. Any PZC comments/questions that Commissoners may have would be appreciated.

The underlined issues above are considered by staff to merit deliberation individually. These tend to be issues that garnered a lot of stakeholder comment, are complicated, or recommend substantive changes. The issues without underlines could be tentatively approved as a batch by the Commission in Committee of the Whole deliberations, unless Commissioners wish to pull them individually for discussion.

The following maps for the April 10 draft issue-response are attached:

1. LU-2. Existing Net Housing Density by Parcel, 2015
2. LU-5. Gross Housing Density by Residential Zoning District Area, 2015
3. LU-6. Potential Future Gross Housing Densities in 2040, by 2040 LUP Neighborhood Area
4. LU-7. Manufactured Home Parks, 2015
5. Issue – Response 8-b. Workmaps 1 – 4
6. Issue-Response Map 10-f
7. Issue-Response Map 10-f – Actions Map Changes
8. Issue-Response Map 10-h and 10-i.
9. Issue-Response Map 11-h and 11-i
10. Issue-Response Map 13-j, -k, and –l.

Attachments

Anchorage 2040 Land Use Plan (2040 LUP) **Comment and Issue Response Summary (4-10-2017 draft)**

Recommendations in Response to Comments and Issues Raised Regarding the September 2016 Public Hearing Draft and February 29, 2016 Community Discussion Draft 2040 LUP

April 10, 2017 DRAFT

Purpose

The Comment and Issue Response Summary documents the response to comments raised by the public, stakeholders, industry experts, and government agencies about the 2040 LUP. It covers comments about the September 2016 public hearing draft as well as to a number issues that were raised about the February 29, 2016 community discussion draft. It briefly states each issue and documents the staff response and recommendations regarding the issue. It is advisory to the Planning & Zoning Commission (PZC) and the public in review of the September 2016 Public Hearing Draft.

Organization

The main body of this document is organized as a table. Parts 1 through 4 of the table respond primarily to issues which relate to Comprehensive Plan policies or that may have Bowl-wide implications for the distribution, character, or intensity of future growth. Parts 5 through 8 respond to site-specific comments.

Issues in each section are generally arranged in order of the five geographic Planning Subareas of the Anchorage Bowl as established in the *Anchorage 2020: Anchorage Bowl Comprehensive Plan*—starting in the Northwest and then moving to the Northeast, Central, Southwest, and Southeast Subareas. The Planning Subareas Map is on the next page.

An index to the names of individuals and organizations that raised the issues is provided following the table of contents.

Issue-Response Maps will be attached to the final draft Comment and Issue Response Summary. This map shows (a) the locations of issue areas discussed in this paper, and (b) the recommended September 2016 Public Hearing Draft 2040 LUP land use designations for these areas. The numbered issues in the Issue-Response Summary table correspond to the numbers on the Issue-Response Map.

Sources of Comments

This table responds to those comments submitted in writing to the Planning Department, raised at public meetings, or at the PZC public hearing, as of November 1, 2016. See 2040 LUP Appendix D for the written comments.

In addition, this table also includes responses to comments and suggestions that have been made at meetings the Department has conducted with various agencies, subject experts, and stakeholders. Issues originating from these sources are identified as such in this table.

This is a draft in progress, due to the volume of comments. Items ready for PZC deliberations are highlighted in green in the left hand column. Items that PZC has completed are highlighted in blue in the left column. Items still being compiled have no highlights (i.e., are white) in left column.

Table Format Notes:

1. First Column of Table: The page numbers refer to location of issue in the September 2016 Public Hearing Draft LUP.
2. Second Column of Table: The names of commenters who raised the issue are listed at the end of the issue statement.

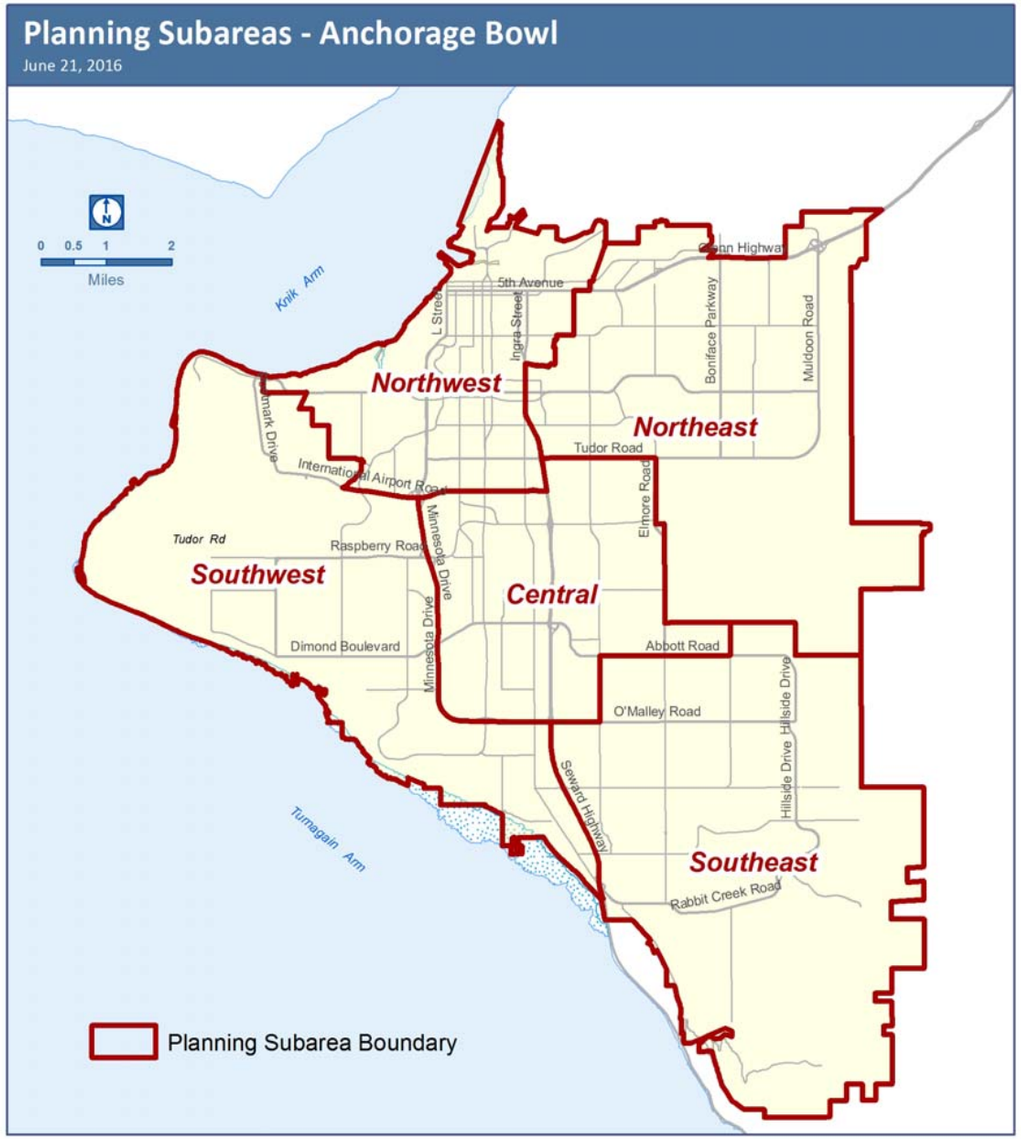

Planning Subareas - Anchorage Bowl
June 21, 2016
0 0.5 1 2
Miles
Knik Arm
Turnagain Arm
Northwest
Northeast
Southwest
Central
Southeast
5th Avenue
L Street
Ingra Street
Boniface Parkway
Muldoon Road
Tudor Road
International Airport Road
Elmore Road
Minnesota Drive
Raspberry Road
Tudor Rd
Dimond Boulevard
Abbott Road
O'Malley Road
Hillside Drive
Seward Highway
Rabbit Creek Road
Planning Subarea Boundary

Table of Contents:

Index of individuals and organizations that raised issues (next page)

0. **Cosmetic/Technical Edits and Improvements**
1. **Anchorage Bowl-wide Land Use Policy**
2. **Centers and Mixed-use Development**
3. **Open space and Public Lands**
4. **Infrastructure and Transportation Network**
5. **Infill Housing in Neighborhoods**
6. **Reclassification of Residential Lands**
7. **Reclassifications between Industrial and Non-industrial**
8. **Implementation Strategies and Funding**
9. **Miscellaneous Items Re: Development Patterns**
10. **-14. Other Site-Specific:**
    - **10. Northwest Subarea**
    - **11. Northeast Subarea**
    - **12. Central Subarea**
    - **13. Southwest Subarea**
    - **14. Southeast Subarea**

Technical Amendments List (forthcoming)

Issue-Response Maps (forthcoming)

Agencies and Organizations

1. Alaska (SOA), Department of Fish and Game, Holly Zafian.....3b, 3b supplement
2. Alaska (SOA), Department of Natural Resources, The Trust land Office, Craig Driver.....2e, 11d
3. Alaska (SOA), DOT&PF, Division of Program Development, James Starzec, Aaron Jongenelen.....1a, 2c, 4a, 4b, 4b revised, 4c, 4d, 4e, 4j, 4k, 4l,10a,10b, 8v
4. Alaska (SOA) DOT&PF, Planning and Program Development.....
5. Alaska (SOA) DOT&PF, Ted Stevens Anchorage International Airport, Katie Gage.....
6. Alaska Center for the Environment, Polly Carr.....
7. Alaska Industrial Development and Export Authority (AIDEA), John Springsteen.....
8. Alaska Mental Health Trust Authority Land office.....2e
9. Alaska Railroad.....4f, 4f addendum
10. Anchorage Chamber of Commerce, Walter Wilcox, Bruce Bustamante.....1a, 1l, 8b, 8i addendum, 8q, 8u
11. Anchorage Citizens Coalition, Cheryl Richardson.....2f, 4a addendum,.4d, 4f, 4f addendum, 4j, 4n, 5b, 5c,.5d, 5l
12. Anchorage Economic Development Corporation Live Work Play Committee, Denise Knapp, Tim Potter, Moira Sullivan.....8b, 8c, 8l, 8m
13. Bettisworth North.....2e
14. Building Managers and Owners Association. (BOMA), Ken Bauer.....1o, 2h.5b
15. Carr-Gottstein Properties..... 2e, 8i addendum
16. Chugach Electric Association.....8v
17. Cook Inlet Housing Association, Jeff Judd.....8b,10d part 1, 10d part 2
18. Cook Inlet Region, Inc.....1b
19. CIRI Land Development Company (CLDC) Randy Warren.....11f, 13d, 5d
20. Debenham Properties, Greenland LLC, Shaun Debenham.....1b, 10d,10-f, 5d
21. Dimond Center.Mall.....4f, 4f addendum
22. DOWL Engineering, Tim Potter, Michelle Ritter.....1b, 5d, 7b, 7c, 7d, 7e, 8b,8c, 8f, 10a
23. Fairview Business Association.....5a

24. Friends of the Anchorage Coastal Wildlife Refuge (FAR), Barbara Svarny Carlson.....
25. Habitat for Humanity, Elaine Phillipps.....1a, 3j,5a, 8e
26. 2040 Residential Lands Focus Group mtg 5-12-2016.....8c
27. Joint Base Elmendorf-Richardson, Colonel Brian Bruckbauer.....9c
28. Penland MHC Management Company.....11c
29. Penland MHC residents' representative.....11c, 5d
30. RIM Architects, Michelle Gallagher.....

MOA Departments

31. MOA Current Planning Division.....1i addendum, 1b, 1c, 2f, 5b, 5e, 8a, 8b, 8c, 8o, 8q, 8t, 12a, 13b
32. MOA Real Estate Department, Nicole Jones-Vogel.....0g,13a
33. MOA Planning Department, Long-Range Planning Division.....2f, 2i, 1m, 1n, .8a, 8c, 8d, 8j, 8k, 8r, 8t
34. MOA Public Transportation, Abul Hassan.....1o, 1m,1g,1a, 1k, 8v, 9a
35. MOA Public Works.....8a
36. MOA Anchorage Metropolitan Area Transportation Solutions (AMATS) 4a, 4c, 4d, 4f
37. MOA PM&E staff.....4k, 8v
38. MOA Traffic Engineering.....2l, 0b, 4a, 4a addendum, 4k, 4m, 8a, 8v
39. MOA Water and wastewater Utility, Joe Sanks, Brian Baus.....

Community Councils

40. Abbott Loop 2a, 2b
41. Fairview. Allen Kemplen.....1a, 2e, 2i, 4c, 4d,4d addendum, 4j,4k,4m, 5a, 5i revised, 8e, 8f, 9c, 9e,10b, 11h

42. Huffman-O'Malley 1d, 1e, 1i, 3m, 3p, 4m, 5l, 8o

43. Mountain View 4d, 4k

44. Northeast 5h

45. Rabbit Creek.....1d, 1e, 1i, 3e, 3K, 3l, 3m, 3p, 5j, 14a, 14d

46. South Addition 4d, 5b, 5c, 5l, 9d,13e

47. Turnagain, Anna Brawley and Cathy Gleason.....2e, 3a, 3b, 3b addendum, 3c, 3d, 3d addendum, 3e, 3s, 4i, 9e, 10e, 10g

48. University Area, Paul Stang.....11a

49. University of Alaska, Facilities &Campus Services, Chris Turletes.....2e, 23 supplement, 3a

Planning and Zoning Commissioners

50. Spring, Jon .....1c,1l, 2a, 2b, 2e, 4a, 4f, 4f addendum,4g, 4g addendum, 4h,10b, 10d part 2, 10d part 3, 11b, 11g, 13c

51. Bailey, Danielle.....2e

52. Robinson, Tyler.....2e, 5b

General Public

53. Andersen, Seth.....2b, 2b addendum, 2f, 2g, 3f addendum, 3h addendum, 2e, 4e, 5b, 5c, 5e, 5f, 5k, 5l, 14c, 8c, 8i

54. Arnold, Teresa.....5b, 5c, 5d

55. Carnahan, Mara.....5b, 5c

56. Cline, SJ.....4k

57. Constant, Chris, Fairview Business Association.....5a

58. Danner, Jackie.....10e

59. Devenport, Dael.....5b, 5c, 5l

60. Dusel, Janie.....14d

61. Forest Park Drive Property Owners – 19 signatures.....10e, 10g

62. Goforth J. Pennelope.....5b, 5c

63. Havelock, John.....5b, 5c

64. Holmes, Dianne.....1d, 5d, 5j, 14a, 14b, 8g

65. Holubik, Genevieve.....2e supplement. 5g, 5b, 5l, 9a, 9b, 9c

66. Isaacs, Marnie and Jon.....10e

67. Kemplan, Allen.....4k

68. Korpi, Jacquelyn.....5b, 5c

69. Langdon, Mary G. 5b, 5c

70. Marshall, Jordan and Susan.....10e

71. Morgenthaler, Boyd.....Technical Amendments List

72. Pease, Nancy.....1a, 1e, 1g,1h, 1i, 1j, 2h, 3h, 3i, 3l, 3m, 3o, 3p, 3q, 3r, 4d, 4j, 5d, 5j, 7b, 8g, 8h

73. Popp, Bill (AEDC).....8j

74. Ramsey, Sandra.....5b, 5c

75. Schoelhorn, Janine.....5b, 5c

76. Solano-Walkinshaw, Patrick.....3n

77. Steele, Tim.....9d

78. Thurber, John.....5b, 5c

79. Traber, Fred.....1e, 1f

80. Veltre, Kathryn.....1e, 1f, 5b, 5c

81. Ulmann, Christian.....10c

82. Waddoup, Claire, HAND Commissioner.....5a

83. Wentworth, Cynthia.....4f 4f addendum

84. Wilber, Michelle.....5b, 5c

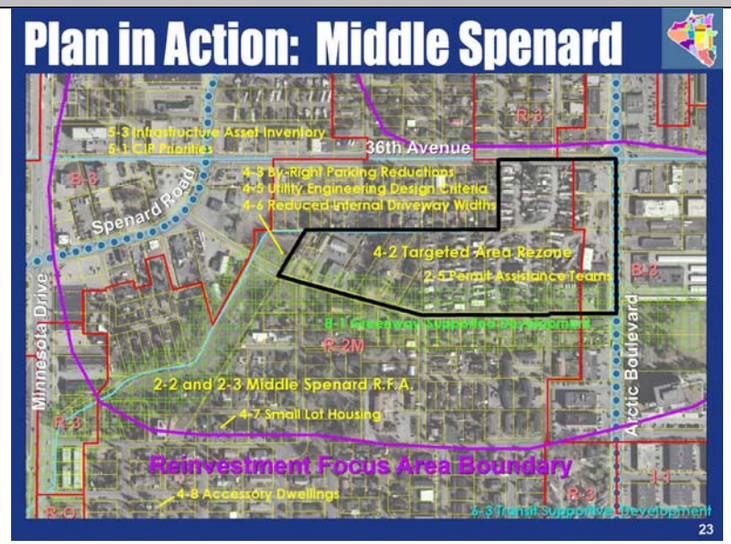
85. Wood, Kristi.....5h, 5h addendum

Item # Page # in PHD	Comment or Issue	Response and Recommendation	PZC Action
Part 0: Cosmetic Improvements and Technical Edits			
0-a.	**Suggested Technical Edits and Corrections**. There is a variety of typo corrections, fact checks, and other grammar or technical edit suggestions. *(Various individuals, organizations, and agencies)* The plan should provide more and better visual examples of the uses, places, and developments that the text describes. Specific comments were mostly about some of the housing photos. Multiple agency commenters requested changes to the plans diagram on page 3. *(Various individuals, organizations, and agencies such as Public Transportation team's observations from public meetings; Parks Dept., DOT&PF, Planning Department Transportation and Long-Range Divisions)*	**Response:** Although this comment-response table does not point out most individual fact checks, general technical edits, grammar, clarifications, and typo corrections provided in response to the draft plan, the project team expresses appreciation to all who pointed out typos, grammar, and clarified language. Basic edits were done to create the entire Public Hearing Draft. Thanks to all. The project team is consolidating a list of recommended technical edits, corrections, and clarifications to the Public Hearing Draft LUP. The list of technical edits will be attached to the final version of this issue-response table as Appendix E to the Plan. Many of the technical edits document the department's response to specific comments by the public. Some are listings of changes/corrections to make to some of the planning factors informational maps in Appendix A atlas. Photos and Diagrams: Planning staff acknowledges the benefit of improved and additional photos / illustrations. It is evident from public interactions that these would make the plan's concepts and recommendations more approachable and easier to understand. Visuals are a important however because of time and resource limitations, some photos in the draft are placeholder images anticipating a better graph or photo. These include some of the graphs in section 1.2; some of the housing photos of single-family, two-family, and compact "missing middle" housing types; and a couple of the centers and corridors photos. Other photo locations on pages 25, 31, and 32 are still only blank placeholders for a photo. There are also sections in which there is an intent to add a photo or diagram, such as parts of section 1.1, a diagram illustrating the range of housing structure types in each of the residential land use categories, and a work program diagram in section 3. The photo captions at times include unnecessary text about the photo number while not always clarifying which development characteristics the photo is supposed to exemplify for the land use being described. Photo number is unnecessary information that clutters and adds length. **Recommendations:** Direct Planning staff to make technical edits, cosmetic improvements, and non-substantive clarifications to the Public Hearing Draft 2040 LUP. This also includes info corrections, misspellings, and typos, and language needing non-substantive clarification to the Public Hearing Draft Planning staff to document the technical corrections including the photos and diagram edits at the end of the final version of this table going to the public and Assembly.	**YES** **(3-13-17)**

Item # Page # in PHD	Comment or Issue	Response and Recommendation	PZC Action
0-b.	**Confusion about the Project Name and Scope in the February 29 Community Discussion Draft.** The public process revealed that the former name of the project, "Land Use Plan Map", was vague and confusing. This plan is not a map but in fact a plan including an "atlas" of maps and new policies. It was not clear to some audiences that it refers to future desired uses, not an inventory or blueprint of existing uses. Several independent reviewers suggested or preferred "Anchorage 2040 Land Use Plan". *(Urban Design Commission, Municipal Traffic Engineer, Planning staff, various members in the public.)*	**Response:** The Department acknowledges the confusion and need for more clarity. **Recommendations:** The Plan name was changed in the Public Hearing Draft to: Anchorage 2040 Land Use Plan *A Supplement to the Anchorage 2020 Comprehensive Plan* Adding the prefix "Anchorage 2040" communicates the future focus, a plan for action, and the length of the planning timeframe. Removing "Map" from the title clarifies it is more than a map, it is a plan. The subtitle alludes to how it relates to the Anchorage 2020, with the text in the plan narrative providing the full story. No further changes.	**YES (11-14-16)**
0-c.	**Challenges Seeking and Finding Information in the Plan.** Various members of the public and agencies have indicated it is difficult to find which section of the plan document covers a topic or piece of information needed by the reader. For example, there are several sections that cover distinct aspects of implementation zoning and rezones. In other cases, reviewers have commented they could not find the definition for Greenway Supported Corridors or other features for which there are definitions. Also, in response to questions from Planning and Zoning Commissioners asking which zoning districts were intended to implement each Land Use Designation, Planning staff provided the PZC on October 17 with working draft cross-reference table between the 2040 LUP land use designations and potential implementation zoning districts. *(various commenters)*	**Response:** Most documents should include both a table of contents and an index to terms and subjects covered in the document. The draft TOC seems to be informative on many subjects but could be expanded. The document does not yet provide an index. The table of contents should balance the need to be concise with and the need to provide enough detail to show where key topics are covered. The public hearing draft table of contents does provide enough detail to point the reader to the individual land use designations and growth supporting features, but it does not indicate where some topics are covered such as a general discussion of implementation zoning. The department staff acknowledges that an index, to be provided at the end of the plan document, could aid the search for topics by users, and which could cross reference to implementation zones. **Recommendations:** Make the following improvements to the draft plan: 1. Amend the table of contents to add a second-level section sub-headings for Section 1 and other sections, as already provided for the land use designations in Section 2 and the Essential Strategies in Section 3. Enhance the formatting so that the main TOC remains 2 pages long. 2. Amend the overview on page vii to more effectively highlight topics of interest to readers under each Section 1, 2, 3, so that the reader might also utilize the overview as a quick reference to some key topics in the plan, such as a pointer to the area-specific plans or land use designations. 3. Include cross-references in the narrative sections of the plan to other parts of the plan that discuss the same topic. For example, Section 1.1 introduces the basic relationship between a plan and implementation zoning, Section 2.1 provides specific information about how land use designations	**YES (12-05-16)**

Item # Page # in PHD	Comment or Issue	Response and Recommendation	PZC Action
		relate to individual zoning districts, Section 3.1 discusses zoning as an implementation tool. Insert cross-references where appropriate between some of these sections. 4. For the final adopted plan, add an <u>index</u> to the end of the final adopted plan document, which includes an alphabetical reference to topics and terms discussed in the plan. ~~Include a final formatted version of the October 17 working draft index table which cross-references the 2040 Land Use Designations and Potential Implementation Zones. The working draft table was provided for the October 17 public Hearing.~~ 5. Complete formatting the page headers to identify and color-code each section of the plan, similar to the Anchorage 2020 plan.	
0-d.	**Visibility and Titles for Main Goal Statements.** The plan focuses on many issues of key interest to the public however it needs to communicate that more clearly. The main goal statements need to pop out more and express their topic intuitively right at first glance. A header or other visual que could help reader know what the goal is generally about before they even read the text of the goal.	**Response:** The February 29, 2016, community discussion draft plan provided each of the 10 goals with succinct topical header phrases. While that draft lacked any strong goal statements, it was easier for readers to quickly grasp the 10 main goals of the plan. The public hearing draft makes progress by providing a goal statement highlighted in a shade filled box. The goal statement could be made to stand out more vividly through a more visual background color and by restoring the header phrases from the February 29, 2016, community discussion draft. Public response to these was positive. Staff recalls no negative comments regarding the headers. Restoring the title phrases from the February 29, 2016 draft plan would enhance the accessibility, clarity, and ease of navigation among the 10 goals in Section 1.3. These headers help readers quickly ascertain the topic of each Goal, and can be added back without changing the goal statement. They help users to refer back to whichever goal they intend to re-read. **Recommendations:** Add the following topic title phrases to the top of the 10 goal statements. These are largely simplified versions of the February 29, 2016 draft title phrases. Goal 1: Plan for Growth and Livability Goal 2: Infill and Redevelopment Goal 3: Centers and Corridors Goal 4: Neighborhood Housing Goal 5: Infrastructure–Land Use Goal 6: Accessible Land Use Goal 7: Compatible Land Use	**YES (2-6-17)**

Item # Page # in PHD	Comment or Issue	Response and Recommendation	PZC Action
		Goal 8: Open Space and Greenways Goal 9: Industrial Land Goal 10: Anchor Institutions	
0-e. Assign Map Edits to Terry L.	**Reinvestment Focus Area and Other Strategies/Actions Example Image from Assembly worksession.** Planning Department presented an annotated map image of how an example RFA priority area would work at the October 2016 Assembly/PZC worksession . The image of the area was overlaid with Action Items from the 2040 LUP Actions Checklist that would implement the plan "on the ground". It was intended to help people unfamiliar with some of the Strategies concepts connect those to on the ground improvements and revitalization examples. The slide seemed to help communicate what a RFA does. A version of this map could help illustrate the Plan. *(Planning Department – Long-Range Planning Division)*	**Response:** Including this map image into the plan could make Strategy 3.2. of the LUP narrative clearer and more readable, and help users understand the ways in which the 2040 LUP Actions will implement the RFA strategy to improve an area of town. Community decisions to implement this RFA could impact the timing of other redevelopment efforts from elsewhere. This map should also assist with garnering community support and understanding of the RFA process and how public resources and commitments to redevelopment are to be allocated and prioritized. The Action items associated with this RFA all have timeframes for implementation. **Recommendations:** Amend Section 3.2, page 54, within or following the Strategy #2 RFA discussion, by inserting a revised and enhanced version of the October 2016 work session image shown below. The improved version to be two columns in width, and to be documented with the technical amendments and photos described in issue 0-a. The version will be edited for greater simplicity and less clutter. Staff to revise the graphic for consistency with the revised targeted area rezone boundaries and other revisions to the plan's Actions as established by the Planning and Zoning Commission.	**YES, with edit shown in grey highlights** **(3-13-17)** Commission requested a clarification to the recommendation that the final graphic will reflect the revised targeted area rezone boundaries and other revisions to the actions as established by the Planning and Zoning Commission.

Item # Page # in PHD	Comment or Issue	Response and Recommendation	PZC Action
			
0-f.	**Glossary.** Consider adding a Glossary of key terms at the end of the plan or as an appendix. *(Planning Department Transportation Planning Division-AMATS)*	**Response:** Comments from transportation planners suggest a need for definitions of some terms used in land use planning, to clarify the intent of the land use plan in relation to similar terms with often far more specific and technical meaning in the transportation planning field. It has been the intent of the project team to explore creating a glossary of terms and definitions to help readers. Creating a glossary will require staff time that will include research glossaries already adopted in other elements of the Comprehensive Plan such as Anchorage 2020, and comparison to other municipal documents such as the municipal code Title 21. The project scope, budget, and timeframe prohibit making a glossary, however staff supports the addition of a glossary to the LUP within a 1-3 year timeframe. **Recommendations:** No changes at this time.	**YES** **(2-6-17)**
0-g	**Municipal Land Management Clarifications.** Parks and Recreation Commissioners requested that staff check with the municipal Real Estate Dept. about some of the wording on p. 52 of the PHD addressing land acquisition and preparation strategies.	**Response:** The municipal Real Estate Department has undertaken two reviews of the draft 2040 LUP language, each of which has helped clarify the sections related to RED/HLB programs and responsibilities. This is the third review, at Parks request, and provides further corrections and clarifications. Planning staff supports all of the recommended changes, which are provided below.	**YES** **(2-6-17)** Commissioner Robinson requested staff to

Item # Page # in PHD	Comment or Issue	Response and Recommendation	PZC Action
	Real Estate Dept. reviewed the section for the third time in the project and provided further clarifications. *(Parks and Recreation Commission; Municipal Real Estate Department)*	**Recommendations:** Amend the middle column of page 52 as follows. Change "can" to "may" in the second sentence of paragraph 2. Amend paragraphs 3, 4, and 5 as follows: The Heritage Land Bank (HLB) and Real Estate Services (RES) are Divisions of the Real Estate Department (RED). The HLB manages municipally owned real estate property in the HLB inventory. ~~and~~ RES administers the tax-foreclosure process and manages real estate property in the general municipal inventory. HLB is creating a wetland mitigation banking instrument ~~program~~ where conservation easements are employed to preserve natural areas. The RED in conjunction with other agencies ~~two divisions in the Real Estate Department or other authority~~ may administer Brownfield remediation programs that clean up and prepare contaminated ~~vacant~~ parcels constrained by cleanup costs.	confirm with Real Estate Department if the MOA uses the acronym "RED". Planning staff did so as follow up. HLB staff confirmed RED is in fact their acronym used to describe their overall dept. over HLB and RES, although it is less widely known.

Item # Page # in PHD	Comment or Issue	Response and Recommendation	PZC Action
Part 1: Anchorage Bowl-wide Land Use Policy			
1-a. General	**Residential, Industrial, and Commercial Land Supply.** How will the 2040 LUP help alleviate shortages in residential, commercial, and industrial land? *(Anchorage Chamber of Commerce incl. D-1 cmts 2 and 3; Fairview Community Council cmt 1, 1b, 4, Public Transportation Department comments #1 and #8 and #9; Transportation Planning Division cmt #6; PZC Commissioner Spring)* The shortage of housing stock is affecting businesses and bold action is needed to facilitate more housing. Also it is important to preserve an industrial land base in Anchorage to provide for future development. *(Anchorage Chamber of Commerce)* The LUP should couple its reclassifications of industrial to commercial with a 'no-net-loss' policy showing other lands moved to industrial lands to offset the loss, preferably consolidating industrial land supply in areas near the port, railroad, and airport, including PLI and T zoned lands. *(Anchorage Chamber of Commerce)* The Actions under Goal 7 "Industrial Land Prioritization" in the Actions Checklist seems to prioritize commercial use more than industrial. The actions of this section sanctions rezonings from industrial to commercial that will deplete and dilute the industrial land base. The Actions are contradictory to the earlier section of the Plan under Goal 7 which stated the Importance of industrial lands Do not reclassify industrial lands to commercial use along south C Street and C Street in Midtown. South Anchorage already has Dimond Cednter, O'Malley Center, and Abbott Town Center in close proximity to the South C Street area.	**Response:** TBD Final analysis results of the public hearing draft 2040 LUP housing and land capacity are nearly complete and forthcoming next week. These findings will inform the Commission regarding the 2040 LUP performance in meeting the forecast demand for housing and jobs. It will provide a basis for Department and Commission recommendations in response to a number of issues in this document. Housing. Draft capacity analysis results indicate that the 2040 LUP alleviates some but not all of the deficit between the future housing capacity of the land and the forecast housing need by 2040. The 2040 LUP helps alleviate the deficit by reclassifying some lands to allow more housing than under current zoning. The analysis also reflects that implementation of the 2040 LUP would increase housing capacity/production above the status quo because of the Actions in Section 3 of the 2040 LUP which encourage or allow more compact housing development. The 2040 LUP land capacity analysis also includes estimates of additional housing capacity that could be anticipated in commercial mixed-use centers and through redevelopment of existing underutilized residential properties if the 2040 LUP is implemented. Lastly, the 2040 LUP avoids making the housing shortage worse, by minimizing conversion of residential lands to commercial use. Industrial. Industrial lands supply and jobs are well-documented to be important to the economy. Industrial land is in a deeper deficit than is the commercial land supply (Background Ref.: *Anchorage Industrial Land Assessment Update Vol. I*; and *2040 LUP Appendix C: Traded Sectors Analysis*). Initial draft land capacity analysis indicates that the 2040 LUP does not significantly alleviate the acreage deficit between industrial land demand and supply. It does consolidate the industrial land base somewhat, by adding acreage in a few promising areas, such as non-aviation Airport uplands along Raspberry Road, while reclassifying some not-so-promising industrial zoned lands to commercial, such as in parts of south C Street that have poor soils and are no longer thought viable for industrial use. The 2040 LUP establishes a more consolidated and stable industrial land supply moving forward. Its implementation Actions in Section 3 would result in industrial uses in the remaining industrial areas being more protected from displacement by commercial uses, and in more efficient use of these industrial lands by encouraging more efficient use of industrial land by higher-value industrial "Traded Sectors". **Recommendations:** Add language [TBD] to Section 1.2 of the 2040 LUP to complete the discussion of the housing and land capacity of the LUP and how it alleviates the land supply shortage. Staff will recommend further adjustments based on the findings of the land supply analysis [TBD].	

Item # Page # in PHD	Comment or Issue	Response and Recommendation	PZC Action
	Target and Cabellas have already taken industrial land—let it stop right there. *(Nancy Pease)*		
1-b. (Note: item 1-b. was previously reserved for addressing mobile home parks. Mobile home parks issue is moved to item 5-c.)	**Clarification of Overall Guiding Philosophy/Strategy and Exec Summary of the Plan's Importance and What it Does.** *(PZC Commissioner Robinson; Public Transportation Department cmt#1 and Collin Hodges' observations from public meetings)*	**Response:** TBD **Recommendations:** TBD - This may include clarifications to Section 1.1 of the Plan.	
1-c.	**Relationship to Anchorage 2020 Policy Map.** Should the Anchorage 2020 Policy Map (Page 50, *Anchorage 2020*) be changed to reflect changes proposed in the 2040 LUP? The 2040 LUP shows one new Town Center near the northwest corner of Elmore and Tudor Rd. and the deletion of an existing Town Center at Dowling and Lake Otis. It also makes changes to the transit supportive corridors. *(PZC Commissioner Spring; Planning staff)*	**Response**: This question has come up often in situations where Neighborhood or District Plans differ from the *Anchorage 2020* Land Use Policy Map. The 2020 Policy Map, which illustrated new land use concepts is foremost a policy framework. It includes linear and area features whose boundaries are dynamic or conceptual. It was always intended that Neighborhood and District plans would be the source of more details on these land use concepts and modify these boundaries and/or source new areas altogether. Through the land use and data analyses for the 2040 LUP, it was found that the Town Center concept no longer made sense at Dowling and Lake Otis. And new corridors or reductions in existing Transit-Supportive Development Corridors were deemed warranted as elements of the 2040 LUP. As noted on page 1 under Plan Objectives, the 2040 LUP updates supplements *Anchorage 2020*. Although some of the details and particular locations of the 2020 Policy Map have been adjusted at the more detailed level of the Neighborhood and District Plans and 2040 Land Use Plan, its policy concepts are still relevant policy framework guidance. The locations of its features do not need to be amended.	**YES, with addition shown in yellow highlights** **(12-12-16)**

Item # Page # in PHD	Comment or Issue	Response and Recommendation	PZC Action
		Recommendations: No change to *Anchorage 2020* or its Land Use Policy Map. In the 2040 LUP, add a sentence to Section 1, page 2, first column, under "Future Growth" to clarify the relationship to the 2020 Policy Map and that amendments are not necessary. **Future Growth.** Take a forward-looking approach to community growth and redevelopment, embodied in the *Anchorage 2020 Land Use Concept Plan and Land Use Policy Map*, which seeks innovative ways to accommodate and encourage growth in population, housing, and employment. Below this paragraph insert a graphic image of *Anchorage 2020* Land Use Policy Map that fits in the width of the column, with the following caption underneath: The Anchorage 2020 *Land Use Policy Map* illustrates the preferred growth concept for the Anchorage Bowl. The 2040 LUP and area-specific plans within this policy framework provide more specific, refined, and updated guidance for land use decisions and rezonings.	
1-d.	**References to Neighborhood and District Plans on the 2040 LUP.** In the prior, Feb 29 draft Land Use Plan Map, the legend item for the "Large Lot Residential" residential neighborhood included a footnote about housing densities that RCCC had requested in early comments. The housing density footnote referred readers to the Hillside District Plan to determine varying densities allowed under this single land use designation color. The footnote is missing from the public hearing draft of the LUPM. It is also missing from several of the informational "Planning Factors" Maps including the maps of existing gross residential densities and current zoning. *(Rabbit Creek Community Council, Huffman-O'Malley Community Council, Dianne Holmes)*	**Response**: The public hearing draft sought to simplify the appearance of the Land Use Plan Map (LUPM). There is a lot of information on the map and its legend. To many users it can be overwhelming. The 2040 Land Use Plan document provides definitions for the legend items including all the information about their densities, character, and primary uses. The map provides greater clarity now that the legend states only each land use designation next to its associated color code. Therefore, none of the information referencing the Hillside District Plan densities is lost. For example, the definition for "Large Lot Residential" on page 26 of the Plan provides this information on the second bullet under "Density". Besides cluttering the map, it created some problems to include a "cliff-notes" version of the densities in the legend. First, it was redundant to the plan, and the potential for inconsistencies between the abbreviated densities on the map versus the more complete information in the Plan. Reading the map density ranges alone out of context from the plan's explanation for how to read and use these density ranges could lead to misunderstandings. Map readers misunderstood the density ranges to mean allowed density per lot. In fact, the density ranges in the plan are not to be used as code requirements, but readers of the map could miss that information. Another question raised was: Why highlight residential density ranges and not other characteristics of the land use designation? The category definition includes uses, physical character, implementing zones, and other key information that cannot fit on the map legend. Some of these other characteristics (e.g., building	**NO** **(12-12-16)** Commissioners find that the plan document already addresses this information. The map is a part of the plan. Users of the map should know to refer to the plan document to get more information about the color categories. Also, the map shows a lot of information. Commissioners found that adding the note

Item # Page # in PHD	Comment or Issue	Response and Recommendation	PZC Action
		height, neighborhood character, zoning) were actually of greater concern to many commenters than the numerical housing density ranges. Also, the previous draft LUP was confusing to some readers because it listed housing densities for the "Neighborhoods" land use categories but not for the mixed-use "Centers" or "Corridors". Some reviewers asked why the Plan was inferring that no housing density was apparently anticipated in Centers. Besides the general problems, it was inconsistent treatment of the 14 area-specific plans to call out area-specific density details for Hillside District Plan. There are approximately 14 adopted area-specific plans in the Bowl. Together they designate approximately 70 different land use categories. The 2040 LUP is a more generalized, Bowl-wide map with less than 20 different land use categories. If the Land Use Plan Map legend had to make a footnote for every time one of its color categories generalized the land use plan categories of a neighborhood or district plan, the 2040 LUP would be filled with footnotes. Staff acknowledges that there will always be some map users who will not refer to the plan narrative, and so will miss the requirement in the 2040 LUP document to refer to the area-specific plan for more detail. It is appropriate and beneficial to include a note on the LUPM that provides equal treatment of all neighborhood and district plans, and reminds Map users to refer to the 2040 LUP text and to the applicable area-specific plans for more detailed land use guidance. **Recommendations**: No changes to the individual legend items—keep the legend items as brief and simple as possible. Add a general note in a prominent location on the 2040 LUPM, such as just below the north arrow and scale bar, that refers to the 2040 LUP narrative and to all the area-specific plans equally, as follows: The Anchorage 2040 Land Use Plan Map depicts generalized future land uses across the Anchorage Bowl. Its Land Use Designations are defined in Section 2 of the 2040 Land Use Plan, including their intended future uses, intensities of use, and other characteristics. The 2040 Land Use Plan complements, supports, and relies upon the neighborhood, district, and other area-specific plans adopted for each part of the Bowl. The area-specific plans provide more detail regarding future land uses. A map of the adopted area-specific plans, and guidance for how to use the 2040 Land Use Plan Map with the area-specific plans, is provided in Sections 1 and 2 of the document.	would further clutter the map.

Item # Page # in PHD	Comment or Issue	Response and Recommendation	PZC Action
1-e	**Public Information and Involvement in Infill Development.** There is a concern that residents and property owners should be notified of proposed infill development, and have an opportunity to weigh in on local government reviews and decision making with regard to infill development affecting their neighborhood. Public process is a key to livability and "protecting and enhancing our valued neighborhood characteristics and natural resources". There has been success in the past where the public and neighborhood has been consulted on development projects. However, the 2040 LUP does not address or provide any guidance as to public notice, community involvement, or community councils. The Plan should provide for public notice and public process for residents and property owners to weigh in on infill development. *(Fred Traber, Kathie Veltre)* The discussion on page 57 about amendments to the Plan should include public input. Refer specifically to "amendment via public process". *(Huffman-O'Malley Community Council, Rabbit Creek Community Council, Nancy Pease)*	**Response:** While the Planning Department does not support subjecting by-right or administrative review development proposals to public review and comment, it is common for Comprehensive Plan elements to express the importance of engaging the broad public and stakeholders in major land use planning decisions. These plans express as a policy the communities' continuing efforts to provide an engaging public process that strives to include stakeholder groups that are historically under-represented due to lack of time or resources or other barriers to participation. Major land use decisions as outlined in Title 21 included: comprehensive plaan amendments, conditional uses, institutional master plans, rezonings, major site plan reviews, and Title 21 amendments. **Recommendations:** **1.** Add discussion of community involvement principles under Goal 1, which are a continuation of what the Municipality already strives for in its public processes. **2.** Add a Policy LUP 1.7 that reads as follows: **LUP 1.7.** Engage Anchorage residents, businesses, and property owners in a predictable and transparent process leading to the adoption of plans that guide growth~~, so that the outcomes reflect the public's values and concerns~~. Engage affected communities when making long-term land use decisions, with particular attention to communities that are historically under-represented. **3.** Add a new last sentence to the first paragraph of "Strategy 10" on page 57, which reads: Comprehensive plan amendments are a public process.	**Recommendations #1 and #2: YES, with deletion shown in highlights.** **(12-12-16)** Recommendation #2: Commissioners stated that the words shown in strike-through did not contribute to the main idea of the sentence, and could be subject to various interpretations. **Recommendation #3: YES** **(1-9-2017)** Recommendation #3 responded to comment in last paragraph of the issue statement column.
1-f.	**Documentation of the Public Involvement Process and the Basis for Land Use Planning.** Various comments expressing concern about adequate public review time, or questioning what the public process was. Some commenters did not participate in early phase of the process or were not aware of the 3.5 month public	**Response:** Most plans in their initial sections document the public process, and staff believes that including a brief section will benefit the plan and the public. Planning staff is reviewing other plans and the 2040 LUP Public Involvement Process appendix (ie., Appendix F provided to PZC in November and available on the project web page) in order to develop a brief summary. **Recommendation:** Add a brief subsection in Section 1.1 of the main plan document, which describes the public process to create the plan.	**YES** **(12-12-16)** Commissioners allow for staff to write the specific wording of the

Item # Page # in PHD	Comment or Issue	Response and Recommendation	PZC Action
	review period and pre-review consultation efforts. *(Fred Traber, Kathie Veltre, others)*		section without further PZC review.
1-g.	**Relationship to Other Comprehensive Plan Elements and to Facility/Operational Plans.** Page 3 in first column discusses that the "Goals and objectives of these [functional] plans are developed in compliance with the overall comprehensive plan, but they "stand alone" in their own rights." This statement feels partly like a contradiction. Consider whether a standard should be created now that is laid down as a foundation in each of these documents to establish a baseline? Because of the expectation that Transit Supportive Development Corridors WILL have transit service it does not benefit the Public Transportation Department's new route restructuring/operational plan to have the 2040 LUP showing Lake Otis south of Tudor as one of these transit corridors. The preferred route restructuring alternatives the plan, called the 80% and 100% alternatives, show reduced or no fixed schedule transit service. While Public Transportation does recognize the need to provide some minimum level of service in the Independence Park and Jewel Lake areas, the LUP should not dictate what that level of service is by defaulting those areas into the catch-all of "transit supportive". At a minimum the LUP should hold Public Transportation Department harmless so as not to commit us to future routes or operations without consent. *(Public Transportation Department)*	**Response:** The Anchorage 2020 Comprehensive Plan is the basis and foundation for 2040 LUP as well as the many municipal functional plans which have been adopted and updated during the past 20 year planning period. Anchorage 2020 policy 90 states: "The Anchorage 2020-Anchorage Bowl Comprehensive Plan and adopted level of service standards shall be used to guide municipal capital improvements and programming." Additional language to the text can provide greater clarity between the relationship of the Comprehensive Plan and functional plans. It should be acceptable that the *Anchorage 2020* and the *2040 LUP* show several more transit supportive development corridors than the number of frequent / fixed-schedule bus service routes in the new public transportation route restructuring plan from the *Anchorage Talks Transit* visioning process. The 2040 LUP is different because it sets the longer term city goals. It should recognize that it is acceptable that operational plans such as *Anchorage Talks Transit* must focus on shorter term needs and opportunities. While the *Comprehensive Plan* helps agencies understand how their work affects long term city goals, it leaves them the flexibility to a phased approach that can include departures from the plan. Sometimes even short term deviations can prove the most effective path to achieving the plan in the long run. **Recommendations:** Page 3, first column, amend the last several paragraphs under "Functional Plans" to read as follows: The goals and objectives of these functional plans are developed in compliance with the overall Comprehensive Plan, but they "stand alone" in their own right. <u>These plans focus on the respective functional areas and establish policies and priorities for infrastructure improvements and levels of service, all while supporting the overall Comprehensive Plan.</u> The 2040 LUP also plays a key role in coordination between other facility and operational plans. This includes water and wastewater facilities, public transit, and municipal and state roadway improvements. <u>The *Comprehensive Plan*, including the *2040 LUP*, helps other agencies understand long term city goals and the way ~~how~~ their work shapes the plan ~~that~~, even if the agencies ~~they~~ must focus on short term needs that are out of step with the long term plan. For example, the long term vision</u>	**YES, with edit in highlights and double underline.** **(2-6-17)** Commissioner Bailey and staff resolved the exact text of the highlighted grammatical edit in double underline following the meeting. The text amendment in highlights was agreed to by Commissioner Bailey.

Item # Page # in PHD	Comment or Issue	Response and Recommendation	PZC Action
		for public transit in the Comprehensive Plan is to build a high frequency transit network operating along many major corridors. In the short term, Public Transportation must focus its operations planning on a fewer number of high frequency routes where most of its riders are. Eventually, transit operations should merge with the long-range vision. But it will take years to build the infrastructure and housing to support extending the high frequency network to all areas envisioned in the *Comprehensive Plan*.	
1-h.	**Clarity of Goal 1 Language.** Concern that Goal 1 is vague and hard to understand. It refers to a collective vision for the future but the discussion text does not clarify what that vision is. Revise Goal 1 to refer to the land use pattern, which is the purpose of the LUP. Specific suggested language change is to delete the last phrase of the sentence "by supporting their vision for the future" and add "transportation efficiency" to "community resiliency" and "quality of life" list of things that the plan improves. *(Nancy Pease)*	**Response:** The goal is deliberately a very broad encompassing all the land use goals and policies of the LUP. It partly just expresses the importance of following a plan which reflects the community's desired direction. It deliberately leaves the details to the other goals and policies in the section. Adding "transportation efficiency" would add too much specifics about one particular policy without providing for other policies. One approach to alluding to what is the vision, would be for Goal 1 to simply state the vision for the future is expressed in the Comprehensive Plan. An alternative approach would be to add language to the end of the last phrase which cpatures the overall land use planning vision of the community by summarizing in list form the key elements from Goals 2 through 9. Deleting the last phrase in the sentence as suggested by the commenter would cut the intended meaning. The plan should reflect the vision of the citizens and stakeholders that make up the community. Changing the word "supporting" to "as it supports" would retain the idea of Anchorage achieving its community vision as it grows, and that it is possible to have both growth in mixed use centers and greenways, and when directed to do so, together they can make anchorage a more resilient community and improve citizens' quality of life. **Recommendation:** Edit Goal 1 on page 10 top of middle column as follows: **Goal 1:** Anchorage achieves residential and commercial growth, which improves community resiliency and citizens' quality of life as it supports ~~supporting~~ their vision for the future expressed in the Comprehensive Plan.	**YES, except to also provide additional discussion under Goal 1 to clarify the meaning of resilience.** **(2-6-17)** Commissioner Spring found the plan's meaning for the word "resilience" was not clear in the plan.

Item # Page # in PHD	Comment or Issue	Response and Recommendation	PZC Action
		Additionally, per PZC recommendation, staff to provide additional discussion in Goal 1 section to clarify the meaning of the word "resilience" as used by this Plan.	
1-i.	**Relationship to Neighborhood Plans in Policy #1.4.** Concern that 2040 LUP policy 1.4 changes existing policy by giving greater authority to LUP than to neighborhood/district plans, and superseding *Anchorage 2020* policy #4. Policy 4 of *2020* states that the rezoning map shall ultimately be amended to be consistent with the adopted neighborhood and district plans maps". The LUP is meant to implement 2020 not supersede its policies. Rezonings should instead be consistent with neighborhood and district plans. The smaller scale of neighborhood / district plans is intended to resolve and minimize land use conflicts, and therefore LUP should not have override authority. Reword LUP 1.4 so that the area-specific plans are the first authority for rezoning decisions. *(Huffman-O'Malley Community Council, Rabbit Creek Community Council, Nancy Pease)*	**Response:** Planning staff does not object to simplifying the first part of the sentence to relate the land use planning elements more equally to each other. The primary land use elements are the Bowl-wide land use plan and the area-specific land use plans. Replacing phrase "in conjunction with" with the word "and" will more accurately reflect the relationship between these elements of the comprehensive plan. **Recommendation:** Edit Policy 1.4 on page 11 of the 2040 LUP as follows: **LUP 1.4.** Use the 2040 LUP and ~~in conjunction with~~ area-specific plans in conjunction with ~~and~~ other elements of the Comprehensive Plan to determine appropriate zoning in the Bowl, and evaluate proposed changes to land use regulations. (Supersedes *Anchorage 2020* Policy 4)	**YES** **(2-6-17)** Commissioner Spring agrees with the change, however asked that the Plan include a statement to the effect that the LUP is more important consideration for rezonings than individual area-specific plans because area-specific plans can't take into account overall needs of the community. The 2040 LUP is a more comprehensive effort that includes review of overall residential, commercial, and industrial needs. Commissioners and staff identified other language in the draft plan that addressed consideration in rezonings for overall community needs. Commissioner Bailey supported staff's amendment keeping the

Item # Page # in PHD	Comment or Issue	Response and Recommendation	PZC Action
			relationship between the LUP and area-specific plans more vague and flexible in this policy.
1-i. addendum	**Clarify what happens if LUP and area-specific plans' implementation zoning districts don't match.** The 2040 LUP sometimes lists implementation zoning districts that are different from the zones that an area-specific plan lists for the same land use designation. While AMC Title 21 Land Use Regulations state which plan element governs where there are inconsistencies (the more recently adopted plan applies), it would be very helpful for rezoning applicants, their neighbors, and zoning staff if the 2040 LUP could state the which zones apply. *(Current Planning Division in consultation)*	**Response:** AMC Title 21 Land Use Regulations Section 21.01.080D.5. states: "Where comprehensive plan elements conflict, the most recently adopted shall govern." This principle and legal standard applies to a situation in which one plan element, such as the *2040 LUP*, lists a different implementation zoning district for the same land use designation as another plan element, such as a neighborhood or district plan. The 2040 LUP governs if it is adopted more recently than the neighborhood or district plan. Likewise, when a new neighborhood or district plan is adopted after the 2040 LUP, and such neighborhood plan adds a new zoning district from what the 2040 LUP had shown, then according to Title 21 the neighborhood plan governs in that case. For example, the Fairview Neighborhood Plan (2014), identified certain zoning districts as the implementation zoning for Fairview Land Use Plan Map land use designations. But later one of these districts was deleted from Title 21 (New Code), another district was found to allow far more density than the Fairview Land Use Plan Map intended in its land use designation, and more recent zoning concepts like form-based zoning districts have emerged that can support Fairview's growing interest in urban form-based changes to the zoning districts in its area. The 2040 LUP reflects these recent factors. Language could be added to clarify the Plan's direction as to which zoning districts apply where there are inconsistencies between adopted plans. The Area-Specific Plans-Anchorage Bowl map on page 4, could be changed to add the adoption year of the plans listed, including the 2040 LUP once it is adopted, to provide a visual illustration of which plan(s) should be reviewed for guidance in the future. **Recommendation:** 1. Amend the "2040 Plan Recommendations Different From Adopted Plans" subsection of the 2040 LUP starting on the second column on page 3, as follows: <u>The Municipality's Comprehensive Plan is the collective sum of its area-wide Comprehensive Plans, District and Neighborhood Plans, and its functional plans. Because these plans are adopted during different time periods, existing conditions, and trends, there can be inconsistencies between these Comprehensive Plan elements. When the *2040 Land Use Plan* is adopted, differences between this Plan and other previously adopted plans are likely to occur.</u>	**YES** **(4-3-17)**

Item # Page # in PHD	Comment or Issue	Response and Recommendation	PZC Action
		For example, ~~I~~in some ~~a few~~ locations, the 2040 LUP recommends different uses or intensities of use from those ~~which were~~ adopted in area-specific plans. These areas are shown with a ~~heavy~~ green outline on the Areas of Growth and Change Map at the end of Section 1. These changes are recommended from the following analyses and public outreach process for the 2040 LUP: • Updated studies linking Anchorage's land supply and its housing capacity. • Updated forecasts for population growth and housing and employment needs. • Updated or improved information about existing and anticipated uses. • Emerging issues and public input during the 2040 LUP public involvement process. • Citywide land use issues that became evident but have not been addressed by individual area-specific plans. Where the 2040 Land Use Plan is found to list different land use designations than those found in the applicable area-specific plan, AMC Title 21 Land Use Regulations provides guidance on how to resolve these situations. Title 21 states that, where comprehensive plan elements conflict, the most recently adopted shall govern. This principle will apply when one plan element, such as the 2040 LUP, lists a different land use designation from another plan element, such as a neighborhood or district plan. The 2040 LUP governs if it is adopted more recently than the neighborhood or district plan. Likewise, when a neighborhood or district plan is revised or adopted after the 2040 LUP, it is expected that these plans will be consistent with the overall policy framework and goals of the *Anchorage 2020 - Anchorage Bowl Comprehensive Plan* and the *Anchorage 2040 Land Use Plan*. This approach provides consistency on Bowl-wide issues, such as growth and employment needs, and in the implementation of these two overarching Comprehensive Plan elements. See Strategy 10 in Section 3.2 for guidance on how future planning efforts may amend the Comprehensive Plan. To determine the current land use designation for a specific parcel within the Anchorage Bowl, users of the Municipality's Comprehensive Plan should reference the Area Specific Plans-Anchorage Bowl map on page 4, as a starting basis for determining land use and zoning decisions.	

Item # Page # in PHD	Comment or Issue	Response and Recommendation	PZC Action
		2. Amend the Area-Specific Plans – Anchorage Bowl map on page 4, to add adoption dates for listed plans and the 2040 Land Use Plan upon adoption to this map. 3. Amend the end of the "Relationship to Land Use Designations in Area-specific Plans" section on page 22, by adding a new last subsection that reads as follows: **Differing Implementation Zoning Districts between Comprehensive Plan Elements** In a few cases, the 2040 LUP lists a different zoning district to implement a land use designation from the districts listed in an adopted area-specific plan for the same land use designation. Reasons may include: • The zoning district listed in the area-specific plan has changed, no longer exists, or allows different uses or densities than what the area-specific plan actually intended. • The 2040 LUP addresses the entire Bowl while the area-specific plan lists only those implementation zoning districts that apply to its own neighborhood or study area. • The 2040 LUP responds to updated analyses, trends, or public comments, such as the emerging community interest in new mixed-use and "form-based" zones. Where the 2040 LUP lists a different implementation zoning district for the same land use designation from a neighborhood or district plan, the 2040 LUP governs if its list of implementation zones is adopted more recently than those listed in the neighborhood or district plan. When a new or revised neighborhood or district plan proposes a new zoning district from what the 2040 LUP has shown, Strategy 10 in Section 3.2 provides guidance on how future planning efforts may amend the 2040 LUP.	
1-j.	**Clarity of Policy #4.1 Language.** Concern that the latter part of policy #4.1 wording is vague and subject to legal interpretation. The phrase "neighborhood integrity" is vague. The word "encroachment" has specific legal meanings. Change the latter phrase to read, "…, where residential neighborhood character and cohesion is defined and preserved." *(Nancy Pease)*	**Response:** Staff acknowledges the clarity of the language can be improved. However the commenter's proposed amendment would seem to change the meaning of the policy from maintaining an adequate housing lands supply to protecting neighborhood design character. Goal 7 already addresses neighborhood "character". Goal 4 is about providing enough housing, and because our analyses find that there is no longer enough easily developable/reusable residential land to meet forecast housing needs, policy #4.1 is to protect the integrity of the residential land supply from being taken up by non-residential / non-neighborhood uses. A clarification to policy #4.1 can take advantage of some equivalent industrial land supply language from Goal 9 subsection. It can also be clarified to avoid being misinterpreted to discourage compatible neighborhood-oriented street corner commercial. The policy is additionally state to protect residential	**YES, with additional edit shown in highlights.** **(1-9-2017)** Commissioners found that "expanding" was clearer word than "encroaching".

Item # Page # in PHD	Comment or Issue	Response and Recommendation	PZC Action
		neighborhoods from having unwanted activities make gradual inroads into the neighborhood, which the verb "encroach" is appropriate to describe. **Recommendation:** Clarify policy 4.1 language as follows while avoiding changing it to a neighborhood design character policy: **LUP 4.1.** Provide sufficient land ~~areas~~ to meet the diverse housing needs of Anchorage's citizens, where the integrity of the residential neighborhood area ~~integrity~~ is protected from ~~encroaching~~ expanding commercial corridors or non-neighborhood employment activities.	
1-k.	**Growth through Infill/Redevelopment in the Bowl versus in Chugiak-Eagle River / MSB.** Page 6, "The 2040 LUP reflects Chugiak-Eagle River Plans' anticipated growth at somewhat higher rate than the rest of the Municipality, such that Chugiak-Eagle River will accommodate 15 percent of the Municipality's population by 2040." By highlighting this, the LUP may be misconstrued as advocating for diversification of tax-payer funds toward increasing density in Chugiak-Eagle River area. If infill is the primary directive of the LUP, then one would omit this information in lieu of vertical density through infill. Also, page 9, Community Expansion- Other Options Map, gives the impression the 2040 LUP message is "develop Chugiak-Eagle River" and "Knik arm crossing is needed for more development". Is this the intent? If included, these references could lead someone to interpret it to this way. *(Public Transportation Department)*	**Response:** The 2006 Chugiak-Eagle River Comprehensive Plan establishes the land use development pattern for its area. The 2040 LUP complies with the share of growth anticipated in that plan. Much of Chugiak-Eagle River is identified for single family detached development, with some areas contingent on public water and sewer service. The 2012 Anchorage Housing Market Analysis determined that the Bowl does not have the vacant or redevelopable residential lands needed to meet the projected 20 year population/housing needs on its own. The 2040 LUP housing capacity analysis reconfirms these findings. Future housing needs will be met in part by those who prefer single family detached. They will find that largely in the Chugiak-Eagle River area such as in the Powder Reserve lands, and the remaining vacant lots in established single family neighborhoods in the Bowl. The 2040 LUP infill strategy is to encourage Compact Urban Housing to incentivize the development of this housing type in Anchorage to meet the majority expressed needs. Additional language can be added to clarify the role of CER Plan in meeting future housing needs when considering the entire Municipality. The "Community Expansion – Other Options" sidebar on page 9 addresses the many comments received during the development of the 2040 LUP regarding whether these areas were considered in helping meet future growth needs within the 20 year planning horizon. Does the 2040 LUP consider lands available in the outlying communities when determining how much housing and employment the Bowl must accommodate? For example, many people assumed that a Knik Arm Crossing would solve the land supply problem for the 2040 LUP, when the evidence shows its effect on land needs would be limited in the planning horizon. Other people have expressed that parts of Fire Island, TSAIA, and JBER could become available. This sidebar shows that in fact the 2040 LUP does reflect careful study and findings as to the potential of these areas. This sidebar is an update of a similar sidebar of the same title in *Anchorage 2020*.	**YES with edit in highlights and contingent on PZC opportunity to review staff's recommended revised language for the Plan's page 9 sidebar, as part of upcoming revised version of issue item 1-b.** **(2-6-17)** Commissioner Barker offered the highlighted edits to the recommended language amendment. Commissioner Spring expressed the

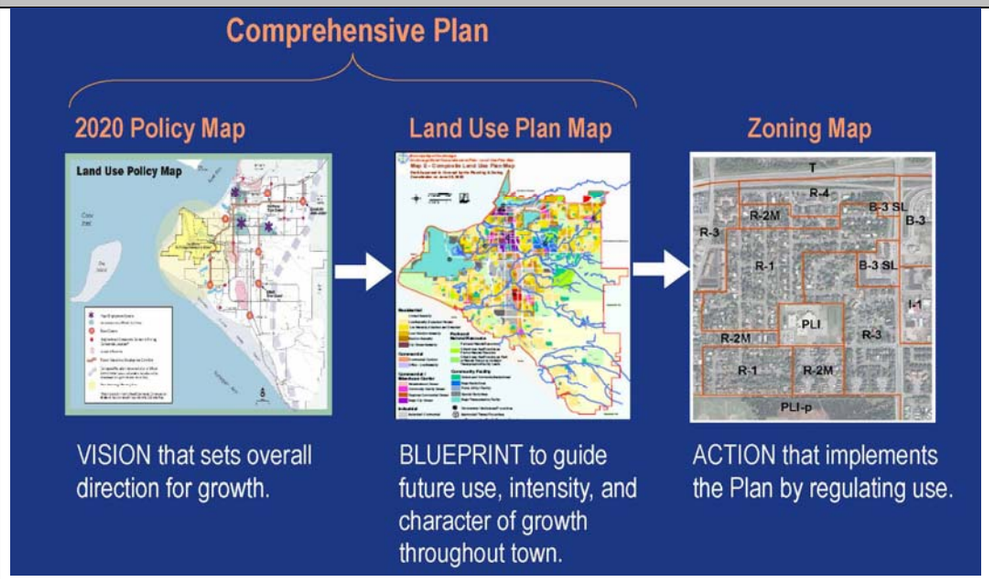
Item # Page # in PHD	Comment or Issue	Response and Recommendation	PZC Action
		The 2040 LUP assumptions regarding the Knik Arm Crossing to Point MacKenzie should be adjusted to reflect the State of Alaska's withdrawing planning and funding efforts on this project. **Recommendation:** Page 6 third column, amend the second paragraph to read: The *2040 LUP* ~~reflects~~ recognizes the Chugiak-Eagle River Plan's anticipated population growth at a somewhat higher rate than the rest of the Municipality. The Chugiak-Eagle River Plan designates substantial land reserves for future single family housing, as well as areas suited for more compact development. When developed these areas will help meet the demand for this housing type within the Municipality. ~~Some space for more compact housing types is also provided.such that~~ For these reasons, Chugiak-Eagle River ~~will~~ is expected to accommodate 15 percent of the Municipality's population by 2040. Page 9 last paragraph, revise the language to reflect that the likelihood or timeframe of a Knik Arm Crossing has become uncertain. If a Knik Arm Crossing does not become operational within the 2040 timeframe, then Anchorage Bowl and Chugiak-Eagle River could be expected to accommodate a somewhat greater share of regional growth than in the baseline forecast. (Staff to develop specific text edits and provide those for PZC review as part of its revisions to issue-response item 1-b.)	importance of PZC's opportunity to review substantive changes to the Plan's stated outlook for the KAC and growth projections for the Bowl. So Commission made its approval of the latter recommendation in 1-k contingent on its opportunity to review staff's recommended amendment language for page 9 sidebar in the Plan.
1-l.	**Acquire Additional Land for Urban Development.** Chamber of Commerce in Appendices D-1 and D-2 states that, in addition to using existing urban lands more efficiently, the *2040 LUP* should include a policy and actions for acquisition of additional land where possible. The Chamber states that the Municipality is still owed approximately 14,000 acres of State land granted to it under the Municipal Entitlements Act of 1978, and encourages the Municipality's efforts to expedite the transfer of State land to the Municipality. Developable parcels within the Bowl should be prioritized and promptly released to the market for development. The Chamber also encourages the Municipality to secure additional developable land within the Bowl from other landholders such as JBER, BLM, or the GSA as	**Response:** The 2040 LUP arises from an extensive effort to identify additional significant land base inside the Municipality for residential, commercial, and industrial development. The research looked both inside and outside the Bowl. Meanwhile, efforts to estimate the timing and potential impact of a Knik Arm Crossing (KAC) to the Mat-Su Borough found that even a KAC would not significantly reduce land demand in the Bowl and would provide only marginal relief. Section 1.2 briefly references these efforts. The Municipality has conducted studies about the future land supply and demand for residential, commercial and industrial land over a twenty year time horizon. The most recent residential, commercial, and industrial land assessments analyzed the potential impact of the proposed Knik Arm Crossing (KAC) and found it would have only a modest impact on growth in the Anchorage Bowl. The reason is due to factors such as preference for business location in Anchorage where the customer base is located, and proximity to transportation hubs such as the Railroad, Port, and Airport. The KAC would most likely act as a pressure valve for certain sub-categories of Anchorage housing demand and under supply of residential unit capacity in the Anchorage Bowl. In response to public comments, Planning staff is summarizing the status and research findings regarding the Knik Arm Crossing as part of Appendix B: Future Growth Report.	**NO.** **See direction below.** **(3-13-17)** Commission does not approve the draft language in the proposed new policy. It does not support the changes to Action 8-8. These changes go far beyond the comment and issue discussion. The issue was, How does MOA acquire more land from other landowners within

Item # Page # in PHD	Comment or Issue	Response and Recommendation	PZC Action
	circumstances permit. The Chamber believes that thousands of acres of JBER land could be transferred to the Municipality should the military declare it "excess". This transfer could bring in significant additional revenues and economic development for the city. The Chamber suggests there be a task to address land acquisition that is assigned to a position in the Planning Dept. Planning and Zoning Commissioners in 2015 worksession recommended identifying public lands such as excess open space or excess school sites that could be put to use for housing. *(Anchorage Chamber of Commerce, Planning and Zoning Commissioners in worksession)*	The Municipality's Real Estate Department and other agencies within the Municipality have identified potential land exchanges or purchases between the State and the Municipality. Discussions between the Mayor's office and the Office of the Governor have taken place to identify potential parcels as well as determine how such transactions could take place. The 2040 LUP land use plan map and land capacity analyses have incorporated all candidate State parcels known to the project team. Within the Bowl, Planning staff conducted a parcel-by-parcel analysis of lands owned and managed by the Heritage Land Bank (HLB) for residential, commercial, and industrial development potential. Many of these parcels have significant environmental constraints such as wetlands, or are encumbered by legal requirements that may restrict their use to a public purpose rather than a private one. The analysis is documented in the 2015 Industrial Lands Assessment, Volume II. Some municipally-owned properties could become candidate sites for future redevelopment for residential housing projects in downtown such as the "A Few Good Blocks" project located at 9th and L Streets. The plan also features the redevelopment of the municipal 3500 Tudor campus (including the school bus barn). In response to the Anchorage Chamber's comment, Action 8-8 in the draft plan calls for review of undeveloped public lands for potential other use besides open space. Excess school sites were also discussed with the ASD. ASD is holding these sites for future school capacity needs and is working with municipal Planning Department and ISER to forecast potential 2040 school capacity needs. Use of public lands must include provision for long term public open space and public facility needs. See also related issue-responses 3-k and 3-l, as well as the issue 1-l. appendix item below. The 2015 Anchorage Industrial Lands Assessment Update, Vol. II, provides the most extensive survey of potentially developable land reserves in the Municipality. It analyzes Fire Island, JBER, BLM, HLB, Airport, and Eklutna, Inc., landholdings for their potential for urban development within the 2040 planning time horizon. This research included multiple consultations with these major property owners. The report documents that Fire Island is unlikely to be available. It identified two properties of JBER abutting the Bowl that might become available, however a transfer is subject to a three-way party agreement by JBER, the Municipality, and Eklutna, Inc., based on the provisions of the North Anchorage Land Agreement (NALA). JBER is undersized by approximately 15,000 acres relative to its training needs, according to the military, and most JBER lands that appear to be vacant reserves are actually designated training areas. The Industrial Lands study was successful in identifying substantial acreage of Airport lands along Raspberry Road for potential non-aviation commercial and light industrial development. Those lands are incorporated into the 2040 LUP.	municipal boundaries for city development? Commissioners Strike, Looney, and Robinson pointed out examples of existing/past potential opportunity sites for MOA acquisition in and around the Bowl. Commission recommends to revise the proposed new policy language to keep it simpler and on point, and reflect the comment response. It should state something to the effect of: Continue to pursue strategies and actions to acquire additional lands within the Municipality for urban development. Provide the language as part of the final review materials for the Commission in April. Reject all tracked changes to Action 8-8 except to add the underlined word "yet" on the first line.

Item # Page # in PHD	Comment or Issue	Response and Recommendation	PZC Action
		The largest amount of vacant, undeveloped land in the Municipality is located in the Chugiak-Eagle River area, most of which is owned by the Eklutna Village Corporation (Eklutna, Inc.). While there is interest in developing the vacant acreage there are significant environmental and infrastructure constraints such as lack of roads for access, and lack of infrastructure (sewer and water services), etc. Significant amounts of public and private sector infrastructure investment will be needed to open up much of this land to future development. Formation of public-private partnerships could become a strategy to incentivize development. This plan reflects the goals and objectives of the Chugiak-Eagle River Comprehensive Plan to extend infrastructure. Therefore, the Planning Department has conducted and will continue to conduct research on potentially developable landholdings, and seek to support strategic extension of public infrastructure and services to available development reserves in Chugiak-Eagle River. Action item 1-1 in the draft 2040 LUP includes maintaining a lands inventory database to be updated as new lands become available. Planning staff will continue to identify other public parcels and assess if these are in excess to public needs. See for example issue item 12-d. However, after several years of research attempting a "no stone left unturned" approach, staff believes that most of the large undeveloped land reserves within the Municipality are either unlikely or extremely difficult to acquire for urban development within the 2040 housing/employment needs timeframe. Focusing primarily on strategies that encourage reinvestment, infill, and redevelopment in existing but underutilized urban areas in the Bowl, in coordination with planned urban development in the Powder Reserve and other select land reserves in Chugiak-Eagle River, will yield the greatest return in terms of housing, employment, and economic development. **Recommendations:** On page 11, add a new Policy #1.7 which states: **LUP 1.__.** Work with the Matanuska-Susitna Borough as well as State, Federal, military, and Alaska Native Corporation landowners within the Municipality to coordinate where growth occurs, provide adequate room to grow, and ensure greater prosperity and well-being for all. Amend Action Item 8-8 to the following: Action 8-8. Determine which municipal parks are not yet dedicated ~~parks~~ parkland, for potential consideration to full dedication status or designation for other uses, such as public facilities or housing.	

Item # Page # in PHD	Comment or Issue	Response and Recommendation	PZC Action
		Include a summary of the Knik Arm Crossing (KAC) research findings and a reference to other land acquisition research as part of *2040 LUP Appendix B: Future Growth Report*. Publicize the Anchorage Industrial Land Assessment, Volume II report findings as to major landholdings in the Municipality as part of the rollout of the Anchorage Bowl LUP.	
1-l. addendum	**Community Facility Land Needs. School site needs and Parks needs.** (ASD A.6. questionnaire cmt.)	**Response:** TBD Appendix B of the Anchorage Bowl Parks, Natural Resource Use, & Recreation Facilities Plan provides guidance on establishing neighborhood parks for the surrounding population as follows: "Generally 5 acres is considered acceptable as the minimum size necessary to provide space for a menu of recreation activities with 10 acres optimal, but may be as large as 20 acres. The ratio of park acres to area population should not exceed 2.5 acres per 1,000 population." The Anchorage School District has approached the MOA about maintaining and using school grounds for parks but that issue has not been resolved. By these standards, within the MOA Bowl there are 20 neighborhood park deficient areas, requiring an average of 12.5 acres each for a total of 250 acres, and 8 community park deficient areas requiring an average of 60 acres each, for a total of 480 areas, or, a grand total of 730 acres needed to meet the current need for municipal parks. Twenty of the 28 combined park deficient areas have a school near or within the radius of the park deficient area. Planned GSDs, the Anchorage trail system, and Bike and Pedestrian Plan will connect parks and add to the open space community members enjoy for recreation as well as access to parks across the Anchorage Bowl Planned GSDs, the Anchorage trail system, and Bike and Pedestrian Plan will connect parks and add to the open space community members enjoy for recreation as well as access to parks across the Anchorage Bowl. Acreage estimate of future school needs under compilation. Cross reference with issue 1-l. **Recommendation:** TBD	
1-m. Page 5	**Relationship of Plan to Zoning - Clarification.** People still have trouble differentiating the land use plan map from a zoning map. Some think the plan will immediately change zoning and allow bigger buildings. *(Comments*	**Response:** The Plan narrative describes the difference between a land use plan map and a zoning map on page 5 and in more detail on pages 21-22. However, not everyone reads the narrative, and the introduction about the Plan and zoning on page 5 doesn't stand out. Including a visual diagram to illustrate the difference between the plan versus zoning could be instructional.	**YES (4-3-17)**

Item # Page # in PHD	Comment or Issue	Response and Recommendation	PZC Action
	from public meetings, Public Transportation Planning Department staff observations, Long-Range Planning Division)	**Recommendations:** 1. On page 5, first column, amend the first paragraph as follows: **Relationship to the Zoning Map and Other Implementation Actions** The *Anchorage 2040 Land Use Plan* recommends future land uses and a range of potential intensities intended to implement the goals of *Anchorage 2020*, taking into consideration population growth and forecast demand for each type of land use. Zoning is the set of regulations about the use of property, (lot size, setbacks, building heights, and other site attributes), that conforms to the Land Use Plan and implements the comprehensive plan. The ~~Anchorage~~ *2040 Land Use Plan*, along with other elements of the *Comprehensive Plan*, provides policy direction for future ~~land use decisions, such as~~ rezonings and changes to development regulations. The Plan also provides policy guidance for other land use decisions such as public facility site selections~~,~~ and infrastructure investments. ~~Future actions like these will implement the Comprehensive Plan.~~ On page 5, add an enhanced version of the diagram below to accompany the zoning narrative. The diagram was a part of many public presentations including the October 2016 work session with the Commission and the Assembly. The enhanced version will be edited for clarity and cosmetically enhanced, and be included with the list of technical amendments and photos described in issue 0-a.	Commissioner Robinson asked how the 2040 LUP proposes to address neighborhood concerns which may arise with "bit by bit" incremental rezonings of parts of a neighborhood to a new zone which implements the LUP. Issue 8-b. addresses implementation rezonings.

Item # Page # in PHD	Comment or Issue	Response and Recommendation	PZC Action
			
1-n. Page 18	**Elaboration on How Growth and Change Map shows changes from Area-specific Plans.** The second paragraph on page 18 is just one sentence that mentions the map on page 19 which recommends changes from adopted area-specific land use plans and from current zoning. It does not elaborate on the ways in which it illustrates these two things, explain the effects of those changes. The paragraph also does not clarify how this map is to be used. *(Planning Department Long-Range Planning Division)*	**Response:** The relative degree of change in growth was identified in the LUP as including those areas with significant growth, moderate growth, or little growth. In addition, areas of change were identified between the LUP and existing neighborhood and district plans. Areas of Growth and Change were identified based on eleven criteria that took into account the absorption rate of growth during the planning horizon. Criteria included those locations near employment or commercial centers, accessibility to multimodal transportation, areas of potential investment and development, zoning, amount of buildable land, and access to stores, jobs and services, infrastructure, identified reinvestment priorities, less constraints, benefits to lower income individuals, vulnerable populations, and priorities identified in neighborhood and district plans. Places where the *2040 LUP* makes substantive changes from adopted area-specific land use plan maps are shown in a thick forest green outline. **Recommendations:** Page 18, third column, amend the second paragraph as follows:	**YES** **(3-13-17)**

Item # Page # in PHD	Comment or Issue	Response and Recommendation	PZC Action
		The map also shows where the 2040 LUP recommends changes from adopted district or neighborhood plans, or changes in land use or intensity of use from that provided by existing zoning. Areas where the *2040 LUP* shows Land Use Designations that are changes or updates from adopted neighborhood or district plans are shown in a thick forest green outline. As discussed in Sections 1.1 and 2.1, the *2040 LUP* designation applies to these areas.	
1-o.	**Too Many Land Use Categories.** BOMA commented in May 2016 that the February 29, 2016 Community Discussion Draft LUP still had too many land use designations. Among the concerns about the level of specificity and categorization would lead to "spot zoning". The LUP should represent where Anchorage wants to go not what it currently is. BOMA pointed out the southern portion of the C Street corridor and Tudor/C Street areas as good examples. The February 29 community discussion draft LUP showed these areas as a combination of office, commercial corridor, light industrial, and general industrial color-coded polygons. BOMA solution is to reduce the seven commercial designations (Centers and Corridors) down to three categories. It believes the residential designations could also be reduced in number. Agency commenter also suggested simpler is better. Public Transportation suggested to simplify the color cateogries to the main headers only: Neighborhoods, Centers, Corridors, Open Spaces, etc. It also suggested an interactive map that allowed the user to activate three layers: current use, future recommended use, and prohibited use. *(Building Owners and Managers Association (BOMA), Public Transportation Department)*	**Response:** The public hearing draft LUP Map reflects a reduction in the number of land use designations from 22 land use designations at the start of the project down to 18. Single and Two Family were a merged category, even though many neighborhood and district plans generally separated the two. The 2040 LUP public hearing draft Map made the following map changes: • Merged "Community Institutions" and "Public Facility/utility" into one category, and supplementing the category with icons to differentiate schools and utility facilities; • Merged "Office-Low Intensity" with other commercial corridor designations; and • Deleted the "Public Facility / Natural Area" land use designation. As of 2016, the various area-specific adopted neighborhood and district plans in the Bowl collectively applied 70 different Land Use Designations around the Bowl. The public hearing draft 2040 LUP distills these 70 land use designations down to 18. Review of comparable cities' land use plan maps indicates that Anchorage's draft 2040 LUP has a similar number or lower number of planned land use categories than other cities' land use plans. This is in spite of the reality that the Anchorage Bowl contains a full range of land use patterns, from semi-rural to high density urban and major transportation facilities, natural wilderness parks, etc. The Anchorage Bowl also has a very un-planned, hodge-podge land use pattern due to the area-wide zoning decisions made in the 1970's. In some ways, the 2040 LUP simply reflects the complicated reality of Anchorage land use that is anticipated to continue through the planning horizon. Every opportunity to reduce the number of land use categories was considered while retaining enough specificity to provide adequate policy guidance for rezoning and other land use decisions, that was in keeping with the policy direction of the various plan elements and maintaining a constituency of support among residents, businesses, and property owners. Reducing the number of residential categories any further would leave the land use plan too vague to differentiate substantially different levels of housing density and neighborhood character. That would create problems for neighborhoods and rezoning applicants.	**YES** **(3-13-17)**

Item # Page # in PHD	Comment or Issue	Response and Recommendation	PZC Action
		The 2040 LUP also reinforces the Comprehensive Plan's various town, neighborhood, and the major city centers from each other and and the commercial corridors. Merging the "regional commercial center" with other Commercial categories was considered, however the Dimond Center and Tikhatnu Commons because of their regional and statewide draw, did not fit into any of these categories. The property owners in both cases expressed their support for the regional center designation. Several patterns and overlays on the map are similar and overlap. The "Main Street Corridor" land use designation is really a compact, smaller lot, walkable, and mixed-use version of the "Commercial Corridor". This kind of urban pattern is also called out in the "Transit Supportive Development Corridor". The public hearing draft LUP consolidates the pattern for Main Street Corridor and Transit Supportive Development Corridor to simplify the map. Consideration was made to consolidate these two concepts with the somewhat related "Traditional Neighborhood Design" overlay on the map. However, staff found that this over simplified the urban form that the "Traditional Neighborhood Design" category seeks to achieve and desired by many of the neighborhoods with this designation. Future LUP amendments may explore this possibility. **Recommendations:** No changes at this time.	
1-p.	**Transit Supportive Development Feature Should Not Increase Density; Should Coordinate with Other Plans; Should be Researched for feasibility before identifying specific corridors.** The TSDC on 15th and DeBarr through Fairview and South Addition in the 2040 LUP tries to thread a fine needle. The placement of the TSDC here is not a part of the neighborhood plan. The 2040 LUP TSDC calls for density while the neighborhood plan for Fairview has its own land use plan map density recommendations. Ensure the neighborhood plans are respected. Avoid the text of the 2040 LUP allowing more density than called for in the land use plan maps. *(S.J. Kline public hearing testimony)* The 2040 plan should not try to identify specific corridors for alternative treatments without at least checking feasibility and including information about and with the	**Response:** The draft 2040 LUP explains that Transit Supportive Development (TSD) overlay areas remain within the density ranges for the underlying 2040 land use designations. TSD does not raise density ranges above the land use designations. See the third paragraph in the middle column on page 44. TSDs may have the result of encouraging more activity and compact development than otherwise, while remaining within the density range established in the underlying land use designation. In a general sense, the 2040 LUP in some locations presents density deviations from those highlighted in neighborhood and district plans. These can occur where public transit will play a larger role in the future. However, in Fairview the 2040 LUP is consistent with the *Fairview Neighborhood Plan's* land use map. Most of the TSDs in the 2040 LUP reflect already adopted land use policy. *Anchorage 2020* already establishes nearly all of these corridors. The TSDs have remained a part of the Comprehensive Plan's land use policy map. The reference to the 2040 LUP corridors (Main Street, stipple pattern areas, Transit Corridors) not being finalized without feasibility and policy coordination with the MTP and OSHP is well taken. Given the 20+ year timeframe for these 2040 LUP policies and actions and the role of Context Sensitive Solutions, FHWA policies, and Vision Zero, in all corridors, there will be built-in and ongoing consultations with state and	**YES** **(3-13-17)**

Item # Page # in PHD	Comment or Issue	Response and Recommendation	PZC Action
	MTP and OS&HP. The overall concept seems feasible, however, too much detail has been provided without the needed research to back up the recommendations *(MOA Traffic Engineering)* Public Transportation Department is concerned that TSDs communicate the expectation that these corridors will have public transportation, so it does not benefit the transit department to have the *2040 LUP* showing Lake Otis as possibly the longest stretch of arterial that is TSD in lieu of the recommended route restructuring. The LUP should not dictate what level of service will be by defaulting to the catch-all of "transit supportive". Other corridors that are not TSDCs on the LUP are expected to become transit conducive arterials. Therefore, we suggest that LUP holds PTD harmless so as not to commit PTD to future endeavors without its consent. And create a huge rectangle encompassing northern Anchorage and call that area "transit supportive", and call Lake Otis and Jewel Lake as "transit assessment corridors".	MOA traffic and engineering agencies. Because the MOA's MTP is about to undergo a full revision, there is opportunity to build policy language into that plan to address these concerns as these areas grow and/or redevelop. Near-term and periodic amendments to the 2040 LUP can respond to changes in the MTP. Staff agrees with the concern voiced by Public Transportation Dept. that its recent route restructuring process seems to be in conflict with certain longer-term 2040 LUP strategies and actions. This is most evident for Public Transportation's new proposal that reduces or greatly limits bus service on the Jewel Lake and Lake Otis routes. Instead of eliminating these, the 2040 LUP Plan offers several actions relevant to addressing these conflicts (Action Items 6-2 thru 6-5). Differences are manageable and even expected, because the transit plan is a nearer-term operations plan, while the 2040 LUP is a longer-term comprehensive vision for future city growth. Issue-response item 1-g resolves this issue by providing new language which clarifies that shorter-term operational plans such as Transit's may deviate from the longer term citywide land use vision. The operations agencies' path to achieving the ultimate vision can be winding. It is understood that the ultimate decisions about transit being made in the near term might affect this Plan's vision for transit corridors along Lake Otis and Jewel Lake. In the long term, these might retain transit service but they might never reach the frequencies or coverage envisioned for transit supportive corridors. The proposed Action Items cover these issues and will allow for Plan policy and mapping adjustments. **Recommendations:** No changes. See also the changes recommended by issue item 1-g.	

Item # Page # in PHD	Comment or Issue	Response and Recommendation	PZC Action
Part 2: Centers and Mixed-use Redevelopment			
2-a.	**Neighborhood Centers Implementation Zoning.** Many of the designated Neighborhood Centers on the LUP are currently zoned B-3 but the designation's list of appropriate implementation zones includes only B-1A and B-1B not B-3. This does not seem practical. *(PZC Commissioner Spring)*	**Response:** Most Neighborhood Centers reflect adopted District Plans. Nearly all Neighborhood Centers in northeast subarea reflect the East Anchorage District Plan, which also identifies B-1A and B-1B as the appropriate implementing zones. Hillside District Plan has one center, which specifies the existing B-1A zoning. West Anchorage District Plan includes most of the remaining centers but does not specify implementation zoning. There are a few 2040 LUP Neighborhood Centers outside of the adopted District Plans, in areas like South Anchorage that do not have area-specific land use plans. The existing zoning for many of these centers is B-1A, B-1B, or B-3 SL (Special Limitations). B-3 SL means there are special limitations that make some aspects of the zoning district more like neighborhood scale centers. Some designated Neighborhood Centers are currently zoned residential or even industrial, and will need to be rezoned to become commercial. The primary purpose for the list of appropriate implementation zones in the Plans is to guide <u>future</u> rezoning decisions. When a rezoning proposal comes forward, the Plan establishes that the appropriate rezoning choices are B-1A or B-1B. Rezoning to B-3 is not appropriate. Areas currently zoned B-3 retail their existing commercial entitlements under the 2040 LUP, even though the designation is Neighborhood Commercial. The plan leaves existing zoning intact. Although the existing B-3 zoning is not perfectly aligned to ensure that future commercial uses will be neighborhood scale developments, it allows for neighborhood commercial. Development market trends in these areas have tended to result in smaller, 1-2 story structures anyhow. Therefore, this partial mismatch is not considered to be on the list of most urgent zoning problems to resolve at this time. Actions 2-7, 3-5, and other actions can create incentives for future rezonings in designated Neighborhood Centers from B-3 or B-3 SL to B-1A or B-1B. LUP map references: EP-1 (zoning). **Recommendation:** No changes at this time.	**YES** **(11-14-16)**
2-b.	**More Small Neighborhood Commercial Districts.** There is a need for opportunities for more small scale neighborhood commercial districts near or in residential neighborhoods. B-1A has proven to be very effective, but there is no way to make more with a rezone criteria of minimum 1.75 acres. How can the LUP address this?	**Response:** The provisions of the B-1A district in the new Title 21 and in the 2040 LUP provide a means to allow for more neighborhood scale commercial in or near residential neighborhoods, while protecting the residential land base and neighborhood integrity. In the new Title 21 the minimum size requirement of 1.75 acres for a rezoning does not apply to B-1A. B-1A has a much lower minimum zoning district size that allows for new, small corner commercial sites to be zoned next to or within neighborhoods, similar to existing B-1A sites such as Sagaya City Market and the	**YES** **(11-14-16)**

Item # Page # in PHD	Comment or Issue	Response and Recommendation	PZC Action
	(PZC Commissioner Spring; Abbott Loop Community Council president, Seth Anderson)	Fire Island Bake Shop locations within South Addition and Airport Heights. The B-1A location requirements for locating new B-1A districts include a minimum contiguous area of 11,500 square feet, maximum contiguous area of 2 acres, and the site is within an established neighborhood commercial area or designated in the comprehensive plan for neighborhood-scale commercial. The 2040 LUP on page 26 (second paragraph) provides for B-1A zoned commercial within the residential neighborhood land use designations. Existing B-1A zoning districts are considered consistent within the residential Neighborhood designated areas on the LUP. Neighborhood and District Plans also identify new small-scale commercial sites. For example, the West Anchorage District Plan established the basis for the small scale commercial site on West Northern Lights that was eventually rezoned to B-1A and became the Turnagain Crossing (including the Rustic Goat restaurant) development. This system, of identifying potential future neighborhood commercial sites first through neighborhood, district, or Bowl-wide land use plans provides a careful means of introducing commercial businesses into neighborhoods. **Recommendation:** No changes at this time.	
2-b. Addendum (Revised from 2-6-17 version)	**More Small Neighborhood Commercial Uses in <u>Residential</u> Districts.** Currently the only residential district which Title 21 allows commercial is the Urban Residential High (R-4), and the amount is limited to the lesser of 5% or 1,200 square feet of the gross floor area of the development. This is too small to be realistic or useful unless it is a large development. Can a change to a higher percentage or a new criteria provide for more? Consider an action item to amend Title 21 to change the allowed square feet for neighborhood supporting commercial, such as having "x" square feet per block or acre, once met, no more commercial. The action item should include allow commercial amenities in R-3 projects. R-3 neighborhoods would benefit from neighborhood scale amenities perhaps at a smaller ratio than the R-4. Also consider adding a new LUP policy or Action Item to allow and encourage neighborhood scale commercial amenities. The Rustic Goat mixed use development is an example of this—there is ongoing public interest and PZC	**Response:** The R-4 and R-3 districts are first and foremost multifamily residential districts. Commercial and mixed-use amenities are provided in other zoning districts such as the B-1A, R-4A, upcoming R-3A, and in the nearby commercially zoned corridors and centers. The Municipality's 2012 Housing Market Analysis and the 2040 LUP housing needs analysis demonstrate there is a need for more space for housing, especially for four-plex, townhomes and multifamily development near and within the Centers to serve seniors and Millennials. R-3 and R-4 are primarily reserved as the districts to provide the multifamily housing. Allowing commercial uses into existing residential neighborhoods could create negative impacts and incompatibilities. Therefore, increases in non-residential uses within these two zoning districts should be considered carefully. Other zoning districts and strategies are more appropriate to achieve mixed-use. For now, the 2040 LUP description for its "Urban Residential – High" neighborhood cross-references to the R-4 district and provides for "Limited ground-floor commercial space within residential projects". The 2040 LUP avoids getting into the specifics of exact percentages of floor area allowed for commercial uses. Title 21 allows a limited amount of non-residential uses within R-4 developments, such as fitness or recreational space, small restaurant, convenience store, and food store to primarily meet the needs of the building residents. Significantly expanding the size of the non-residential footprint might create a draw that could impact residents and overall parking needs.	**Discussed and Tabled (2-6-17)** Commissioners on 2-6-17 asked how the LUP allows for these neighborhood commercial opportunities in the future. It requested staff to revisit this issue and bring back some draft amendments that help the plan better provide for future neighborhood commercial uses. The plan should provide realistic opportunities within reach of

Item # Page # in PHD	Comment or Issue	Response and Recommendation	PZC Action
	support to have the Code somehow provide a mechanism that supports these types of small scale commercial uses in residential areas, where conditions are appropriate. Also consider adding "neighborhood supportive commercial amenities" as a bullet under "Character" of the Compact Mixed Residential – Medium and Urban Residential – High land use designations. *(Seth Anderson)*	Title 21 provides the R-4A District as an alternative option to R-4 to allow a greater amount of non-residential use within the development. The 2040 LUP identifies "Residential Mixed-use Development" areas using stipple dot pattern overlaying some "Urban Residential – High" areas on the LUPM. With respect to the R-3 medium density district, the 2040 LUP also identifies "Residential Mixed-use Development" stipple dot patterns over medium density areas. 2040 LUP Action 2-6 recommends creating a medium-density residential district (i.e., an R-3A zone) for just such areas to allow mixed use commercial in an integrated neighborhood setting. This is a near term priority and development of such a district has already begun at the Planning Department. With respect to the suggestion to add a residential policy 4.__ to allow and encourage neighborhood commercial: *Anchorage 2020* commercial land use Policies #21 and #25 address the location of new commercial development in centers, including in neighborhood centers to allow neighborhood oriented commercial uses in residential areas. These policies are included in the 2040 LUP policies by reference on page 12 bottom middle column. See also the main 2-b discussion regarding how the 2040 LUP includes B-1A commercial centers in the residential Neighborhood land use designations. The original intent of using the new B-1A district to allow for neighborhood commercial uses is tied to such designations in a neighborhood or district plan. Or, even if not in a plan, the rezoning process provides protection to neighborhoods from inappropriate commercial encroachment. In response to the PZC's sentiment on 2-6-17 that the Municipality should create provisions that under other certain conditions that might allow for new neighborhood commercial uses elsewhere, Planning staff team met and discussed options for creating such a regulatory tool. The key is how to frame the conditions and the approval process to ensure this provision succeeds on a limited and location appropriate basis with limited neighborhood impacts. Planning staff finds that a new type of conditional use procedure would be most effective to address the issue of more neighborhood small commercial projects. The conditional use process provides significant flexibility and public input in a single step, avoiding the two-step process that a rezoning to B-1A requires. This new 2040 LUP Action will require considerable public input and defining conditions to limit the locations, types of uses, and site design, and should include Current & Long-Range Planning as Responsible Agencies with a 1-3 year timeframe. **Recommendation:** Add a new Action Item #3-6 to the Actions Checklist on page 61 to read as follows.	businesses. A rezoning is not practical for some businesses. Add an Action to identify areas needing neighborhood commercial and then research a less extensive review process than a rezoning to approve such commercial in the identified areas. Perhaps it is through the small area plan process? Staff to revise the response and recommendations and return to PZC. (2-6-17) **YES** **(3-13-17)** Commissioners Strike & Robinson commented that a tool to make small commercial easier in neighborhoods can be a double edged sword. It can raise fears of commercial popping up anywhere. Robinson suggested that the new conditional use procedure include a

Item # Page # in PHD	Comment or Issue	Response and Recommendation	PZC Action
		Amend the Title 21 conditional use provisions to create a process and review criteria for how and where new small scale commercial uses might be permitted within neighborhoods in certain residential zoning districts. Responsible Agencies: Planning. Time Frame: 1-3. Related Plans and Studies: *(Staff team to research and identify related plans.)*	provision that the area appropriate for small commercial is highlighted first in a Small Area Plan or area-specific plan.
2-c. Page 32	**How Regional Commercial Centers Connect to Nearby Neighborhoods.** The 2040 LUP should avoid stating that Regional Commercial Centers are disconnected from neighborhoods. Neighborhood access can be beneficial to neighborhoods and the arterial through-streets. Local area trips can be more safely served without going on and off the arterial to conflict with other cross-city traffic and degrading arterials' performance. Walking and biking should not be forced onto arterial access. *(Alaska DOT&PF)*	**Response:** The language was intended to mean that, compared to the Town Centers, Regional Commercial Centers are not as surrounded by immediately adjacent residential neighborhoods. Town Centers tend to be nested within areas with compact and medium density housing, and have a close relationship to these surrounding residential areas. Regional Commercial Centers depend less on the immediate neighborhood next door and orient more to regional highway and arterial traffic. It was not intended to suggest that there should not be maximum local and collector street connections to surrounding areas, as much as possible. **Recommendations:** Edit the wording of the second sentence in the first paragraph of the description of Regional Commercial Center, as follows: Located on large sites at the intersection of freeways and major arterials, these centers are <u>more</u> tied to the regional transportation system, <u>and less dependent on</u> ~~rather than to~~ adjacent <u>residential</u> neighborhoods than are Town Centers.	**YES (11-14-16)**
2-d. Page 63	**Transfer of Development Rights for Implementation.** Should Action 4-13 include a transfer of development rights ordinance? *(PZC Commissioner Spring)*	**Response:** Transfer of development rights (TDR) is a tool that communities use to help implement a variety of planning goals and objectives. TDR establishes a market-based system through the zoning regulations for one property owner to sell his or her zoned development rights to a property owner in another part of town that does not have those zoned entitlements. Anchorage already has a nascent TDR provision in the CBD zoning regulations in the Town Square Park solar access protection area. TDR may in fact be a potentially useful market-based tool to carrying out Action 4-13 and a variety of other Actions. **Recommendation:** Add a new Action under Goal 2 section of Table 4 Actions Checklist, for the Planning Department to explore potentially expanding Anchorage's use of TDR as a tool to assist plan implementation including supporting Action 4-13 and other Actions that may benefit. Timeframe should match that of Action 4-13. Other Responsible Agencies to include OECD, PRIV.	**YES (11-14-16)**

Item # Page # in PHD	Comment or Issue	Response and Recommendation	PZC Action
2-e. Pages 45-46	**Creek Setbacks, Routes, and Requests for Extensions of Greenway Supported Development (GSD) Corridors.** The GSD concept was originally suggested by a developer in consultation and has received positive feedback from residents, developers, and design community during the LUP process. Several property owners have asked for clarification about impacts of the GSD and the prospective trail routes and setbacks. In general the feedback was to expand and prioritize the concept, and clarify and improve its language. There are neighborhood objections to the language describing creek channelization with little or no greenbelt: commenting the standard creek setbacks should apply to provide adequate riparian areas and environmental functions. There was a question by a property owner regarding the width, location, and impacts to properties from a creek greenbelt. Would owners be impacted by new regulations, costs, or mandatory improvements or ROW dedications? There is a comment that Fairview is underserved in amount of parks and greenbelt spaces and the 2040 LUP will worsen the deficit without additional open space. Fairview CC supports 2040 LUP Goal 8 to add parks and greenbelt connections to support high density development. They recommend the plan accompany its recommended growth in Fairview with a discussion regarding the Seward-to-Glenn Highway Connection project. This plan discusses its importance to urban revitalization near downtown and includes a graphic illustrating highway traffic moved below grade and covered over, creating opportunities for mixed-use and park space above deck. This provides a new greenway or	**Response:** Greenways are an urban redevelopment amenity concept for designated mixed-use Centers and Corridors, based in part on MOA providing incentives for redevelopment. The concept is based on successful creek daylighting and revitalization projects in urban downtown redevelopment settings in cities large and small around the U.S. It may include a creek daylighting or a mini urban trail greenbelt, or may simply consist of enhanced linear pedestrian access into a redeveloping center. Either option has been shown to fit within built urban settings that are redeveloping. It necessarily requires that stream design, management, and setback standards be relaxed or reduced as needed to allow buried creek sections to be restored or daylighted in urban settings where no channel or easement exists. This daylight process would not likely happen otherwise in many urban settings as the associated costs, time, logistics of creating a standard width natural easement with broad setbacks are prohibitive. Broad setbacks and a more natural stream system would limit valuable area that might otherwise support redevelopments with needed housing and local serving retail amenities along with pedestrian connections. Maximizing setbacks from newly daylighted channels will be attempted and provided where practical in this concept. Action 8-3 refers to the Assembly mandate to revise and expand the stream protection setback in Title 21. That section of the code will describe revisions to stream setbacks where full restoration projects daylight streams in places where easements are limited or non-existent. Note that for future urban creek restoration projects in linear Greenway Supported Development (GSD) sites, it is anticipated that these may include reduced setbacks that are less than standard stream setbacks. Reduced setbacks would still provide restored functions and still enhance redevelopment projects. Portions of Fish Creek east of Minnesota Drive in Midtown would be an example of this concept with a smaller "urban" setback. There is some confusion that the 2040 LUP's GSDs are simply trail connections or might show all new trail sections that enhance the overall trail network. For instance some commenters have asked that the GSD be added on the 2040 LUP in the Sitka Street Park open space, or around the south perimeter of Westchester Lagoon, or to the western part of the Fish Creek trail corridor system through Turnagain neighborhood to the Coastal Trail. These are valuable suggestions for trail connections but they are outside the scope and intent of the GSD overlay on the LUP. Trail projects are more appropriately addressed in the Areawide Trails Plan, Pedestrian Plan, and Bike Plan. The 2040 LUP being a land use plan first and foremost, its GSD's are a land use development pattern with the purpose of promoting redevelopment in specific mixed-use Centers and Corridors. The request to incorporate a GSD through Fairview's mixed-use Gambell Main Street Corridor as part of a Seward-to-Glenn Highway project does fall within the scope and objectives of the GSD concept. The intent	**Discussed and Tabled** **(12-12-16)** Several commissioners expressed that the recommendations seemed ok however needed more time to read and consider, and also request that a map be provided to show where staff recommends the new GSDs. **YES,** except stub off eastward extension of Chester Creek GSD corridor east of Bragaw St. in recommendation 1c. and issue-response map 2-e. **(1-20-17)** Commissioners supported the GSD improved section. Deleting the eastern extension of the Chester Cr. GSD avoids diluting the GSD concept expressed in the Plan. While Chester Cr. could

Item # Page # in PHD	Comment or Issue	Response and Recommendation	PZC Action
	other feature between Chester Creek and Ship Creek as part of the rebuilt corridor. Such a new greenway connection would be a centerpiece for the redevelopment area adding a sense of place and amenities, and completing a trail beltway around Anchorage's urban core (ie., the Downtown vicinity framed by Chester Creek, Cook Inlet, Ship Creek, and the new Greenway). Include this new corridor on the list of GSDs on page 46 and as a new Action 8-10 to evaluate its potential. Another Fairview comment requested a GSD be added through Sitka Street Park to reflect addition of a trail connection from that area to the main Chester Creek trail to the south.*(Fairview Community Council)* Comment in consultation by a member of the landscape architecture design community that the Fish Creek GSD could extend eastward to UMED, supporting a land use pattern and trail connection linking Midtown and UMED employment centers. The extension could take advantage of the Waldron Lake segment of the Campbell Creek Trail and then connect north across Tudor near both the Seward Highway and Lake Otis. In Lake Otis vicinity it could take advantage of the existing Fish Creek channel and the pending 42nd Avenue bike boulevard project east of Lake Otis. The Mental Health Trust Land Office in a consultation meeting asked why the Chester Creek revitalization GSD included only its site and did not continue eastward from Bragaw through the neighborhood where the creek is in a pipe, to Russian Jack Park where the creek upstream disappears into the pipe. Several comments indicate a need to clarify the GSD section and language, to avoid confusion with a trails plan.	is to have a new linear greenbelt on the potential highway "cut and cover" feature connecting Ship Creek trails with Chester Creek trails and the Sullivan/Mulcahy sports complex. Like the Fish Creek GSD, it is linked to transportation projects to create an urban placemaking amenity and pedestrian connection that serves to leverage revitalization and growth in a designated mixed-use redevelopment area. Middle Spenard/Midtown along Fish Creek or Fairview Gambell Street/East Downtown redevelopment could be leveraged by this feature and land use pattern. Similarly, redevelopment and access into the south UMED District would benefit from an extension of the Fish Creek GSD development pattern eastward. It would imply an enhanced linkage between Midtown and the UMED area. The new GSD would be limited to areas where the linkage would affect the land use pattern. Also, an eastward continuation of the Chester Creek GSD from the MHT property through potential future redevelopment east of Bragaw either on the ASD campus, in the existing neighborhood, or in the mobile home park near DeBarr could be consistent with this 2040 LUP feature. **Recommendations:** 1. Add the following GSD corridor overlays to the 2040 Land Use Plan Map. These are depicted on the accompanying map entitled *Issue-Response Item 2-e*. a. Add a GSD over the Ingra-Gambell prospective Seward-to-Glenn Highway Connection corridor in Fairview from just north of Third Avenue to 15th Avenue. b. Extend the east end of the Fish Creek GSD from Seward Highway down to Tudor Road. Add a second section of the Fish Creek GSD (a discontinuous addition of the Fish Creek GSD), that follows the original creek channel from just north of Tudor on the west side of Lake Otis, crossing Lake Otis eastward to generally follow East 42d Ave to Dale St and into then up to UMED District. c. Extend the Chester Creek GSD corridor eastward from the MHT TLO property northwest of E Northern Lights / Bragaw across Bragaw <u>but stub it off just east of Bragaw Street commercial/mixed-use corridor</u>. ~~to the west border of Russian Jack Park. Also adjust the GSD placement on MHT property west of Bragaw to more generally align with the existing creek channel.~~ *(Tracked change made per PZC)* 2. Add the above GSD corridor overlays to the Actions Map on page 67. Number their phasing priority on the Actions Map as follows:	be daylighted and/or a trail added east of Bragaw, those can be addressed in other plans as there are not land use redevelopment opportunities east of Bragaw that match the GSD concept.

Item # Page # in PHD	Comment or Issue	Response and Recommendation	PZC Action
	(*Fairview Community Council, Turnagain Community Council, Carr-Gottstein Properties; Mental Health Trust Land Office; Seth Anderson; PZC Commissioners Danielle Bailey, Jon Spring, and Tyler Robinson; consultation with Bettisworth North)*	a. Eastern extensions of Fish Creek GSD: include as #1 with western Fish Creek b. Eastern extension of Chester Creek GSD: include as #4 with MHT TLO c. Fairview Gambell Street: add as #6 (being contingent on Seward-to-Glenn project). 3. Add the above GSD corridors to the bullets in the GSD section in third column page 45, inserted in the list in order of the general phasing priority discussed above. 4. Revise the GSD section starting on page 45 of the narrative, to improve clarity, address comments and concerns, including to clarify its relationship to trails route maps / plans and replace the example illustration in third column of page 45 with example photos from communities with GSDs to better illustrate the language 5. Complete a draft planning factors map illustrating the trails network, as soon as GIS resources are available.	

Item # Page # in PHD	Comment or Issue	Response and Recommendation	PZC Action
2-e. supplement			

The following language in tracked changes carries out the recommendations #3 and #4 from issue item 2-e above.

Amend the "Greenway-Supported Development" section, beginning in first column of page 45, as follows:

Greenway-Supported Development

Anchorage's greenbelts run from ~~the~~ Chugach State Park to Cook Inlet. Without its greenbelts, Anchorage would be a dramatically different community. Greenway-Supported Development (GSD) identifies ~~places~~ where new development will incorporate natural open spaces, creek corridors, ~~wildlife habitat, wetlands~~ and pedestrian ~~trail~~ routes. GSDs are a development concept that focuses on catalyzing new infill and redevelopment projects, based on a creek or greenway restoration. ~~This overlay includes linear features focused on creeks, or large sections of undeveloped land, on institution and facility campuses~~. Future ~~infill and~~ redevelopment projects have the potential to interface with revitalized urban creeks, wetlands, wildlife habitats, public spaces, or multi-use trails.

GSDs are depicted on the 2040 Land Use Plan Map with a green line hatch pattern. The underlying base color indicates the land use designation. A typical GSD development pattern would extend for up to half a mile or a 5- to 15-minute walk from the creek corridor or trail greenway *[sentence moved from a later paragraph]*.

GSDs would ~~support and~~ enhance new construction~~, future revenue potential,~~ and property values~~,~~ by attracting more uses, housing, businesses, and employment.

~~***GSD-Linear Features***~~

[move up to follow previous sentence above.] Commuter trails within greenways improve travel alternatives between centers and surrounding neighborhoods. New development projects benefit from trail access ~~has the ability to support and enhance development. Benefits might include~~ with decreased parking requirements and lower traffic volumes, as well as a higher quality urban environment. GSDs are a powerful place-making feature within any redevelopment area.

The linear component of a GSD is based on restoring creek sections or other natural functions in redeveloping areas of the Bowl. Restored channels, drainage features, and mini-greenbelts, become neighborhood assets, sustainable storm water systems, and non-motorized trail ~~routes and~~ connections. Restored or daylighted creeks can reduce pollution and flooding.

The key element of the GSD feature in the 2040 LUP is redevelopment of existing built areas in designated mixed-use Centers and Main Street Corridors. This makes GSDs different from simple creek projects or new trail sections. New trail connections or greenbelts are addressed in other plans such as the Area-wide Trails Plan, Bike Plan, and Pedestrian Plan.

The shared urban design principles in Section 2.1 for enhancing connections and pedestrian access apply to development patterns in the linear GSDs.

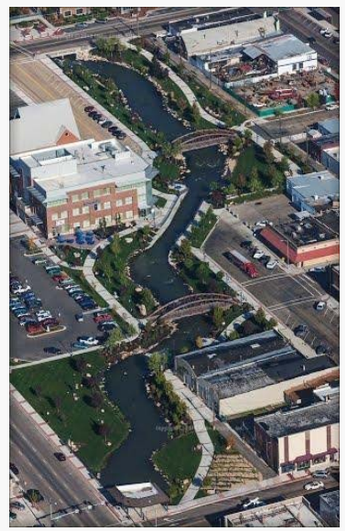
Item # Page # in PHD	Comment or Issue	Response and Recommendation	PZC Action

[this paragraph moved from later in the subsection, and its sentences rearranged] Many western <u>and northern</u> US cities incorporate creek restorations and/or linear greenbelts into redevelopment projects <u>(see photo examples)</u>. Urban greenways may be incorporated into developments in various ways: as a newly constructed stream channel <u>and greenway</u> threaded between existing or future buildings, streets, or parking lots; or, as recreated natural water features and green spaces at intervals along a designated redevelopment corridor. This type of development will usually involve some restoration of natural features and functions.

Caption (draft): Examples of Growth Supportive Development downtown revitalization projects from (L to R): Bothell, WA, Thornton, CO; and Caldwell, ID. GSD amenities can include multiuse pathways, creek daylighting in close proximity to residential and commercial land uses







"A stream can be used as a dynamic economic feature to draw shoppers and tourists to a business district." — Ann Riley, author, *Restoring Streams in Cities.*



The location of future trail or linear greenbelts would be determined through studies and coordination between agencies, neighborhoods, property owners, and developers. GSD features are proposed in the following locations listed in general order of priority:

- Fish Creek drainage across Midtown, potentially from ~~east of New Seward Highway to~~ <u>west of</u> Minnesota Drive t<u>o east of New Seward Highway</u>, bringing Fish Creek to the surface with a parallel trail system. <u>Eastern extension of this GSD from the channel of Fish Creek drainage near Lake Otis into the UMED.</u>
- <u>Eastern</u> Chester Creek, the North Branch of the South Fork in Muldoon and at Creekside Town Center.
- Lower Ship Creek to Coastal Trail connection.
- Chester Creek northwest of Bragaw and Northern Lights Boulevard<u>, and extending east of Bragaw to Russian Jack Park</u>.

Item # Page # in PHD	Comment or Issue	Response and Recommendation	PZC Action

- Furrow Creek drainage crossing the Huffman Town Center.
- Over the prospective Gambell-Ingra corridor's Seward-to-Glenn Highway Connection project in Fairview's mixed-use Main Street Corridor, from Third to 15th Avenue.

GSDs are not a regulatory tool or a zoning district. Implementation will come through partnerships, agreements, and Small Area Plans (SAPs). GSDs require agency and funding coordination, public dollars, staff commitments, and a long term effort. GSD projects may develop in pieces, sometimes including only portions of restored stream reaches or pedestrian ways, based on investor or landowner and public commitments. A combination of development incentives, public parking, and street, trail, and infrastructure improvement projects supportive of the greenway would implement this growth supportive feature.



Caption: The GSD linear feature can also simply be a pedestrian trail, street, or greenway.



Caption: Local Creek Restoration – Greenway-supported development in Creekside Town Center

(Note: Sidebar content at end of this subsection is to remain as shown in top middle of page 46. The "GSD-Facilities and Institutions" subsection which followed the sidebar on page 46 was moved to another part of the plan document and substantially changed by issues 3-a and 3-b below.)

Item # Page # in PHD	Comment or Issue	Response and Recommendation	PZC Action
2-f. Page 14 Tom to draft response.	**Elevate "Placemaking" and its Related Strategies to a Higher Profile in the Plan.** The place-making discussion appears out of context under the Goal 5 Infrastructure. It should be elevated to be its own goal. *(Seth Anderson)* The emphasis on placemaking in the third column, middle paragraph on page 1 of the Plan strengthens this plan, while it also highlights the challenge of focusing municipal investments in order to produce even a few truly "great places" over the next several years. *(Anchorage Citizens Coalition)* It would be best to include references to placemaking throughout the document in appropriate places under the Land Use Designations such as City Center, Main Street corridor example: p.35 – "Main streets will feature public transit access, wider sidewalks, pedestrian amenities, placemaking, …"), medium and high density Neighborhoods designations, and Community Facility or Institution. This will strengthen support for including placemaking in projects under these land use types. *(Planning Department Current Planning Division)* Adaptive Reuse is a recently emerging strategy in local planning and place-making efforts including the Historic Preservation Plan Spenard Corridor Plan. While it includes reuse of historic structures partly to further preservation goals, a big part of it is also enabling greater reuse of other old but less-iconic structures as part of jump-starting reinvestment and activity while retaining the authentic existing built pattern of older parts of town such as Spenard. This strategy has been featured at conferences nationwide and has met with success in regenerating suburban commercial districts. *(Long-Range Planning Division)*	**Response:** TBD The "Placemaking" conversation focuses on enhanced urban design, public art, gateways, attractive signage and lighting, and other public amenity features. Much of it includes public infrastructure investments. While staff acknowledges that locating the "Placemaking" policy conversation back in the Goal 5 infrastructure section does put it somewhat out of its context, isolating it as a new goal also would put it out of context. Placemaking efforts naturally focus on mixed-use Centers and Main Street Corridors. These efforts are a strategy to improve the livability and success of these Centers. Including "Placemaking" discussion in the "Centers" Goal 3 will help clarify its focus, and put it in context of the land use goal it serves most. It can also provide the opportunity to add strategies to the discussion in Goal 3 of the centers and corridors—how are we going to revitalize and refill them? [TBD: Explain what Placemaking Is. Use Project for Public Spaces and other sources.] No objection to adding "placemaking to lists of characteristics in some of the land use designations, as suggested in the third comment. **Recommendation:** TBD Add a new last paragraph in the Goal 3 discussion middle column on page 12: TBD Placeholder Paraphrased from the project for public spaces/ IEDC"Incentives for the 21st Century: Economic development research suggests that the physical and cultural characteristics of a place—a downtown or a neighborhood center—influence the attraction and retention of talent, businesses, and investment in the local economy. Placemaking is the practice of creating and improveing the quality places to live, work, and play in that help people develop a strong attachment to their communities. For these reasons many regions are embracing placemaking as an economic development strategy. Placemaking is people reinventing public spaces as the heart of a neighborhood, district, or mixed-use center. It is a collaborative process to shape the public realm to maximize shared value. More than just promoting better urban design, placemaking facilitates creative patterns of us, paying attention to the physical, cultural, and social identities that define a place and support its ongoing evolution. Most great places, whether a downtown square or a small urban park, share four key attributes: They are accessible and well-connected to other important places in the area; They are comfortable and project a good image; They attract people to participate in activities there.; They are sociable environments in which people want to return again and again."	

Item # Page # in PHD	Comment or Issue	Response and Recommendation	PZC Action
	It may also address historic preservation of important buildings that anchor "placemaking" in Centers and Corridors. *(Long-Range Planning Division)*	Add a new policy 3.2 as follows (and renumber the subsequent policy): TBD Placeholder **LUP 3.2.** Build city centers and corridors around placemaking, to re-shape the public realm in a collaborative process to create destinations and support their ongoing evolution and revitalization. Amend the Goal 5 Infrastructure discussion to clarify that "Placemaking" is a type of infrastructure: TBD Page 30, amend the last sentence in the middle column to read, "To address ~~common needs caused by~~ the needs of growth in these locations, this plan recommends investment in ~~public~~ infrastructure and services, such as libraries, public safety, public spaces, placemaking, trails, and transit. Page 31, amend [TBD - somewhere in Town Centers to state placemaking in destinations of the center] Page 33, amend the third paragraph in the first column to read, "Downtown's strategy for revitalization emphasizes the ground-floor pedestrian environment, a shared network of sidewalks and public spaces, placemaking, and historic preservation and reuse of iconic buildings." Page 35, description of "Main Street Corridor" land use designation, amend the last sentence in the third column to read, "Main streets feature transit access, wider sidewalks, pedestrian amenities, street tree landscaping, placemaking, and …[…]." Amend Section 3.2., by adding the following new Strategy #4: Placemaking. Renumber subsequent strategies. [note this may follow another new strategy regarding financial incentives] TBD (see pages 34-36 of IEDC) [Adaptive reuse paragraph] Retaining and rehabilitating older buildings is integral to placemaking and community branding. Historic buildings and a built environment with a mix of buildings from older and more recent eras are an important component of distinctive places. Older buildings that lack cultural importance can also be low-cost places for business activity that are particularly attractive for start-up companies. (see page 37 IEDC) (determine connections to existing Action items or need for revising/adding action items)	
2-g.	**Mixed-use Urban Villages.** On page 34, a corridor section for "urban villages" should be added. Urban Village streets are those around Fire Island in South	**Response:** The "Main Street" Corridor land use designation, in combination with the "Neighborhood Center" designations and the provisions for B-1A (e.g., Fire Island Bake Shop and Turnagain Crossing) scale commercial corners already provide for neighborhood streets that have commercial and could become	**YES (2-6-17)**

Item # Page # in PHD	Comment or Issue	Response and Recommendation	PZC Action
	Addition, Government Hill commercial malls, East Fairview. Every neighborhood has a section or street that has existing commercial that could be neighborhood centers with the right direction. *(Seth Anderson)*	mixed-use centers. The term "urban village" is used in some cities, such as in the Seattle Land Use Plan Map where it is used to describe mixed-use nodes of housing and local commercial activity. Other cities use the terms "town centers" and "neighborhood centers". The term "urban villages" can be a useful, evocative way to communicate these concepts. However, it is late in the planning process for this particular update to the plan. Future plan amendments provide better options to introduce and vet this term with the public. In the meantime, the 2040 LUP has the actual content behind this concept covered. **Recommendation:** No changes.	
2-h. Working draft Pending land capacity estimate revision	**Efficient Use of Commercial Lands.** Include an action to require minimum density FAR (floor-to-area-ratio) for commercial zoned lands in designated Centers and Corridors. This is a parallel intention to requiring minimum residential densities in certain zones. Currently, commercial centers are allowed to build sprawling, inefficient, one-story buildings. *(Nancy Pease)* **ALSO: More Intensive Use of Commercial lands. (Chamber, BOMA comments) BOMA comments are in appendix D-2.**	**Response:** TBD The first comment recommends that the Plan include minimum FARs for commercial sites in Centers and Corridors. While there are minimum densities offered for certain residential districts and FAR guidelines for centers and corridors, these are necessary to guarantee residential uses in mixed use areas and to attempt to get more efficient residential uses beyond historical averages. A parallel requirement that attempts to obtain more efficient commercial uses is not justifiable nor prudent since it could be overly restrictive and be counterproductive. Commercial land and development costs are higher and flexibility in building and site design needs to be optimal to support growth. The commercial development community would likely provide pushback to this concept. Title 21 currently establishes FAR standards and there are incentives for FAR flexibility, which should be allowed to work for a while before adopting FAR requirements. Other comments on this issue request more widespread commercial intensities across the Bowl. This might perhaps translate to fewer or less nuanced commercial districts with fewer attendant Title 21 building restrictions, e.g. less height restrictions. In response, the 2040 LUP commercial designations provide for considerably more commercial uses and a healthy diversity of commercial types that more than addresses projected commercial needs. These designations are also applied strategically to be more intense where the local conditions support these, and less intense in neighborhood or residential situations. i.e. they account for neighborhood impacts. The request to allow widespread intense commercial uses tends to translate to building height, which has not been historically constructed or desired in the market except in city centers. The extent of commercial uses represented on the 2040 map are likely considerably more and better suited to each location than those portrayed in the 1982 Comp Plan. *(draft content regarding minimum densities)* Action 2-6 addresses the need of requiring housing projects to meet or exceed an established minimum housing density. Action 3-3 furthers this effort by calling for revisions to Title 21 in the Commercial Center Overlay to ease its applicability within Centers and Main Streets, which will further provide flexibility in setback, building height, and density at these locations. The 2012 Housing Study highlighted the historical housing development trend that most housing development	

Item # Page # in PHD	Comment or Issue	Response and Recommendation	PZC Action
		has been built on the lower end of allowed housing density. The municipality does not have a minimum housing density requirement. To meet the future housing needs within the Bowl, greater efficiencies must be realized in the remaining vacant and under developed lands identified for housing development. If the Municipality commits to sharing the cost of developing these sites for housing and mixed-use development in and near our employment and centers that is to be served by a major restructuring of transit service the population housed there must warrant these public investments. **Recommendation:** TBD	
2-i.	**Commercial / Main Street Corridor Policies and Actions.** The Goal 3's Policy 3.2 needs further development. It should be reduced to one sentence, and revised to have parallel sentence structure consistent with other policies. *(Planning Department Long-Range Planning Division)* Fairview Community Council commented that the Munciipality's plan should include an Action item to support Fairview's efforts to develop a Main Street. *(Fairview Community Council)*	**Response:** The Action that Fairview Community Council proposes is actually a Policy directive. Issue-response item 10-b. recommends specific Actions that can be added to the Plan in order to further Gambell Street as a Main Street. With respect to policies, the 2040 LUP policy for corridors is LUP 3.2 on page 12 of the public hearing draft. The policy is general to all corridors not just Fairview's Gambell Street, because there are a half-dozen different Main Street corridors around the Bowl in which the Municipality is actively promoting redevelopment based on adopted area-specific plans. A review of LUP 3.2 finds that the policy needs to be revised and re-stated as a directive. The statement should reflect the comment by Fairview that the Municipality should support the development of Main Street corridors as well as provide overall corridor policy for all of the area-specific plans' corridors including Mountain View Drive, Spenard Road, and Muldoon, etc. The draft policy, as written in the public hearing draft, addresses the objective for access to transportation choices, but not much else. Replacing the part about creating incentives and regulations with a more complete and well-rounded policy objective for prioritizing housing and other land use needs would allow the policy to fill a gap that exists in the Comprehensive Plan. Basic policy objectives for Corridors should include: • A broader mix of uses that contribute to meeting local and Bowl-wide needs for retail, services, jobs as well as the compact / medium density workforce housing that we already mention. • Transformation to attractive, pedestrian-friendly environments serving adjoining neighborhoods. **Recommendation:** Replace the language in LUP Policy 3.2 with the following: **LUP 3.2.** Promote the development of ~~Commercial~~ main street, ~~and~~ transit-oriented, and mixed-use corridors that help meet Bowl-wide needs for retail, services, jobs, and housing and support	**YES (4-3-17)**

Item # Page # in PHD	Comment or Issue	Response and Recommendation	PZC Action
		these uses and adjoining neighborhoods ~~will accept and support density~~ with access to multiple convenient, safe modes of travel and attractive pedestrian environments ~~as well as incentives and regulatory changes to stimulate construction of market rate and affordable housing~~.	
2-j.	**Incorporating Public Parking Facilities into City Centers.** Amend the plan to address public parking in the Downtown and Midtown City Center areas, mandating that public parking be incorporated in order to facilitate a vibrant Downtown. *(Urban Design Commission)*	**Response:** Downtown Comprehensive Plan anticipated the need for public parking garages and identified five additional public parking garages to be built. To date, the City has two public parking garages that pre-date the Downtown Plan. The need for additional public parking will be monitored by ACDA as they are the public parking authority for Downtown and has the bonding capacity to fund future garage development. Parking needs may change in the Downtown and Midtown area as People Mover rolls out its revised transit service plan to provide 15 minute bus service for routes north of Tudor Road. Autonomous automobiles are an evolving technology that may change the dynamics for land set aside for parking purposes. The Downtown Comprehensive Plan already addresses the issue of parking management as one of the most important features of an effective transportation and circulation system in Downtown. Four strategies are included in the Plan under the overall umbrella of developing a coordinated parking strategy. T-17 seeks to improve parking wayfinding signage to advertise the location and number of available spaces. T-18 recommends the institution of a one-year pilot program on a selected downtown street to test the use, reliability and public acceptance of kiosk type parking meters. T-19 recommends construction of a parking structure at 7th Avenue and C Street. T-20 recommends the installation of safety precautions in parking structures including safety patrols and improved lighting. Although areas west of Arctic in Midtown are addressed by existing and pending district plans (WADP, Spenard), the central Midtown area east of Arctic Blvd. lacks an area-specific plan. Area-specific planning would be instrumental in the development of an overall parking management strategy for Midtown. At present the Midtown area is dominated by surface parking lots as well as some private parking garages. Surplus surface parking has not triggered the need for structured parking but over time as development pressures increase in this part of town a structured parking system could become a part of a future redevelopment program. Public parking / shared parking facilities may be necessary to achieve the redevelopment at higher densities to implement the 2040 LUP.	

Item # Page # in PHD	Comment or Issue	Response and Recommendation	PZC Action
		While the 2040 LUP should not mandate / require public parking facilities, there is room to increase the visibility of public parking infrastructure as a redevelopment strategy. Public parking could be in form of on-street parking, a parking lot, or even forms of structured parking. Public parking lots and more on-street spaces have been explored as part of the Spenard Road reconstruction project, for example. Public parking would make compact reuse and redevelopment more feasible, from both physical space and financial standpoints. Cities across the country have leveraged parking development as a tool to remove development barriers, creation of a compact and walkable urban environment while simultaneously stimulating targeted development projects. Boise, Idaho, for example, has used tax increment financing (TIF) in its downtown core (767 acres) as an economic development strategy which leveraged parking development to stimulate other targeted developments. With the maturation of Boise's downtown core a new focus has turned to mobility management as a means of addressing parking. Other cities in the Intermountain West, including Boise, can serve as case studies for parking strategies. *Potential strategies / sections in the plan that could mention public parking:* Page 54, Strategy 3 in the draft Plan mentions it in a list of possibilities in second to last paragraph of middle column. But it could also be listed as a specific method in the third column or as a specific example of one of the specific methods in the third column. **Recommendations:** Amend page 54, Strategy 3, list public parking facilities as a specific method in the third column or as a specific example of one of the specific methods in the third column. Staff write text.	
2-k. Page 33	**Downtown Building Scale.** Amend the Downtown development characteristics on page 33 of the plan to encourage downtown developments to be no less than four stories, instead of the two stories stated in the September 2016 public hearing draft. *(Urban Design Commission)*	**Response:** Downtown Anchorage contains a mix of one, two, three, four and multi-story buildings. This mix of building heights is even found in the historic core of Downtown on 4th Avenue and on closely adjacent area including portions of 3rd, 5th and 6th avenues. The range of building heights starting at two stories is consistent with the ranges recommended by the *Anchorage Downtown Comprehensive Plan*. Many successful downtowns have building heights as low as two stories at the lower range. This does not take away from objectives to have and encourage taller buildings, especially in appropriate locations. Parts of Downtown include seismically or historically sensitive areas. The Character description of Downtown in the 2040 LUP, page 33, encourages the preservation of our City's historic character, and is supported further through the historic preservation goals of *Destination Downtown: Anchorage Downtown Comprehensive Plan*, and the *Original Neighborhoods Historic Preservation Plan*. A minimum height of	**YES** **(3-13-17)** Commissioners and staff discussed the recognition of seismic ground failure areas in the issue-response and draft plan. The draft plan addresses these in

Item # Page # in PHD	Comment or Issue	Response and Recommendation	PZC Action
		four stories does not account for the existence of the historic areas of Downtown, and is inconsistent with adopted plan policies. **Recommendation:** No changes.	the City Center land use designation in Section 2.
2-l.	**GSD Width.** Comments suggested the reference to these extending out up to ½ mile from the stream or trail was too far and not feasible in the context of redevelopments. (*MOA-Traffic Engineering*)	**Response:** Staff agrees that the constraints associated with redevelopment lot patterns, ROW locations and necessary utility upgrades would limit the extent of GSDs. The original text focused on distances relative to walkability. Changing this distance reference to ¼ mile seems more realistic. **Recommendation:** Edit the last paragraph in the second column in the GSD section on page 45 to read: A typical GSD development pattern would extend for up to a quarter mile ~~half a mile~~ or a 5-to-15 minute walk from the creek corridor or trail greenway.	**YES** **(3-13-17)**
Part 3: Open Space and Public Lands			
3-a.	**Greenway Supported Development Overlay Covering UAA Development Lands.** Concerns that the Greenway-Supported Development – Facilities and Institutions that overlays the University/Medical Center lands is not consistent with the U-Med District Plan designations, unduly restricts land use, and would hinder growth and new developments in this area. (*UAA Facilities and Campus staff*).	**Response:** The intent of this overlay designation is tied to the regional nature of these large tracts of open space and the fact that there is a public expectation that some portion of these areas have regional importance and would be retained as important habitat, water resources, and for public access to existing trails. The base land use designation is the University or Medical Center land use, and the GSD language in the Public Hearing Draft acknowledged that these lands are imperative to the owner organization for growth and expansion. In fact, the intent of this designation is consistent with the UMED District Plan. However, staff acknowledges UAA concerns that regarding the visual depiction of this green overlay covering the entirety of its northern properties on the map. The way it is depicted concerns UAA that members of the public will identify University lands as public use parklands, or that municipal development review may use the provision to require additional open space set asides, in spite of how clear the GSD language might become. The UMED District Plan land use plan map element addresses the natural areas issue within the language of its institutional land use designation and its design guidelines, rather than showing it on the map. Planning has revised its recommended language in response to UAA comments received on November 14. (LUP map references: CI-6 Parks and Open Space; CI-7 Natural Assets)	**YES** **(11-14-16)**

Item # Page # in PHD	Comment or Issue	Response and Recommendation	PZC Action
		Recommendations: Make the following changes in the 2040 LUP for the northern university lands: 1. Remove the Greenway-Supported Development overlay pattern from the UAA / UMED District properties. 2. Delete all references to the UMED District from the *GSD-Facilities and Institutions* section of the 2040 LUP (pages 46-47). 3. Following the format of the Airport, Port, or Railroad Facility designation, add a new subheading in the University or Medical Center section (page 39) after the first paragraph: UMED District 4. Add the following as a new paragraph after this subheading: While much of the undeveloped area in this designation is reserved and mandated to support facility expansions, it also includes important habitats, buffers, and scenic values. Although these lands are imperative to the growth of the University and Medical institutions, there is a community desire that some of the open space functions and values are to be retained. This fact is clearly described in the institutional master plans and in the UMED District Plan, which provides planning and development guidelines intended to retain important natural features and functions. It is necessary that future planning and adjudicatory actions in this area are consistent with the institutional master plans and the UMED District Plan to address the careful meshing of natural areas with future facility and institutional developments. 5. Modify the top bullet on the right hand column on page 39 as follows: 1. Perimeter natural open space buffers, important wetlands and drainages, and habitat connectivity are preserved, and access to open spaces should be identified in institutional master plans and implemented consistent with such plans and the UMED District Plan.	
3-b.	**Airport Expansion Alternative.** There are objections to the depiction and narrative description of Pt. Woronzof	**Response:** The Public Hearing Draft 2040 LUP mostly follows the West Anchorage District Plan (WADP) land use plan map and recommendations. Based on public comments regarding the Feb. 29 draft of the	**Discussed and Tabled**

Item # Page # in PHD	Comment or Issue	Response and Recommendation	PZC Action
Pages 40-41	Park and other municipal lands west of International Airport, including AWWU and HLB parcels, as having the "Airport Expansion Alternative" designation. (*Turnagain Community Council, others.)*	2040 LUP, the land use designation for Pt. Woronzof Park was changed in the Public hearing Draft to "Park or Natural Area". The depiction of the other municipal parcels is also based on the prevailing existing public use. The "Airport Expansion Alternative" in the Public Hearing Draft is only an overlay depicting a potential future alternative land use designation based on the WADP, which addresses what would happen in a possible Airport expansion. The Airport's latest master plan documents a potential need for a new N-S runway within the 2040 LUP planning time horizon (ie., before the year 2040). Because of this potential future land use change, the 2040 map reflects a potential future alternative designation, the Airport Expansion Alternative. The text description in the 2040 LUP highlights the intent of this feature as it would apply at the Airport. The key issue is that the Airport must address the need and plan for a new N-S runway complex and support projects, which takes 10-15 years of advance planning. If the new runway becomes necessary, the Airport will require use of certain MOA land, including part of Pt. Woronzof Park. The Airport can use eminent domain to take MOA land to build a new runway. It would need to begin a process to acquire the land many years in advance of a runway. Since the 2040 LUP is a 25 year horizon plan, it needs to address and account for this potential future land use. The 2040 LUP identifies the potentialities for future Airport needs juxtaposed with MOA lands and Airport land used by the public for parks and recreation including the Coastal Trail. The WADP outlined all the issues and complexities of this condition and provided an analysis and recommendations for resolution. The Department recognizes the public concerns with showing dedicated park as possible future Airport land. The Department recognizes the longstanding public concerns with showing dedicated park as possible future Airport land. The Turnagain CC and some members of the public have long been opposed to a land trade that might include Pt. Woronzof or land areas that include the Coastal Trail. The 2040 LUP does not endorse a land trade but instead acknowledges the complexities and conflicts with various Airport perimeter parcels and the future runway expansion. As found during the WADP process, the 2040 LUP does its best to explain the situation and follow recommendations, or preferred outcomes as reached in WADP. Staff feels this is a fair and open treatment of the situation, as necessary for the 2040 LUP. It acknowledges the Airport's necessity to maintain its lands for expansion under FAA's mandate as part of the national airport system while also representing the public's expectations that certain Airport lands have public use and should be retained for those purposes. The Airport has only shown secondary interest in the MOA lands on the southwest side of the Airport perimeter (south of Clitheroe Center) and no uses are shown for these parcels in the new Airport Master Plan.	**(11-7-16; 12-12-16)** Planning staff will provide the recommendations and language to TSAIA and TCC for feedback. Commission will review the issue and may need the benefit of a worksession before deliberating. **YES,** with additional language added in highlights and double underlines to 3-b supplement below. **(1-20-17)** Commissioners found the language on 1-20-17 to be improved from previous versions. Commissioner Bailey added a sentence (shown with double underline and highlighted grey) to clarify plan supports balance airport and community objectives

Item # Page # in PHD	Comment or Issue	Response and Recommendation	PZC Action
		Planning staff and Turnagain Community Council representatives met to discuss this and the other main TCC comments on November 30, 2016. This follow-up consultation and additional issue-response regarding neighborhood concerns had been recommended by PZC Commissioner Bailey on November 7. Planning provided PZC with revised recommendations on December 12 that reflected the outcomes of the TCC consultation meeting. PZC referred staff to request more feedback from TSAIA and TCC. TSAIA provided its written feedback about the December 12 language. The revised recommendations below reflect staff's consideration of TSAIA comments in context of the Nov 30 TCC consultation. TCC comments are expected during the week of January 16, prior to the PZC meeting of January 20. . (LUP map references: CI-6 Parks and Open Space; CI-7 Natural Assets; CC-5 Land Ownership) **Recommendation:** In an effort to better represent the future potential land uses at the perimeter of the Airport and the Airport Master Plan, there are several amendment recommendations for this issue. These include map changes and text amendments. The revised issue-response item 3 map shown on the page after next depicts the map changes. 1. Change the Land Use Plan Map by eliminating the southern portion of the diagonal lines, which depict the Airport Expansion, in the southwest corner of the Airport-MOA land interface. This includes the HLB Clitheroe Center and former composting facility property and lands south of there. There is likely no foreseeable Airport growth planned for the MOA land here. Retain the diagonal lines for this overlay in the northwest section of the Airport boundary. The area of change is depicted on issue-response item map 3 below. 2. Change the name of this Airport area overlay on page 40 and on the land use plan map legend from Airport Expansion Alternative to <u>Potential</u> <u>Airport Growth Alternative or Potential Future Airport Growth</u>. Revise the content of its section on pages 40-41, as provided in tracked change text in the 3-b. supplement below. 3. Move the "GSD-Facilities and Institutions" subsection of the Greenway Supported Development (GSD) overlay (pages 46 & 47) to become its own overlay under the Airport, Railroad, or Port Facility land use designation. (GSD will focus solely on linear trail and creek revitalization in urban centers. Rename the GSD-Facilities and Institutions subsection to <u>Potential Open Space Alternative</u> or similar title, and place it following the "Potential Airport Growth Alternative" overlay subsection	and highlights open space as important goal. Staff received TCC follow up comments during the 1-20-17 meeting. TCC supported the changes in general, but requested changes in a few places. Commission to address those discrete items as a follow up addendum.

Item # Page # in PHD	Comment or Issue	Response and Recommendation	PZC Action
		on page 41. Revise the content of newly renamed subsection as provided in tracked change text in the 3-b. supplement below. 4. Add the new overlay in the land use plan map legend following the Potential Airport Growth Alternative overlay under the Airport, Railroad, or Port Facility land use designation. (See issue response item 3 map below.) 5. Remove the tartan hatch overlay pattern from the municipal street maintenance facility east of Connors Bog. The area of change is depicted on issue-response item map 3.	
3-b. supplement	**The following language in tracked changes carries out recommendations #2 and #3 from issue item 3-b.** From 3-b. Recommendation #2: Amend the "Airport Expansion Alternative" subsection, beginning in third column of page 40, as follows: **Potential Airport Growth Alternative ~~Airport Expansion Alternative~~** *{Paragraph #1}* Areas with dark green-blue line pattern depict an alternative land use designation over the base land use color of some municipal parcels west of Ted Stevens Anchorage International Airport (TSAIA). This alternative pattern applies to municipal parcels that could ~~which would potentially~~ be involved in a ~~conceptual,~~ long-term resolution of a future need for an additional North-South (N-S) runway ~~Airport area land use conflicts~~, as described in the *West Anchorage District Plan (WADP)*. A need for a new N-S runway may arise in the 2040 LUP timeframe and the land would be required. The Comprehensive Plan supports the growth of major institutions in a mutually beneficial manner with the surrounding community, outdoor open space, and recreational amenities.		

Item # Page # in PHD	Comment or Issue	Response and Recommendation	PZC Action
	{Paragraph #2} The objective of this dual designation reflects two possible land use recommendations based on future conditions, with the intent to maximize preservation of natural space and wastewater utility needs under any scenario. *{Paragraph #3}* The underlying base color indicates the long-term municipal park and public facility uses that apply under current municipal ownership, uses, and parcel boundaries. *{Paragraph #4}* The patterning reflects an alternative long-term land use that may apply should TSAIA acquire some of this municipal land. TSAIA needs for a future second north-south runway and West Airpark use may include ~~additional~~ acreage in the AWWU reserve parcel and/or west to the bluff in Pt. Woronzof Park. Based on the significance of the Airport to municipal and state commerce and the national airport system, this Plan acknowledges ~~reflects~~ this potentiality, in keeping with *Anchorage 2020* and *WADP*. *{Paragraph #5}* Forecasts have predicted that air transportation market factors and TSAIA's physical configuration will eventually~~likely~~ lead to demand for a second N-S ~~north-south~~ runway. Although TSAIA does not anticipate a need for a new N-S runway before the year 2035, TSAIA and the FAA seek~~s~~ predictability of ownership of the necessary land area, since it takes 12-15 years in advance for state and federal agencies to planning, funding, design, reviews and construction plan, for, fund, and construct a runway. ~~It is possible a N-S runway will be needed by the time of the Anchorage Bowl Land Use Plan's 2040 time horizon.~~ *{Paragraph #6}* Ownership and parcel boundary changes would be necessary for ~~to~~ these parcels to be developed. These might ~~could~~ be accomplished via land exchange, fee-simple acquisition, or other permanent means subject to municipal, State, and FAA regulations. *Eminent domain* is a viable tool for necessary land acquisition for a future runway. Land acquisitions or exchanges are complicated and take time. Also, any change of use in Point Woronzof Park would require a vote of Anchorage residents. *{Paragraph #7}* In such a case, the purpose and need for a new runway faces rigorous analyses and substantiation. Both the land negotiations and the design and permitting requirements for a new runway include a robust and significant public process and community dialogue ahead of construction. Although the timing of a new runway is years away, 10-20 years of advance planning, design, reviews, and construction would be needed. ~~A cooperative land exchange or other acquisition method would bring certain TSAIA parcels into permanent municipal ownership to be preserved as open space and parks.~~ ~~The TSAIA tracts involved in such transaction could include, Little Campbell Lake and Sisson Loop Trail areas abutting Kincaid Park, Connors Bog area, and the Anchorage Coastal Trail corridor. (These parcels appear on the Land Use Plan Map with the Greenway Supported Development pattern line overlay.) Land trades have been used in the past at this airport and may offer the best chance at permanent municipal ownership, preservation, and public access to these lands. Land exchanges are inherently complicated and take time. Time needed to reach an agreement would be in addition to 12 to 15 year lead time for planning and construction for a runway.~~		

Item # Page # in PHD	Comment or Issue	Response and Recommendation	PZC Action
	{Paragraph #8} The extent of the pattern area boundaries of the Airport Growth Alternative is conceptual. The borders ~~boundaries~~ between open space and airport growth areas ~~expansion~~ would be established through area-specific advance planning and would include a public process. Until there is a reason to pursue an alternative designation for the runway development process, the base color land use designation applies. *{Paragraph #9}* There are longstanding public concerns about Airport growth and encroachment into the Coastal Trail corridor and public recreation use areas. Any airport expansion must preserve AWWU water treatment facility operations and future expansion needs, Coastal Trail realignments, and replacement ~~or restoration~~ of Pt. Woronzof Park acreage. From 3-b. Recommendation #4: Move the "GSD-Facilities and Institutions" subsection from the Greenway Supported Development section on page 45 to become a new subsection at the end of the "Airport, Port, and Railroad" land use designation, to follow the "Potential Airport Growth Alternative" subsection shown above. Amend the content of the "GSD-Facilities and Institutions" subsection as follows: **Potential Open Space Alternative ~~*GSD-Facilities and Institutions*~~** *{Paragraph #1}* Areas with a green-blue hatch pattern over airport, port, and railroad lands depict an alternative land use designation over the base land use color of the transportation facility. This alternative pattern applies to primarily undeveloped parcels of TSAIA, Merrill Field, Port of Anchorage, and the Alaska Railroad where there is a public interest in retaining existing ~~The GSD overlay feature also addresses lands on public facility and institutional campuses. These areas include important~~ wildlife habitat, natural areas, ~~buffers,~~ greenbelt and trail connections, scenic values, or other recreation uses. *{Paragraph #2}* These lands are development reserves subject to owner facility and associated ~~institution~~ jurisdictions. ~~They are imperative to growth in order for the institution to carry out its mission serving the community. Future site-specific planning decisions will clarify the extent of facility development in these areas.~~ *{Paragraph #3}* This pattern overlay on ~~The GSD designation on institution and~~ facility lands reflects natural open space or possibly recreation as an alternative use should some of these areas be preserved or placed in public ownership. *{Paragraph #4}* The *Anchorage 2020* conceptual natural open space map[1] designated portions of these areas for future open space planning actions. ~~It is the intent of~~ This plan ~~to~~ promotes strategies that balance conservation with the owner facility's ~~institution's~~ requisite objectives or requirements to grow.	

[1] Updated by Map CI-7, Community Natural Assets, in Map Folio.

Item # Page # in PHD	Comment or Issue	Response and Recommendation	PZC Action
	{Paragraph #5} The majority of these Open Space Alternative lands are ~~Much of the GSD comprises certain~~ tracts in Ted Stevens Anchorage International Airport (TSAIA). They ~~It~~ also consist~~s~~ of tracts in Merrill Field Airport, Port of Anchorage, and greenbelts in the Alaska Railroad Ship Creek Terminal Reserve. Federal regulations apply to these transportation lands. ~~Many of these areas are important wildlife habitats, development buffers, trail greenbelts, and other public assets.~~ ~~GSD overlay also characterizes the interconnected undeveloped lands in the northern UMED District. These development reserves contribute to ecological, scenic, wildlife, and recreational values for the Chester Creek watershed and for residents, employees, and students who use these lands. These reserves are addressed for long-term growth in the UMED District Plan and individual master plans of the institutions.~~ *(NOTE: this paragraph and all other references to the UMED District were already recommended to be deleted by issue 3-a.)* *{Paragraph #6}* The land owners of these facilities ~~and institutions~~ have allowed public recreational use on many ~~GSD~~ parcels, by formal agreement, land patents, subdivision, easement or permit. In many areas these formal mechanisms have expired although recreational access continues to be allowed. In all cases the primary land use remains focused on the owner facility's ~~institution's~~ needs and jurisdiction. Public access is subject to the owner facility's discretion and is not considered a by-right or permanent use. Open space recreational uses must be compatible with the owner facility operations and federal regulatory conditions. *{Paragraph #7}* In many cases, lands within this overlay are considered important public use areas. There is public sentiment that they remain the way they are currently used. Conflicts exist between that sentiment and the jurisdictional requirements of the managing agency. *{Paragraph #8}* Specific tracts of the Ted Stevens Anchorage International Airport are opportunity parcels where some mechanism could be employed to resolve land use needs or changes and ownership conflicts ~~for a possible land exchange or other mechanism that would resolve land use and ownership conflicts~~. These conflicts are further outlined in *Anchorage 2020* and the *West Anchorage District Plan*. Some of the long term conflict resolution possibilities require public participation and ballot measures. *{Paragraph #9}* Within Open Space Alternative overlay ~~GSD~~ areas, the boundaries between open space and public facility expansion will be established through area planning. Alternative means of preserving lands may include land exchanges, wetland banking, purchase, or easements. *{Paragraph #10}* Future growth within these ~~GSD~~ areas will include careful assessment of the value of open space components relative to further developments. Open spaces may be reduced or re-shaped to accommodate program needs and facilities; however, losses should be minimized to those necessary to provide for development~~, and to be mitigated~~. Design elements for recreation, trail connections, and ecological benefits will be consistent with adopted plans, such as the *UMED District Plan* and *West Anchorage District Plan*, and the facilities' adopted master plans.		

Item # Page # in PHD	Comment or Issue	Response and Recommendation	PZC Action
3-b. addendum	**Turnagain Community Council (TCC) Follow Up Comments on Revised Airport Growth Alternative *(as requested by PZC)*.** TCC supports most of the changes to the Airport Expansion Area on the LUPM and in the text as tentatively approved by PZC in issue 3-b and 3-b supplement above. TCC recommends the following changes: 1. TCC still opposes the "Potential Airport Growth Alternative" overlay on Point Woronzof Park. If the overlay placement is retained in the final document, mitigate by adding an additional subsection or asterisk with text in the map legend that indicates the overlay "Includes Municipal Dedicated Parkland". 2. Delete the last sentence in the fourth paragraph in 3-b. supplement above: "~~Based on the significance of the Airport to Municipal and state commerce and the national airport system, this Plan acknowledges this potentiality, in keeping with the Anchorage 2020 and WADP.~~" The sentence is unnecessary and editorializes. A counter editorial would be that thousands use the Coastal Trail through Point Woronzof each year, etc. 3. Delete the first sentence in the fifth paragraph in 3-b. supplement. TCC contests this forecast. If it is retained amend it to read: "Unconstrained forecasts are used to predict target operation, congestion, and delay demands, which may ~~have predicted that air transportation market factors and TSAIA's physical configuration will~~ eventually trigger the need ~~lead to demand~~ for a second N-S runway." 4. Provide a consistent estimate for runway planning lead-time. The revised section refers to 12-15 years and then to 10-20 years.	**NOTE:** The recommendations in issue 3-b. / 3-b. supplement above reflected staff's consideration of TSAIA comments in context of the Nov 30 TCC consultation. PZC tentatively approved those recommendations on Jan 20, providing one amendment. PZC tentative approval was with the understanding that TCC's comments on several specific aspects were still forthcoming, and that PZC would revisit the specific parts of 3-b. that are subject to TCC's follow-up comments. The follow up comments were received dated January 26, 2017, and are documented at left. The responses below include staff's recommended additional edits to 3-b. supplement in order to address the comments. **Responses:** These responses correspond to the TCC follow-up comments #1 – 12 in the left column: 1. The 2040 Plan description of the "Potential Airport Growth Alternative" makes clear that it includes Point Woronzof Park. See also response to 6 below. The 2040 LUP map and legend are intended to be kept as simple as possible with only map category names. All information regarding the categories is in the Plan itself. Users of the plan should refer to the plan to understand the category names, including the overlays. No change is suggested. 2. No objection to deleting the first part of the sentence. The Airport's importance is already expressed in the main definition for the Airport land use designation. However, retain the second part of the sentence which makes clear the position of this Plan, Anchorage 2020, and WADP. Recommended revision of 3-b language: ~~Based on the significance of the Airport to municipal and state commerce and the national airport system,~~ This Plan acknowledges this potentiality, in keeping with *Anchorage 2020* and *WADP*. 3. Information about the forecast is essential to readers' understanding. No objection to some of the wording changes however "unconstrained" is no defined and adds confusion. Recommended revision of 3-b language: Forecasts are used to predict operational demands, congestion, and delays. ~~have predicted that~~ Air transportation market factors ~~and TSAIA's physical configuration~~ have been projected to~~,~~ ~~will~~ eventually trigger the need ~~lead to demand~~ for a second N-S runway. 4. The 10-20 years was a generalization of the 12-15 years. Recommend avoiding the appearance of inconsistency by generalizing further, replacing "10-20" with the word "many".	**YES, except with the edits shown in double underline and grey highlights in recommendations 7 and 10.** **(2-6-17)**

Item # Page # in PHD	Comment or Issue	Response and Recommendation	PZC Action
	5. Correct a grammatical error in fifth paragraph, line 3, per TCC comment letter. 6. Change the last sentence in the sixth paragraph to specifically address undedication of Point Woronzof Park, as follows: "Also, ~~any~~ change in ownership of ~~use in~~ Point Woronzof Park, a municipally owned and dedicated park, would first require a majority vote of Anchorage residents to undedicated this parkland." 7. Delete the end of the last sentence in the last paragraph of the Airport Growth section: "~~…Coastal Trail realignments, and replacemtne of Pt. Woronzof acreage.~~" The language implies it would be viable to realign the trail and replace the park with anything remotely comparable to these amenities in the current natural condition. The plan should not imply it is a feasible possibility or acceptable alternative. TCC also recommends the following changes to the revised "Potential Open Space Alternative" text in issue 3-b. supplement: 8. Retain the last full sentence in the first paragraph. All these potential open space parcels provide high value to the community, as established in Anchorage 2020. 9. Amend the third paragraph to, "This pattern overlay on public facility lands reflects natural open space and/or recreational use currently enjoyed by the public. The intent of the overlay would be for these benefits to be preserved under any change in ownership. ~~or possibly recreation as an alternative use should some of these areas be preserved or placed in public ownership.~~" These lands are currently under public ownership already. 10. Add the word "may" to the seventh paragraph, third sentence: "Conflicts may exist between that sentiment	5. TCC provides a helpful grammatical correction which staff will include in the technical edits. 6. No objections to the clarification of the sentence as shown at left. 7. Staff has no objection to deleting the very last part of the sentence regarding replacement of park acreage. However, it seems in the public interest for the Comprehensive Plan to state that, in the event of an airport expansion, that the Coastal Trail at least be relocated and retained. It is also consistent with the WADP land use plan map which states that the airport expansions "could only occur if they can be shown to effectively and fully accommodate AWWU facilities and Coastal Trail realignment requirements." Recommended revision of 3-b language: Any airport expansion must preserve AWWU water treatment facility operations and future expansion needs, any ~~and~~ Coastal Trail realignment requirements, as well as maximum retention of the Coastal Trail. ~~, Coastal Trail realignments, and replacement or restoration of Pt. Woronzof Park acreage.~~ 8. No objection to retaining the full last sentence with the following revision of 3-b language: Areas with a green-blue hatch pattern over airport, port, and railroad lands depict an alternative land use designation over the base land use color of the transportation facility. This alternative pattern applies to primarily undeveloped parcels of TSAIA, Merrill Field, Port of Anchorage, and the Alaska Railroad where there is a public interest in retaining existing open spaces. These areas include important wildlife habitat, natural areas, vegetative buffers, greenbelt and trail connections, scenic values, or other recreation uses. 9. No objection to clarifying the airport is already a public facility, however paragraph #1 before this sentence already establishes these lands are existing natural open space/recreational use areas. The intent is also expressed elsewhere. The purpose of the sentence is to state simply what the Potential Open Space overlay designation technically means and what it depicts as to future use. TSAIA supports the wording as it was developed. Recommended adjustment of 3-b language:	

Item # Page # in PHD	Comment or Issue	Response and Recommendation	PZC Action
	and the jurisdictional requirements of the managing agency." Under FAA's grant assurances, Airport land may be used for public/recreational purposes until there is a need for aeronautical use. 11. Delete the eighth paragraph, which begins, "Specific tracts of the Ted Stevens Anchorage International Airport…" There is no reason to elaborate/repeat this language. It is already expressed in other places in both the Potential Airport Growth Alternative and Potential Open Space Alternative sections. 12. TCC supports the "Potential Open Space Alternative" overlay on Turnagain Bog Wetlands but opposes the delineation of the overlay area limited to 300 feet from the Turnagain neighborhood boundary. The LUPM Potential Open space Alternative overlay should include, at a minimum, the area identified in AO 2001-151(S-2), Illustration 2 – "Lands Not Permitted". 300 feet is arbitrary and does not reflect a real evaluation of the effectiveness of this wetland buffer against high-impact airport development and operations, or the high values of the remaining Turnagain Bog wetlands beyond the 300 feet. It is ranked as the highest value wetlands in the Bowl, mostly ranked Class A. The wetlands beyond the 300 feet provide an essential buffer between homes and the Lake Hood airport operations.	This pattern overlay on <u>public</u> facility lands reflects natural open space or possibly recreation as an alternative use should some of these areas be preserved or <u>change</u> ~~placed in public~~ ownership. 10. The suggested word "may" is too noncommittal or doubtful relative to staff's belief that conflicts actually do exist or are anticipated in the future. <u>There are conflicts, so simply say that conflicts exist. Do not add "may" or any other modifier.</u> ~~Recommend the word "can", as it suggests existing and future possibilities while responding to the commenters concern.~~ 11. No objection to deleting the sentence. 12. Issue 3-d. and 3-d. addendum below addressed the Turnagain Bog buffer boundary issue. The change recommended by TCC is not included in the West Anchorage District Plan, and is not supported by TSAIA or the FAA. Issue 3-d addendum provided additional language for the Plan. **Recommendations:** Amend the recommended language in Issue 3-b Supplement, as directed in the response 1-12 above. No other changes.	
3-b. <u>addendum #2</u>	**Airport Expansion Alternative – Follow-up Comment by Parks and Recreation Commission.** The Parks and Recreation Commission deliberated on the *2040 LUP* at its February Commission meeting. The PRC supported the 2040 LUP in general. It recommended removal of the airport expansion area overlay from Point Woronzof Park**.**	**Response:** *[Note: Parks and Recreation Commission (PRC) comments are based on review of the draft plan, public testimony, and staff statements at the PRC meeting. PRC did not review o the issue-response discussions at PZC or the materials above in item 3-b, 3-b supplement, or 3-6 addendum #1. The response below focuses on the comments regarding the Airport's air traffic demand forecasts and potential impacts to the municipal wastewater treatment plant. See issue item 3-b materials above regarding the overall issue of the Airport expansion area.]*	**Postponed.** **(3-13-17)** Staff laid additional info in this item on the table at 3-13-17 meeting.

Item # Page # in PHD	Comment or Issue	Response and Recommendation	PZC Action
	This Park is dedicated parkland and should be retained as natural open space. It should not be included in any land exehange for potential airport expansion. The Commissioners' discussion indicated that the Airport Master Plan's forecasts did not provide enough evidence of a need for a second runway. (*Parks and Recreation Commission*) The Commission considered the high cost of not only a new runway but also relocating the sewage treatment plant, as well as limited options and permitting challenges for changes to the plant. Based on these factors the Commissioners seemed to believe that the likelihood of needing Pt. Woronzof Park for Airport expansion was remote, though one Commissioner mentioned possible airport uses of the land, such as a deicing station, that would not necessarily have prohibitive costs or require moving the treatment plant. *(This paragraph laid on table at 3-13-17 PZC deliberations. It is later information provided by Parks staff after re-listening to Parks and Recreation Commission meeting recording upon request of Planning staff)*	As noted in the 2040 LUP text under the Airport section, and in Issue-Response 3-b, Ted Stevens Anchorage International Airport's recent 2035 Airport Master Plan describes the potential need for a future N-S runway, which could impact municipal parkland. Here is an excerpt from Airport Master Plan: > Currently there is no need for an additional runway and there may not be a need for many years to come. However, the existing three-runway airfield is unable to accommodate forecast demand levels. The Airport must identify feasible alternatives to accommodate forecast demand during the Master Plan Update. Adding a runway would enable the Airport to accommodate forecast demand levels safely and efficiently. The primary purpose of the Master Plan Update is to *plan* for future development of the Airport. Planning for future needs enables the Airport to identify and preserve lands that may be needed for future development. The Master Plan Update alternatives identify two feasible locations for an additional runway to be constructed if and when it is needed. Some comments during the PRC meeting questioned the viability or use of the Airport's growth forecasts, which projected a probable need for a new runway in the next 35+ years. The Airport forecast accounts for projected commercial, cargo, and passenger demand, the Airport's capabilities, and broader conditions in air transportation markets and aircraft technologies, and other relevant factors. It is a long-term forecast and it is not dependent on annual short-term variations in traffic levels. It is similar to long-range population and employment forecasts used by land use, transportation, and other public facility planning disciplines. Projections are not predictions because no one can accurately predict the future. Rather they are the most likely scenarios for which a jurisdiction should prepare in advance. The Airport forecasts are the FAA norm for capital improvements and planning. The Airport's projection finds that the existing three-runway airfield is unable to accommodate forecast demand levels. It is not certain when the traffic will reach those demand levels. The Airport faces risks in not preparing to meet forecast demands. As discussed in main issue 3-b. above, the federal and state government entities can initiate a process to acquire lands for expansion, including local parks (such as Pt. Woronzof Park) for airport expansion needs. With preliminary planning configurations for a new runway, the Airport determined one is feasible without impacting the AWWU Treatment Facility. Both AWWU and the Airport are on record stating that any future runway must not impact the treatment facility. *(This paragraph laid on table at 3-13-17 PZC meeting)* The *West Anchorage District Plan (WADP)* addresses this issue in its Land Use Map in detail under the Airport section. *Anchorage 2020* directed the *WADP* to address longstanding Airport perimeter land issues. A future new runway would take 12-15 years of prior land assembly, design and engineering, public process, and FAA related interfacing. It is therefore important to show that some portion of Pt. Woronzof Park is likely to be involved in this expansion many years before the runway is needed to be operational. Part of the future runway planning would necessarily include a public vote to change dedicated parkland to	Commissioners tabled the item to have more time to read. **YES** **(4-3-17)** Commissioner Spring questioned if the Airport forecast is affected or outdated by the recession. Staff responded that it is not as affected by local economic fluctuations, relative to outside factors, as are other types of planning forecasts.

Item # Page # in PHD	Comment or Issue	Response and Recommendation	PZC Action
		another use prior to locating the facility. Staff believes it is necessary to highlight this potentiality in the 2040 timeframe of this plan even though the Airport does not currently envision a need for a new N-S runway within their 2035 Master Plan timeframe. There is no diminution of public value of this park by showing a potential different future use just as there is no harm to showing future public uses of Airport land. It is more responsible to the function of the city's long-term land use plan to inform the public and take it into account (See also response under main issue 3-b). **Recommendation:** No further changes. See issue 3-b, 3-b supplement, and 3-b addendum above for the overall discussion and recommendations regarding the airport expansion area.	
3-c.	**Airport Land Trade – Additional Text.** Objections to the language of the reference to an Airport land trade in the document. (*Turnagain Community Council, others.)*	**Response:** A land exchange is considered a potential means by which the Municipality acquires and preserves the maximum amount of natural open space in the event of an Airport expansion discussed in the item above. This conclusion was represented in the adopted WADP. The revised language in the public hearing draft 2040 LUP fairly and accurately represents the complexities and future needs of areas owned by both the MOA and the Airport around the Airport perimeter. While not endorsing a land trade, the 2040 LUP acknowledges the potentiality and need to otherwise resolve longstanding land conflicts around the Airport perimeter and to portray a need for future runway expansion. The 2040 LUP text follows language from the adopted WADP. Action Item 10-4 implements the WADP and the 2040 LUP. Planning staff and TCC land use committee discussed the Turnagain Bog at their November 30 consultation meeting, as requested by PZC. (LUP map references: CI-6 Parks and Open Space; CI-7 Natural Assets; CC-5 Land Ownership) **Recommendations:** Action X-6 from the February 29 draft LUP was modified to become Action 10-4 as follows for the public hearing draft. No additional changes are recommended. Action 10-4: Resolve land use, ownership, and open space conflicts around TSAIA. ~~through a land exchange.~~ Add the following to the end of the middle paragraph in the middle column on page 41:	**YES** **(12-12-16)**

Item # Page # in PHD	Comment or Issue	Response and Recommendation	PZC Action
		While a land exchange may be feasible and prove to be an optimal resolution mechanism for land issues around the Airport, this Plan does not endorse one. This action is only listed here as a potential mechanism following details in the WADP.	
3-d.	**Turnagain Bog.** Objections to the limited size of Turnagain Bog "Greenway Supported Development" overlay pattern in NE corner of the International Airport. No development should take place in these high-value wetlands next to the Turnagain residential area. (*Turnagain Community Council)*	**Response:** The NE corner of Airport property has been complicated by prior wetland permitting and related Assembly actions, juxtaposed with the general aviation facilities. An important guidance reference for this area is Anchorage Assembly Ordinance (AO) 2000-151 (S-2). That ordinance includes the requirement for the Airport and Municipality to prepare a master plan to identify development areas and a Scenic Easement at the neighborhood interface, to be at least 55 acres and include a buffer zone of at least 300' wide. The WADP addressed this issue with hashed lines on its land use map for the Scenic Easement. Since the Airport's 10-year Corps permit was rescinded and the Klatt Bog portion of conditions in AO 2000-151 (S-2) completed, the Airport believes this ordinance no longer applies. The Municipality continues to abide by the terms of this ordinance, which are reflected in the WADP and 2040 LUP. The ordinance provides future terms that include a process to identify additional buffer areas in this part of Turnagain Bog. The ordinance provides future terms including a process to identify additional buffer areas in Turnagain Bog. The WADP and this Plan reflect the terms of that ordinance. It is acknowledged that a larger protected Scenic Easement may come from a future joint Airport-MOA planning process, but the Plan does not show additional area in deference to the FAA's restrictions on showing Airport land as buffer. Planning staff and TCC land use committee discussed the Turnagain Bog at their November 30 consultation meeting, as requested by PZC. (LUP map references: CI-6 Parks and Open Space; CI-7 Natural Assets; CC-5 Land Ownership) **Recommendations:** No change to land use designation boundaries in the west side of the Airport. Add language referencing AO 2000-151 in the description of the Airport land use designation.	**Discussed and Tabled (11-14-16)** **YES (12-12-16)**
3-d. addendum	**Turnagain Bog – Addendum**. This addendum provides the specific language proposed to carry out the recommendation in 3-d above.	**Response:** The language below is the proposed language to reference AO 2000-151. It is recommended to be located in the Airport land use description because it refers to areas primarily on airport lands that are not included in the open lands green overlay. **Recommendations:** Add the following language referencing AO 2000-151 as the last paragraph at the bottom of the first column of page 40, in the description of the Airport land use designation. (NOTE: the first sentence in the new paragraph is recommended by issue-response item 4-c, which was agreed to by PZC on 12-05-16.)	**Discussed and Tabled (11-14-16)** **YES**

Item # Page # in PHD	Comment or Issue	Response and Recommendation	PZC Action
		Planning and development of these facilities should account for resiliency to natural hazards including the need to remain operational following seismic events. In Airport lands under this overlay, wetland permits, land use regulations, FAA regulations and grant assurances, and other requirements would frame land uses and future development configurations. With TSAIA's location relative to nearby neighborhoods, for instance in Turnagain Bog, and trail or park facilities, future Airport growth generates considerable concern about impacts to these areas. Growth plans must address these neighborhood and park impacts. Assembly Ordinance 2000-151 (S-2) was adopted specifically to address Airport expansions and buffering in that section of that facility. Also include an additional sentence summarizing 2000-151 (S-2), so that the 2040 LUP is understandable as a stand alone document, without the reader having to research what 2000-151 does. (Ordinance 2000-151 (S-2) basically calls for any development in the Turnagain Bog area to be the result of a joint master plan between the Municipality and the Airport.) Staff Note on 1-14-17: Per the approved recommendation above, staff has prepared the following additional sentence: That ordinance directs joint Airport-Municipality master planning in a large section of Turnagain Bog prior to future development along with a scenic easement between Airport land and the adjacent neighborhoods.	**(12-12-16)** Commission requested staff to add a sentence as described at the end of the recommendation.
3-e.	**Anchorage Coastal Wildlife Refuge (ACWR).** Request for more accurate identification of ACWR and its boundaries on the map, including near Point Woronzof at the northern boundary of the refuge, and on municipal and private inholdings within the ACWR. Request the 2040 LUP revise existing Actions and add new Actions to address open space inside the ACWR boundary and access to that open space. (*Turnagain Community Council, Rabbit Creek Community Council, others.*)	**Response:** Planning staff has re-checked the ACWR boundaries and parcel ownerships within those boundaries. The 2040 LUP public hearing draft includes revisions to the Land Use Plan Area Boundary description on page 50, which clarifies that municipal and private inholdings in the ACWR are considered within the Bowl land use planning area. Only State-owned lands and coastlands in the ACWR are shown outside the Anchorage Bowl land use planning area boundary. Therefore the 2040 LUP planning area boundary is deliberately not contiguous with the ACWR boundary in all places. Municipal lands and tidelands within the ACWR are designated as Park or Natural Area on the LUP. No lands north of Kincaid Park appear to be within the ACWR boundaries, except for tidelands. The Land Use Plan Area Boundary north of Kincaid appears contiguous with the ACWR boundaries depicted on the 10/10/2014 Alaska Department of Fish & Game Figure 1 of 5 of the ACWR. While Planning staff acknowledges that the three parcels highlighted in the comments from Rabbit Creek Community Council are potentially important wildlife areas, these are private lots and represent certain	**YES** **(11-14-16)**

Item # Page # in PHD	Comment or Issue	Response and Recommendation	PZC Action
		property value to the landowners. A designation of Other Open Space for these could be inconsistent with the landowner's intent and not necessarily appropriate. Existing Title 21 and State and federal regulations provide guidelines for development that address the area's wildlife and natural values. Action Items 8-1 and 8-2 address this issue as well. **Recommendation:** An additional "Anchorage Coastal Wildlife Refuge" annotation label was placed on the September 2016 Public Hearing Draft Land Use Plan Map north of Kincaid Park, off the coast. As discussed above, a clarification of the ACWR relative to the plan area boundary was added on page 50. In addition, make corrections and clarifications to ACWR boundaries and status as they appear in Appendix A Map Folio Planning Factors Map CI-5: Parks and Open Spaces. No additional changes to the planning area boundary or land use designations on the 2040 LUP.	
3-f.	**Implementation of Greenway Supported Development.** Concern that there might not be an enabling Action Item to support initiation of linear Greenway Supported Developments. *(Watershed and Natural Resources Commission)*	**Response:** The linear Greenway Supported Development corridor concept includes using former stream channels or drainage features, or identifying replacement stream channels, as catalysts for redevelopment projects. There does appear to be a need to identify an Action to direct the Municipality to be a player and coordinator where a stream channel features in the greenway project. **Recommendations:** Modify Action 8-1 on page 64 as follows: Pursue financial resources including state and federal grants and bonding to fund feasibility findings, engineering, acquisition, and restoration projects for creek corridors for high priority linear Greenway-Supported Development designations and wetlands, as depicted on the Actions Map.	**YES, with amendment highlighted in yellow.** **(11-14-16)**
3-f. addendum	**Greenway Supported Development Connections to Other Trails.** This is a follow up to public/PZC comments and the responses in items 3-b and 3-f. Additionally, this item covers other comments that it is important that proposed GSDs are connected to existing trails and greenways and not isolated segments. For example, Fish Creek GSD is great idea but if there is not	**Response:**. A sentence regarding GSD connections to existing trails systems would help further clarify how GSD relates to other trails. In response to Commissioners' comments on 12-12-16, further edits to wording are offered in the tracked-change language in highlights with strike-through and double-underlines. **Recommendations:** Add the following text to the end of the fifth paragraph, just after the sentence ending in "…Pedestrian Plan", in the revised GSD section provided above in issue item *2-e supplement*: ~~It is essential to the success of~~ For GSDs to most effectively catalyze ~~GSDs 's as catalysts for~~ redevelopment and alternative access modes, ~~that each corridors tie in~~ they should connect to	**Discussed and Tabled** **(12-12-16)** Commissioners were concerned about phrase "It is essential to the success of…" Requested staff to revise language.

Item # Page # in PHD	Comment or Issue	Response and Recommendation	PZC Action
	an obvious, safe, accessible connection to existing trails and greenbelts it won't be used. *(Seth Anderson)*	existing pedestrian corridors and trails especially where the GSD greenway is located in or adjacent to an RFA.	**YES (12-12-16)**
3-g.	**Earthquake-induced Seismic Ground Failure Hazard.** Request various wording changes to strengthen language regarding seismically unstable ground particularly in the Downtown area. Recognize value of open space, and risks to transportation facilities from seismic hazards. *(Geotechnical Advisory Commission Resolution 2016-01)*	**Earthquake-induced Seismic Ground Failure Hazard.** The GAC adopted Resolution 2016-01 on November 22, 2016 with a number of recommended text and land use map designation changes that more clearly reflect the intent of the LUP. The GAC finds that the Anchorage 2040 LUP appropriately addresses natural hazards in the Anchorage Bowl subject to additional clarification. The Department acknowledges that language in the 2040 LUP regarding seismically unstable lands and criticality of major transportation facilities in the event of a major natural hazardous event should be clarified and include various wording changes. (LUP map references: CC-6 Hazards Mitigation) (Attachment: GAC Resolution 2016-01 emailed separately to PZC on December 2) **Recommendations:** 1. In LUP Policy 1.6 on page 11 replace "minimize" with "reduce risk". 2. In the description of the City Center land use designation found at page 33, first column, last paragraph, clarify the third sentence and replace with below: There are areas of seismically unstable ground within the Downtown Anchorage area. These areas could experience significant ground displacements that would cause failure or collapse of structures built in these zones. Critical and high-density structures should not be placed in these very high-hazard areas (ie., ground failure hazard zone #5). Furthermore, development within the Downtown District should be designed to resist the anticipated ground displacement and not reduce site and surrounding ground stability. Examples of critical or high-density uses include public safety facilities, medical facilities, schools, or high-rise residential and office buildings with high occupancies. 3. Clarify the inset map on Page 33 by improving the visual contrast between the pattern overlay depicting "Very High Seismically Induced Ground Failure Hazard" and the base land use color behind it, and by adding "(Zone #5)" in parentheses to the end of the first legend term. 4. Add new bullet under Zoning on Page 34:	**YES, with changes highlighted in yellow (12-05-16)**

Item # Page # in PHD	Comment or Issue	Response and Recommendation	PZC Action
		13. New seismically induced ground failure hazard overlay zone to address high and very high seismically induced ground failure hazard areas (Zones #4 and #5) of Downtown and Ship Creek. 5. Add clarification in the introductory language about Open Space in the third column of page 36 that it is a good way to develop in hazardous areas including areas with a high seismically induced ground failure hazard. 6. Provide a statement regarding major streets on page 49 that is similar to statement above. The major street network traverses a wide variety of hazard areas and ground conditions. The importance of having a core network of roadways that remain serviceable after a disaster is very high. Planning, design, and maintenance of these roadways should account for natural/seismic hazards. 7. On the Hazard Mitigation and Resiliency Map CC-6: a) Make seismically induced ground failure hazard zones map layer visible above the fuel tank layer; b) Consider showing historic landslide extents as part of a future post-adoption amendment; and c) Consider if old landfills should be considered a hazard to be included in Map CC-6 as part of a future post-adoption amendment.	
3-h.	**Goal 8 language.** Goal 8 is incomplete on page 16. It does not reference watershed and habitats within parks and open spaces. *(Nancy Pease)*	**Response:** The goal addresses the importance of natural systems in the Bowl's future land use designations. Staff intended that riparian corridors (as noted by the comments) are included in the term greenbelts in the goal statement. **Recommendations:** Add riparian corridors to the list of land features in the Goal 8 statement (on page 16).	**YES (11-14-16)**
3-h. addendum	**Goal 8 importance.** Goal 8 on page 16 should have higher priority or status. Add a LUP 8 policy that encourages and prioritizes greenways trail extensions into reinvestment focus areas and isolated neighborhoods. *(Seth Anderson)*	**Response:** The Planning staff did not mean to imply that Goals 2 through 10 appear in order of importance, from most to least important. Goal 1 does establish the overall land use plan and there is admittedly a progression in topics from general redevelopment (Goal 2) to a focus on redeveloping mixed-use centers (Goal 3) and housing (Goal 4). Goals 5 and 6 address infrastructure generally and transportation infrastructure. Goal 7 is compatibility between uses, a perennial land use aspiration. The remaining Goals address three more essential kinds of land use besides the housing and commercial mixed-use areas. Goal 8, open space is one of those three. Staff does not object to a clarification near the beginning of the Goals discussion that Goals 8, 9, and 10 are not necessarily less important—they are just more focused on a particular class of use. **Recommendations:**. On page 10, amend the Goal 1 discussion regarding goals 2 through 11, by adding a new second sentence to the first paragraph in the third column, as follows:	**YES (2-6-17)**

Item # Page # in PHD	Comment or Issue	Response and Recommendation	PZC Action
		The Goals 2-11 elaborate on these aspects. Goals 2-11 are organized in a progression of topics, not by order of importance. This Plan acknowledges and encompasses…[…]… Add a new policy 8.2. on page 16, as follows: **LUP 8.2.** Provide greenways and trail extensions into designated Centers and reinvestment focus areas, to improve their connectivity with the trails system and overcome barriers to neighborhoods.	
3-i.	**Preservation of Hillside Stream Protection Setbacks.** Comment with concern that Action Item 8-3 is vague and might mean stream setbacks will be diminished. Recommends a new Action Item in Action Item for Goal 8 to create incentives that provide for open space tracts in new subdivisions along riparian corridors and wetlands. (*Nancy Pease*)	**Response:** Action Item 8-3 directs the MOA to finalize new stream setbacks. This action is underway and currently recommends a standard 50' setback with additional provisions. The Assembly directed the Planning Department to expand and revise the stream setback section of Title 21. Besides the Hillside District Plan 50' setback policy, the Assembly envisioned an expansion of the current 25' setback area. Determination of setbacks will occur through the stream setbacks ordinance public process. Title 21 includes provisions and recommendations (conservation subdivision) that allow for and/or require setbacks for streams and retention of wetlands. **Recommendations:** No change.	**YES** **(11-14-16)**
3-j. moved	**HUD Fair Housing.** This item was moved to be 5-a. in the housing section below.	**Response / Recommendations:** Moved to 5-a. below.	**See 5-a. below.**
3-k.	**Dedication of Parklands as Part of Housekeeping Rezoning.** Request to expand the scope of the Action 8-4 for a housekeeping rezoning of already dedicated parks to an Action that also dedicates additional parks. (Rabbit Creek Community Council, others.)	**Response:** This action follows recent administrative action recommendations as a housekeeping item to have all dedicated parks be consistent in zoning (PR) and with the new T21. It was also recommended to clear up lot lines and past platting discrepancies. Decisions on adding designated parks to this action would cause delay and require additional analyses and public outreach. Staff is not opposed to the concept of moving designated park sites to dedicated parks. **Recommendation:** A new, separate Action 8-8 was added to the PHD to evaluate remaining parks that are not in dedicated status for full dedication status in the future. This action is separate from the housekeeping rezoning (Action 8-4), which is already underway.	**YES** **(11-14-16)**
3-l.	**Municipal Non-dedicated Open Space Inventory and Purposing.** Comments that in Action 8-8 the word	**Response:** Action Item 8-8 is a new action intended for the Municipality to make best use determinations for parks that are not currently in dedicated status. The term potential is important since there may be sites	**YES**

Item # Page # in PHD	Comment or Issue	Response and Recommendation	PZC Action
	"potential" should be deleted and that it should state that undedicated parks will be dedicated (RCCC, Nancy Pease, others.??-per Commissioner Bailey on 11-14)	called out as "designated" parks that may have other uses important to the public need. An analysis of these needs and these individual sites is a valuable and necessary exercise. **Recommendations:** No Changes.	**(11-14-16)**
3-m.	**Municipal Wetlands Bank.** Objections to Action Item 8-2, to create a Municipal wetlands bank. HLB can protect wetlands without this, and should avoid entering the wetlands mitigation bank business. The effort to collect funding for protected municipal land simply diverts funding that could protect private wetlands and yield public benefits. HLB has the ability to protect municipal wetlands through conservation easements or dedication of parklands. *(Huffman-O'Malley Community Council, Rabbit Creek Community Council, Nancy Pease)*	**Response:** The Municipality has pursued a mitigation bank thru the Corps of Engineers' program for the past 5+ years. The HLB has numerous holdings with wetlands and streams that could provide credits to offset future wetland developments in the Municipal area. If the MOA were to simply preserve these areas, there would still be associated costs. Obtaining wetland credits as required on Corps permits has become difficult and costly to private developments as well as public road and utility projects. The HLB mitigation bank is a logical and beneficial program that would generate funds the MOA could use to preserve its holdings and acquire threatened wetland areas that might otherwise not be preserved. Preserving wetlands to generate credits requires a conservation easement and land management, which is costly. The MOA needs funds to preserve lands via conservation easements and to buy future parcels. There is a concern that the MOA could compete with other banks, however more banks means more potential for preserving important areas. **Recommendations:** No changes.	**YES** **(11-14-16)**
3-n.	**Space for Food Production.** Agricultural land Uses for commercial food production should be factored into the future land uses planned in the Anchorage 2040 Land Use Plan. *(Patrick Solano Walkinshaw)*	**Response:** Title 21 provides for commercial agricultural land uses including community gardens, farmers' markets, animal husbandry, and horticulture (which includes raising vegetables and fruits) in a variety of zoning districts, as follows: * Community Gardens are permitted (allowed) in the R-2M, R3, R-4, and R4A residential zones, as well as in the B-1A, B-1B, B-3, and RO districts. * Commercial horticulture is a Conditional Use in the R-1, R-1A R-2A, R-2D, R-2M and PLI zoning districts. It is permitted (allowed) in the B-3, I-1, and I-2 districts. * Large domestic animal facilities are conditional uses in the B-3, I-2, PR, and PLI districts. They are permitted in the I-1 district. * Farmer's markets are permitted in the B1A, B1B, B-3, MC, I-1, I-2, and PLI districts. The issue of further addressing urban farms and food security is beyond the issues addressed in Anchorage 2020, and can be taken up under the future Comprehensive Plan Update, as part of Action 1-3 as a consideration under planning for food security, given Anchorage's dependence on barges and air cargo for most of its comestible and non-comestible needs.	**YES** **(11-14-16)**

Item # Page # in PHD	Comment or Issue	Response and Recommendation	PZC Action
		Recommendations: Amend page 10, third column, second paragraph, as follows: During the public process for the 2040 LUP, new issues and concerns emerged apart from those reflected in Anchorage 2020. These included community resiliency to natural hazards and other disasters, energy efficiency, urban agriculture and food security, economic uncertainties, changes in the climate, and other shocks and stresses. On page 37, third column, first bullet under "Other Open Space" uses, amend the last line as follows: […]…or agricultural nursery and horticultural uses.	
3-o.	**Open Space No-Net-Loss / Protection.** Accessible open space is important to the quality of life in areas of infill development and higher density. The Comprehensive Plan should have a statement and an action item establishing no net loss of park lands, similar to no-net loss of residential lands in Action 4-13. It should also have a new Action item for revisions to Title 21 to protect—not reduce—common open space in residential developments. Recent revisions to Title 21 have chipped away at common open space and landscaping. *(Nancy Pease)*	**Response:** This very point is one of the strong reasons for planning for new population growth – to be able to preserve the open spaces and parks that are needed to support growth, rather than see them turned into residential areas without adequate parks and open space infrastructure. However, the suggestion for a no-net loss requirement could also complicate changing appropriate land uses. For example, perhaps development requires open space but it's just outside its borders. This could complicate changing the land use of adjoining parcels to make that possible. A no net loss requirement strictly applied to individual public and private projects could conflict with other needed objectives. Actions 5-3 and 8-7, which update the Parks Plan and inventory and diagnose area park deficiencies and needs, already address public open space needs and deficiencies. See also Issue 3-p below. The new Title 21 improved the minimum standards for quality of private common open space in residential developments. While the old Title 21 required more open space area in some R zones, the new code introduces regulations and incentives for improving access and usability. Landscaping requirements are generally the same or higher than in old Title 21, and in the new code are fortified by bonding requirements to improve installation survival rates. The 2040 LUP already addresses unfinished business with regard to Title 21 stream protection setbacks. What in the new Title 21 is needing revisiting in order to support land use plan map open space lands objectives? **Recommendations:** No changes.	**YES** **(1-9-17)**
3-p.	**Watersheds, riparian areas, and Green Infrastructure.** The LUP maps should portray riparian/watershed resources. The Actions Checklist should promote protection of riparian corridors and wetlands as part of	**Response:** This proposal would expand the scope of Action 5-3 to include "green infrastructure". The objective of Action 5-3 is to specifically manage our built infrastructure better and to be able to plan new development more efficiently. Anchorage built infrastructure capacity and maintenance deficiencies that could limit new land use growth. These include deficiencies in our water, sewer, and stormwater lines.	**YES** **(1-9-17)**

Item # Page # in PHD	Comment or Issue	Response and Recommendation	PZC Action
	future land use. Southeast Anchorage, especially, relies on watershed function because of onsite wells and septic systems. Include "green infrastructure" in the Action 5-3 proposed asset inventory of Anchorage's infrastructure. Inventory the following: riparian corridors, wetlands and other natural hydrology features that provide water recharge and water filtration, and important natural habitat connections. This data can help avoid unilateral actions that deteriorate these resources. The creek corridors and wetlands that have potential for restoration or public acquisition should be included in the inventory and also shown on planning factors Map CI-7: Community Natural Assets. *(Huffman-O'Malley Community Council, Rabbit Creek Community Council, Nancy Pease)*	Deficient roadways, transit, and pedestrian infrastructure are also a key limitation. The city must know where (and if) it will need new school sites to accommodate growth. Green infrastructure is relevant and related to performance of built infrastructure. For example, wetlands and other natural hydrology features can reduce costs of maintaining/upgrading Anchorage's gradually failing patchwork of stormwater drainage facilities, and increase resiliency to flooding events. Planning Factors Map CI-7 "natural assets" in Appendix A was developed for the project, incorporating our partner agencies' data as well as the Municipality's. Much of the information on the map is a partial refresh of data from the late 1990s, and the map acknowledges that further updates and corrections to the data is needed. It is the intent of this map to recommend further investigation of Anchorage's natural assets, or "green infrastructure"—including its state of health and how it contributes to economic growth and development. Because there is a growing recognition that "green infrastructure" is in fact important to economic development and reduces "built" infrastructure costs (e.g., for stormwater management), staff does not object to revising Action 5-3 to address green infrastructure and connect to park and open space action 8-7 (park plan analyses) and 8-9 (valuation and ecological studies of Anchorage's natural assets). In response to the first sentence of the issue statement, showing riparian/watershed resources on the Land Use Plan Map itself would complicate the map's appearance and present challenges regarding which resources to show on the plan (e.g., B or just A class wetlands?) and maintaining/updating the accuracy of natural resource boundaries on the plan. Wetland mapping is updated and refined yearly, for example. An example of a land use plan that shows sensitive areas is the Chugiak-Eagle River Comprehensive Plan. Its land use plan map shows "Environmentally Sensitive Areas" as an informational overlay not as a land use designation. However this overlay obscures the underlying land use designations presenting a problem for interpretation. This problem would be worse in the Bowl where the land use pattern is more intricate. The 2040 LUP Map CI-7 natural assets map is intended to provide information about critical environmental areas without complicating the Land Use Plan Map. Reference Map: Planning Factors Map CI-7 (Community Infrastructure Map 7) "Community Natural Assets", in Appendix A. **Recommendation:** Revise Action 5-3 on page 63 as follows: Develop and maintain an updatable asset inventory of the condition and capacity of Anchorage's infrastructure, including water, sewer, storm water, roads, alleys, sidewalks, public transit, schools, ~~and~~ energy utilities, and "green infrastructure" such as parks, wetlands, and natural drainageways—especially in areas designated for growth.	

Item # Page # in PHD	Comment or Issue	Response and Recommendation	PZC Action
		Revise Planning Factors Map CI-7 Community Natural Assets in Appendix A to show all streams including, where the available data allows, streams in culverts and pipes underground.	
3-q.	**Incentives for Open Space Tracts in New Subdivisions and Redevelopments.** Add a new Action to amend Title 21 to create incentives in future subdivisions and redevelopment areas to create open space tracts along riparian corridors and wetlands. Tracts, whether transferred to the Municipality or held in private common ownership, offer more protection than easements or setbacks on private parcels. *(Nancy Pease)*	**Response:** While staff agrees this concern is relevant to and anticipates impacts on open spaces from future growth, the 2040 LUP action items such as 7-5 and the Title 21 land use regulations address these concerns and provide incentives to support open space retention and creation. These include such things as the Conservation Subdivisions, the Cluster Housing, and PUD subdivision regulations. **Recommendation:** No Changes.	**YES** **(1-9-17)**
3-r.	**Airport Rezoning.** Do not rezone TSAIA owned land on the west end of Rapsberry Road adjacent to Kincaid Park and neighborhoods. The airport and former Kulis National Guard base lands offer other developable land with better access and fewer land use conflicts. *(Nancy Pease)*	**Response:** This issue relates to Action Item 7-1, which directs the adoption of an Airport Zoning District for Ted Stevens Anchorage International Airport proper. Creation of this new Title 21 district is being addressed separately as an Administration initiative (Case #2016-0148). This case has been postponed at the request of the Turnagain Community Council until the 2040 LUP is adopted. This new Airport District is a long term resolution of land use and zoning consistency issues and Airport land marketability. It was formal implementation action item in the 2012 West Anchorage District Plan. Action 7-1 reiterates this policy. **Recommendation:** No Changes.	**YES** **(1-20-17)**
3-s.	**Lakes and streams comment.** Policy #LU-11 should be amended to include new language about protecting natural areas. *(Turnagain Community Coucil comment regarding February 29, 2016 community discussion draft LUP).*	**Response:** The 2040 LUP Land Use Policies were revised for the Public Hearing Draft. The Public Hearing Draft includes a listing of related Anchorage 2020 policies alongside the 2040 LUP policies. This issue is already addressed in Anchorage 2020 policies, which remain in place. The 2040 LUP is intended to avoid creating duplicative policies to Anchorage 2020 policies. **Recommendation:** No further changes.	**TABLED** **3-13-17** Note: Project manager accidentally brought forward issue previously addressed by Sept 2016 draft plan. No further action is needed. This item is to be deleted in final Issue-Response Table.

Item # Page # in PHD	Comment or Issue	Response and Recommendation	PZC Action
Part 4: Infrastructure and Transportation Network			
4-a. Page 2, third column; Pages 14-14, Goal 6	**Preservation of Street System Function for Mobility.** The 2040 LUP should include a commitment to addressing arterial street system vehicle mobility and needed additional local and collector street connections, before the 2040 LUP recommendations for additional growth are implemented through rezonings and other Actions. Muldoon, Gambell/Ingra, Tudor, Spenard, South C Street, and Old Seward target areas for growth need transportation plans, collector streets, and/or other transportation improvements before beginning redevelopment in these areas, to avoid creating unsafe traffic impacts and congestion. Other recommendations for greater housing density on certain sites should be evaluated for potential traffic impacts on adjacent arterial streets, where the existing street facilities might not be able to accommodate the additional traffic. Three examples include the area south of E. 24th west of Lake Otis, the site northwest of O'Malley and Lake Otis, and the RFA along Chugach Way west of Arctic. Planning would benefit from an accompanying update to the AMATS traffic impact model. Although that is not possible yet, Planning staff should consult with AMATS and Traffic Engineering staff for a review of potential traffic impacts. The 2040 LUP should include a mechanism, such as a required TIA at time of a proposed up-zoning, to ensure adequate streets are provided before Plan implementation. The 2040 LUP should also verify coordination with the AMATS Metropolitan Transportation Plan (MTP). Growth in certain corridors hinges on MTP	**Response:** The Goal 6 discussion can clarify that some principal highway system corridors have a relatively greater emphasis on vehicle mobility than others. This fits within a broader concept of *accessibility* being used to describe the relationship between land use and transportation in general. The broader emphasis that the 2040 LUP places on accessibility does not need to take away from the emphasis on vehicle through-mobility on some corridors. From the Planning Department's perspective, not all arterials on the NHS system are the same. On other corridors, the MOA may reduce roadway footprint and re-direct resources to increasing transit and pedestrian use, which could reduce traffic impacts on the system. The Goal 6 discussion can also clarify what this plan means by Accessibility as a concept that better describes the relationship between land use and transportation than the Mobility concept. There seems to be an interpretation by ADOT&PF that Accessibility as discussed in Goal 6 means that the 2040 LUP promotes site-specific driveway access to individual properties along an arterial street. In fact, the emphasis on Accessibility in Goal 6 is a general land use-transportation concept that more land uses should be closer to each other and destinations be easier to get to. This is different from suggesting that individual properties should have their own driveway access on arterials. Accessibility as discussed in the 2040 LUP is inclusive of driveway access management on an arterial, and could actually mean fewer driveways on an arterial corridor. The 2040 LUP could better express how it aligns with and depends on the MTP, first by clarifying policy 1.5 under Goal 1 and by updating and adding transportation policies to Goal 6. It is beyond the scope of this general, long-term city plan update project to identify each of the specific transportation improvement projects pre-requisite to implementing the plan in specific areas, such as Tudor Road area collector street improvements south of the UMED. However, it could strengthen discussion of transportation issues in the "Special Study Areas" on the Actions Map on page 67. The draft 2040 LUP includes Action 5-3 on page 63 which is to inventory street infrastructure capacity in areas designated for growth, as a near term item. AMATS and DOT&PF are named among the implementers. Additionally, LUP Policy 6.1 on page 15 calls for street network improvements in centers and commercial corridors. This policy's wording regarding the importance of these improvements to growth could be strengthened to address DOT concerns. The "Mobility and Access" goal on page 2 of the 2040 LUP refers to two "Land Use & Transportation" Goals from *Anchorage 2020*, including "Mobility and Access" and "Transportation Choices" (Anchorage 2020, pp. 37-38). Since the 2040 LUP is a targeted amendment to Anchorage 2020 which supports and builds on the Anchorage 2020 content, page 2 of the 2040 LUP refers back to those existing goals. The	**Discussed and Tabled** **(11-14-16)** Staff response was not written on 11-14. Commissioner Spring on 11-14 requested the "mobility" item be addressed ASAP with minimum change to the plan, as it was evident to him that ADOT had misinterpreted the word "accessibility" as used in the LUP. Commissioner Strike asked if we prioritize arterials and if so which ones, when we make land use decisions. **YES** **(12-05-16)** Staff will follow up on Commissioner Spring's request to address the several specific problem sites that he identified, as separate issue items.

	implementation. The draft 2040 LUP does not reference relevant information or recommendations in the MTP in its Goal 6 discussion, policies, or action items. The MTP documents road system deficiencies and recommends roadway improvements in specific areas which are prerequisite to safely accommodating more growth in these areas. The 2040 LUP needs to recognize that the emphasis on accessibility relative to mobility is different depending on the type of street. Accessibility cannot be raised as the broader goal for all streets, unless the 2040 LUP clarifies that Mobility is included in the definition of Accessibility. The Metropolitan Transportation Plan (MTP) calls for access management and control on principal NHS arterials such as Tudor Road, Muldoon Road, and the Seward to Glenn Highway connection. Mobility is the broader goal for the State and FHWA on the NHS Interstate and Intermodal corridors – connecting other cities and ports/airports. Toward this end, Goal 6, regarding aligning land use and transportation systems, should recognize that the emphasis on accessibility relative to mobility changes based on the street classification. Anchorage 2020 goals address Mobility as well as Access. The "Mobility and Access" goal statement in the "Anchorage 2020—Anchorage Bowl Comprehensive Plan Guidance" subsection is missing a statement that addresses the need for principal NHS routes to have a mobility priority with reduced accessibility and crossings. Accessibility and crossings on these highest principal routes need to be maximized on alternative routes. Suggest adding language which states, "…and with a priority on maintaining the principal function of each roadway according to its classification."	content on page 2 is very general and should avoid adding qualifying statements that are too specific or that would change the adopted Anchorage 2020 goals. Decisions regarding land use and allocation of future growth should certainly take into account adequate transportation infrastructure. We should only recommend growing where we anticipate there will be an adequate multi-modal transportation system that can promote and accommodate that growth. In some areas of the Bowl, the 2040 LUP recommends future growth understanding that infrastructure will need to be upgraded. Being a long-term, comprehensive land use plan directing future city growth, the 2040 LUP understands that growth and development will occur only gradually, or in fits and starts, over a long period, not everywhere at once but phased and sequential. Implementation of the plan will include improvements to the transportation network, and changes in how people use it to access where they want to go. For example, trends are such that, on average, more people will walk, bicycle, ride transit, or commute shorter distances. Trail, sidewalk, and transit connections will continue to improve. Focused growth in mixed-use land use patterns as recommended in the 2040 LUP will allow that to happen. Fundamentally, traffic is an important factor, but the fundamental relationship is: <u>transportation serves land use</u>. The city plan establishes a vision and goals for how and where the city is to grow. Anchorage's particular vision and goal is: growth through infill and redevelopment, much of it focused in mixed-use centers and corridors, and much dispersed near town centers and neighborhood centers to provide fair housing and job opportunities around the Bowl. While the 2040 LUP should provide policies for systematically addressing transportation network shortcomings, it is not realistic to expect a 25-year plan to conduct site specific TIA's based on today's road network and travel behavior in every site location the LUP recommends increasing housing opportunities. Even after adoption, the 2040 LUP will still evolve. Monitoring and updates will provide regular opportunities to refine the plan and resolve problems. The upcoming 2040 MTP by AMATS will identify missing links and locations where we can make better connections, and inform regular updates and improvements to the 2040 LUP. **Recommendations:** 1. Under Goal 1, page 11, clarify the second sentence of Policy 1.5 as follows: Account for existing infrastructure <u>and transportation system</u> capacity and <u>planned</u> ~~future~~ facility investments when determining <u>areas of growth</u> ~~where to grow~~. 2. Under Goal 5 policies, page 14, insert a new LUP 5.1 as follows. Renumber subsequent policies and references to these policies from other parts of the plan. Include references to new policy LUP 5.1 from Goals 2, 3, 4, 6, 8, and 9 as being "integral to" to these Goals.	

	(DOT&PF; AMATS; MOA Traffic Engineer, PZC Commissioner Jon Spring)	**LUP 5.1.** Implement recommended land use patterns and facilitate growth in the context of existing infrastructure capacity and planned improvements, for utilities, streets, trails, public transit, parks, and schools. 3. Add the following language to the end of the second paragraph in column 3 under Goal 6 on page 14, and to the beginning of the second full paragraph on page 15: *[second paragraph of Goal 6 discussion on page 14:]* Accessibility includes mobility and also considers the total distance that must be traveled and the number of destinations within a certain distance. *[second full paragraph on page 15:]* The concept of accessibility allows that some principal roadways within the city's land use-transportation system will emphasize mobility more than others. To protect the function of principal national highway system routes, the *2040 LUP* recognizes that additional street connections ~~tie~~ directly affect ~~to~~ the ability to grow in at least some of the commercial centers and corridors. Anchorage's *Metropolitan Transportation Plan (MTP)* identifies arterial and collector street network deficiencies and needed improvements. Implementation of the MTP ties directly to implementation of the 2040 LUP. Also, new local and collector street connections and pathways between businesses and adjacent neighborhoods are needed to ~~will~~ allow the street network to safely support mixed-use densities. 4. Under Goal 6 policies, page 15, insert a new LUP 6.1 and renumber subsequent policies and references to those policies: **LUP 6.1.** Provide sufficient transportation infrastructure to promote and accommodate the growth this Plan anticipates in Centers, Corridors, other employment areas, and neighborhoods. **LUP 6.2.** Provide new or upgraded pedestrian and local/collector street connections in Centers and Commercial Corridors, to improve access to and from surrounding neighborhoods. 5. Add *Anchorage 2020* Policies 32 (congestion management techniques) and 37 (multi-user road design) to the list of "Related Anchorage 2020 Policies" in the middle column of page 15. 6. In Table 4, Actions Checklist, amend Action 1-2 and insert a new Action 1-3 on page 60, as follows (and renumber subsequent Actions):	

		Action 1-2: Identify key indicators of progress on issues addressed by the 2040 LUP, monitor progress, and report on ~~those~~ the progress and indicators on a regular basis. Integrate progress monitoring of other Comprehensive Plan elements that impact land use and growth, including functional plans (e.g., 2040 MTP, Bike Plan) and area-specific plans. *Action 1-3:* Use Actions 1-1 and 1-2 to inform regular updates and improvements to this Plan including its implementation Actions. (*Responsible Agency:* Planning, AMATS*. *Timeframe:* 1-3/Ongoing)	
4-a. addendum	**Need for Area-specific Transportation Improvements—Follow up From Issue 4-a. Above.** The MTP lacks projects that would be necessary to achieve the LUP in certain areas, including parts of Muldoon, Tudor, Gambell/Ingra, and Spenard. Special area specific transportation plans and collector improvements should be prerequisite to land use changes in some areas. The key is not to wait for the primary arterial street project alone. Identifying, preserving, upgrading, and sometimes adding collectors are key to these areas. For example, Muldoon Corridor needs collector street projects as a prerequisite to Muldoon infill and redevelopment (Oklahoma, Duben, Patterson, Peck, Boundary connectivity, etc.). Tudor Road (between Lake Otis and Elmore) needs parallel local or collector streets just to its north and south to provide local interconnectivity. More collectors are also needed in the south Anchorage 92nd and 100th Avenue areas. *(DOT&PF)* What is meant by "street tree landscaping" in the Main Street Corridor land use designation on page 25? The identified Main Street Corridors already exceed their capacity within their limited rights-of-way. Modifying these corridors will require additional right-of-way. *(Municipal Traffic Engineer)* Page 10, column 2: "Mixed-use, walkable centers served by transit will absorb much future growth…" Page 14, column 3: "Coordinating Phasing land use and	**Response:** This addendum responds to the request by Commissioners in their 12-05-16 discussion of item 4-a. for staff to return with specific language and Action Map amendments for special study areas. The response stems from the issues raised in 4-a. above as well as the more specific additional comments provided at left. The amendments seek to address concerns about the need for multi-modal transportation improvements and greater connectivity in certain areas targeted for growth, by identifying specific study areas and actions. **Recommendations:** Amend the Small Area Plans/Special Study Area Strategy 8 on page 56, by adding language to address the need for area specific study of transportation improvements in Fairview's Gambell Street Corridor, Muldoon Corridor from Creekside Town Center Northward. Depict these study areas on the Actions Map on page 67: Planning staff to carry out Actions Map edits. Amendment language for page 56 is as follows: ***Strategy 8: Special Study Areas/Small Area Plan*** *Special Study Areas* are locations where additional study and analysis are needed to refine the land use designation boundaries, and local planning implementation actions. Some areas have been identified through adopted neighborhood and district plans. Others will help implement RFAs. Others will identify study areas for transportation and infrastructure improvements, such as secondary street and sidewalk connections that are needed to support planned growth in an area. [PZC: staff to add language regarding need to address the overall network connectivity of the local neighborhood area, based on meeting notes and recording.] Examples include North Muldoon corridor, Fairviews's Gambell/Ingra Street corridor, and the 3500 Tudor Road Master Plan redevelopment area, as well as along the Tudor Road corridor in general between Lake Otis and Elmore. These and other examples are depicted on the Actions Map.	**Discussed and Tabled** **(12-05-16)** Commissioners reviewed partially developed recommendation for special study areas on 12-05-16 and requested further development with specific language before approving. The issue-response was completed by staff for the 4-3-17 Commission meeting. **YES, with changes** **(4-3-17)** Commissioners called for adding language to end of first paragraph to address the overall network connectivity of the local neighborhood

	transportation actions is especially important in places where a majority of new housing and employment will go." ACC comments here that Anchorage 2020 goals rather than simply vehicle mobility or LOS measures should drive transportation priorities. This plan must address how fundamental transportation investments are implementing the Comprehensive Plan. The emphasis on "accessibility" rather than just "mobility" is helpful. Connectivity is another standard that should be used here. *(Anchorage Citizens Coalition)*	Until such time as new land use designations are adopted <u>from special study areas</u>, existing policies and regulations apply to these areas. Amend Action 5-3 on page 63 of the Actions Checklist Table as follows. Add AMATS to the list of responsible agencies. Add a "$". 5-3. Develop an updatable asset inventory of the condition and capacity of Anchorage's infrastructure, including water, <u>wastewater</u> ~~sewer~~, storm water, roads, alleys, sidewalks, public transit, schools, and energy utilities—especially in areas designated for growth. <u>Streets inventory includes identifying needed additional local and collector street connections, intersection and access improvements, and pedestrian connections.</u> Amend Action 6-1 on page 63 of the Actions Checklist Table as follows. Also change the time frame to 4-6 years. <u>Develop a phasing and prioritization program for</u> ~~Coordinate with agency partners to develop a working list of~~ additional local and collector street connections, intersection and access improvements, <u>right-of-way width,</u> and pedestrian connections that are needed to support infill and redevelopment in neighborhoods, centers, and corridors targeted to experience growth and change, <u>including in Special Study Areas identified</u> ~~such as~~ along Lake Otis and Tudor near the UMED District<u>, and along northern Muldoon Road, and other areas shown on the Actions Map</u>.	area. Connectivity beyond side access TIA, but not the entire transportation network. Staff to determine language and return to PZC at end of its deliberations.
4-b. revised	**Funding for Higher Levels of Maintenance and Operations for Complete Streets.** ADOT could require MOA assistance in funding and carrying out higher levels of maintenance and operations for local access. ADOT is primarily responsible to prioritize M&O that supports statewide traffic mobility, and local accessibility only secondarily. ADOT will have to consider which costs are the responsibility of MOA for local accessibility impacts to infrastructure that reduces statewide mobility, such as increasing the number of traffic signals or added/enhanced multi-modal facilities. How does the 2040 LUP balance needed maintenance and operations with growth when maintenance and operations budgets are decreasing at all levels of government? *(ADOT&PF)*	**Response:** The 2040 LUP discussion for Goal 6 addresses the need to account for increased costs for maintenance and operations on page 15. Not all of the changes and growth in the 2040 LUP will take place simultaneously. The 2040 LUP envisions a strategic, phased approach to public investment in future growth. It identifies specific areas and corridors for nearer term growth and investment, such as in the top three RFAs near Downtown and Midtown, and in the prioritization of future Transit Supportive Development Corridors. This information is shown on the Actions Map on page 67. The plan intends to prioritize areas that have the latent infrastructure capacity and have relatively lower costs of resolving deficiencies. Growing through infill and redevelopment in urbanized areas will require investment in more sidewalks, street connections, transit, and M&O. Infill and redevelopment have been shown to use transportation and utilities infrastructure more efficiently than traditional, suburban-oriented mobility focused land use and transportation systems. Compact development patterns, which depend on enhanced multi-modal facilities, maximize existing infrastructure. This improves tax bases and tax competitiveness with other economic regions. Compact development infrastructure has been found to be up to 47 percent less expensive than infrastructure to service conventional development patterns. Officials at the city of Calgary, Alberta, estimate that compact development patterns would save $11 billion over the next 60 years on roads, transit, water, and other infrastructure. Compact development is becoming an important economic development factor because it is more attractive to young professionals and millennials that the region and state are trying	**Discussed and Tabled** **(11-14-16)** Commissioner Spring on 11-14 requested this item be addressed ASAP with minimum change to the plan, as DOT O&M practices should not drive a city long-range land plan. **Discussed and Tabled** **(12-05-16)** PZC requested staff draft a general, aspirational action statement.

		to retain and attract to support the economy. Compact development patterns also reduce household transportation costs, and have higher property values. In a sense, it is the current mobility/suburban oriented development program that in the long run will not be affordable. **Recommendations:** (revised from 12-05-16) No changes.	**YES** **(1-20-17)** Staff presented and PZC approved revised version recommending no changes in the plan.
4-c. (Note: item 4-c. was previously about intermodal facilities. That is moved to item 4-j.)	**Consistency and Coordination with Transportation Plans.** Provide a more complete list of the functional plans on page 3 of the 2040 LUP. Refer to the MOA Official Streets and Highways plan, AMATS Congestion Management Process Update, AMATS Freight Plan, etc. On page 12, in Goal 3 discussion, insure Consistency with AMATS Bike Plan, Ped Plan, MTP, and Congestion Management Process. Policy LUP 1.5 to coordinate with transportation planning is not reflected in the rest of the draft LUP. DOT&PF reviewers had to go to the MTP to verify coordianation by looking at MTP recommendations in the same areas the LUP proposes for increased density, to determine if MTP supports the LUP in areas. MTP supports the LUP, but this is not demonstrated in the LUP. See MTP figure 5-4 where MTP has growth on Tudor-Muldoon; figure 5-19 showing No Build failures in growth areas, Figure 5-26 . The MTP is not just illustrative as if carrying out the MTP can be deferred while moving ahead with implementing the higher densities the LUP recommends. The LUP should clearly state the MTP plan is critical to Tudor, Seward/Ingra/Gambell, Minnesota and C Street. Without improvements to these corridors the transportation system will not be able to address land use trip generation and the MTP will fail in its performance measures. The LUP should reference the applicable MTP figures so there is an "accounting" that the LUP depends upon 2035 MTP implementation for successful implementation. *(DOT&PF, MOA Transportation Planning Division)*	**Response:** No objection to adding a sentence to the Goal 3 discussion expressing coordination with the transportation plans, including the MTP. The 2040 LUP discussion of Functional Plans on page 3 is supposed to be a brief introduction to the role of the 2040 LUP in relation to functional and area-specific plans. Listing a few examples of functional plans is only to illustrate what functional plans are. The list isn't supposed to be comprehensive. Putting a complete list of functional plans here would overwhelm the section with too much detail. Staff does not object to inserting a footnote or reference pointing to a longer list of functional plans located elsewhere in an appendix to the plan or as adopted in AMC Title 21 Chapter 21.01. **Recommendations:** Add a new last sentence to Goal #3 discussion on page 12, expressing the need to invest in infrastructure particularly complete street and pedestrian improvements consistent with the various transportation plans: MTP, Ped Plan, Bike Plan, etc. Staff to determine the specific language. PZC: Add a new transportation Action to the LUP for the MTP update project's growth allocation model to reflect the 2040 LUP land use designations. Staff to provide specific language. Staff to provide specific language based on PZC meeting notes and recording.	**YES, with changes** **(4-3-17)** Commissioners recommended adding a new transportation Action to the LUP for the MTP update project's growth allocation model to reflect the 2040 LUP land use designations. Staff to provide specific language.

4-d.	**<u>Multimodal</u> Transportation Investments as a Prerequisite to Growth through Higher Densities** Denser land use development in the Bowl must be accompanied by a concerted shift in the transportation system to pedestrian and transit users. The current emphasis on more vehicle lanes and highway interchanges does not support compact land use or benefit non-driving residents. 2040 LUP should include analysis of the percentage of land occupied by parking lots and roadways, and compare that ratio to other cities. *(Nancy Pease)* Before adding higher density residential development, streetscapes should be upgraded with curb and gutter, paved alleys, separated sidewalks, and transit service operating every 20 minutes or less. This is the case in South Addition where areas designated for increased housing do not yet have this infrastructure to support the growth. Vehicle speeds should be lowered to 25 MPH on A, C, I, L Streets north of Fireweed Lane. The Metropolitan Transportation Plan (MTP) should be redirected to promote multi-modal (walking, biking, transit, cars), complete streets and away from prioritizing mainly movement of motor vehicles across town. *(South Addition Community Council)* Include ACC cmts 1a – 1c; 3, 5; 8; 12 *(Anchorage Citizens Coalition)* *(, Fairview Community Council (cmts marked by staff as #11 &#12);* On page 11, in Policy LUP 1.5,second sentence, please insert "services" after "infrastructure capacity" and add "area-specific plans and functional plans" to end. *(MOA Transportation Planning Division)*	**Response:** TBD **Recommendations:** TBD	
4-d. <u>addendum</u>	**Municipal Ownership of Select Arterials to Support Implementation of Complete Streets and TSDC Policies.** Strategies to create multi-modal, complete streets within reinvestment areas cannot occur as long as the	**Response:** TBD Last fall I raised this idea at interagency consultation meeting. Craig Lyon and DOT staff did not believe this would be a practical action or policy because it is really up to the Mayor and his counterpart at DOT	

Jon consulting with AMATS	arterials are owned and maintained by the DOT&PF. The DOT&PF prioritizes motor vehicle mobility and will not support a street where people are treated as equals to the automobile. The Municipality should exercise more aggressive leadership on this important issue and assume ownership of key transportation assets within key reinvestment areas. This includes Gambell Street. It is requested that the 2040 LUP Actions Checklist Table include an Action to, "Develop a prioritization schedule for considering municipal ownership of select arterials within the Anchorage Bowl to support implementation of complete street policy and transit supportive development corridors. *(Fairview Community Council)*	who will make the decision. So we dropped the idea. But it appears the concept of a MOA takeover of some streets may be coming closer to reality and support as DOT runs out of resources. Is this worthy of a municipal policy or discussion in section 1.3? Or is it too much into the weeds? If too specific, is it therefore worthy as a specific strategy or action in section 3? With respect to Gambell Street specifically, the reader can see also issue responses 1-a addendum, 4-b, 10-b, and …. **Recommendations:** TBD	
4-e. (Note: item 4-e. was previously about STIP. That is moved to item 4-l.)	**Trail Connections within and between Neighborhoods, Community Institutions, and Commercial Centers.** Amend the plan to include walkway connectivity to schools and more requirements for the development of sidewalks. *(Urban Design Commission)* Linear trails and greenways are proving very effective in making desirable places. In Goal 6, add language to encourage ped/bike trail connections from existing green belts into neighborhoods not currently connected (such as Fairview and the Spenard/36th Area). *(Seth Anderson)* *Many comments from public meetings regarding the need for improve and upgraded pedestrian connections between land uses around neighborhoods. More comments from neighborhood meetings to be documented here.*	**Response:** LUP Policy 6.1 highlights the need to provide or upgrade missing links to centers and corridors. Primary tools will include the Municipality and AMATS capital improvement programs, where these improvements are programmed and funded. It focuses on centers so it does not necessarily address the overall comment raised by the public for more connectivity and accessibility in general, such as between and within neighborhoods. A more generalized policy would provide context for policy 6.1., and respond to significant amount of public comment from public meetings regarding the need for more multi-modal connections between land uses in and around designated centers and neighborhoods. The Greenway Supported Development concept introduced in the 2040 LUP is a new tool that looks at our urban streams as an urban feature for adjacent development. The stream setback/trail could provide new linkage that should be enhanced or day-lighted rather than channelized and/or undergrounded. See also the response in issue 3-f addendum. **Recommendations:** Insert a new generalized policy 6.1 and renumber subsequent policies. **LUP 6.1.** Promote the development of an urban pattern of connected and accessible neighborhoods, corridors, and centers—where the network of streets, walkways, and trails maximize connections and overcome barriers to accessibility between and within the city's neighborhoods and other districts. Amend the land use designation description for Community Facilities and Institutions on page 38, third column, by adding an additional bullet under "Character", that reads as follows: • Pedestrian connectivity is provided to schools and community institutions, and the infill design principles to enhance connections and pedestrian access apply (Section 2.1).	**NO and YES** **(4-3-17)** NO: Commission did not support the first recommendation, to add a new LUP policy 6.1. It seemed redundant to Commissioners. YES: Commission supported the second recommendation, adding a new bullet item.

4-f.	**Commuter Rail Stations**. Comments received for and against commuter rail corridors and stations. Critics argue that is premature to show commuter rail stations in the 2040 LUP. There are concerns expressed that it is not included in the latest interim update to the 2035 MTP, and that rail stations and rail lines are not ideally located with respect to the Downtown Core and Midtown employment areas. The Dimond Center Mall is too far spread out with low density employment. Comments state there is a need for feasibility analyses before designating commuter rail stations. Comments in support for commuter rail stations and including some recommendations for expanding transit oriented development designations along the railroad corridor. Commuter rail advocates cite feasibility studies and plans and investments made. They request labelling the Alaska Railroad corridor as a commuter railway and/or adding it as a transit supportive development corridor Growth Supporting Feature of the 2040 LUP with the diagonal line pattern overlay. They recommend the establishment of Transit Oriented Development (TOD) within a 1/3 mile radius around the intermodal stations at Dimond Center and Downtown, and extending the transit supportive development corridor on 92nd Avenue north to include the Dimond Center, and west from there along Dimond Boulevard. *(Anchorage Citizens Coalition, Alaska Railroad, AMATS, Dimond Center Mall, Cynthia Wentworth, PZC Commissioner Jon Spring)*	**Response:** Commuter Rail Stations, described on page 30 of the draft plan, are a longer-term element within the 2040 LUP. Planning believes it is important for the city's long-term land use development plan to look beyond the near-term conditions, and support and carry forward the adopted policies and direction for commuter rail and transit oriented development (TOD) around stations in the long term. Moving toward a transit supportive land use pattern can improve the feasibility of commuter rail while also supporting mixed-use centers and alleviating land shortages for housing and employment. Commuter rail is already in the Comprehensive Plan, for example as a revitalization strategy of the Downtown Plan and Ship Creek Plan, which recommend ways to connect the railroad station to the Downtown Core. It is also in the Chugiak-Eagle River Comprehensive Plan's land use plan map, the Girdwood Plan, and the Turnagain Arm Comprehensive Plan. The Anchorage Bowl LUP only completes the picture. The 2035 Metropolitan Transportation Plan (adopted May 2012) recognizes the prospect of future commuter rail service from Anchorage to the Mat-Su Valley, within the 2035 planning horizon. According to AMATS staff, the interim update to the 2035 MTP (adopted November 2015) did not replace the content of the main MTP but rather carries forward its recommendations. The MTP states that enhancements to regional public transportation service through commuter rail implementation could assist in addressing forecast capacity deficiencies in the Glenn Highway corridor. AMATS has expressed support for including commuter rail stations in the 2040 LUP in written comments and consultations. Retaining commuter rail in the land use plan can assist public agencies and private entities in seeking funding for intermodal station development. It also informs property owners, developers, and public agencies making decisions in these areas about the long-term intent of the Municipality for commuter rail. Commuter rail successfully implemented would link Anchorage's mixed-use centers to a metropolitan region ridership market extending to the MSB in a way that would leverage and complement local transit service. The general locations of four of the potential future commuter rail station areas are well-known and have already been subject to study, planning, and/or investment. These include the existing stations in Ship Creek/Downtown and the International Airport, and a planned station at Dimond Center, and one envisioned at Spenard Road. The Spenard Corridor Plan consultant and staff project team believe a Spenard station to be a major opportunity for a transit oriented development (TOD) area and connections to local transit service along Spenard Road and into Midtown. There may be additional potential stations. The 2040 LUP identifies an opportunity site at Huffman Road and Old Seward Highway, where a Greenway Supported Development corridor enters the Huffman Town Center connecting the Oceanview and Huffman-O'Malley neighborhoods. The description for Commuter Rail Stations on page 40 of the 2040 LUP identifies these stations as only "potential". The Alaska State Rail Plan (Draft 2016) also considers the concept of commuter rail service between Anchorage and the Matanuska-Susitna Borough, which has been studied multiple times, and the desire for	**No Consensus (Split)** **(11-14-16)** Commissioner Spring would need to see feasibility studies including the stations shown. Spring and Robinson question feasibility and likelihood, and are concerned the stations may distract from other plan objectives. Commissioner Strike cites that long-term aspirational elements are appropriate in long-term plan. Discussion tabled ending at a split. See 4-f. addendum, below.

		commuter rail service between Anchorage and the Valley was one of the most frequently heard comments from the public during that planning process. Prerequisites for a commuter rail system, at a minimum, include: include identification of a funding source; project development planning; engineering and environmental analyses; operations detailing; equipment procurement and customization; station and facilities development; service specifications; patronage pricing; marketing, and revenue-projection refinements; arrangements to integrate and connect public transportation services; and related multi-government coordination. In other words a significant amount of work needs to be done before any commuter rail option moves forward. Furthermore, a commuter rail system would need to be integrated within an overall transportation system for the metropolitan area. **Recommendations:** Retain Commuter Rail Stations on the 2040 LUPM. Page 40, third column, amend the Commuter Rail Station passage as follows: This Land Use Designation also identifies potential passenger railway intermodal stations along the Alaska Railroad corridor ~~right-of-way~~. Regional commuter rail service between Anchorage and the Matanuska-Susitna Borough ~~stations~~ could interact with transit oriented land use development in designated ~~commercial~~ mixed-use Centers and Corridors, and connect to local public transit service. Some commuter station facilities already exist or are in planning states. The timeframe for implementation of commuter rail transit service is uncertain, and is considered a longer-term element in this plan. Prerequisites include feasibility analyses and identification of funding and operations sources. Placement on the Plan Map now helps support and inform investment decisions in these areas. Add the Transit Supportive Development diagonal line pattern overlay to the Dimond Center Regional Commercial Center in the area of its Commuter Rail Station. Page 40 or on page 44 in the Transit-Supportive Development section, add a sentence explaining the relationship between commuter rail stations and transit supportive development Growth Supporting Feature.	
4-f. addendum	**Commuter Rail Stations – Revised Version. Issue Statement.** (see commenters above in 4-f.)	**Response:** This revision to issue 4-f. responds to Commission discussion regarding issue 4-f on 11-14-16. Several Commissioners questioned if there were any plans and feasibility studies that identified future commuter rail station areas, and the feasibility and likelihood for commuter rail within the 2040 time horizon. They are concerned that showing commuter rail stations on the LUPM may distract from other more urgent land use and public transit objectives. However, another Commissioner countered that long-term aspirational elements are appropriate in a long-term plan. As discussed in the issue-response above, other elements of the Comprehensive Plan address Commuter Rail. These include the adopted Downtown Plan and West Anchorage District Plan and upcoming Spenard Corridor Plan that is being written. While it is challenging to look beyond the current recession and	**Discussed and Sent Back for Staff to Fix** **(11-14-16)** Commission recommended staff to simplify and shorten the proposed language and to show less certainty. The MOA would

		statewide/national fiscal woes and the near-term public transit strategies, staff agrees with the Commissioner's statement that long-term aspirational elements are appropriate in the long-term city plan. However, the plan can address commuter rail in a less distracting way, by simply referring to rail station development in the text of the Transit Supportive Development section. This allows the plan to support the long-term aspiration for commuter rail service, without showing rail stations as a separate feature on the Land Use Plan Map. The language can also express that more feasibility studies and funding plans are prerequisites. Staff believes that this can avoid distracting from more urgent short-term objectives such as local public transit operations while also achieving the important role of the long-term plan to support and inform longer-term investments and planning. **Recommendations:** Remove the "Commuter Rail Station" paragraph from the *Airport, Port, or Railroad Facility* land use designation on page 40, and delete the Commuter Rail Station icon and legend item from the Land Use Plan Map. Move the Commuter Rail Station paragraph to the *Transit Supportive Development Corridors* section, after the first full paragraph in the first column on page 45. Revise to read as follows: Transit-oriented land use patterns are also encouraged to develop in potential commuter rail station areas along the Alaska Railroad Corridor, as identified in various adopted plans and studies. ~~This Land Use Designation also identifies potential passenger railway intermodal stations along the Alaska Railroad right-of-way~~. Regional rail service between Anchorage and the Matanuska-Susitna Valley ~~stations~~ could connect with local public transit service in the Bowl and interact with transit oriented development in ~~commercial~~ mixed-use Centers and Corridors. ~~and connect to local transit service.~~ Some commuter station facilities already exist or are in the planning stages ~~states~~. These include stations envisioned at Spenard Road and Dimond Center, and expansion of the existing Downtown/Ship Creek and Airport railroad stations. Timeframe for implementation of commuter rail transit service is uncertain. Prerequisites include feasibility analyses and identification of funding and operations sources. Including these areas in the Transit Supportive Development feature ~~Placement~~ on the Plan Map further ~~now helps~~ informs long-term investment decisions in these areas.	evaluate feasibility in the future. Staff to use meeting recording for guidance.
4-g.	**New Transit Supportive Development Corridor on Northern Lights Boulevard.** The designation of Northern Lights Corridor as a transit supportive development corridor does not make sense. Housing density along this corridor is much lower than the 9-12 DUA needed to support high frequency public transit service. The addition of new pockets of transit supportive corridor near Boniface	**Response:** The Northern Lights transit supportive development corridor coordinates with the Public Transit Department's "Anchorage Talks Transit" plan. The municipal Public Transit Department has requested the addition of Northern Lights as a transit supportive development corridor. Transit is proposing to restructure the transit route network. Under the final route restructuring options to be put forth as an outcome of its "Talks Transit" planning process, Northern Lights/Benson would increase to 15-minute headways between buses, becoming the highest frequency east-west route. This corridor connects between the major employment centers and the town center and population along northern Muldoon Road. The transit	**YES, except PZC requests staff to reconsider the TSDC segment near Boniface. See addendum (next item)**

	will not increase residential density to this level. *(PZC Commissioner Spring)*	supportive development designation on the LUP applies only to two segments of the corridor: Midtown and a half-mile segment centered on Boniface which does in fact have R-2M, R-3, and commercial zoning including redevelopment opportunities. Development in these segments should take advantage of the planned 15-minute headways and leverage the public investment in transit on this corridor. Public Transit also requested this designation to emphasize the importance of this transit corridor to street engineers at the Municipality and DOT&PF. This new corridor does not supersede or delay implementation of the near term first and second priority transit corridors on Spenard Road, and DeBarr Road, as shown on the Actions Map on page 67. It coordinates well with the Arctic Boulevard corridor, which would be implemented at least partially at the same time because it geographically overlaps with Arctic. **Recommendations:** No changes.	**(11-14-16)**
4-g. addendum	**New Transit Supportive Development Corridor on Northern Lights Boulevard - ADDENDUM.** PZC agreed with retaining the Northern Lights/Benson Transit Supported Development Corridor at its 11-14-16 deliberations. However, PZC requested staff to reconsider the segment of the E. Northern Lights TSDS near Boniface. Concern expressed was why have such a small isolated piece of transit supportive corridor out by Boniface. *(PZC Commissioner Spring)*	**Response:** Staff reviewed the future housing potential within ¼ to ½ mile of E. Northern Lights in the area of the public hearing draft 2040 LUP Transit Supportive Development Corridor segment near Boniface Parkway. Although much of the length of the E. Northern Lights Corridor east of UMED District to Muldoon has low existing housing densities and low future additional housing capacity, the segment near Boniface has existing R-2M and R-3 zoning, higher existing housing densities, and substantial future buildable housing capacity. Initial results from the 2040 LUP housing capacity analysis indicates a future additional housing capacity of 500 additional housing units. It also includes a commercially zoned neighborhood commercial center with redevelopment potential at Northern Lights and Boniface. The 2040 LUP should promote transit supportive development patterns as this area develops, to take advantage of this opportunity. The east – west bus public transit service along Northern Lights provides a critical link to other Transit routes and major employment destinations across the entire community. The route traverses most of the length of Northern Lights, and is recommended by the Public Transit Departrment to be prioritized with 15-minute headways between buses. **Recommendations:** No changes; retain Northern Lights TSDC near Boniface.	**YES** **(12-05-16)**
4-h.	**Removal of Transit Supportive Development Corridor on Jewel Lake Road.** Do not support the elimination of the transit supportive development corridor on Jewel Lake Road between Raspberry Road and Dimond Boulevard. This part of Jewel Lake has high density and also connects to a town center at Jewel Lake and Dimond. *(PZC Commissioner Spring)*	**Response:** The Public Transit Department is recommending to reduce and in some areas curtail fixed route public transit bus service in south Anchorage, in order to focus its resources on areas serving greater ridership. It recommends to delete Jewel Lake Road as a transit supportive development corridor, and also questioned the near and medium term viability of the Lake Otis transit supportive corridor. Public transit believes it is cost prohibitive to provide frequent transit service to population and density bubbles outside of the core network (like the Jewel Lake area). The cost to connect a frequent route in the Jewel Lake area to the rest of the frequent transit network is high and those resources would have a higher return on investment if concentrated in areas with connected density. 2040 LUP planning factor maps LU-2, LU-5, and CC-2 in *2040 LUP Appendix A: Map Folio* indicate that this corridor has the lowest existing residential densities	**Reinstate Jewel Lake Transit Supportive Development Corridor. Number it on Actions Map on p. 67 as having the lowest phasing priority among the TSDCs.**

		along the potential transit supportive development corridors. Map BL-3 shows there is now relatively little redevelopment opportunity along most of Jewel Lake Road. The forecast population/employment growth rates through 2040 suggest to Planning Department staff that it is unlikely this area would become a transit supportive development corridor within the 2040 planning horizon. NOTE: Map CC-2: Transit Supportive Locational Factors has been provided as a separate attachment in the November 10 packet materials delivered to PZC. This draft map does not yet take into account the future development capacity under the draft 2040 LUP, and so may understate future transit supportive characteristics in some areas. A final version that incorporates 2040 LUP capacity is being requested. **Recommendations:** Preferred option is no change. However, if PZC recommends to reinstate the Jewel Lake transit supportive development corridor on the 2040 LUP, it should be numbered on the Actions Map on page 67 as having the lowest phasing priority among the transit-supportive corridors.	**(11-14-16)** Commissioners on 11-14 stated that TSDC connections to Town Centers including in this case Jewel Lake Town Center was important. There is multifamily along Jewel Lake. TSDC is consistent with having the town center.
4-i.	**Airport Compatibility Overlay Zone.** Opposition to Action to create an Airport Compatibility Overlay Zone (*Turnagain Community Council, others.)*	**Response:** This action is based on a land use action from the WADP, and also addresses safety issues in urban areas near the JBER military runway. It is intended to implement the WADP by addressing land uses around the Airport perimeter to mitigate impacts of the Airport on neighborhoods and of public uses on Airport facilities. This action was identified as another means of addressing Airport impacts and of protecting the Airport's facility needs if zoning regulations are not used or adequate. The same concerns and situations exist around both Merrill Field and the JBER runways. The intent is to have a more consistent recognition and treatment of airport runway protection and clear zones, noise contours and guidelines and related airport features. **Recommendation:** Action 10-3 from the February draft plan was modified as follows for the public hearing draft to better reflect the intent: Develop airport interface compatibility zone for areas next to TSAIA, Merrill Field, and JBER, to address noise, runway protection zones, public safety, and airport special functions.	**YES** **(11-14-16)**
4-j. Pages 38, 40 (Note: this was item 4-c. in	**Importance of Intermodal Transportation Facilities.** Request that the "anchor" transportation facilities (airports, port, and railroad) be noted as "intermodal" facilities to represent how they are key to the Statewide economy and not just local or regional. *(ADOT&PF)* Also highlight the importance of these facilities during a natural disaster such as a major earthquake. It is important that planning and development of these facilities take into	**Response:** Planning Department has no objection to incorporating statements expressing the importance of these intermodal facilities to the statewide economy and their need to be resilient to natural disasters including earthquakes. In particular, the Port of Anchorage site is susceptible to seismically induced catastrophic ground failure. Relocating Merrill Field and reusing its land for housing is not a realistic option that would resolve Anchorage's land deficits or improve the distribution of land uses in the Municipality. The majority of the airport facility site sits on the former city landfill. The soil and site conditions cannot economically support housing or neighborhood infrastructure. Therefore, reusing Merrill Field would yield relatively few housing	**Yes** **(12-05-16)**

previous drafts.)	account the seismic hazards. They need to survive seismic events and be operational to facilitate disaster response and allow for goods and services to continue flowing into the state. *(Geotechnical Advisory Commission)* Relocating Merrill Field Airport outside of the Bowl could potentially open up significant new lands for housing, streets, and parks. Redeveloping a significant portion of the Airport for housing would close the 2040 housing gap. Add a new Action to conduct a cost-benefit analysis of relocating Merrill Field Airport and reusing the land to meet Anchorage's housing needs. *(Fairview Community Council)* *Add freight hubs and distribution centers to the list of uses on page 40. (AMATS)*	units, at great cost to Anchorage's economy, employment, and transportation system. The northern portion of Merrill Field (north of the east-west runway) sits on solid ground, but is occupied by substantial infrastructure and building investments for the airfield. Tearing these structures down and building new ones in undeveloped areas more isolated from the markets and supporting uses in the Bowl would not be consistent with principles of sustainability, economic efficiency, or maintaining jobs and employment sectors in the Bowl. Merrill Field remains one of the busiest general aviation airports in the world, and has a unique connection to Alaska Regional Hospital. It is also a source of employment and further secures Anchorage's position in the statewide economy and transportation network. **Recommendations:** On page 40, first column, amend the last sentence in the first paragraph of the Airport, Port, or Railroad Facility land use designation as follows. They ~~These facilities~~ are extensive in land area and their intermodal facilities anchor the local and statewide ~~essential to Anchorage's~~ economy and ~~the regional~~ transportation system ~~infrastructure~~. Secondly, on the same page at the bottom of the first column, add a new last sentence which reads: Planning and development of these facilities should account for resiliency to natural hazards including the need to remain operational following seismic events. Third, on the same page in the middle column second bullet under "Uses", add freight distribution to the list of example light industrial uses.	
4-k. Page 49	**Depiction of Seward-to-Glenn Highway Connection and Other Potential Major Street Connection Projects.** Calling the Seward to Glenn Highway Connection and UMED Northern Access projects "illustrative" does not convey their importance to the LUP. Projects such as these and others in the MTP including Tudor Road and Minnesota Drive should instead be listed as critical components to enable the 2040 LUP. These projects allow the roadway to absorb more trips by any modes. *(ADOT&PF; AMATS)* Avoid implying that a specific route alignment has been determined in the inset maps, especially for the Seward-to-Glenn Highway. The route and alignment have yet to be determined. Mountain View Community Council opposes the 2040 LUP depicting the potential 3rd Avenue alignment	**Response:** In general, the 2040 LUP depicts the anticipated future network of primary and secondary streets, based on adopted transportation plans and interviews with transportation planning agencies. If an arterial or collector street is expected to be operational by 2040, and the general alignment is known, then it appears on the 2040 LUP Map. Including the future street ROWs in the 2040 LUP provides visual perspective for users of the map, illustrates the relationship between the future land uses and the primary street network, and the land areas devoted to ROWs. For example, several of the highway interchanges occupy significant swaths of land that a roadway line feature cannot represent. 92nd and 100th Avenues are extended further westward than their current improved alignments, because this plan assumes they will be extended and influence land use and development within the 2040 time horizon. Three of the future road connection projects, Seward to Glenn Highway connection, Knik Arm Crossing, and UMED Northern Access, in the Metropolitan Transportation Plan (MTP) have uncertain timing, route alignments, and design. These projects will significantly affect the surrounding land use pattern. The February 29 draft LUP depicted these projects in a translucent, dashed line on the main land use plan map. But some members of the public including Mountain View Community Council found the map confusing and assumed it was proposing these projects. In response to public comments, and to DOT&PF	**Discussed and Tabled** **(11-14-16)** Staff response was not written on 11-14. Commissioner Spring on 11-14 believed that DOT misunderstood the word "illustrative" as used in the 2040 LUP. **YES** **(4-3-17)**

	of the Seward-to-Glenn Highway project. *(ADOT&PF; Mountain View Community Council)* The 2040 LUP soft-pedals the land use issues associated with the Seward-to-Glenn Highway Connection project. The MOA should take a take a more assertive leadership role in resolving the land use uncertainties associated with this project. It is difficult for owners in the Fairview Gambell and Ingra corridors to make long-term investment decisions. Anchorage is missing out on the new reinvestment trends experienced in other central cities. Western Fairview is a designated high density residential and mixed use area, and a Reinvestment Focus Area (RFA) in the plan. Fairview is below standards for access to open space, greenways, and attractive street environments. A "Main Street" is needed to create an environment that attracts the construction of housing and businesses. This is why Fairview and the Fairview Neighborhood Plan advocate for converting Gambell St to a Main Street. The 2040 LUP should support the Fairview Neighborhood Plan by recommending to resolve the highway alignment and design that includes: moving regional traffic below ground in a cut-and-cover design, restoring Gambell Street as Fairview's commercial main street, adding a north-south park/greenbelt feature over the alignment as a Greenway Supported Development feature connecting Ship Creek to Chester Creek. The public hearing draft LUP Map shows nothing calling out the highway project. The previous draft LUPM (2-29-16) showed a dotted line). The revised plan needs to depict something, such as a special study area. Therefore, add the policy statements, actions items, special study area, and map features are needed. *(Fairview Community Council; SJ Cline public hearing testimony; Allen Kemplen public hearing testimony)* Comments questioning whether KAC is even likely anymore since the immediate project was defunded. *(MOA PM&E staff, Traffic Engineering)*	consultations, the public hearing draft 2040 LUP moved the depiction of the three from the main LUPM map to inset maps on page 49 including an explanation of what the 2040 LUP depiction of these projects means. Planning does not object to further adjusting these maps to avoid misrepresenting the projects such as implying the route alignments are selected. There also seems to be a misunderstanding by transportation engineers and transportation planners on the use of the word "illustrative" on page 40 in the 2040 LUP. They believe the LUP implies that these projects are not important or high priority. Per the transportation planning professionals, "illustrative" is specific jargon in the MTP that refers to unfunded, aspirational road projects that are not prioritized in the near or medium term. Planning did not imply this in the depiction of these potential road projects, and does not object to adjusting the wording to avoid this confusion. In response to the Fairview comments, Issue-Response 2-e. recommends adding a Greenway Supportive Development (GSD) corridor in the Gambell-Ingra Corridor. Issue-Response 10-b recommends new policy/strategy language and implementation Actions including a special study area for prioritizing and beginning work on Seward-to-Glenn Highway Connection project. **Recommendations:** 1. Further emphasize the uncertainty of the conceptual route alignments of the three prospective street connections depicted as dashed translucent lines on the maps on page 49 by adding a white question mark connected by leder line to each of the dashed lines illustrating the street connections. 2. Amend the bottom paragraph on page 49, first column, as follows: Three potential major street connections identified ~~included~~ in the ~~2035~~ MTP ~~for which the timing, funding, design, and/or alignment are not yet determined. Because of these uncertainties, they~~ are not shown on the Land Use Plan Map due to the uncertainties of their timing, funding, design, and/or alignment. — However, they are significant due to their potential impacts on land use. They are illustrated at right as ~~illustrative with~~ white translucent dashed lines overlaid onto the 2040 LUP land use designations ~~inset maps at right~~. The Seward-to-Glenn Highway connection and Knik Arm Crossing appear on the first map. ~~; and~~ The UMED Northern Access is shown on the second map.	

4-l. Page 51 (Note: this was item 4-e. in previous drafts.)	**State Transportation Improvements Program (STIP).** DOT has its own STIP process, but all STIP projects in AMATS planning area go through AMATS and the TIP. The existing LUP language implies we do not coordinate. *(ADOT&PF; AMATS / Transportation Planning Div.)*	**Response:** Planning Department acknowledges the need for this correction and clarification. **Recommendations:** Page 51, end of first paragraph, amend last sentence to read, Other agencies, such as the Anchorage School District and the Alaska Department of Transportation and Public Facilities, have their own capital improvement planning processes, <u>which inform or coordinate with the CIP and TIP.</u>	**YES** **(11-14-16)**
4-m. Tom flesh out	**Parking, Driveway, and Traffic Impact Standards.** *Traffic Engineer #1; Huffman/O'Malley Community Council #2) Refer also to UDC comment in issue 2-j.* *Traffic Engineer cmt #4 and questionnaire response B.11.* *TE cmt A.4. and B.8 questionnaire responses.* *TE B.7 – is off-site impact reform an action item yet???* *Fairview CC cmt #11, 11a, 11b and after 11b.* **DOT cmt #12 – idea about credits for shared landscaping and walkway facilities**	**Response:** TBD **Recommendations:** TBD Add a sentence to Goal #3. Consider the parking land diagram Carol suggested.	
4-n.	**Anchorage 2020 Transportation Policy References on page 2.** 2040 LUP language summarizing Anchorage 2020 addressing transportation goals differs from the actual Anchorage 2020 language. The LUP summary of Anchorage 2020 can give the incorrect impression that transportation land uses and the transportation system itself, are subordinate to all other land uses. The Anchorage 2020 perspective of compatibility of adjacent land uses, including transportation land uses, has been changed in the LUP to imply that transportation is to have low impact on all other surrounding uses. Please edit the LUP to match the Anchorage 2020 language. (Multiple specific edits suggested) *(AMATS Transportation Planning Division)* Another comment regarding page 2 column 3, suggested edit: "Mobility and Access. Develop a transportation system that <u>supports desired</u> ~~aligns with~~ land use and	**Response:** Page 2 of the 2040 LUP paraphrases and summarizes 2040 land use Goals, policies, and principles that are most applicable to the 2040 LUP, all in a one-page sidebar that aspires to brevity. It is not intended to repeat *Anchorage 2020* verbatim. <u>Balance of Commercial and Industrial Land (page 2, middle column, fourth goal down from top)</u>: AMATS believes the 2040 LUP omits compatibility of "transportation land uses" and moves away from *Anchorage 2020's* call for a balanced supply of commercial, industrial, institutional, and transportation land uses. However, *Anchorage 2020* here is referring to airport/port/railroad facility as a land use, and does not include streets. The 2040 LUP statement was meant to be interpreted as including airport, port, and railroad facility uses in industrial use categories. This can be clarified that transportation facilities as a land use already has an adequate land supply. Both Airports and the Railroad have indicated in the 2015 Industrial Lands Assessment study that the lands in their ownership are adequate to meet their needs. These lands are not easily transferred to non-transportation facility uses. Therefore, the 2040 LUP focuses in on the real issue of concern: balancing the remaining commercial and industrial land supply that is available to non-aviation/rail/port enterprises. <u>Mobility and Access (page 2, third column, fourth goal down from top):</u> AMATS refers to *Anchorage 2020* statements that transportation land uses should be compatible with adjacent land uses, the transportation	**YES** **(4-3-17)**

	moves people and goods safely with positive impacts ~~low impact~~ on surrounding land uses and the environment, and that makes it easy to choose active transportation ~~maximizes choices and alternative travel modes~~ like walking, bicycling and or public transit. *(Anchorage Citizens Coalition)*	system should have "minimal adverse impact" on the community, and that LUP changes should have "low impact on surrounding uses". But the 2040 LUP mobility statement has nothing to do with transportation land uses (ie., airports, railroads). It is not clear to Long-Range staff why "low impact on surrounding uses" seems so different from "minimal adverse impact on the community". AMATS points out that "Mobility and Access" does not fully capture the Anchorage 2020 page 38 goal for Transportation Choices. It is missing an "efficient transportation system" that provides "affordable viable choices" among various modes of travel". AMATS recommends matching the Anchorage 2020 language. While there is not space to repeat the 2020 language, more nuances from the original 2020 goals can be inserted into the statement. **Recommendations:** Page 2, third column, amend the goal for "Mobility and Access" as follows: Develop an efficient transportation system that is based on ~~that aligns with~~ land use, and moves people and goods safely with minimal ~~low~~ impact on surrounding uses and the community ~~environment~~, while maximizing ~~and that maximizes~~ choices among various modes of travel including active transportation ~~and alternative travel modes~~ like walking, bicycling, or public transit.	
Part 5: Infill Housing in Neighborhoods – Housing Need and Neighborhood Compatibility			
5-a. (was 3-j.)	**HUD Fair Housing.** Concerns expressed about Fair Housing Act issues (*Claire Waddoup, Housing and Neighborhood Development commissioner, and Chris Constant, Fairview Business Association)* HAND-Encourage that the LUP ensure that all housing developments include affordable and low-income residences with easy access to public transportation routes; prioritize where possible infill housing near services and jobs to provide easier access for residents who don't have cars; incorporate where possible local neighborhood priorities especially greenbelts and recreational green space; encourage businesses to establish a presence in areas with dense population; increase density of multifamily housing to provide units for the protected classes particularly minorities and people with disabilities; And, for any housing developments in residential areas	**Response:** Policy #56 of the Anchorage 2020 Anchorage Bowl Comprehensive Plan supports the Municipality's *Housing & Community Development Consolidated Plan*, which furthers the goals and strategies for Fair Housing. Fair Housing describes a condition in which individuals of similar income levels in the same housing market have a similar range of choices available to them regardless of race, color, national origin, religion, sex, disability, familial status, age, marital status, pregnancy or parenthood. The Land Use Map provides a visual context for an aspirational, future distribution of housing opportunities in a variety of types and price ranges throughout the Anchorage Bowl. As a recipient of federal funding from the U.S Department of Housing and Urban Development (HUD) the Municipality is required to analyze impediments to fair housing, including factors which limit housing choice; take appropriate actions to overcome impediments; and, maintain records regarding the analysis and actions taken. Furthermore, HUD interprets these broad objectives to comply with the federal Fair Housing Act. After the 11-14-2016 PZC discussion, Planning staff met with Commissioner Barker who provided more information about Fair Housing and discussed potential text edits to the plan. Further department review and revisions occurred, which include clarifying an existing housing policy, adding a new fair housing policy, clarifying an existing Action, and adding two new Actions related to Fair Housing. DHHS staff lead	**Discussed and Tabled** **(11-14-16)** Commissioner Barker on 11-14 requested to follow up with staff and staff to revise the issue-response. **Discussed and Tabled** **(12-05-16)** Commissioners acknowledged revised language seemed to address Fair Housing,

	recommend policies to avoid neighborhood opposition: encourage community councils to find out about the Fair Housing Act, encourage community councils to find out about the need for and benefits of group housing, supportive housing, and rental housing; promote supportive housing proportionate to the community; and suggest that MOA take measures to consider timely updates of future land use plan. Chris Constant, Fairview Business Association: North of Chester Creek there is a disproportionate impact on the community from supportive and low-income housing. Move social services across the municipality to be more equitable. Map out supportive housing units. Fairview request for Action Item regarding equitable distributions of subsidized affordable housing: "Establish policy protocols for equitable distribution of subsiczed "affordable housing" to ensure a geographical balance of subsidized affordable/supportive housing facilities with "workforce housing" and "market rate housing". Fairview describes a tendency to concentrate subsidezed housing in areas of twon where the land rents are cheapest and to develop the highest density permitted to minimize costs. This has led to an over-concentration of subsidzis high-density housing in certain parts of town particularly older neighborhoods such as Fairview often to the detriment of affected neighborhoods. Local jurisdiction policies which lead to concentrations of affordable housing are discrimainatory and in violation of US Fair Housing Act. 3 of the 10 Census Tracts in Anchorage with the greatest percentage of households having low-moderate incomes are in Fairview. Therefore the LUP should take action to avoid concentrating high-density and affordable subsidized housing. *(Fairview Community Council)*	on the Municipality's HUD Assessment to Fair Housing Plan project (adoption scheduled for 2017) also reviewed and provided edits and comments. The reason for amending the 2040 LUP to incorporate this issue is based on conversations with staff from the Dept. of Health & Human Services (DHHS), as well as a report prepared in 2015 for the Municipality about Fair Housing, and guidance provided by the Dept. of Housing and Urban Development. Based on federal regulations, and a 2015 U.S. Supreme Court case, (*Texas Department of Housing & Community Affairs v. The Inclusive Communities Project, Inc.)*, the Municipality needs to be wary of implementing zoning regulations and special limitations which inhibit the development of housing for persons in protected classes. **Recommendations:** In furtherance of the Municipality's commitment to Fair Housing the following is recommended. See also issue-response 5-h and 5-h addendum recommendations regarding ensuring mixed-income housing in dense neighborhoods and big housing projects. Amend LUP 4.3 (p. 13), and add a new Policy 4.5, to read as follows: **LUP 4.3.** Promote balanced neighborhoods with diverse infill housing, and provide opportunities for development of affordable and accessible housing that avoids creating areas of concentrated low-income housing. **LUP 4.5.** Consider actions that will affirmatively further fair housing in decisions regarding land use and allocation of housing opportunities, and regarding zoning or land use regulations which may inhibit the development of housing for persons in protected classes. Amend Action 1-2 on page 60 to include the "Fair Housing Plan" in the list of example functional plans in parentheses. Insert two new Actions 4-8 and 4-9, under Goal 4 (Housing) of the Action Checklist (p. 62), and renumber subsequent Actions. To support these actions, add the HUD Assessment to Fair Housing Plan (FHP-2017) to the list of related functional plans in Table 3 on page 59. 4-8: Evaluate and monitor barriers to fair housing in Anchorage, and establish goals and actions to overcome those barriers. Responsible Agency: DHHS, Planning; Timeframe: 4-6 Years/Ongoing; Related Plans and Studies: FHP. 4-9: Partner with other agencies to provide public education about the provisions of the Fair Housing Act and municipal laws to developers, landlords, tenants, financial institutions, and homebuyers. Responsible Agency: DHHS. Timeframe: 4-6. Related Plans and Studies: FHP.	however requested staff to get follow-up review comments by DHHS and wait until Commissioner Barker returns 12-12-16. **YES** **(12-12-16)** Commissioners present on 12-12-16 found the language to have addressed the issue. At request of Commissioners, staff followed up with Commissioner Barker to get her review and comments. Commissioner Barker on 12-14 responded and indicated the language was fine.

5-b Pages 28 - 30	**Proposed Versus Achieved Densities.** How will the proposed density ranges (in dwelling per acre) for the residential neighborhood land use categories be achieved in the 2040 timeframe? The designated density ranges for some of the Neighborhood land use designations appear to be significantly higher than historical and current trends for achieved densities. *(PZC Commissioner Robinson – work session comment/question)* Density projections on the LUP for many areas appear to be optimistic. The Compact Mixed Residential – Low land use designation corresponds with the R-2M zoning district in many areas. Under old Title 21, the density in these areas was estimated as 1-8 dwelling units per acre. The 2040 LUP shows them as 8-15 dwelling units per acre. What will influence added density in these areas. Based on current experience with the existing regulations in the new Title 21, the level of density called for in the plan is not generally allowed. The combination of landscape requirements, open space, snow storage, solar access, and other requirements impact the ability to achieve desired densities. This is particularly true in the R-3 and R-4 zoning districts. *(Planning Department Current Planning Division letter as well as check if questionnaire response item A.1 p. 22 comment was addressed)* The LUP does little to increase density within the Anchorage Bowl and is in conflict with the vision and goals of the *Anchorage 2020 Comprehensive Plan*. BOMA is concerned that the LUP in its current form will adversely affect the development community during the current recessionary economic environment. *(Building Owners and Managers Association - BOMA)*	**Response:** *Summary:* The planning analysis conducted in response to the questions and concerns by Planning and Zoning Commission and BOMA shows that the 2040 LUP residential neighborhood designations envision housing density ranges that are higher than currently achieved in most multifamily zoned areas in the Bowl. The planned densities are achievable in some areas and have been attained already by some zoning districts, but not most areas. In many existing neighborhoods, the housing density ranges included with these land use designations would suggest many more new households than the size of the local market has produced or is forecast to produce. Therefore, the public hearing draft plan seems to achieve BOMA's interests. The greater housing opportunity envisioned by the LUP is consistent with the growth-oriented policies and strategies of the *Anchorage 2020 – Anchorage Bowl Comprehensive Pla*n. (*Anchorage 2020*, Chapter 4, pp. 45-61). However, the gross density ranges in the draft plan may not be realistic, given the (a) forecast rate of population growth and (b) land capacity to accommodate additional housing. The density ranges for these Neighborhood land use designations should be lowered if the intent is to communicate an objective that ties to projected growth and future neighborhood densities to 2040. The following analyses provide the details, accompanied by maps LU-5 and LU-6. Conclusions and recommendations follow these analyses. Map References: LU-5. Gross Housing Density, in Dwelling Units Per Acre (DUA), 2015 LU-6. Gross Housing Densities of 2040 LUP Neighborhoods, in Dwelling Units Per Acre (DUA) *Analysis of Existing Zoning District Densities:* Due to historically low residential development density patterns in Anchorage's three multifamily zoning districts, net housing densities (dwelling units per acre, or *DUA*) on individual development parcels for compact housing types have typically fallen below what is allowable under multifamily zoning. This discrepancy became more pronounced by the late 1990s as site condominium and townhouse-style products comprised a larger share of new housing stock as opposed to stacked apartment buildings in the multifamily zones. Title 21 land use regulations establish maximum allowable DUA for the R-2M, R-3, and R-4 districts through district dimensional standards. These maximum allowable densities may not have changed significantly since the 1960s or 1970s. The table below compares the maximum allowed density in Title 21 to the historical average actual attained "net" DUA per site (ie., the average of all existing developments), and to the recently achieved densities since the 2000's (ie., the average of developments since around 2000), for the Anchorage Bowl:	

Zoning District	Average Historical Net DUA	Average Recent Net DUA	Maximum Allowed Net DUA by Zoning
R-2M	9.7	9.1	17*
R-3	16.1	12.2	42*
R-4	23.1	14.3	100**

*Note 1: In the R-2M and R-3 Districts, maximum allowed DUA increases with lot size and the maximum DUA shown is attainable only on larger lots. Allowable DUA on 6,000 to 7,000 square foot lots is closer to 25 DUA in the R-3 District, and 12 to 14 DUA in the R-2M District.

** Note 2: In the R-4 District, height and bulk limitations combine to create an effective maximum DUA of around 100 DUA, depending on project configuration. Few developments have achieved that density.

The actual development densities have remained lower than the maximum allowed densities zoning due to a combination of factors including regulatory development requirements and market forces. Site development requirements include parking, driveways, landscaping, storm water drainage, building size, setbacks, etc. Market forces include market size, economic cycles, construction costs, household incomes and preferences, etc.

For multistory apartments in the R-4 district, market forces and parking appear to be the primary dampeners keeping density below zoned maximums. Robert M. Lewis, principal of Development Strategies, an economic development consulting firm, analyzed the economic development impacts of R-4 zoning in Anchorage as part of the Title 21 Rewrite Economic Impacts Analysis (Title 21 EIA, 2008). The key finding from this analysis is: "Current zoning is not fully exploited and market forces are more restrictive than zoning." That analysis documented the beneficial impacts of lower parking requirements for stacked apartments brought about by the new Title 21, but it concluded that proposed changes to development standards from the old Title 21 to the new Title 21 were expected to have a limited impact in comparison to market forces. The 2012 Anchorage Housing Market Analysis and subsequent studies have since shown that apartment buildings have become difficult to make financially feasible, due to a variety of factors.

Analysis of Gross Densities Envisioned in the 2040 LUP Compared to 2015 Existing Gross Densities: Page 21 of the 2040 LUP explains the purpose of the gross density ranges in the residential neighborhood designations of the plan. The measurement is expressed as a range of potential densities of dwellings per acre. Page 22 (third column) of the LUP explains that housing density in the plan is measured in terms of ***gross*** DUA. This measures the DUA over an entire neighborhood, including its streets and non-residential lots, rather than the "net" DUA of individual parcels used by Title 21. The density ranges in the 2040 LUP plan do not apply to individual parcels. They are lower than the maximum allowable densities in Title 21 because they include the entire area of the neighborhood including its streets.

The three residential land use designations corresponding to the R-2M, R-3, and R-4 implementation zones are the Compact Mixed Residential – Low, Compact Mixed Residential – Medium, and Urban Residential – High Neighborhoods. These designations and their gross density ranges appear on pages 28 – 30 of the LUP.

The density ranges for these three designations are influenced by previously adopted plans, including area-specific plans and the still-in-effect Anchorage Bowl Generalized Land Use Plan / Residential Intensity Map (1982). These plans are influenced by Title 21 allowable net site densities established in the 1960s and 1970s. Since Anchorage's growth rate and development patterns have not reached densities envisioned in the 1960s and 1970s, the plans might have inherited unrealistic expectations.

Planning staff studied the existing gross densities in the three multifamily districts. The number of dwelling units in each zoning district polygon was divided by the total land area in the polygon (streets were included but major non-residential use areas such as public school sites were deducted from the acreage). 2040 LUP Planning Factors Map LU-5, *Gross Housing Density in Dwelling Units Per Acre (DUA)* shows the results. From the map analysis, the following table compares the density ranges envisioned in the 2040 LUP to the gross neighborhood densities actually achieved as of 2015.

	Compact Mixed Residential – Low (corresponds to R-2M) Density Range: 8–15 dua	Compact Mixed Residential – Medium (corresponds to R-3) Density Range: 15–35 dua	Urban Residential – High (corresponds to R-4) Density Range: 35 or more dua
Existing Achieved Gross Densities in Corresponding R-2M, R-3, and R-4 Zoning Districts (2015)			
25th Percentile Density (i.e., lower DUA areas)	5	7	12
50th Percentile Density (median DUA areas)	6	11	16
95th Percentile Density (i.e., higher DUA areas)	12	30	36

Using the 25th percentile to 95th percentile zoning district areas as a proxy for the achieved density ranges helps to remove outlier zoning polygons, for a useful comparison to the 2040 LUP Neighborhood land use designations' gross density ranges. The table indicates that in each of the three land use designations, the envisioned gross housing densities for 2040 are much higher than the existing densities as of 2015:

		• The Compact Mixed Residential–Low designation envisions a density range of 8 - 15 gross DUA. By comparison, the actual attained gross density range of the zoning district polygons of the corresponding R-2M zoning district (using 25th to 95th percentile polygons) is 5 - 12 DUA, and the median achieved gross density is 6. Even polygons in the 75th percentile are little more than 7 DUA, less than the lower end of the draft 2040 Plan's 8 - 15 range. Densities would need to increase by 3 DUA (i.e., a 25 to 50% increase over today) to attain the 2040 density range, and some areas currently zoned R-2M transferred to a lower density LUP designation. • The Compact Mixed Residential–Medium designation envisions a density range of 15 - 30 DUA. The actual attained gross density range of the 25th to 95th percentile zoning district polygons of the corresponding R-3 zoning district is 7 - 30 DUA, and the median is 11. So the existing median density is less than the lower end of the planned density range. The low end of the density range would need to double from what exists today in order to attain the planned density range. • The Urban Residential–High designation envisions 35 or more gross DUA. By comparison, the attained gross density range as of 2015 in the corresponding R-4 zoning district is 12 - 36 DUA. The median gross density among the R-4 polygons is 16 DUA. The upper end of the existing density range is only 1 DUA above the minimum end of the planned density range. Essentially, the number of housing units in many R-4 zoned areas would need to triple from 2015 to 2040 in order to achieve the density ranges envisioned in the draft LUP. *Analysis of 2040 LUP Housing Capacity to Achieve the Density Ranges by 2040:* The findings above indicate that attained housing densities as of 2015 do not match the future densities envisioned in the 2040 plan. However the issue for the public hearing draft 2040 LUP is whether the forecast population growth and the estimate of additional housing capacity will match its planned density ranges. To find out, staff used supply side and demand side estimates of what future gross residential densities may be by the year 2040. On the supply side, staff used the 2040 LUP housing capacity analysis. The 2040 LUP housing capacity analysis is an updated and enhanced form of the municipal report Anchorage Housing Market Analysis (2012). The 2040 LUP capacity analysis estimates the number of potential additional housing units of land capacity that implementation of the 2040 LUP could yield, by geographic area. To estimate what future gross densities might be under the 2040 LUP, staff added the potential additional housing capacity to the existing 2015 housing stock in each land use designation polygon, and then divided the total future housing by the land area in the polygon (streets were included but major non-residential use areas such as public school sites were deducted from the acreage). Planning Factors Map LU-6 illustrates the results. From the mapping analysis, the table below summarizes the data findings.	

On the demand side, staff projected a rate of growth in households that could occur under base-case and high-case growth forecasts of the 2040 LUP Appendix B-1, *Anchorage Employment & Non-Residential Land Need Forecasts* (2016). Page 25 of Appendix B-1 provided a baseline average annual household growth rate (AAGR) of 0.9% for the Municipality from 2015-2040. It also referenced two high case growth scenarios with a 1.0% and 1.2% AAGR respectively. The baseline growth rate would result in a 25% total increase in households by 2040. The two higher growth rates scenarios would result in 29% and 34% total increases in households. Staff next applied an assumption that the amount of housing growth in the multifamily zones of the Bowl would be equal to the overall household growth rate of the Municipality. If the multifamily areas were to experience a 25 or 33 percent increase in housing units to accommodate a base case or high case forecast need over the planning horizon, and average gross densities were to increase proportionally by 25 or 33 percent over 2015 existing housing densities, then what would the 2040 housing demand based densities be in the multifamily areas? Staff acknowledges this is a blunt and imprecise tool for guess-estimating the amount housing densities must increase in order to satisfy likely growth scenarios. It may over-inflate the top-end DUA in the range, beyond what zoning might allow. However, its demand-side approach at least promotes a forward-looking, needs-based point of view for determining what the Land Use Designations' housing density ranges should be.

The following table provides both the supply side and demand side based future 2040 LUP density ranges. The top section (supply-side) shows the densities that may potentially result based on the public hearing draft plan's estimated housing capacity. The second section (demand-side) shows the densities that might result from a 25 or 33 percent increase over existing housing densities.

	Compact Mixed Residential – Low	Compact Mixed Residential – Medium	Urban Residential – High
Potential Gross Densities in Land Use Designation Polygon Areas (2040 LUP Housing Capacity Analysis)			
25th – 95th Percentile Density Ranges (DUA)	6-17 (median: 7)	9 – 23 (median: 12)	16 – 34 (median:20)
25% and 33% Growth Scenarios for Future Gross Densities in Land Use Designation Polygons to Accommodate 25% or 33% More Housing than 2015			
25 Percent Increase: (25th – 95th Percentile Density Ranges - DUA)	6 – 15 (median: 8)	9 – 38 (median: 14)	15 – 45 (median: 20)
33 Percent Increase: (25th – 95th Percentile Density Ranges - DUA)	7 – 16 (median: 8)	9 – 40 (median: 15)	16 – 48 (median: 21)

The table provides a basis for determining if the 2040 LUP density ranges envisioned for the three land use designations should be adjusted to reflect estimated housing capacity and forecast growth to year 2040:

- In Compact Mixed Residential–Low designated areas (LUP density range of 8-15 gross DUA), the 2040 LUP additional housing capacity yields a density range of 6 - 17 DUA using the 25th to 95th percentile areas in this designation, and a median gross density among the polygons of 7 DUA. The demand-based scenarios for 25 and 33 percent growth in households yield similar ranges.

- In Compact Mixed Residential–Medium designated areas LUP density range of 15-30 gross DUA), the 2040 LUP additional housing capacity yields a density range of 9 – 23 DUA using the 25th to 95th percentile areas in this designation and a median of 12 DUA. Demand-based scenarios for 25 and 33 percent growth in households yield an inflated top-end range as high as 40 gross DUA.

- In the Urban Residential–High designated areas (LUP density range of 35+ gross DUA), the 2040 LUP additional housing capacity yields a density range of 16 – 34DUA using the 25th to 95th percentile areas in this designation and a median of 20 DUA. Demand-based scenarios for 25 and 33 percent growth in households yield an inflated top-end range as high as 48 gross DUA.

  The future housing capacity uses citywide density averages in zoning district, so it may underestimate the potential top-end range of gross DUA in Urban Residential-High areas that are small, comprising one or two development sites. If such a site developed near maximum densities attainable in the R-4 or R-4A with structured parking, gross densities in these areas might reach 80 DUA or more.

Conclusion. The density ranges in the Plan are aspirational. They provide ample room for even the higher case growth scenarios forecast for the plan. At the very least, the density ranges should be somewhat higher than the current forecast growth rate, to provide a more flexible and durable plan should the Municipality grow faster than expected over the 25-year planning horizon. This approach helps avoid the policy risk in land use planning of under-estimating the future housing need and limit densities below what is necessary to accommodate a successful level of economic growth in Anchorage's longer term future. The density ranges in the public hearing draft plan rightfully avoid reflecting only the current land use patterns of today. The Plan's density ranges are consistent with the objective to promote more housing opportunities in the future.

But the densities may be too high to be realistic in some cases, even under high case growth scenarios. It would not be helpful to portray a future that plan users would find unrealistic. Specifically, the lower ends of the density ranges for the Compact Mixed Residential designations and the density envisioned for the Urban Residential designation are substantially above both the anticipated land capacity and forecast household growth. The analysis above shows that they should be adjusted to be grounded in existing conditions, trends, and the range of likely growth scenarios.

Also, while previously adopted land use plans did not tolerate overlaps between the density ranges of their different intensity residential classifications, the analysis indicates that overlap will be a reality through the

		2040 planning horizon. Therefore, the 2040 LUP should tolerate some overlap between the density ranges of the Low, Moderate, and High residential land use designations for compact housing. Planning Department staff recommend that the revised 2040 LUP density ranges for each designation should govern in cases where they depart from the density ranges in the adopted neighborhood and district plans. As discussed above, the previous plans did not have the benefit of the updated housing inventory data and gross density analysis, and so they primarily carried forward existing assumptions and ranges from decades before. While the low ends of the density ranges are suggested to be reduced to reflect actual conditions, staff recommends that, near mixed-use centers and public transit corridors, the plan continue to encourage gross densities at or greater than 8, 15, and 20 in each of the three land use designations, respectively. Map References: LU-5. Gross Housing Density, in Dwelling Units Per Acre (DUA), 2015 LU-6. Gross Housing Densities of 2040 LUP Neighborhoods, in Dwelling Units Per Acre (DUA) **Recommendations:** 1. Page 22, third column, add the following after line 4: *(or add to first column of page 26)* The housing density ranges in several of the 2040 LUP residential neighborhood designations depart from the density ranges in the area-specific plans' equivalent residential designations. The 2040 LUP density ranges should govern in these cases because the earlier plans carried forward assumptions from decades prior without the benefit of the updated 2040 LUP housing analysis. 2. Page 28, middle column, amend the "Density Range" for the Compact Mixed Residential–Low land use designation as follows: • 5 to 15 ~~8 to 15~~ units per gross acre, with 8 or more near Centers or transit corridors. 3. Page 29, middle column, amend the density range for the Compact Mixed Residential–Medium land use designation as follows: • 10 to 30 ~~15 to 35~~ units per gross acre, with 15 or more near Centers or transit corridors. • ~~Up to 40 units per gross acre in Center-influenced areas, subject to limitations~~ 4. Page 30, first column, amend the dwelling unit density range for the Urban Residential–High land use designation as follows: • 20 to 80 units ~~35 dwellings~~ per gross acre, with 20 or more near Centers or transit corridors.	

5-c. Pages 28 and 29	**Adding Density and Height to Neighborhood Areas Zoned R-2M and R-3 near Town and City Centers.** 1. Concern and opposition by multiple commenters regarding statements on pages 28 and 29 in the physical "Character" descriptions of the "Low" and "Medium" Compact Mixed Housing Neighborhood land use designations. One would allow for increased density within up to half a mile from designated City Centers in Compact Mixed Residential – Low, which is implemented by the R-2M zoning district (p. 28). The other provision would allow additional units or a fourth story within a quarter mile of Town Centers and City Centers in Compact Mixed Residential – Medium, which is otherwise a three-story designation that cross references to the R-3 zoning district (p. 29). 2. Most of the commenters recommend the two statements be removed, or at very least amended to state that neighborhood plans will provide guidance as to the specifics of development, in compliance with Action 7-4 (p. 64), which is to create a traditional neighborhood zoning district or overlay zone. Also, that the statements be clarified to state that the additional urban design and compatibility standards be put in place in the code before individual developers are allowed to add height or density beyond what the existing zoning districts call for. 3. Some of the commenters noted that Action 4-4 would carry out the changes. There was a suggestion to strengthen/clarify the public process intent in Action 4-4 by having it state that it will include meaningful collaboration with neighborhoods and public hearings. 4. Many of the commenters state their support for infill housing projects in the neighborhood as critical to growth. But they support relatively smaller scale, compact infill housing development that would invite an increase in density with multiple residences on a lot and be compatible with the valued characteristics of the existing neighborhood. Infill and redevelopment be carefully	**Response:** Concerns regarding land use descriptions adding density to the neighborhoods on pages 28 and 29 appeared in an earlier form in the February 29, 2016 Community Discussion Draft plan. The descriptions were revised for the Public Hearing Draft in response to public comments. The descriptions were amended to state the specifics and compatibility criteria would be determined in a forthcoming public process. While it is generally agreed there is a need for infill housing near employment and amenities, the provisions (on pages 28 and 29 of the Public Hearing Draft) could be clarified in their intended outcomes, public process, and how they get implemented. A part of the clarification could be to relocate these concepts to a more appropriate section in the plan. These changes could simplify the plan document, allay concerns of neighbors, while achieving the housing objectives. Otherwise, to many readers and users of the plan, the provisions seem to have the effect of complicating other provisions in the plan and overriding zoning regulations governing neighborhood densities and scale. A review of potential changes in the plan's language follows. The staff recommendations retain the housing objectives while responding to concerns. Issue items 1-a. and 1-b. seek to clarify the draft Plan's numeric estimate of the housing need and how and where the Plan recommends distributing growth to meet that need. Multiple readers of the draft plan inferred that developers could implement the provisions for additional housing units through individual development proposals or rezones with "SLs" (special limitations). The Public Hearing Draft did not intend this interpretation. It intended to implement the provisions through Actions 4-4 and 7-2, which involve a public process to amend Title 21 land use regulations in the R-2M and R-3. It intended that entitlements to the additional units or height would be available only to sites that meet certain criteria, established first through the public process of Action 4-4 on page 62 of the plan. The general intent of the Plan is to amend the Title 21 site development standards to create more housing opportunity near centers, in a built form compatible with existing neighborhood scale and character. The Plan is promoting to more fully utilize the lands zoned for housing in the neighborhood within its current allowed zoning densities, in a form compatible with valued characteristics of the neighborhood. This change in Title 21 standards would be created through Actions 4-3, 4-4, 4-7, 4-8 and other complementary Actions. Each code amendment would be a public process involving residents, neighborhoods, and developers. However, staff acknowledges that the placement of the two provisions on pages 28 and 29 without reference to how they get implemented could create confusion. The intent of the language in the Compact Mixed Residential–Low provision on page 28 (first full bullet near top of middle column) is to seek opportunities that are in scale with the R-2M neighborhoods, such as additional compact housing units, cottage housing, skinny lot homes, or accessory dwellings. These would fit in the existing neighborhood context. It was not intended to allow a height increase or allow a fourth story in the R-2M district, or to be a blanket variance from the R-2M land use regulations. Instead it seeks to allow an additional unit on a parcel where compatible with the zoned scale, density, and character of the neighborhood. The provision could be clarified, revised, or moved to reduce the confusion.	**Discussed and Tabled 11-14-16** Commissioners on 11-14 requested elaboration on specific park sites, and why the plan seems to take different approaches to different parks; and stepping back to consider the individual sites in context of this being an aspirational plan to preserve residential land with no net loss.

	planned to integrate with the existing neighborhood. The scale and height of new development should be carefully guided to protect the character of the neighborhood. The specific guidance for compatible development should come from neighborhood plans. See also issue-response items ##, ##, and ##. 5. Commenters find the Compact Mixed Residential–Low exception on page 28 middle column allowing "increased density" within a half-mile of centers contradicts or confuses existing zoning designations in nearly all of South Addition as well as Fairview and other neighborhoods. It could lead to confusion or conflict between the Municipality, developers, and residents. Concerns mostly about added taller, larger, multi-story buildings and loss of single-family scale and sunlight/sky view access in the R-2M. Other concerns are spillover parking congestion, traffic volumes, two-car garage facades on lots with alley access, impacts to yards /gardening/landscaped character, neighborhood historic character. 6. Commenters state that the extra height (fourth story) in the "Medium" Neighborhood designation on page 29 bottom of first column violates existing R-3 zoning. R-3 provisions were worked on for many years to guide appropriate development in these areas, such as in Bootleggers Cove a high seismic area. 4-story structures would undermine the character and negatively impact the neighborhoods that are intended for R-3. Low sun angles in Alaska mean that taller buildings going into an existing low rise residential area will block the sun for much of the year to surrounding homes. Even newer 3-story structures allowed under current R-3 zoning have shadowed neighboring lots and park space in South Addition. 7. There is general concern that both provisions are a blanket variance from existing zoning. It does not recognize the unique aspects of the various neighborhoods it would cover within South Addition. It gives the impression that the zoning and careful land use and	The intent of the language in the Compact Mixed Residential–Medium provision on page 29 (last bullet in first column) is to implement the *Anchorage 2020* call for up to 40 dwelling units per acre near Town Centers, and "medium to high density" housing around Major Employment Centers. Prerequisite criteria would focus on ways that a taller building on the site would impact adjacent lots and neighborhood characteristics, and would include minimum site area requirements and sunlight access provisions. Commenters questioned if these two provisions on pages 28 and 29 are needed. Other provisions in the plan provide for the necessary additional infill housing. Even current zoning provides capacity for additional infill housing. Title 21 maximum allowed densities (housing units per net acre on a lot) in the R-2M and R-3 Districts are much higher than existing built densities. See Issue-Response 5-b. above for details. For example, the Compact Mixed Residential-Low designation calls for a gross neighborhood density range of 8–15 DUA. This designation is implemented by the R-2M district and applies to most of South Addition. The existing gross density for most of South Addition is only 6 DUA. Staff agrees the Plan should be clarified so it does not imply neighborhoods can have "increased density" above the density ranges established in the land use designations. But whatever the zoning district may say about the number of housing units allowed on a parcel, the site development requirements (parking, landscaping, etc.) and market forces often combine to reduce the number of units that are practical to build. The 2040 LUP includes strategies and actions (e.g., Actions 4-8 and 2-4) for reducing regulatory and financial barriers to compact housing that conforms to the allowable maximum housing densities and building size in the zoning district. This will help attain the amount of housing for which the neighborhood is already zoned and planned for. The location of the provisions for additional density and height on pages 28 and 29 plan may be confusing. The additional density provision on page 28 may not fit well in the "Character" subsection of the Compact Mixed Residential-Low designation. The provision is primarily about adding housing units and density, but the "Character" section is supposed to be about the physical character of the neighborhood. The Compact Mixed Residential-Low description of "Uses" on page 28 already includes a comprehensive list of compact housing types (Exception: no accessory units). The "Density Range" provision for up to 15 units per acre is more than enough density to accommodate additional housing. Therefore, the Compact Mixed Residential-Low description already provides the framework for more compact housing types and density than exist today. It seems that with some clarifications the Housing Strategy discussion in 3.2 (page 55) and Actions 4-4 through 4-8 and (page 62) could suffice on their own to carry forward new allowances for additional compact residential units on small sites in the R-2M and other zones. The density and four-story height provision on page 29 is also redundant to other parts of the plan, except that it discusses an increase in building scale to four stories. If the Plan should pursue a strategy for allowing a fourth story under certain conditions in the Medium residential designations, it is appropriate to retain this idea in the "Character" section. Wherever this concept appears in the plan, it would be appropriate to clarify that additional design and compatibility standards will be put in place first via a meaningful, collaborative public process.	

	neighborhood planning may be nullified, cancelled out, or disregarded within the impacted area. It suggests a way to "go around" this careful planning. It is the commenters' recommendation that if an owner desires a fourth story, the appropriate public process of a rezoning should be observed. 8. Commenters point out the two provisions are also unnecessary. They are unnecessary to get new infill and redevelopment of a higher density, for several reasons. The LUP already clearly outlines other ways to increase housing density near centers, including many policies and actions. Existing R-2M and R-3 zoning provides for a lot of additional housing capacity already, because many lots are underbuilt in comparison to the number of units allowed by current zoning. Some infill/redevelopment at a higher density is already occurring now. Thirdly, taller, larger scale developments can and should go to areas including Downtown and western Fairview that are already zoned and designated for it. There are underutilized lands and redevelopment opportunities in those areas to provide that kind of housing within walking distance of grocery stores, arts and culture, and restaurants. The Plan does not demonstrate these other areas cannot accommodate the needed housing capacity. It makes more sense for the taller buildings to be downtown or in the R-4. 9. Two commenters supported the two provisions for promoting more housing and urban neighborhoods near Centers. More density within core areas is key to helping Anchorage be a more livable (walkable/transit-able) city. One suggestion was to add an Action to the Actions Checklist to identify specific design criteria for eligibility (Action 4-4 was supposed to indicate this but the connection must not have been clear). Another was to reduce or eliminate off-street parking requirements and make other changes that would give core areas of Anchorage a more people-oriented environment that will attract residents, visitors, and businesses.	The locational criteria for both provisions are arbitrary as applied within specific distances of Centers. Most areas zoned R-2M and R-3 are already relatively close to some kind of center or designated mixed-use or transit supportive corridor. The 2040 LUP also designates these compact housing areas to be near mixed use centers and corridors. Mixed-use transit corridors further away than ¼ mile or ½ mile from a Center could still be appropriate for additional infill housing. The two provisions are also inconsistent with one another, one being ¼ mile and another ½ mile. It would be simpler for the 2040 LUP to focus on infill housing strategies that apply throughout the compact housing designation, regardless of being within ¼ mile, ½ mile, or further away along a public transit corridor from a Center. The 2040 LUP already has other Strategies (Strategy #6, page 55) and Actions (4-3, 4-4, 4-6, 4-7, and 4-8) to reduce barriers in Title 21 to compact infill housing. Action 4-8 is to ease restrictions on compact housing types. It lists several target housing types already, and can be modified to include the concept of adding an additional unit or two as long as the size of the unit is smaller and the scale and character of the district remains intact. It can be expanded to include the actions and public process assurances provided in Action 4-4. Deleting the two provisions of concern to the neighborhood on pages 28 and 29, and replacing them with more appropriately located and clearer strategies and actions later in the plan, retains the plan's commitment to Actions that provide more compact housing, and does not reduce or change the amount of housing recommended in the Plan. But it eliminates the uncertainty and confusion regarding how additional housing becomes implemented, and whether there will be adequate public process. **Recommendation:** 1. Page 28, first column, under the "Uses" subsection of Compact Mixed Residential – Low, insert a new second bullet that reads, • <u>Accessory dwelling units may also occur.</u> 2. Page 28, under the "Character" subsection of Compact Mixed Residential – Low, in middle column, middle column, delete the first complete bullet ("To provide greater housing…"). 3. Page 29, first column, under the "Uses" subsection of Compact Mixed Residential – Medium, insert a new third bullet that reads, • <u>Accessory dwelling units may also occur.</u> 4. Page 29, first column, under "Character", amend the last bullet in the column to read: ~~Areas within a quarter mile walking distance of Town Centers and City Centers may allow up to a fourth story or additional compact housing units, subject to additional compatibility criteria.~~	

	(*South Addition Community Council; Anchorage Citizens Coalition; Seth Anderson; Teresa Arnold; Mara Carnahan; Dael Devenport; Pennelope Goforth; John Havelock; Jacquelyn Korpi; Mary Langdon; Sandra Ramsey; Janine Schoellhorn; John Thurber; Kathie Veltre; Michelle Wilber)*	Four story structures may be allowed on larger sites, only after a public process to amend the land use regulations with additional compatibility criteria including minimum lot size and appropriate setbacks from neighboring parcels and public streets. 5. Page 55, Strategy 6: Infill Development Regulations, third column, second paragraph, amend as follows: It also includes exploring compatible ways to allow additional units on small- to medium-sized lots near Town and City Centers and other housing priority areas, such as allowing an additional dwelling on a lot ~~or an additional story~~, subject to compatibility standards for building massing and scale, design, lot coverage, setbacks, and access ~~step-back requirements~~. 6. Page 61, Actions Checklist. Two options for Action 4-4. Staff recommends OPTION A. OPTION A, delete Action 4-4 and include non-redundant elements from Action 4-4 in Action 4-8 as a consolidated compact housing related Title 21 amendment Action item as follows: **Action 4-8:** Amend Title 21 to ease ~~current~~ restrictions that currently deter construction of compact housing types ~~such as ADUs and~~ including accessory dwelling units (ADUs), cottage houses, townhouses, and garden apartments. Determine appropriate measures through a meaningful, collaborative public process and make subject to site development standards including standards for neighborhood compatibility. OPTION B, maintain Action 4-4 as separate from 4-6, 4-7, and 4-8, and amend as follows: **Action 4-4:** Amend Title 21 to allow compact housing on R-2M or R-3 zoned lots ~~near designated Centers. May include increased height or allowed units per lot~~, subject to additional urban design and neighborhood compatibility standards such as for building massing and scale, lot coverage, setbacks, and vehicle access. Determine appropriate measures through a public process including collaboration with neighborhoods and stakeholders. Responsible Agency: Planning. Timeframe: 1-3 Years.	

5-d. (was 1-b.)	**Requests to Reclassify Manufactured Home Community Sites to Commercial.** There have been multiple requests as part of the 2040 LUP public process, from owners of residentially zoned property. Several of these involve manufactured home park sites, where the request is to change all or part of their residential lands to a commercial use. *(CIRI, Debenham Properties, DOWL Engineering, others)* The Feb. 29 draft 2040 LUP explored increasing densities as a means of encouraging future redevelopment of mobile home parks to a higher density of housing. In response, residents, mobile home park managers, and Community Councils have expressed concern over potential loss of compact single-family form of affordable residential housing. The conversion of mobile home parks to other uses was of great concern to residents within these parks. Mobile Home Parks (MHP) provide an affordable housing option to Anchorage residents especially those low income households. The land on which these mobile homes are located, will grow in value as vacant and redevelopable lands within the Anchorage Bowl are developed. How will the Municipality assist these mobile home owners as these parks are converted to different uses? *(Penland Park management, community council consultation meetings comments, Assembly worksession)*	**Response**: According to the 2040 LUP housing capacity analysis, there were approximately 4,100 mobile homes in manufactured home parks in the Anchorage Bowl in 2015. LUP Planning Factors Map LU-7: Manufactured Home Parks, provided with this issue-response, shows the locations of these parks and the number of units in each. Mobile homes continue to comprise a significant part of Anchorage's affordable compact housing types and future housing land base. Some of the parks are stable, well-maintained and continue to receive investment in park infrastructure. Other parks are in poor condition and appear unlikely to survive through the 25 year 2040 LUP planning horizon. The Public Hearing Draft 2040 LUP seeks to retain the existing residentially zoned land supply, and to protect existing stable manufactured home communities that appear likely to remain viable through the 2040 planning horizon. Where a mobile home park has poor infrastructure and it is questionable if it can remain viable through the 2040 planning horizon, the 2040 LUP treats it like other residential properties that appear likely to redevelop. Sometimes the existing residential zoning on the property would allow only the same number or even fewer housing units than exist in the park today were it to redevelop. In some cases, such as near mixed-use Centers, the 2040 LUP recommends changing the land use designation to allow for more housing than is currently allowed. For sites considered appropriate for redevelopment where the site location, poor soils, and infrastructure replacement costs make residential-only development more difficult, the 2040 LUP applies a dot stipple pattern to allow for commercial mixed-use development while retaining housing capacity. In a few locations under certain conditions, the map may recommend a new commercial land use. Each manufactured home park offers a unique suite of conditions and circumstances that must be factored against redevelopment costs, funding constraints, adjacent land uses, and community needs when applying new or updated land use designations. Regardless of new designation assignments, changing existing manufactured home parks to new developments ultimately leads to displacement of tenants/residents. It can result in a net loss in the total number of residential units from before and after the redevelopment, and usually does result in a net loss of unique compact housing type of affordable units. These issues are factored into the land use designations for these parks. Individual property owners that have proposed changing mobile home parks to a commercial use have argued that because a mobile home park fronts an arterial, and other commercial areas are nearby, the site is not a good site for residential living. The draft 2040 LUP avoids this line of reasoning. Actually, many people in Anchorage live in residential areas along arterials, and near commercial areas. A look at a land use map, zoning map, or even the 2040 LUP also shows that a majority of areas fronting arterial streets are residential neighborhoods. Some corridors have become strip commercial, but Anchorage 2020 policies limit extending that. Further stripping out Anchorage's arterial streets with commercial retail uses has been found to be a poor land use and transportation strategy. Lining an arterial with retail uses often causes the street to function poorly and is inefficient use of the limited land supply in the Bowl. Therefore, location of commercial uses along an arterial street is not necessarily a sound basis for redesignating properties.	**Discussed and Tabled 11-14-16** Commissioners on 11-14 requested elaboration on specific park sites, and why the plan seems to take different approaches to different parks; and stepping back to consider the individual sites in context of this being an aspirational plan to preserve residential land with no net loss.

The land capacity analysis in 2040 LUP Appendix B (forthcoming as part of issue items 1-a. and 1-b.) documents the potential worsening of the housing capacity deficit were the Municipality to reclassify mobile home parks to commercial use. The analysis includes the estimated future housing potential of mobile home parks. Some parks are assumed to remain and others to redevelop, usually to another form of housing or housing with mixed-use. Where all or a portion of a park is reclassified to non-residential use, the number of housing units on mobile home parks that are lost to the Bowl-wide residential land base is deducted from the future overall housing capacity estimate.

Summary of initial findings of the Anchorage Bowl 2040 housing capacity and needs analysis, with details forthcoming in issue response item 1-a.:

- Forecast 2040 Housing Demand: 21,000 units
- Draft 2040 LUP Housing Capacity: 21,700 units (including 1,000 ADUs)
- Share of Housing Capacity from Redevelopment of Mobile Home Parks: 3,800 units, or 18%

- Surplus/Deficit in compact housing types (includes mobile home parks): +600 units
- Surplus/Deficit in compact housing types without ADUs: -400 units
- Surplus/Deficit in single-family on standard urban lots: -3,600 units
- Surplus/Deficit in large lot single family on acre+ lots: +800 units
- Surplus/Deficit in multifamily/mixed-use housing type: +2,800 units

The surplus/deficits in the latter bullets are initial findings that apply methods used in the *2012 Anchorage Housing Market Analysis*. Issue-response item 1-a. will provide an adjustment to the allocation in housing demand among these housing types, using feedback from housing experts at a May 2016 focus group. This will include shifting a portion of the single-family house type deficit burden toward compact housing types, which include small lot housing, ADUs, mobile/manufactured home parks, single-family homes in site condominium developments, and two-family and townhouse structures. (Issue 1-a. will also recommend to re-allocate a portion of the single-family housing deficit to Chugiak-Eagle River, using a method developed by AMATS Growth Allocation Model consultant in 2014-2015, to be documented in Appendix B.)

The housing capacity analysis tracks that each area converted to commercial use throws the ledger of housing capacity versus need deeper into the red. Beyond the housing capacity numbers, these changes disproportionately impact lower-income families and federally protected classes including racial and ethnic minorities. Business organizations including the AEDC and Chamber of Commerce are already reporting that lack of housing is already affecting Anchorage's ability to attract workers and grow businesses.

Table to be provided April 10

Mobile Home Park	Existing / Capacity	Status / Constraints	Redevelopment Potential

Southport Manor	# / #	Stable Neighborhood; Low Density Area	Low
Penland MHP	# / #	Stable Neighborhood; Utilities Capacity	
South Park Estates	# / #		High

Title 34 of the Alaska statutes provides guidance and protection for mobile home park tenants to a limited degree with time frames for when mobile home park residents can be evicted, and gives leeway for Municipalities to establish their own ordinances. All park residents affected by a change in land use must be given at least 270 days' notice. A municipality may establish a mobile home relocation fund and require that residents affected by a change in land use be given a longer notice period or compensation from the fund for the cost of disconnecting, relocating, and reestablishing the mobile home.

The potential market pressure to redevelop mobile (now manufactured) home parks poses a threat to the amount of affordable housing that is available to low-income households living at or below the area median income. Many families have limited housing options or choices. Inevitably, there will be trade-offs between the pressure to create market-rate housing units that can be built on infill and redevelopment parcels while at the same time preserving residential land for low-income households. New market rate units are typically not affordable to low-income households who will most likely be forced to leave the area or the community altogether because they can no longer afford to remain in place.

Therefore, while the 2040 LUP approaches each residential site differently depending on local factors, its general approach is to minimize conversions of the residential land base to commercial use, and to designate the property to yield a good number and mix of housing unit types.

Affordable housing stock and land supply is an important land use issue. *Anchorage 2020* provided policy direction for mobile home parks and their future transition. Page 60 offered a general overview and Anchorage context of this land use issue. The 2020 Plan presented three policies that directly address the issue and changes to other land uses, while a specific strategy was presented on page 101. Collectively these have been considered during land use reviews and projects associated with mobile home parks since *Anchorage 2020* was adopted, but it is clear additional policy and implementation actions are necessary.

Where a mobile home park is displaced, the Municipality should consider policies to mitigate redevelopment. Policies that might be considered include but are not limited to: adoption of a mobile home park code enforcement program to improve public safety and reduce neighborhood blight; establish a relocation and housing assistance program for mobile home park residents (owners or renters); explore inclusionary zoning policies as a means to proactively develop ways to create new affordable housing;

		consider establishment of set-asides of affordable housing units in new housing development; provide density bonuses for new developments that include affordable housing units; and, reduce permitting fees or fast track developments that include affordable units. The experience of communities in the Lower 48 may prove instructive in terms of addressing the displacement and redevelopment of mobile home parks. The City of Fort Collins, Colorado created a housing affordability strategic plan with five areas of emphasis intended to expand the housing options available to the community. It identified preservation strategies (creating a specific zoning district, offering financial incentives, providing an opportunity to purchase, encouraging the sale to a third party, and facilitating the creation of new parks) as well as displacement mitigation strategies (requiring additional notice of closure, requiring a relocation report, requiring payment of relocation costs, or requiring payment of increased rental costs). Boise State University's 2007 report about mobile home park strategies addressed many of the same issues found in Fort Collins. The Municipality could partner with UAA's School of Social Work to conduct field research on the social policy implications of mobile park displacement as was done for the Russian Jack Community Council in 2001. *NOTE: Map LU-7: Manufactured Home Parks* identifies several former mobile home park sites that were redeveloped at a net loss of housing capacity. The first site is Centerpoint office park, which was rezoned from R-3 to mixed-use including residential. The mobile home park was removed and offices constructed. The B-3 SL was amended in the 2000s to remove the housing component from the new zone. The second site comprises three cleared parcels on the northwest corner of Tudor and Piper, where Providence is proposing a medical office. The Assembly has recently rezoned the site from residential to RO. The third site comprises much of Creekside Town Center, including townhouse residential units, a fire station, middle school, and commercial and mixed-use buildings. Creekside is the best local example of a redevelopment to mixed-use that includes new affordable and market-rate housing units, as well as other uses, though still at a net loss of affordable housing units. **Recommendation:** No changes in general to the overall approach to the 2040 LUP. Evaluate proposed transfers of residential or industrial land to commercial use from the public policy perspective considering the cumulative impacts on housing and the economy. See individual site-specific issue responses for individual sites as provided in issue-items 10-f, 10-g, 11-c, and (TBD). Additional recommendations may come in review of the final housing capacity analysis results. Add new Action Item 4-9(?) that directs the Municipality to: <u>Work jointly with the manufactured housing industry/community and affordable housing advocates to develop an affordable housing redevelopment displacement mitigation strategy. Responsible Agency: DHSS, Planning, HLB/RED, ACDA, PRIV. Timeframe: 1-3. Related Plans and Studies: AB Comp Plan, neighborhood and district plans, HMA, MOA Assessment of Fair Housing Plan.</u>	

5-e. Page 13 (was 5-d in earlier drafts) (former item 5-e. is moved to 5-j.)	**Unit Lot Subdivisions.** Where the plan discusses encouraging infill and cottage type housing, include "unit lot subdivision" in the list of ways to create more compact housing choices. *(Seth Anderson)* Current Planning Division is currently working on a "unit lot subdivision" ordinance that will change the subdivision rules, which already partially implements Action 4-7 from the public hearing draft. *(Planning Department – Current Planning Division)*	**Response:** The policy section on page 13, bottom of first column, is a very generalized discussion of compact housing structure types, for a general audience. While a unit lot subdivision will certainly underlie some of these infill developments and is one of several technical amendments to subdivision and other land use regulations to make these units possible, it is a subdivision technique not a housing structure type. Listing it among housing structure types would lose the consistency of the sentence. It would make the discussion more technical and could need explaining. Staff does not object to specifying unit lot subdivisions in the Section 3 strategies of the plan. Development of a unit lot subdivision is a "now" priority and is being developed at this time by the Planning Department. **Recommendations:** Page 55, second paragraph in third column, add a second sentence which reads, "New small lot housing regulations such as unit lot subdivisions can promote efficient use of residential land in a form that is compatible with the neighborhood." Page 62, add a new Action 4-## to the Actions Checklist Table, separate from Action 4-7, which specifically supports the completion of the unit lot subdivision, as follows: **4-1.** Amend Title 21 to allow unit lot subdivisions enabling more forms of small lot housing as an alternative to large multi-unit buildings in multifamily districts. (Responsible Agency: Planning Department, DevServ, Traffic, PRIV, AWWU) (Time Frame: Now) (Related Plans and Studies: AB Comp Plan, HMA)	**YES** **(2-6-17)**
5-f.	**R-3 Development Standards Ability to Carry out the Compact Mixed Residential – Medium Designation.** Page 29, Based on existing Title 21 development and dimensional standards, "R-4 in certain areas" should be included in the zoning districts listed for the compact mixed residential-medium neighborhood land use designation. Lots less than 14,000 sf, near city centers or transitions can't be developed to desired character under the current R-3 development standards. The 2040 Plan should acknowledge R-3 on small lots doesn't allow R-3 development or include R-4 in this designation. *(Seth Anderson)*	**Response:** This concern is recognized by the 2040 LUP, and is addressed in the housing related near-term implementation Actions such as in 4-6 and 4-8. The 2040 LUP recognizes that the existing land use regulations make it difficult to provide compact, compatible housing in a variety of formats such as small lot housing in the R-3. Its Strategy 6 on page 55 and housing actions will amend Title 21 to allow compact housing on R-3 zoned lots in keeping with the R-3 district's intended density ranges. These actions will include amendments in the R-3 standards to enable developments to achieve the intended densities of the Compact Mixed Residential – Medium land use designation, while remaining in a compatible scale and character with the R-3 neighborhood context. Additionally, the 2040 LUP includes the action to make a new mixed-use residential medium density zoning instrument available, as a bridge between the R-3 and R-4. See Action 2-6. The R-4 District would allow developments that are not consistent with the medium-density neighborhood intent and characteristics of the *Compact Mixed Residential – Medium* designation and the neighborhood and district plans. The 2040 LUP is an action-oriented plan to fix and provide the correct zoning tools	**YES** **(2-6-17)**

		quickly, and avoid promoting the application of incompatible tools in conflict with the Comprehensive Plan and area-specific plans. **Recommendation:** No changes.	
5-h.	**Mixed-income Housing / Balanced Neighborhoods.** Socio-economically balanced neighborhoods are crucial in building a healthy and prosperous city. Developers who implement mixed-income dense developments are financially incentivized to maintain the upkeep and general quality of these developments. This keeps the place "nice" in order to keep their higher dollar units filled. This keeps the development from going "down hill", thus keeping a better quality of life for the residents over time. This ensures that high density developments positively rather than negatively impact the surrounding neighborhood. Therefore, mixed-income requirements/incentives for highly dense residential developments should be added into the 2040 LUP. Currently development often results in either gentrification or a concentration of low-income housing. We should avoid both ends of the spectrum. Gentrification threatens to displace existing low, moderate, and workforce households. Instead, redevelopment should avoid displacing people, such as from mobile home communities that provide privacy and other attributes at lower rent than multifamily redevelopments. On the other hand, avoid concentrating high density low income housing. Large redevelopments should provide equitable, balanced housing and contribute to balanced neighborhoods. CIHA provides examples. Mixed-income requirements and incentives have proven effective in other cities such as Madison, WI to ensure balanced neighborhoods. Developers can be offered tax incentives, utility incentives, land swaps, or other incentives to implement mixed-income in highly dense developments. *(Northeast Community Council; Kristi Wood consultation meeting)*	**Response:** This comment was input regarding the February 2016 community discussion draft plan. In response to the comment, Policy LUP 4.3 was added to Goal 4 Neighborhood Housing on page 13 in the September 2016 public hearing draft: "Promote balanced neighborhoods with diverse infill housing, and avoid creating areas of concentrated low-income housing." Policy 4.3 would be considered in carrying out the incentives, investments, and regulatory amendments of the housing related Actions on page 62 and the compatibility actions 7-2 and 7-3 on page 64. A direct mixed-income rental/purchase price requirement is challenging in this market and for the Municipality. Incentives or standards that include affordable rents or price criteria are difficult to implement. Title 21 already includes parking and density bonuses for affordable rental housing. These incentives take a relatively "light" touch in recognition of the more severe housing development cost challenges in the local housing market. The Municipality does not currently have the expertise or resources to ensure affordable owner-occupied housing units. Given these challenges, incentives or regulations that encourage a mix of housing structure/unit types and unit sizes in large developments might serve as a proxy for mixed-income housing. For example, the implementation of incentives could favor developments that offer a variety of housing structure types and unit sizes. In fact, some of the regulatory Actions in the 2040 LUP to promote small lot housing will diversify the site plan formats and structure types of compact, affordable housing that the land use regulations allow. The 2040 LUP avoids specifying a requirement or specific incentive. Both the low and medium scale Compact Mixed Housing Neighborhood land use designations, which comprise the land use designations for multifamily areas in Northeast and most other parts of the Bowl, incorporate a mix of housing types and structures in their descriptions. Further language could clarify their intent to promote housing diversity. **Recommendations:** Carry forward the changes already reflected in the September 2016 public hearing draft. Add a bullet under the "Uses" headers in both the Low and Medium "Compact Mixed Residential" land use designations on pages 28 and 29, to read: • <u>A neighborhood-wide mix of housing types, unit sizes, and household incomes.</u>	**YES** **(2-6-17)**

5-h. addendum	**Mixed-income/High-Density Housing Concerns Specific to Urban Residential – High Neighborhoods.** The *Urban Residential – High* Neighborhood land designation and the Residential Mixed-use Development overlay are concerning for two reasons. First, there is no mention in the Plan of ensuring that high density housing complexes in these areas implement some form of mixed-income housing. A mix of both lower and middle income households in high density residential areas ensures more balanced neighborhoods. Secondly, there is no mention of the importance of access to parks in this high intensity designation. Residents in these areas will not have yards, and will need access to parks, open green space, community gardens, and other outdoor recreational opportunities. The Plan must ensure that high density neighborhoods have the same level of livability standards enjoyed in Anchorage's less dense neighborhoods. *(Kristi Wood).*	**Response:** In keeping with the response and recommendations in 5-h above, which focused on moderate and medium density multifamily neighborhoods, further language could clarify the intent of the highest density land use designation to promote housing diversity. See also the discussion in the response above how the generally applicable policies of the Plan have already been amended to respond to the concerns. Regarding Parks: "Urban Residential – High" description does actually identify access to parks among other amenities as one of the locational criteria for this land use designation. It is included in the bottom of first column on page 30. However, staff agrees that the presence of small local urban parks within this designation is an important characteristic for making higher density neighborhoods successful. It could be included in the bulleted neighborhood uses or characteristics under the "Uses" or "Character" subheadings. LUP 5.2 already expresses the direction for the community to make placemaking investments in neighborhoods, including parks and amenities, to go hand-in-hand with infill housing development. **Recommendation:** For consistency with the recommendation in 5-h., above, add a bullet under the "Uses" header in the "Urban Residential – High" land use designation on page 29, to read: • A neighborhood-wide mix of housing types, unit sizes, and household incomes. Add another bullet under the "Uses" header in the "Urban Residential – High" land use designations on page 29, to read: • Small urban parks and green spaces in support of higher-density housing.	**YES** **(4-3-17)**
5-i. **REVISED** (Note: This was 5-h addendum #2 in the previous draft. The topic previously numbered 5-i is moved to item 5-j.)	**Accessory Dwelling Units (ADUs) quantitative goals and actions.** Fairview Community Council comments that while the LUP discusses accessory dwellings as an alternative housing option to address the need for affordable housing, one cannot ascertain from the LUP how many such units are expected to be in place by the year 2040. The LUP should set specific quantitative goals for how many ancillary dwelling units are expected to be in place as part of meeting the housing needs and distributing affordable housing equitably throughout the Anchorage Bowl. Anchorage demographer/planning consultant Susan Fison was retained by public agencies to prepare a 2014 Analysis of Impediments to Affordable Housing in Anchorage. One of the recommendations from this report was for the Municipality to take actions to encourage more ADUs.	**Response:** An ADU is a subordinate dwelling unit that is added to, created within, or built detached from a primary residence. They are sometimes called ancillary units or granny flats. The 2040 LUP on page 13 recommends allowing and encouraging more "compact" types of housing choices including ADUs. Policies 4.2, 4.3, and 4.4. provide general support for ADUs. The implementation strategies in Section 3 of the 2040 LUP includes two Strategies, #6 and #9, which address reforms to regulations and providing greater development permitting assistance to affordable types of compact infill housing, including ADUs. Action 4-8 on page 62 of the Actions Checklist specifically recommends further amending the land use regulations to ease current restrictions that may be impediments to greater production of ADUs by homeowners. It also includes Action 2-5 on page 60 to initiate a permitting assistance service that among other things could be directed to help ADU applicants. Staff acknowledges that Section 1.2 of the September 2016 public hearing draft plan did not provide specific estimates of the housing capacity provided by the 2040 Land Use Plan, or objectives for how much of that housing capacity should come from ADUs. The housing capacity analysis is nearing completion and now includes a quantitative estimate and objective for the number of ADUs as a component of the future additional housing supply by 2040. A detailed explanation of the methodology and research behind the estimate is in draft form to be provided as part of *2040 LUP Appendix B: Future Growth Report.*	**YES** **(3-13-17)** Commissioners asked where the draft Plan addressed reforming ADU regulations. Staff identified policy and strategy discussions, and returned to Action 2-5. Commissioners discussed examples of developments affected by ADU size restriction. Commissioner Walker suggested the Action

	Although Anchorage has allowed ADUs for several years, relatively few new ADUs have been permitted. ADUs have potential to provide new affordable housing without need for government funding or subsidy, within the means of local property owners and developers. They can provide more housing options and supply in a way that increases property value and fits into existing neighborhoods. Susan Fison's report recommended more study of eligible ADU properties, preparation of how-to guidance for private property owners who wish to pursue development of ADUs, permitting and approval rules and procedures. *(Fairview Community Council; 2014 Analysis of Impediments to Affordable Housing in Anchorage (report by Susan Fison))*	In summary, the housing capacity analysis estimates that, under recent trends, current regulatory conditions and anticipated growth rate, a "current trends" scenario (assuming current zoning and regulations) will yield a total of around 600 additional future ADUs by 2040. Under the 2040 LUP scenario, the housing capacity analysis assumes the implementation of several measures that allow/encourage more ADUs to be created. Based on a review of other communities that have initiated reforms, and expected timeframe for implementing reforms in Anchorage, and other factors, the 2040 housing capacity analysis estimates that the 2040 LUP scenario will yield a total of around 1,200 additional future ADUs by 2040. The housing capacity analysis for the 2040 LUP adds the 1,200 future ADUs to its housing capacity estimate for compact single-family housing types—i.e., in addition to the housing capacity of the vacant and redevelopable land supply. The total future housing capacity including ADUs is approximately 21,900 housing units. Of these, approximately 2,250 are "compact single-family" structures including small lot homes, cottage homes, and ADUs. ADUs make up more than half the estimated potential of the "compact single-family" housing structure type. The analysis helps document that ADUs will be an important part of mitigating anticipated deficits in the Anchorage Bowl's single-family, attached-single-family, and two-family housing supply relative to demand. *Additional Discussion by staff as a result of March 23 expert consultation with Susan Fison:* The capacity estimate may over-projected. This is an initial estimate pending further research. Further research should include a review of the experiences of cities with more comparable conditions to Anchorage including snow climate. It should also include a review of the 160 or so ADUs permitted to date and survey/discussions with owners who have built ADUs as to the local factors and issues with ADUs. Many of the ADUs permitted are not new but rather were existing ADUs that were legalized under the new law. There are also many ADUs out there that are not permitted. The Municipality needs to improve its system to track its permitted ADU stock and new ADU construction. The projection should be refined after some of this work. Regardless, as a general magnitude projection it still illustrates the potential role of ADUs in filling a housing deficit situation. There is also a need for public education regarding the presence and importance of ADUs to the community and for homeowners. **Recommendations:** Provide the detailed draft analysis of future ADU housing potential as part of the 2040 LUP housing capacity analysis in the draft *2040 LUP Appendix B: Future Growth Report*. Summarize these *Appendix B* findings and document the role of ADUs in meeting Anchorage's housing need in Section 1.2 of the 2040 LUP. Provide the language for PZC review as part of issue-response item 5-b recommendations. *Additional Recommendations for the Commission's consideration on April 3, 2017:*	item for ADUs include direction for increasing maximum allowed size. Staff responded that ADUs had their own separate Action item in the 2-29-16 draft plan. A separate Action for ADUs with more direction can be brought back if PZC requests. Commissioner Robinson also commented that the existing regulations were a baby step for the community, reflecting consideration for resistance to ADUs. In response to discussion by PZC, and follow up expert consultation, staff brought forward the additional material in grey at left on April 3. **YES** **(4-3-17)**

		Revise implementation Action #4-8 on page 62 of the draft Land Use Plan Actions Checklist Table, and add a new Action #4-9 for stimulating new ADUs, as follows: **Action 4-8:** Amend Title 21 to ease ~~current~~ restrictions that currently deter construction of compact housing types including accessory dwelling units (ADUs) ~~, such as ADUs~~ and townhouses. **Action 4-9 [NEW]:** Encourage the construction of accessory dwelling units (ADUs) through a permit review assistance program, applicant guidance materials, improved tracking of ADU development trends, and public information. Responsible Agencies: Planning, Development Services, Private Sector. Time Frame: 4-6 years.	
5-j. (was 5-e previously)	**The Large Lot Residential Density in the HDP.** The second bulleted density provision for the Large Lot Residential Land Use Designation on page 26, middle column, is confusing. Where does the Hillside District Plan (HDP) allow for 3 DUA in zoning on ½-acre or larger lots? Delete the second half of the sentence which would allow 3 DUA densities. If designated at ½ acre, maintain that minimum. *(Rabbit Creek Community Council, Dianne Holmes, Nancy Pease)*	**Response:** Staff acknowledges the confusion and the need to clarify. The second bullet regarding Large Lot Residential density refers specifically to the Hillside District Plan's land use plan map (Map 4.1 on page 2-8, *HDP*) and uses the language in the HDP's "Low-Intensity Residential, 1 – 3 dwelling units/acre" land use category (page 2-17 of *HDP*). The 2040 LUP's 18 color-coded land use categories are more generalized than many of the land use plan maps for the 14 area-specific plans which collectively have approximately 70 different land use designations. Pages 22-23 explain this relationship and provide a cross-walk table (Table 2, p. 23) between the LUP land use designations and the area-specific plans. Table 2 shows that the 2040 LUP "Large Lot Residential" land use designation includes two HDP land use designations: "Limited Intensity Residential 0-1 dwelling units/acre", and "Low-Intensity Residential, 1-3 dwelling units/acre". Therefore, the Large Lot Residential description on page 26 includes density and zoning reference to both of the HDP use categories. The first bullet regarding "Density" in the middle column on page 26 refers to the predominant HDP land use category, which is 0-1 dwelling units per gross acre. The second bullet regarding density addresses the second HDP land use category, which on page 2-17 of HDP allows "single-family homes on half-acre or larger sized lots with flexibility for a slightly smaller size lot when utilizing a clustered type development with applicable open space standards." Likewise, the "Zoning" bullets in the lower middle column are intended to refer to the implementation zones for the HDP. The first zoning bullet refers to the zoning districts listed for HDP's 0-1 DUA land use designation on page 2-17 of the HDP, and the second zoning bullet is intended to reflect the HDP's zoning categories for its 1-3 DUA land use designation, on page 2-18 of the HDP. However, staff acknowledge that the list of districts in the second bullet includes three zones not shown in the HDP: R-1A, R-6, and R-3 SL. These zones in addition to the R-7 reflect the existing zoning districts that actually underlie much of the HDP land use plan map's 1-3 DUA land use designation. Staff acknowledges the need to clarify that applicability of these districts is limited to where they already exist. Staff acknowledges the second bullets under both the "Density" and "Zoning" sections on page 26 need to be clearer as to which part of the HDP they refer to. The Density bullet could also end by refering the user to follow the direction of the HDP in these areas.	**Discussed and Tabled** **(12-05-16)** Commissioners request staff to ask RCCC representatives if the proposed amendment resolves the concern. **YES** **(12-12-16)**

		Recommendations: Amend the Large Lot Residential section on page 26, middle column, as follows: Second bullet under "Density": Where delineated in the Hillside District Plan Map 2.1 Land Use Plan for Low-Intensity Residential, 1-3 dwelling units per acre, this designation also includes subdivisions with half-acre or larger sized lots with flexibility for slightly smaller sized lots, at densities of up to three units per gross acre, subject to the Hillside District Plan. Second bullet under "Zoning": Where designated in the Hillside District Plan Map 2.1 Land Use Plan for Low-Intensity Residential, 1-3 dwelling units per acre: R-7 district. Applicability of R-6, R-1A, and R-3 SL is limited to where these zones already exist. ~~for one to three units per gross acre: R-1A, R-6, R-7, and R-3 SL districts.~~	
5-k. (previously was 5-j.)	**Implementation zones listed for only "certain areas".** The Compact Mixed Residential - Low, Compact Mixed Residential - Medium, and Urban Residential – High designations each show one of their implementation zones under the "Zoning" heading as being "in certain areas". It is not clear what is meant by the phrase "in certain areas". It would be helpful to clarify or state the purpose/intent to avoid future user confusion. *(Seth Anderson)*	**Response:** Under the "Zoning" heading, there may be one or several zoning districts listed. The first zoning district listed is typically the most widely used zoning district to implement the land use designation. The subsequent zoning districts listed may be more appropriate in certain locations, but may not be as widely used. The "Zoning Districts" introduction on page 21 provides a general explanation of the zoning district listing and the means to determine the appropriateness of a particular zone. The phrase in question is meant to communicate that a zoning district may be considered, but only within limited areas meeting certain characteristics. This call out is to highlight that the zoning district has a limited, niche role in the implementation of the land use designation, and is be applicable only in certain kinds of areas where conditions exist that may support this zoning district. In each of the cases raised by the commenter, the zoning district with this phrase attached is a lower density district than the main implementation zone. Wide application of the lower density district would make it difficult to fulfill the 2040 LUP housing objectives. **Recommendation:** Amend the Zoning subsections of the land use descriptions to clarify what is meant by "in certain areas" where this wording is used. Staff to determine wording.	**YES** **(2-6-17)**
5-l. Note: this item was previously 13-k.	**Religious Institution Lands – Designations to reflect Housing Potential.** In response to comments by the Planning and Zoning Commission, Long-Range staff reviewed several church parcels around the Bowl for potential designation for compact or medium density housing development. Designating church properties for housing development does not affect their current zoning entitlements, but could allow more churches to provide housing as fits on their campuses, such as provided by St. Mary's Episcopal Church on Tudor and Lake Otis or	**Response:** This task may include using the property ownership map in the Appendix A Planning Factors Map Atlas to identify institutional parcels owned by churches (pink), where the land use designation could be changed from "Community Facility or Institution" or "Single Family" to a compact or medium density housing designation. Another source for finding these churches would be to look in each of the area-specific plans' maps of existing land use. Outreach should be made to the churches prior to such a major land use category change to inform them how this does or does not impact their ability to continue and expand in the future. Many of the existing church properties are located within established residential areas. If a church site is small (e.g., less than 1.75 acres), then designating it for compact housing or greater may not be appropriate.	**YES, with changes** **(3-13-17)** Commissioners recommended staff to broaden the types of search sites from churches only to other kinds of public or institutional lands that

	subdivide and sell for housing development such as Abbott Loop Community Church on Lake Otis and Abbott Road. *(Long-Range Planning Division)*	Also, if it is a major institutional facility without housing, and the campus will remain mostly institutional, then the LUPM should reflect that the land use is going to remain institutional. It could be perceived as odd to the institutions and to readers if an institutional campus is designated as multifamily housing. **Recommendations:** Add new action 2-8, to read as follows except that staff to replace the highlighted reference to church properties with broader categories of public and institutional lands, per PZC meeting recording: Action 2-8 Analyze and recommend amendments to the land use plan map of church properties to a residential designation that permits compact mixed housing or more to be developed in the future. Responsible Agency: Planning; Time Frame: 4-6 Years; $: $ (for GIS resources and outreach); Related Plans and Studies: 2012 Housing Market Analysis	may be excess to the institutional need. Staff to provide specific language amendment.
5-m. Page 15: Goal 7	**Compatible Infill Housing Goal. AND Adopting Neighborhood Infill Compatibility Policies and Standards Before Allowing Denser Development.** More people on Hillside would like to have well-designed compact housing such as townhomes or zero lot lines homes available close to Hillside for downsizing, and to provide affordable housing to children/next generation members who grew up on the Hillside. Such housing would be more acceptable if it is well-designed, provides each household with its own space (e.g., yard or patio), and fit in with the neighborhood. There is a need for more housing but its design needs to be integrated into the neighborhood than some site condo, townhouse, and apartment projects in town. Developments just plunked down into a neighborhood without coordination are not as acceptable as a development that is more master planned into the neighborhood. *(Huffman/O'Malley Community Council meeting consultation)* Goal 7 for infill development to be compatible with the valued characteristics of surrounding properties and	**Response:** There has been confusion about what compatibility means especially in terms of future growth in neighborhoods from infill and redevelopment. Compatibility does not mean that new buildings, adaptive reuse of older structures, or infill must be in the exact same character / scale as adjacent development. Diversity of building types especially for residential uses is a goal of the Plan and enhances land values and neighborhoods. Compatibility is essential to the success of this Plan and refers instead to growth with sensitivity to neighborhoods and existing features. Compatibility includes new design that enhances or complements surrounding areas and will depend on new tools to ameliorate or mitigate impacts on neighborhoods. Infill and redevelopment without compatibility does not necessarily do this. Goal 7 is not about preserving the neighborhood exactly like it is, but managing change in new development. Compatibility is consistent with and goes hand-in hand with other goals, including the goals for growth through infill and housing in Goals 1, 2, 3, and 4. Compatibility is essential to gaining support for infill growth, more housing, and reducing neighborhood conflicts that bedevil developers-it provides clearer ground-rules. Compatibility in fact is a way to enables more, and more successful growth in an infill city, because neighbors are closer and more sensitive to local conditions and building design and site layouts. Simple growth and build-outs to current zoning entitlements / development standards would create buildings and housing densities out of scale with existing neighborhoods, because those neighborhoods today are under-built relative to current entitlements. These issues also touch on the role of Neighborhood Plans relative to the 2040 LUP in establishing infill compatibility guidelines. The overall city plan (including the 2040 LUP and Anchorage 2020) establishes	

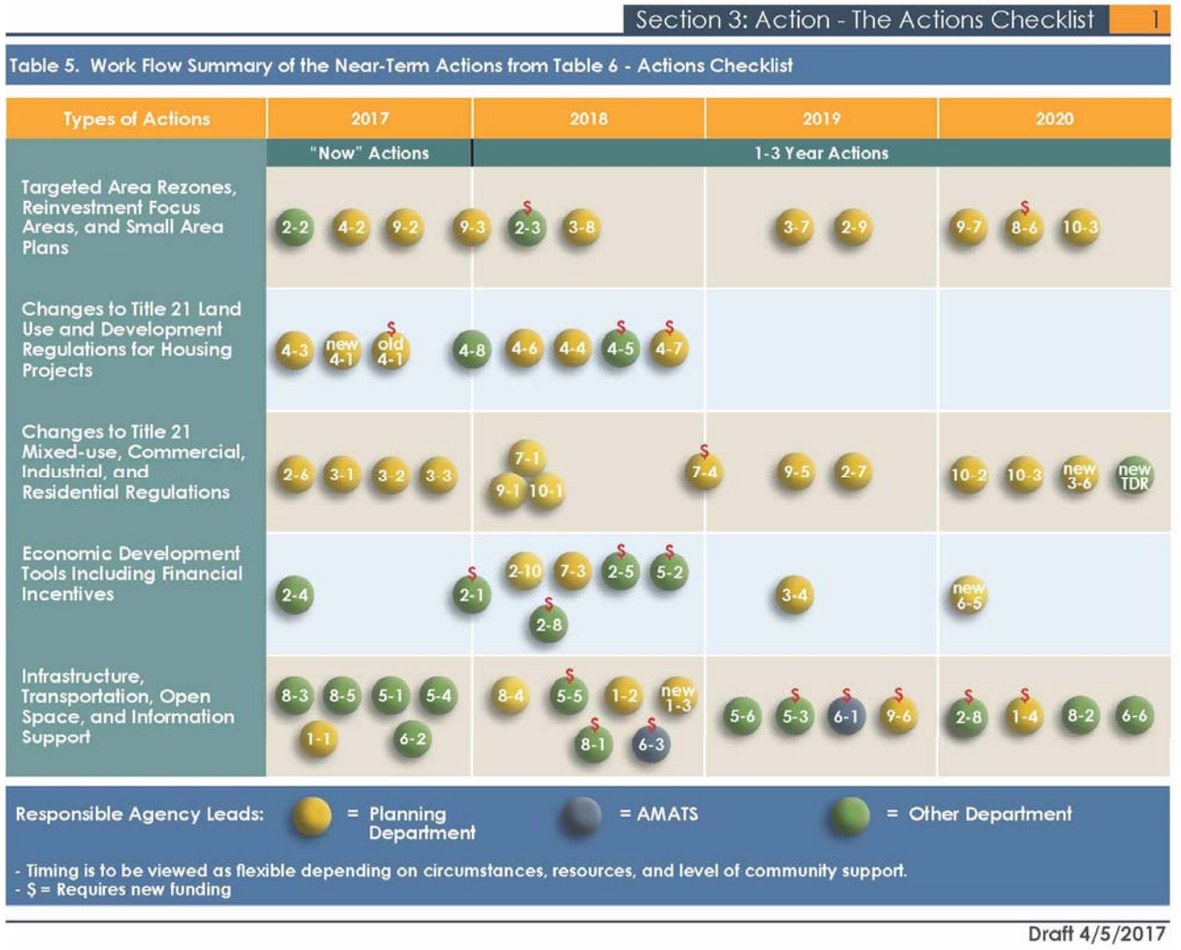
	neighborhood is a very important part of the plan. SACC supports addressing the issues of infill as a critical component of successful growth. Infill that improves neighborhood quality of life and desirability makes for more acceptable integration of new development. Especially in neighborhoods that have identified their unique physical and historical characteristics of value. In South Addition this includes the pedestrian scale and low traffic levels within the neighborhood. The LUP should more clearly state that new development and zoning will be driven by the vision expressed in each Neighborhood Plan. Neighborhood Plans are painstakingly crafted by residents and stakeholders to foster new, thoughtful development that will integrate with the neighborhood to produce thriving communities. No new large developments or dramatic changes occur to zoning or land use in South Addition neighborhood until its Neighborhood Plan is finalized. *(South Addition Community Council)* Goal 7 on page 16, column 1: "tools like neighborhood plans and improved development codes can guide new development in ways that help it keep in character and scale with existing homes". Improving tools that allow neighborhoods to accept new types of housing opportunities without losing their essential character reduces conflicts between neighbors and developers. Change the phrase in this sentence from "can guide new development" to read, "…will need to guide new development…" *(Anchorage Citizens Coalition)* Comments by residents that there needs to be additional urban design and neighborhood compatibility standards in place, and Neighborhood Plans adopted with directions for infill development scale and character, prior to implementing the higher densities in the 2040 LUP or revising height and density requirements in the land use code. . *(South Addition Community Council, Anchorage Citizens Coalition, Dael Davenport, Genevieve Holubik; also other residents at public meetings and consultations)*	the general guidelines and expectations for infill, to provide the umbrella of policy support. Neighborhood or District Plans or even Small Area Implementation Plans can provide more detail, and more tailored guidance for unique areas such as has been done in historic or hillside neighborhoods. However the 2040 LUP provides the basic suite of guidelines to move forward with infill in parts of town without neighborhood plans. The comments also show concern about how the parts of the plan that would raise densities in existing neighborhoods would get implemented, and what the results would look like for these neighborhoods. For example, see issues 10-l and 10-l addendum. PZC had concerns about sites where the Plan calls for residential density upgrades in existing, or built-out neighborhoods, e.g. Windemere. This relates to both compatibility issues and unintended impacts from growth and what will eventually be built there if and when changes occur. Small Area Implementation Plans might be a worthy implementation action to address these concerns but these will be costly and not always practical given landowner patterns. Neighborhood or District Plans are another means to address these issues but most are completed. The public hearing draft plan already incorporates compatibility into many of its implementation Actions to create more housing. Actions 2-6, 3-4, 4-3, 4-4, 4-6, 4-7, and 4-8 either incorporate compatibility language as part of the action or are subject to Action 7-2, which is to "Incorporate neighborhood compatibility standards". Incentives such as the project review management service for applicants in Action 2-5 are essentially incentives for projects with desired characteristics. Staff has identified several additional Actions in the Actions Checklist which could be revised to address compatibility. Issue 10-l addendum addresses compatibility standards as a prerequisite where areas are redesignated to allow for more housing than allowed under current zoning. Ultimately, this is a long-term plan, and it is setting long term directions and policies that will play out over time via a combination of rezoning actions and SLs, code changes from the Action Items, and other implementation tools. Standards will be established over time. **Recommendations:** Amend Action Items 2-1 and 7-3 as follows: **2-1.** Adopt and apply financial economic development tools including tax increment financing (TIF), improved tax abatement, and/or new market tax credits to catalyze growth and redevelopment that pursues city objectives for housing, development, and neighborhood compatibility. (Responsible Agencies: Make OECD lead, add Property Appraisal) *(Note to PZC: only the yellow highlighted part of the amendment above arises from this issue item. See issue item 8-k regarding the non-highlighted text amendments.)* **7-3.** Adopt and apply compatibility criteria in the economic development tools (Action 2-1) and other incentives to ensure consistency with the 2040 LUP and Neighborhood and District Plans, and compatibility with desired neighborhood character while supporting infill and redevelopment.	

	Goal 7 for infill development to be compatible with the valued characteristics of the neighborhood, is tricky and is contradictory to other Goals in Section 1.3 of the plan. It is tricky to preserve existing neighborhood character because most existing neighborhoods are under-built in comparison to the size/densities of infill housing that existing zoning already allows. Just building up to currently allowed development standards will change the existing character. Instead, LUP should encourage neighborhood-specific plans to identify forms, features, and uses they value rather than identifying housing density or building height. The infill design principles on page 25 also have this issue. (*Seth Anderson)* *(Others…)*	No change to Goal 7 language.	
Part 6: Residential Reclassifications			
Multiple Issues ?	**Recommended reclassifications as a result of Housing Capacity Analysis Findings**	**Response:** TBD. **Recommendations:** TBD.	
Part 7: Reclassifications between Industrial and Non-industrial Lands			
7-a. **Tom**	**Industrial Reclassifications.** T. *(Long-Range Planning)*	**Response:** TBD. **Recommendations:** TBD. Include amendment to Goal 9 discussion as noted in Tom's copy of LUP on page 17, bottom. Include amendment to Action 9-6 per 1-3 Year Actions Status working table Include amendment to Actions 9-4 and 9-5 merging them and timing them with industrial reclassifications.	
7-b. Jon Tom prepare draft. Land capacity analysis	**South C Street.** Do not reclassify or rezone industrial lands to commercial use along south C Street (south of 92nd) or north C Street (north of International Airport Rd. into Midtown). These rezones create sprawl, especially on South C Street. South Anchorage already has Dimond Center, O'Malley Center, and Abbott Center nearby. Target and Cabella's have already taken industrially zoned land—stop right there. *(Nancy Pease)*	**Response:** TBD. First explain what the draft LUP does in South C Street, and reference Issue-Response Map #7-b and 7-c Map TBD. . The draft LUP responds to the findings of the 2015 Anchorage Industrial Lands Assessment ("Assessment") regarding the vacant areas along South C Street. These lands remain vacant because they have poor soil conditions or is constrained because of environmental or wastewater service limitation. South Anchorage was also identified in the ~~2012 Anchorage Commercial Lands~~ Assessment as needing more space for commercial development than is currently zoned. Vacant parcels in the superblock between	

pending for 1-a.	Support the re-designation of the 100th Avenue / South C Street Corridor from industrial to "Commercial". The Target/Cabela's properties have developed as a retail commercial center. King Street is the clear boundary between commercial and industrial use in this area. *(DOWL Engineering)*	100th, C Street, and Minnesota are not only difficult soils to economically develop industrially, but they are also likely locations for commercial and residential uses. The areas of north C Street have developed as commercial uses, predominantly office, restaurant, and hotel uses. The 2040 LUP is simply reflecting the actual land use pattern as ~~it they~~ have~~has~~ developed north of International Airport Road. Continuing to designate commercial areas as industrial ~~sets up~~ creates contradictions between the plan designation and the existing and/or anticipated future land use realities. This could result in ~~problems~~ difficulties for zoning regulations, property owners, and existing establishments without achieving a policy objective. ~~While~~ The ~~Industrial Lands~~ Assessment findings did not support maintaining vacant land reserves exclusively for ~~only~~ industrial use where those lands were not economical for spec industrial development. The ~~Industrial Lands~~ Assessment did support protecting existing active industrial areas from further encroachment by commercial uses. It also provides a rationale for protecting upland vacant industrial parcels within industrial areas for industrial use. Therefore, properties along King Street remain designated industrial on the 2040 LUP in the South C Street area. The office-industrial business park on the west side of C Street south of Tudor is still designated industrial to reflect the existing use. Tom to add land capacity findings with Jon when Bill Reid provides refined numbers… Map reference: Issue-Response Map #7-b and 7-c (Note: Map not completed yet) **Recommendations:** TBD.	
7-c. n	**Fairweather Site on NE Corner of C Street and 100th.** It is important for the land use designations accommodate the greatest amount of flexibility for what is to be allowed in each forthcoming zoning district. It should support the concept for a new Light Industrial/Commercial district that would be used in the Fairweather property between C Street and King Street norther of 100th. The district should be flexible in its list of permitted uses to capture a fully-serviced corporate headquarters campus of interrelated firms that include flexible industrial space for uses such as warehousing, manufacturing, and servicing of specialized equipment and technology such as support for autonomous vehicles technology to be used in resource extraction industries. Additional facilities could include hotel, retail, and commercial uses. Beyond the flexibility of uses, building configurations and standards should allow unlimited height to allow	**Response:** TBD. The 2040 LUP designates the Fairweather site as Light Industrial/Commercial in order to accommodate a range of related or compatible light industrial and commercial uses. Action 9-2 of the LUP tasks the Planning Department with facilitation of a Targeted Area Rezoning of selected south "C" Street I-2 zoned lands including the subject parcel to B-3, PCD, and I-1 as a prerequisite to implementing industrial use protections in the I-2 district. This Action provides for the commenter's request through either I-1 or PCD zoning. The specifics of the district standards would be addressed through that rezoning. Old Title 21 (see 21.04.050.C.2) includes a proviso that the existing I-2 zoned lands along the C Street corridor south of 96th Avenue are allowed in the "Interim Existing Allowed Use Area" until such time as the Land Use Plan Map is adopted. After adoption of the LUP the existing commercial uses in the Interim Area would become non-conforming in the I-2 zone without the Targeted Area Rezoning in Action 9-2. The Planning Department, in consultation, with landowners in the South C Street area have committed to a taking prompt action on a rezone effort upon adoption of the 2040 LUP (Action 9-2 timeframe is "Now") in order to facilitate opportunities for future redevelopment within the corridor. *(Jon – Action 9-2 and the implementing zone PCD in that action take care of the applicant's concern, mostly. The LUP on page 22 allows for PCD district to be the implementing zone for most any land use*	

	conservation of land area. Taller buildings allow for maximization of building square footage relative to lot coverage. This new district should be highly flexible to support the development of a South Anchorage Innovation Center. *(DOWL Engineering)*	*designation, even Light Industrial. I think the public hearing draft plan has him covered so our main task is to make it clearer the draft plan has addressed his issue.)* **Recommendations:** TBD.	
7-d.	**Heavy Industrial Establishment on NW corner of King St. and 100th Avenue** The Fairweather site on the northeast quadrant of the 100th / C Street intersection (Fairvweather property) has been designated to allow for commercial use (ie., light industrial/commercial) except for a small parcel at the NE corner of 100th Avenue and King Street. This coner should also be identified to allow for commercial use. This would be more consistent with the "interim Existing Allowed Use Area" that the Assembly established in AMC 21.04.050C.2.a and b. The construction of the 100th Avenue section will create a direct connection between all residential areas west of Minnesoata Drive to the Old Seward Highway. This supports the crdeation of a commercial/employment district in this key crossroads location. *(DOWL Engineering)*	**Response:** TBD Draft Material: This is an existing heavy industrial business. Redesignating this now could lead to a rezoning to I-1 or other zone that makes the existing heavy industrial (I-2) business non-conforming. This site is not included in Fairweather's opportunity site for a commercial/industrial corporate campus. The existing enterprise is not participating in that development. King Street from this site northward is industrial uses on both sides, making King Street the center of the industrial corridor. From 100th northward King Street is at the center and not at the boundary of the industrial corridor. Only between 100th and 104th is King Street the boundary between commercial and industrial uses, and even there it is the backside/warehousing side of the Target and Cabella's retail uses. King St. therefore retains its industrial character for its entire length. 100th Avenue will remain an industrial street for much of its length. Its extension connecting to the neighborhoods west of Minnesota will foster retail services primarily west of C Street. The Fairweather site east of C Street on north side of 100th is according to the commenter intended to be a corporate campus that serves an industrial corporation and its employees primarily. That development will be a transition between the industrial manufacturing establishments at King St. and 100th (CIRI and XXXX) and the C Street retail commercial corridor. Tom to add refined land capacity findings Map reference: Issue-Response Map #7-b and 7-c Maps TBD **Recommendations:** TBD	
7-e. (was 7-c. in earlier drafts)	**NE Corner of Dowling and Petersburg.** The block of undeveloped land on the north side of Dowling Road between Petersburg Street and Lake Otis Parkway is "split" zoned between Light Industrial (I-1) District on the western portion adjacent to Petersburg Street and General Business (B-3) District for the eastern portion comprising the ¾ of the block extending to Lake Otis. The I-1 land is a separate parcel. Petersburg Street is a primary access to a residential development just north of the undeveloped	**Response:** Long-Range Planning has recommended approval of a proposed rezone for this parcel from I-1 to B-3 as part of PZC Case 2017-0021. This matter is scheduled for a Public Hearing before the Planning and Zoning Commission on March 6, 2017. Staff has found the proposed rezoning to be consistent with the *Anchorage 2020 - Anchorage Bowl Comprehensive Plan*, which designates the parcel as part of a mixed-use center and within ¼ mile of the Lake Otis Transit Supportive Development Corridor. The parcel is isolated from the industrial use areas across Petersburg Street and Dowling Road. A commercial land use designation is more compatible with the residential neighborhood development patterns on adjacent parcels to the north, and with the commercial designation on the parcel abutting to the east	**YES** **(2-6-17)**

	parcel. It seems more compatible to the neighborhood to designate the entirety of the undeveloped parcel from Petersburg Street to Lake Otis Parkway as "Commercial". This action should accommodate a more cohesive development on this property. *(DOWL Engineering)*	comprising the remainder of the developable block of land between Petersburg and Lake Otis. Petersburg Street provides a separation from the predominantly light industrial land use pattern to the west along the north side of Dowling to Seward Highway. Because of these factors and the existence of peat soils, the parcel is not considered a part of key industrial lands to be preserved for industrial purposes. **Recommendations:** Change the land use designation for the parcel on the NE corner of Petersburg Street and Dowling Road from "Light Industrial / Commercial" to "Commercial Corridor".	
Part 8: Implementation Strategies and Funding			
8-a.	**Action Checklist Prioritization / Action Plan.** Concern was raised by agency commenters for the need to prioritize the Action items to identify the most important items and provide a set of actions that can be realistically achieved in the timeframes. Observations were also made that that the Action checklist generally limits the timeframe for its actions to 1-7 years. But the 2040 LUP is a more than 20 year plan. Might some actions stretch into the latter part of the timeframe? Other commenters have requested a stronger or clearer action plan/flow of implementation actions. *(Public Works Department – Gary Jones #1-#3; Planning Department –Transportation cmt #5, Current Planning, and Long-Range Planning Divisions; Traffic Engineering cmt #2. Phasing. RFAs. Dev review TIAs.)* *(Current Planning #5 general additional cmt add to 8-1 or make an 8-1 supplemental re realistic action plan. Document our agency reviews. Document $. Clarify in plan that $ emphasizes community support contingency)* Individual specific comments and notes (under edit review as of April 10) Action 3-4 – possibly move to 4-6 year timeframe because there is not enough resources. Or delete and include	**Initial Draft Response:** Planning Department has prepared a revised actions work program including a summary action diagram to illustrate the action items that will be focused on for the immediate and 1-3 year time frame post adoption. The time frame for when each of the identified actions is to be started is reliant on available resources and staff within each of the identified responsible agencies listed. Planning Department is introducing a new Action 1-1 which addresses the need to periodically review this list of actions and to adjust the list accordingly to reflect the resources, new directives and work programs of all key agencies involved in the action(s). **Initial Draft Recommendation:** Revise new Action 1-3 if necessary to clarify it includes Review and update of the Actions Checklist, on a regular basis with the key agencies to coordinate and update the implementation of the action items. As part of this review, adjustments to the timing and focus of the actions may be needed to reflect new directives, available resources and the work programs of the key agencies. Insert a new Actions work flow prioritization diagram, as provided below. Diagram to summarize the Actions Checklist near term items and clarify the timing and work flow order prioritization. (Note: Diagram is in draft form. Revisions forthcoming.	

	essential content as part of another 4-? action. *(Long-Range Planning Division)* Action 3-5 timeframe. Consider changing from 4-6 to 1-3 Years. Action 4-1 – Change from NOW to 1-3 Years. Action 6-5 – Change to 1-3 Years? May be transp. Issue. Action 10-2 – Delete because this is ongoing policy guidance and not a specific Action that Long-Range can carry out within a specific timeframe.		

8-b. Page 55	**Requests for Enhanced Rezoning Implementation Strategy.** Multiple commenters responded that the Targeted Area Rezonings (strategy 4 on page 55 and shown on the Actions Map and in Actions Checklist Table) will not be adequate to implement the 2040 LUP. Targeted rezonings in the public hearing draft seem to accommodate only a few areas. Implementing the plan will require more extensive rezones. Chamber of Commerce calls for bolder action such as a much broader set of municipal-led rezonings or an area-wide rezoning. The Municipality would send out a mailer to all property owners in areas where the LUP recommends a land use not consistent with existing zoning, where a rezoning to another zone would implement the Plan and encourage development. Several individual property owners and brokers indicated at least some property owners may be open to being part of targeted area rezonings specific to certain business district areas such as in Abbott, Northway, and Huffman Town Centers. DOWL Engineers expressed similar concern that simply letting each property owner individually process its own rezone application will mean very slow (or no) implementation. Current Planning Division also expressed these concerns and suggested potential strategies to encourage property owners to rezone to the desired zoning district. One possible strategy might be an "administrative" or expedited rezoning process. Such rezoning would bypass PZC and/or Assembly and a public hearing. An Assemblymember has also inquired to the Department about adjustments to the Title 21 rezoning process to reduce the hurdles for rezonings that implement the LUP, such as the provision requiring a supermajority of Assemblymembers to approve a rezoning if there is a public protest filed. Another suggestion is to remove the minimum area requirement (1.75 ac.) from desired rezonings. This can	**Response:** As issue-response item 1-m. and page 5 of the draft Plan explain, the 2040 LUP is a long-range plan only, not a zoning map amendment. Adopting the 2040 LUP does not amend the Municipality's Official Zoning Map or change the zoning designation on anyone's property. Therefore, in order to implement the 2040 LUP and attain the land use pattern it envisions, property owners will need to agree to or propose rezonings around town over the coming 20 years. Rezonings can be costly and time consuming. The outcome of a proposed rezoning (approval, approval with conditions, denial) is uncertain for the property owner. In addition, property owners usually do not control all of the parcels within a specific area, such as in a priority Reinvestment Focus Area. Therefore, even if individual property owners make the investment to pursue a rezoning, implementation of the plan would likely occur in a piecemeal pattern of zoning changes within any given neighborhood or district. To better diagnose the need for future rezonings to implement the 2040 LUP, Planning analyzed the land use designations in comparison to current zoning districts. An examination of the Growth and Change Map (page 19 of the Plan) data layers revealed where the 2040 LUP actually recommends or envisions future changes to current zoning patterns. This information further informs where rezonings are necessary to implement the plan. Planning staff also studied these areas to determine the most effective method to encourage rezonings. In particular, staff looked at lotting patterns, land ownership, and the potential for neighborhood and community support. These data underlie the "Areas of Growth and Change" map (page 19 of the draft Plan), in its legend item which shows "Land Use Designation Change from Uses Currently Allowed by Existing Zoning" with a grid dot pattern. The staff analysis documented where the 2040 LUP recommends land uses that differ from what is allowed under current zoning by categorizing the types of rezones needed to implement the plan in those areas into four broad categories of change: Staff identified approximately 250 zoning district areas, large and small, where there were substantive differences. Adjacent areas in different zoning districts were counted as separate. Staff differentiated the following categories of differences between the 2040 LUP and today's zoning: • Increases in Residential Density from Current Zoning and/or Transfers of Land to Residential • Decreases in Residential Density from Current Zoning • Transfers of Land to Commercial (from Industrial or Residential Zones) • Transfers of Land to Industrial (from Commercial or Residential Zones) • Transfers between Light and Heavy/General Industrial Map Reference: The four work maps titled *"Issue-Response Item 8-B.: 2040 LUP Change from Existing Zoning Workmap"* numbered 1 through 4 show these areas in dot patterns. (Provided to Commissioners on DVD for April 10) Staff next identified which of these areas might yield a substantive return on investment from a rezoning—as measured from the public policy perspective of being the most likely rezones to result in growth and development to implement the plan. Policy objectives are identified in Section 1.2 of the draft plan, and include developing housing or mixed-use, protection of valued neighborhood characteristics, more efficient	**Discussed and Tabled** **(12-05-16)** Commissioners are open to a bolder approach including more targeted area rezonings.

	encourage density on small lots without having to aggregate parcels. Urban Design Commission also requested the plan to include "incentives for rezonings that match the Land Use Plan, alleviating cost impacts on the developers and supporting achievement of the city's goals". There appears to be general support for more municipally facilitated area-rezonings than the several shown on the public hearing draft Actions Map. Live.Work.Play. Housing Group recommends the plan identify housing priority areas and then among other actions follow the adoption of the LUP with area rezonings. CIHA recommends that the recommended land use changes discussed in issue 10-d for the Middle Spenard / Chugach Way area should be contemplated via area-wide rezonings (see Action 4-2 in the public hearing draft plan). Coordination is essential among property owners if the Municipality would like to see the area change. There was also a request to clarify what TARs are or are not depicted on Actions Map. Must TARs be on Actions Map to get go-ahead? Planning and Zoning Commissioners in review of several other issue-items also asked regarding what the implementation of a LUP land use designation would look like, would it be through bit-by-bit incremental rezonings scattered within a subdivision or neighborhood? Or an area-wide municipal process accompanied by investments that bring neighborhood infrastructure (e.g., sidewalks, streets) up to standards to address the growth? Planning and Zoning Commissioners also requested a summary cross-reference table that depicts in one place the implementation zoning districts listed for the land use designations in Section 2 of the draft plan. *(Anchorage Chamber of Commerce, CIHA, DOWL Engineering, Live.Work.Play. Housing Group, Planning and Zoning Commission, Urban Design Commission,*	use in mixed-use centers, or stronger and more consolidated industrial districts, etc. Staff referenced the generalized categories of rezoning type, such as, rezonings that would increase the number of allowed or required dwellings, change existing industrial zoned areas to commercial areas, or vice-versa. The analysis identified whether rezonings in each of these areas would be more of a housekeeping nature (e.g., a rezone simply to reflecting an existing built land use pattern in an established neighborhood that is unlikely to see significant change), or would actually enable new development in areas designated for "Significant" or "Moderate" growth on the "Growth and Change Map" on page 19 (e.g., a rezone that would transfer commercial retail areas out of the I-2 heavy industrial zone and industrial-trending areas out of commercial zones—to help correct and consolidate Anchorage's industrial land supply). Out of 250 areas where the land use designation is not consistent with existing zoning, staff determined approximately 150 areas where a rezoning would make a substantive difference assisting in implementing the Goals and Policies of the 2040 LUP. This included rezonings that might allow growth to occur, would likely protect neighborhood character in infill areas, or change or allow different types of land use than before, etc. It did not include housekeeping rezonings that would simply reflect existing uses in stable areas unlikely to see much change. Approximately 90 of these 150 potentially substantive change-inducing rezoning areas are single-owner parcels. Some are municipal or state-owned lands, such as the Municipality's 3500 Tudor Road campus. Single-owner sites may be rezoned on an individual basis. These are less likely to need an area-wide rezoning process coordinating multiple property owners. After screening out the single-owner sites, approximately 60 of the potential rezoning areas contained many more parcels and property owners. These are areas in which implementation of the Plan would benefit from a targeted-area rezoning coordinated with or among the property owners, in order to enable substantive positive growth and development. Staff outlined what it determined to be candidates for the most promising targeted area rezone areas in thick blue marker on the 8-b. workmaps. These are listed in issue 8-b. supplement #1 following the recommendations of this issue item below. They comprise approximately 22 candidate areas for targeted area rezonings that would supplement individual rezonings to strategically implement much of the recommended land use pattern in the 2040 LUP. 8-b. supplement #1 shows staff prioritized the candidate TARs in a ranking system that considered avoiding noncompliance in I-2 areas, housing opportunity, known level of owner and community support, consolidating industrial/commercial land supply, and support for strategic policy areas such as RFAs. Some of the listed candidates were combined into new 2040 LUP Action items, as recommended below. <u>Adequacy of TARs</u> By comparison, the draft 2040 LUP identifies only three of areas for a facilitated "Targeted Area Rezoning" (TAR), where the Municipality will carry out the rezoning. These are Actions 4-2, 9-2, and 9-3 in the Actions Checklist. They are depicted on the Actions Map on page 67 of the draft plan. A zoom-in version	

	Planning Department- Current Planning Division; Long-Range Planning Division; Tim Potter public hearing testimony)	of the draft Actions Map is available on the LUPM Map Gallery. These three TARs were considered the most promising or urgent priorities. Action 4-2 would allow for greater housing opportunity in redevelopable areas of Middle Spenard and Midtown where a relatively small number of property owners appear to have the capability and interest to develop. Actions 9-2 and 9-3 are necessary to minimize nonconforming existing and potential commercial/retail/light industrial uses in developing commercial areas currently zoned heavy industrial (I-2). The draft plan discusses the Targeted Area Rezoning (Strategy 4) on page 55. It implies there will likely be more TARs than the three depicted in the Actions. Staff researched how the Planning Department might undertake a larger number of targeted area rezonings than the three. Or, as the Chamber suggests, how to carry some type of area-wide process sponsored by the Municipality for property owners throughout the Bowl. The Long-Range and Current Planning Divisions determined a team approach by which the two divisions would each take on responsibilities within the rezoning process to carry out more TARs than depicted in the public hearing draft. Issue 8-b. supplement #1 documents the flow of tasks in a rezoning, and an initial pass estimate of hours by task. An initial review of the staff resources to carry out a rezoning estimates that each TAR area would use approximately the equivalent of five weeks of planning staff time. This includes time for a planning team to prepare the rezoning report and ordinance, contact and interaction with the property owners and public, and presentations to the appointed and elected officials, and for Current Planning Division to provide technical and advisory support through the process. This time is a rough estimate. Using a cross-divisional team approach, the Department estimates that it can carry out approximately 2-3 TARs per year, beginning work in 2017, given current staff resource levels and departmental work plan responsibilities. This estimate has the caveat that the TAR procedure goes relatively smoothly, and staff has adequately considered how much time each step might take. However, if the estimate is reasonably adequate, it substantially increases the number of TARS that may be possible in comparison to the three shown in the public hearing draft plan, from three to eight or more in the first three years of plan implementation, if present staffing levels continue, without impacting other Planning Department work program and responsibilities. (Note: Some TARs would include multiple non-contiguous areas in the same rezoning.) Staff research included contacting another community (Bellevue, WA Planning Department) and a review of its institutional memory of Anchorage's area-wide rezonings from the 1970s and early 1980s. A targeted area rezoning in Bellevue usually takes several years to complete. The area-wide rezonings program comprises a series of rezonings of large subareas of former Greater Anchorage Area Borough. The program took approximately 12 years. A more aggressive TAR strategy than above would require the Municipality to provide additional funding, or substantially curtail other planning and zoning business carried out by Planning Department. There are potentially dozens of potential TARs that have been identified after an exhaustive parcel-by-parcel analysis of the Anchorage Bowl. In consideration of the steps involved, it appears unrealistic to undertake all of	

		these TARs at once in the near term, for variety of technical, financial or budgetary reasons. Informing and obtaining land owner consent is time consuming. Some land owners may be content with the status quo and so long as the LUP doesn't create additional nonconformities there may be little incentive for rezoning. A Bowl-wide rezoning of all parcels not currently zoned as designated in the 2040 LUP, as suggested by the Chamber, would probably require nearly all of the department's resources for at least several years. Staff recommends a more targeted approach, focused on areas that are relatively simple, most urgent, most promising in terms of housing/private investment yield, or that show the most community/property owner support. Single-owner Rezonings Assisted by Planning or Other Agencies: Since some properties are municipal owned and managed by the RED/HLB, planning staff may have capacity to assist with several of these per year, in addition to TARs. If RED/HLB or OECD provided staff support or funding to carry out rezonings of these properties, the municipal rezoning program in the first several years could be expanded. Potential Additional Rezoning Strategies: The 2040 LUP Strategy #4 TARS on page 55 discusses TARS but no other strategies to expedite rezonings to implement the plan. It does not address other rezoning incentives, such as ways to encourage individual property owners to rezone to further implement the Plan. , In response to multiple comments, staff researched other rezoning strategies, such as incentives including the following ideas, which show promise for including in the plan: • Administrative Rezonings: The Long-Range Planning team investigated the concept of expedited or administrative rezonings, including its legality, as well as alternative means to foster rezonings that can implement the plan. Research assistance provided by the American Planning Association Planning Advisory Service (PAS) indicated that administrative rezonings were illegal. An additional request was made to the MOA Legal Department on this and related issues with rezoning assistance, and they concluded that rezonings are a legislative matter, not an administrative matter. As a result rezonings would need to be processed by Planning and Zoning with adoption by the Assembly. • Remove the minimum area requirement (1.75 ac.) from rezonings based on current Title 21 requirements. Commenters suggested this approach as a way to encourage density on small lots without having to aggregate them into larger parcels. The minimum area requirement is a longstanding safeguard against "spot" zoning districts where small parcels that may not be compatible or consistent with the surrounding area. For example, an R-3, R-4, or B-3 district in the middle of a low density residential neighborhood. Individual small parcels provide limited development potential, making it unlikely that small individual lot rezonings would contribute to Plan implementation. Also, required landscaping buffers within zoning boundaries would be problematic for these individual properties and their neighbors. This option does not solve as many problems as it creates.	

		• Development Permitting Assistance. Implement Action 2-5, a Project Review Management Service, which assists applicants navigating the review and approval process. A discussion of this strategy is in the third column of page 56 ("Strategy 9: Development Permitting Assistance). • Expedited PZC Consideration: The ability to expedite arewide rezonings is limited by state and municipal regulations. However, if an areawide rezone conforms to the Land Use Plan Map,Title 21, and the comprehensive plan, and is recommended by the Planning Director, one possible strategy would be for it to be taken under consideration on the PZC consent agenda. **Recommendations:** 1. Page 55, Strategy 4: Targeted Area Rezonings, second column, insert a new last paragraph in Strategy 4 that reads as follows: Strategy 4 also includes ways to reduce barriers to proposed rezonings that conform to the land use plan map. Actions may include assisting applicants navigate the rezoning process as described in Strategy 9, Development Permitting Assistance (below) or reducing entitlement application and permit fees through a municipal ordinance. Amending the Title 21 rezoning process to reduce unnecessary barriers while retaining the integrity of the public process will also be important. This includes eliminating the requirement that rezonings, which are consistent with the land use plan be approved by an Assembly supermajority if there is a protest. 2. Insert a zoning cross-reference table (8-b. supplemental #2 item provides the current draft) into the plan, possibly in Section 3.2 following the discussion of *Strategy 4: Targeted Area Rezonings*. 3. Add a new last sentence in the first paragraph of "Strategy 9: Development Permitting Assistance", on page 56, third column, as follows: …It could serve projects with challenging site conditions (e.g., floodplain slope, or wetlands), complex reviews, or phased permits. It would serve proposed rezonings that would implement the Land Use Plan in Strategy 4 above. 4. Add the following new Actions to the Actions Checklist Table to carry out TARs: **3-7.** Facilitate a set of Targeted Area Rezonings in the designated Town Center areas of Northway, Huffman, Creekside, Tudor/UMED, and/or Jewel Lake Town Centers, as a prerequisite to encouraging commercial and mixed-use development in these centers. Responsible agency:	

		Planning. Time frame: 1-3 Years. Related Plans and Studies: AB Comp Plan, WADP, EADP, HDP, MV, UMED, CLA, ILA. **7-5.** *(NEW-renumber subsequent goal 7 actions so that this new Action follows Action 7—4)* Facilitate a Targeted Area Rezoning in areas of eastern Downtown and northern and central Fairview currently zoned RO, B-3, and R-4, as a prerequisite to downtown oriented and mixed-use main street development consistent with the Downtown and Fairview Plans and implementing the form-based district from Action 7-4. Responsible agency: Planning. Time frame: 1-3 Years. Related Plans and Studies: DTP, FV, SC, CLA, ILA. **9-7.** Facilitate one or a series of Targeted Area Rezonings of commercial and industrial areas that implement the 2040 LUP to provide more consolidated, stable, and appropriately located land supply of commercial and industrial uses. Responsible agency: Planning. Time frame: 1-3 Years. Related Plans and Studies: AB Comp Plan, WADP, EADP, MV, CLA, ILA. **6-6.** Facilitate one or a series of Targeted Area Rezonings in housing opportunity areas along public transportation corridors. Responsible agency: Planning. Time frame: 1-3 Years. Related Plans and Studies: *[Planning staff to research and write.]* **10-3.** *(as provided in issue-response ##)* 5. Add language to clarify which TARs are or are not depicted on the Actions Map. Indicate that not all TAR areas in the plan are depicted on the Actions Map, and that the boundaries of the TARs shown may be adjusted as part of the TAR process. Amend the Actions Map as follows: a. Add the municipal former Ted Stevens Archives site south of Loussac Library to the areas shown as part of the TAR in Action 4-2. *(Note: Issue-Response Maps 8-b. identify and label these areas)* b. Add the TAR areas of Actions 3-7, 3-8, and 10-3 to the Actions Map. *(Note: Issue-Response Maps 8-b. identify and label these areas)*	

8-b.
supplement
#1

Note: this table is background information only and not a part of the 2040 LUP Plan.

2040 LUP Issue-Response Item 8-b.: Targeted Area Rezoning (TAR) Candidate Working Prioritization List (DRAFT)

LUP Action Number	Target Area Rezoning	Districts Rezoning Summary	Remove noncompliance with I-2 in commercial areas (3 pts)	Immediate Term Housing Development Opportunity (worth 2 pts)	Community and Owner Support / Acceptance (1 or 2 pts)	Industrial Lands Consolidation / Increase	Transfer of I-1 to I-2 to protect and grow industrial opportunities	Commerical/ mixed-use development; reduce nonconformities	Future Housing Development Potential	Protect public safety and $ from hazards	Supports a Policy Area or RFA	Size / Difficulty	Total Points	Year
4-2	Middle Spenard / Midtown	Rezones R-2M, R-4, B-3 to R-4A	0	2	1	0	0	1	1	0	1	2	8	2017
9-2	Abbott TC	Rezones I-2 and I-1 to B-3/CCO	3	0	2	0	0	1	0	0	1	0	7	-
9-1	South C Street	Rezones I-2 to B-3 and I-1	3	0	2	0	0	1	0	0	0	2	6	-
new 3-7	Northway TC	Rezones I-1 to B-3/CCO	0	0	2	0	0	1	0	0	1	1	5	2018
new 3-7	Huffman TC	Rezones I-1 and B-4 to B-3/CCO	0	0	1	0	0	1	0	0	1	1	4	-
new 3-8	E. Downtown / N. Fairview	Rezones RO and B-3 to DT-2	0	0	1	0	0	1	1	0	1	0	4	-
new 9-7	Industrial-Commercial A-TAR	Transfers between I-1, I-2, B-3	0	0	3	6	5	4	1	1	2	11	25	2019
	North Anchorage (Phase 1)													
	Ship Creek Industrial	Rezones I-1 and B-3 to I-2	0	0	0	1	1	0	0	0	1	1	4	-
	Boniface Industrial TAR	Rezones B-3 and R-4 to I-1	0	0	1	1	0	0	0	1	0	2	3	-
	Midtown C St. / Old Sew.	Rezones I-1 to B-3; B-3 to I-1	0	0	1	1	0	1	0	0	0	0	3	-
	Mt. View Drive	I-1 and R-4 to B-3/?; R-4 to R-3	0	0	0	0	0	1	0	0	0	1	2	-
	South Anchorage (Phase 2)													
	Dimond Blvd. / King St.	Rezones I-1 to I-2 and B-3	0	0	0	0	1	1	0	0	0	1	2	-
	Dimond Center South	Rezones I-1 to B-3	0	0	1	0	0	1	0	0	0	2	2	-
	Dimond/Minnesota	R-2M to I-1 and R-3	0	0	0	1	0	0	1	0	0	1	3	-
	Potter / C St. Industrial	Rezones I-1 to I-2	0	0	0	0	1	0	0	0	1	0	2	-
	S. Old Seward Industrial	Rezones B-3 to I-1 and I-2	0	0	0	1	1	0	0	0	0	1	2	-
	Cinnabar Industrial	Rezones I-1 to I-2	0	0	0	0	1	0	0	0	0	1	1	-
	New Seward Industrial	Rezones B-3 to I-1	0	0	0	1	0	0	0	0	0	1	1	-
new 6-6	Transit Corridor A-TAR	Variety of transfers	0	0	1	0	0	2	4	0	3	4	14	2020
	Creekside TC / TSDC	I-1 and R to B-3/CCO and R-3A	0	0	0	0	0	1	1	0	1	1	4	-
	Jewel Lake Road TSDC	R-1/R-5 to R-2M; R-2m to R-3	0	0	0	0	0	0	1	0	1	2	4	-
	Lake Otis TSDC sites	generally upzones	0	0	0	0	0	0	1	0	1	1	3	-
	Mental Health Trust TLO	PLI to R-4A	0	0	1	0	0	1	1	0	0	0	3	-
10-3 rev.	JBER APZ 1	Rezones R-3 and -4 to R-2M	0	0	0	0	0	0	0	1			1	-

Tasks and Estimated Staff Time Needed to Carry out 1 TAR		Outreach to Owners	Prepare Rezone Application	Enter/ Route Case & Agency Review	Mail Notices Publish Ad	Field questions / community mtgs.	Staff Report	Rezoning Maps	PZC & Assembly Mtgs.	PACE / Zoning Map	TOTAL	FTE	Adj. FTE
	Long Range Division	48	8	4	0	34	36	0	12	4	146	0.073	0.1
	Current Planning Division	2	4	12	12	12	4	0	4	4	54	0.027	0.05
	GIS							12		12	24	0.012	0.05
	TOTAL STAFF										224	**0.112**	0.15

8-b.
supplement
#2

(NOTE: See issue-8-b. above. This table is in draft form only. It is intended to simply, summarize and reflect the content of Section 2.2. of the Plan. This draft table is under review for consistency with Section 2.)

Table 4. 2040 LUP and Zoning District Cross-Reference

Land Use Designations	Potential Implementation Zoning Districts
NEIGHBORHOODS	
Large Lot Residential	R-6, R-8, R-9, and R-10; Where designated in HDP Land Use Plan for 1-3 units per acre: R-1A, R-6, R-7, and existing R-3SL.
Single Family and Two Family	R-1, R-1A, and PCD; R-2A and R-2D in attached and two family areas.
Compact Mixed Residential–Low	R-2M; R-2D in certain areas.
Compact Mixed Residential–Medium	R-3; R-2M in certain areas.
Urban Residential–High	R-4; R-3 in certain areas.
Small-scale commercial uses in the Neighborhood designations above	B-1A in existing locations or in new locations designated by a neighborhood or district plan; R-4 allows limited ground-floor commercial space within residential projects.
CENTERS	
Neighborhood Center	B-1A and B-1B; CCO overlay zone. Potential new form based district or overlay zone.
Town Center	B-3 and B-1B; CCO overlay zone. Or a new form based district or overlay zone.
Regional Commercial Center	B-3 District.
City Center	Downtown: Existing B-2A, B-2B, and B-2C under "Old" T-21; Future DT-1, DT-2, and DT-3 with amendment to "New" T-21; PCD and I-2 in Ship Creek; Future seismic ground failure overlay zone in parts of Downtown. Midtown: B-3 with CCO overlay or other overlay; R-4 and R-4A for housing or mixed-use residential.
CORRIDORS	
Commercial Corridor	B-3 primarily, and secondarily B-1A, B-1B; RO in residential-office areas; R-3.
Main Street Corridor	B-3 or B1-B, with CCO overlay or potential new overlay zone; potential new form based code.
OPEN SPACES	
Park or Natural Area	PR and PLI.
Other Open Space	PLI or other depending on location
FACILITIES AND INSTITUTIONS	
Community Facility or Institution	PLI and other districts; Utility facilities may be implemented by I-1 and I-2, and antenna farms AF.
University or Medical Center	PLI primarily; RO in certain locations, subject to SLs; B-3 limited to where it already exists.
Airport, Railroad, or Port Facility	MI, I-1, I-2, and PLI; new Airport District; Railroad Corridor passes through a variety of districts.
INDUSTRIAL EMPLOYMENT AREA	
Light Industrial / Commercial	I-1 primarily; Ship Creek PCD.
Industrial	I-2 and MI.
GROWTH SUPPORTING FEATURES	
Transit Supportive Development	The underlying base color indicates the land use designation. Potential new overlay zone.
Greenway Supported Development	The underlying base color indicates the land use designation.
Traditional Neighborhood Design	The underlying base color indicates the land use designation.
Residential Mixed-Use Development	R-4A, RO; in Downtown existing B-2C or new DT-3; new variation of R-3; or potential overlay zone.

8-c.	**Reinvestment Focus Area (RFA) Implementation Process.** Most comments regarding RFAs support the RFA concept as a more positive, proactive implementation component of the Land Use Plan vision. However some supporters advise that, because RFA is a big policy proposal it needs an implementation process that is more fully fleshed out before delineating and implementing specific RFAs. Provide more public process and ROI research to determine and publicize criteria for selecting the RFAs, and how they would be implemented. Candidate RFAs should be vetted through some kind of development feasibility screening process to confirm, that, in fact, the basic infrastructure to support the focused development exists or can be provided. The RFAs in the Plan should be an identifier, with a defined vetting and implementation program to be funded and completed within a specific timeframe, such as one or two years. Another comment recommending a formal selection and implementation process suggested there needs to be criteria for selecting and approving Reinvestment Priority Areas in which this kind of program will apply. The RFA approval criteria and procedure should be set in code, in Title 21, and approved by the Assembly. The RFAs in the 2040 LUP should not be set in stone, but rather the plan be designed to be changed regularly as new information and opportunities arise. RFAs and the LUPM will not be set in stone, but will be flexible. *(DOWL Engineering, MOA Current Planning Division and Transportation Planning Division; also 2040 LUP Residential Lands Focus Group Meeting 5-12-2016, Seth Anderson; LWP Housing Group Resolution)*	**Response:** While the 2040 LUP establishes the RFA policy and general criteria, Planning staff agrees with suggestions to clarify an independent mechanism separate from adoption of the 2040 LUP to formally review, approve, and implement the priority RFAs established in the Plan. <u>Sept 2016 Public Hearing Draft Approach</u>: Based on comments from the public including from a housing focus group meetings in May regarding the first draft plan, the September 2016 public hearing draft 2040 LUP made substantial progress toward revised criteria for determining RFAs, in Strategy 2 on pages 53-54. The section also refers back to/builds on the criteria listed on page 18-19. These criteria arise largely from questionnaire responses received from participants of the housing focus group meetings. Additionally, the public hearing draft used these criteria and public comments to refine its list of candidate RFA areas, and prioritize three of these areas on the Actions Map for near term implementation. Under its scheme, the public hearing draft 2040 plan seems to select and adopt the three RFAs. Assembly adoption of the 2020 Plan would seem to officially recognize these RFAs. The plan is intended to be a living document, to be monitored and amended frequently, and through amendments can change the top 2-3 RFA prioritization. Selection of RFAs under that scheme therefore uses the comp plan's own revision process to select RFAs. This avoids need for creating a new process in Title 21. However, the 2040 LUP process does not have the time and scope to thoroughly vet, prioritize, and define boundaries and implementation procedures for RFAs. Instead, it devotes two Actions, 2-2 and 2-3 on page 60 of the Actions Checklist, to implement the priority RFAs established in the Plan. <u>A More Refined Approach</u>: further refine the concept and criteria over coming months with PZC. Also, Action items 2-2 and 2-3 will allow the agencies to group think together and refine our means/thinking on implementing this tool. **Recommendations:** Make the following amendments to the 2040 LUP to clarify that while it establishes the RFA policy and the top candidate RFAs, a more specific, separate process to formally define, approve, and implement each RFA area is needed. 1. Amend *Strategy 2: Reinvestment Focus Areas*, by adding a new paragraph into this section in the middle of the first column on page 54 after the listed three priority RFAs, to read as follows: <u>RFA implementation will require a new formal selection and approval process by the Assembly, which would incorporate action procedures and responsible parties. This should include a development feasibility screening process to confirm the basic infrastructure to support the focused development exists or can be provided, and include a review against the other criteria in this section. This new municipal action will serve as policy, staffing, and budget directives to guide RFA implementation and funding.</u>	**YES** **(1-20-17)** Commissioner Barker commented that it would be good for the RFA strategy to have a formal connection with the municipal Consolidated Plan. Commissioner Robinson commented that there will be a need to identify the implementation leader for RFAs. Anchorage does not seem to have that agency or function yet.

		2. Amend the last paragraph of the RFA section in middle column on page 54, to add more details on guiding the RFA process, as follows: Once the Assembly adopts a new formal RFA selection and approval process, RFAs would ~~can~~ be implemented through small area plans and other strategies and actions such as ~~that will include~~ an infrastructure inventory, Return on Investment (ROI) analysis, and incentive identification. It may also include a development agreement, targeted area rezoning, and other strategies of this section. In some cases, the Municipality would sponsor traffic impact modeling or other analyses as part of feasibility determinations or for clarification of planned housing densities, other uses, or streets and access. 3. Amend Actions 2-2 and 2-3 on page 60 of the Actions Checklist as follows: **2-2.** Coordinate with agencies and partners to establish criteria, responsibilities, and the public/private partnership framework for the Reinvestment Focus Areas (RFAs). Identify a range of public investments, fiscal incentives, and other tools, and how they may be coordinated. Create a formal RFA selection and approval process that serves as the policy and procedure guide and funding/action directive for RFAs. **2-3.** Implement the formal RFA selection and approval process from Action 2-2 and initiate action on the priority RFAs as established in Section 3.2 of this Plan.	
8-c. addendum	**RFA Implementation Process – Agency Lead.** This addresses the identification of a lead implementer of RFAs. OECD also noted the need to include ACDA in other related Actions. It was not clear to OECD whether the "incentives" in action 3-4 were zoning or financial incentives. Financial incentives would involve more City Hall agencies. *(Planning Department, ACDA, OECD)*	**Response:** ACDA has indicated its interest in helping to carry out the RFA strategy as a lead agency. ACDA will have an important role in facilitating investment in the priority areas. However, the lead agency will need to be a municipal agency that has more direct public accountability and is in a position to coordinate/lead many of the municipal departments involved. OECD is in a position to carry that out, and will work with ACDA. OECD indicates that ACDA should be added to the agency implementers in more of the Actions, such as 2-1, 2-2, 2-8 (a new action), and 3-4. Action 3-4 is intended to encourage more efficient build out of residential and mixed-use opportunity sites in mixed-use centers and corridors. The action initially focused on zoning incentives however it could also include other forms of incentives to encourage more housing. The action should avoid implying it is for stand-alone housing only (as opposed to housing with ground-floor commercial), or suggesting there be a requirement for minimum density. **Recommendation:** Action 2-2 on page 60, Move ACDA up to be third listed Responsible Agency for Action 2-2, after OECD (lead) and Planning. Action 2-3 on page 60, Add ACDA to be second Agency for Action 2-3. Action 2-8 (New Action created by issue-response 8-e. below), Add ACDA to the Agency list.	

		Action 3-4, on page 61, amend as follows: Establish financial and zoning incentives for ~~stand alone~~ housing projects to meet or exceed a ~~required~~ minimum housing density threshold in Town Centers, ~~and~~ City Centers, and high frequency public transit corridors. Responsible Agency: OECD, Planning, ACDA, Finance.	
8-d.	**Other Opportunity Sites Outside of RFAs.** Anchorage was selected by the Rose Foundation, as 1 of 4 cities where the Foundation would encourage and support excellence in land use decision making by providing public officials with access to information, best practices, peer networks and other resources to foster creative efficient, practical and sustainable land use policies. The Administration identified 3 locations for this analysis by the Rose Foundation: the Federal Archive site in Midtown, the Muldoon Town Center in East Anchorage, and the Farmer's Market site in Mountain View. The 2040 LUP language should be flexible enough to accommodate opportunities to leverage outside resources and potential funding to spur economic and housing development within the Anchorage Bowl, especially within the RFAs. The 2040 LUP addresses this flexibility for RFA's but should also provide for new redevelopment/reinvestment on sites in the future to further the city's ability to respond to housing, economic and environmental resiliency. (*Planning Dept.)*	**Response:** Reinvestment Focus Areas (RFA) are locations in which there are great opportunities to spur new compact housing and business investment within targeted urban centers, mixed-use corridors, industrial employment areas, and older neighborhoods. To incentivize reinvestment in these areas, the Municipality is committed to strategically focus infrastructure investments, incentives and other Actions to catalyze infill and redevelopment in the RFAs. Future RFAs as well as other sites not anticipated by this plan should be considered and addressed in the future to respond to changing land use needs, market demands, and emerging trends. **Recommendation:** Page 54, second column, after the second full sentence on the page, insert the following: "This Plan allows for ~~The Municipality retains~~ the flexibility to encourage redevelopment/reinvestment on sites outside of RFA's in response to future land use needs, opportunities, market demands, and emerging trends."	**YES, with text amendment shown in highlights** **(12-12-16)**
8-e.	**Housing Financing and Affordability Tools – Location Efficient Mortgages and AHFC Financing Program for Mixed-use Development.** The 2040 LUP should include a discussion of the Municipality encouraging lending institutions to provide Location Efficient Mortgages and the AHFC to create a mixed-use development financing program. The 2040 LUP should include an Action to "Explore how to maximize the use of Location-Efficient Mortgages in transit corridors and reinvestment areas." LEMs allow for a higher loan to value ratio because the housing unit is located where the homeowner can use mobility alternatives	**Response:** Housing prices in convenient communities/neighborhoods with many job, shopping, recreation and other destinations nearby and having a wide range of accessibility options, are often higher than the surrounding less-convenient sprawling areas. Families living in these convenient areas generally save auto expenses from owning fewer cars and driving less. However the initial price of housing in these convenient areas often prevent the average family from qualifying for a mortgage. Location Efficient Mortgages (LEM) allows a mortgage lender to recognize the transportation related costs savings associated with living in convenient, high-density neighborhoods with convenient transit access by adding the auto savings onto the qualifying income of the consumer. Initial staff research suggests that LEMs are most successful in urban areas with fixed commuter rail transit. Rail transit infrastructure provides more assurance to the lending institutions than local bus or even bus rapid transit (BRT) that the high levels of transit service will remain over the long term of the LEM loan.	**YES** **(as inferred by staff)** **(1-20-17)** Commissioner Barker expressed a concern regarding LEMs and supported the more general approach by staff. Robinson also voiced support for aspect of the recommended approach. There were no other

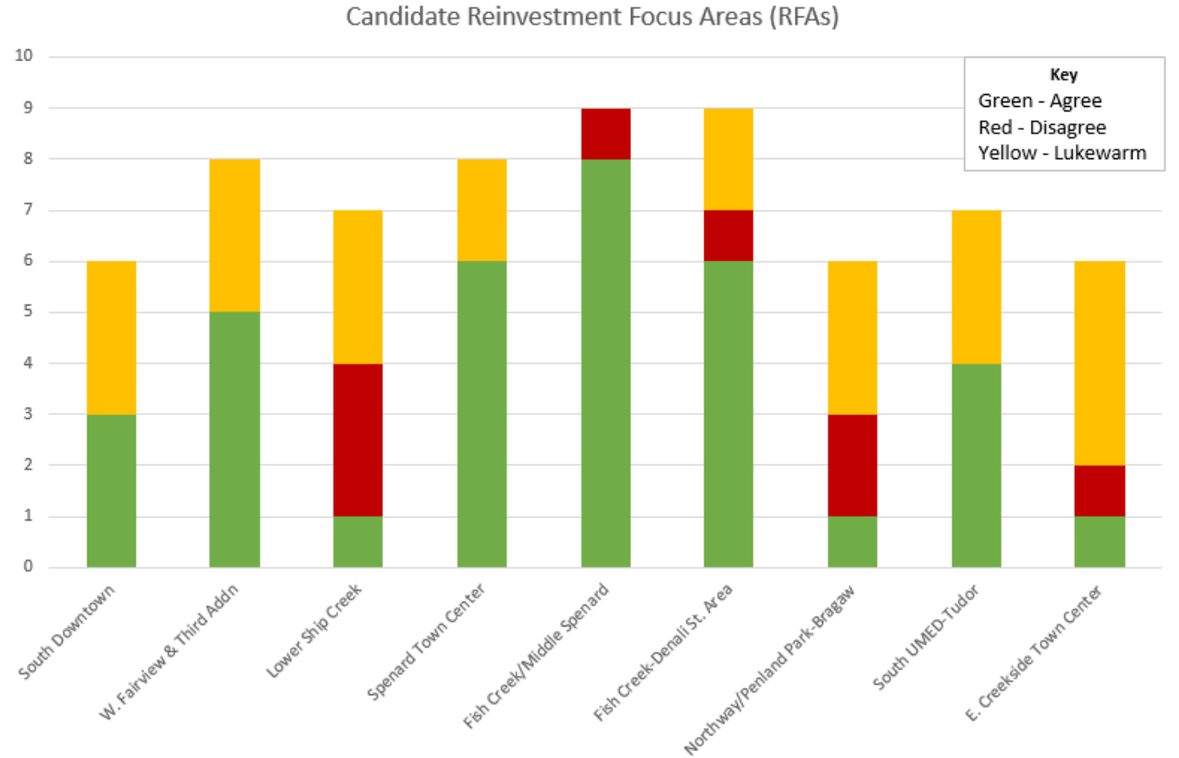
	other than an automobile. A more transit-oriented urban development pattern with enhanced transit services can significantly reduce household costs for transportation. As transit corridors and reinvestment areas develop, the application of LEMs should be considered by lending institutions. (*Fairview Community Council)* Secondly, the 2040 LUP should include an Action to "Evaluate the development of form-based cods for primary transit corridors and reinvestment focus areas." An urban form supporting higher densities in strategic locations such as transit supportive development corridors, RFAs, etc., needs a shift from suburban-oriented "Euclidean" zoning regulations to a more urban-oriented land use regulatory framework. Form Based Codes allow more flexible design and are more results-oriented. (*Fairview Community Council)*	Staff has not had time to thoroughly research the applicability of this tool in Anchorage, or consult with local lending institutions. Following adoption, it is anticipated that the Plan will be discussed with various implementers and users. As part of these meetings, the LEM financing, a mixed-use development lending program, and other potential lending tools will be discussed with local lending institutions and the AHFC as potential tools for application within Transit Supportive Development Corridors and Reinvestment Focus Areas. These discussions and further research can inform near term updates to the 2040 LUP Actions Checklist. The 2040 LUP is intended to be a "living document" that will receive regular monitoring, updates, and improvements. A near-term future update and adjustment to the 2040 LUP will benefit from further discussions with the lending industry, and provide better opportunity to identify the most effective near term tools. **Recommendation:** Add a new Action to the Table 4 Actions Checklist under Goal 2, to read as follows: **Action 2-8.** Host a joint workshop with the housing finance and mortgaging lenders and AHFC regarding implementation of the 2040 LUP, and provide a report with findings and conclusions regarding potential lending programs and practices that could coordinate with municipal policies and regulations to reduce housing costs and promote new housing choices. Responsible Agency: OECD, Planning, Finance, AMATS, PRIV. Time Frame: 1-3. Related Plans and Studies: HMA.	comments and the Commission moved on from this item.
8-f.	**Innovation Districts.** During the development and public outreach conducted for the Anchorage 2040 Land Use Plan, issues arose that merit further analysis and consideration by the Municipality. However, due to the scope, project budget, staff resources and time frame for this planning effort, the Planning Division was unable to address these at this time. One such issue/idea is for the *2040 LUP* growth forecast subsection to recognize innovation districts as possible 21st Century industrial mixed-use space, and to include an Action to support further exploration of innovation districts particularly in the industrial area of north Fairview. *(Fairview Community Council)*	**Response:** The issues suggested by the commenters, warrant further consideration and analysis due to the potential benefits they might have on encouraging infill development within the urban core and centers of the Municipality. According to the Brookings Institution, innovation districts are dense enclaves that merge the innovation and employment potential of research-oriented anchor institutions, high-growth firms, and tech and creative start-ups in well-designed, amenity-rich residential and commercial urban environments. Brookings: "These districts build on and revalue the intrinsic qualities of cities: proximity, density, authenticity, and vibrant places. Given the proximity of many districts to low-income neighborhoods and the large number of sub-baccalaureate jobs many provide, their intentional development can be a tool to help connect disadvantaged populations to employment and educational opportunities." These mixed-use districts combine innovation with great place-making and economic opportunity for disadvantaged populations. They are characterized by the heightened clustering of anchor institutions, companies, and start-ups in small geographic areas within central cities in global-trading metropolitan regions, as opposed to single-use corporate or institutional campuses. Innovation-oriented firms, inventors and researchers, and young talented workers are becoming more attracted to vibrant, urban, mixed-use districts in which the built environment of public	**YES** **(1-9-17)** Commissioner Strike recommends to incorporate the second sentence of the recommendations into the PZC findings for the 2040 LUP case.

		and privately owned buildings, open spaces, streets foster connectivity and collaboration between different individuals, organizations, and land uses. The Brookings Institution has monitored the progress of the "innovation district" strategy or moniker as employed by cities and stakeholders around the world. If finds cities and institutions with growing districts based on an existing strong critical mass of institutions and urban places, cities that are conducting "deep empirical analysis" of their potential for these districts, and other cities that are applying the innovation district designation as an aspiration: > In cities like Albuquerque, N.M., Chattanooga, Tenn., Chicago, Ill., Durham, N.C., and San Diego, Calif., local leaders are using the innovation district paradigm as a platform to measure their current conditions, develop strategies for addressing gaps and challenges, and build coalitions of stakeholders that can together help realize a unified vision for innovative growth. Some of these budding districts represent typologies not outlined in our report but that are ripe for future research, including "start-up" enclaves in or near downtowns of cities that lack a major anchor as well as "public markets" that blend locally produced food products and crafts with maker spaces, digital design, and other innovations in the creative arts. > There is one unfortunate trend in the rising use of the "innovation district" lexicon. In a number of cities, local stakeholders have applied the label to a project or area that lacks the minimum threshold of innovation-oriented firms, start-ups, institutions, or clusters needed to create an innovation ecosystem. This appears to result either from the chase to jump on the latest economic development bandwagon, the desire to drive up demand and real estate prices, or sometimes a true lack of understanding of what an innovation district actually is. The motivation for real estate developers to adopt the moniker seems clear: to achieve a price premium for their commercial, residential, and retail rents. Yet these sites are typically a collection of service-sector activities with little focus on the innovation economy. The lesson: labeling something innovative does not make it so. (*Brookings Institutio*) Brookings' analysis concludes that cities and their individual communities should assess the strengths and weaknesses of potential innovation districts, to identify the most promising areas and develop targeted policies and strategies. The Municipality and its stakeholders have not had the opportunity to familiarize with this approach and identify the most promising areas. For example, while mixed-use districts are a familiar concept, staff does not believe the term "innovation districts" has been used in the Fairview Neighborhood Plan or in other plans. Because the 2040 LUP and overall Comprehensive Plan is intended to be a "living document" that will receive regular monitoring, updates, and improvements, an initial update within the first year of adoption will provide better opportunity to address these issues raised by the public.	

		Recommendations: No changes at this time. Future amendments or revisions to the Comprehensive Plan should budget, assign resources to incorporate the "innovation districts" approach into select mixed-use areas identified in the 2040 Land Use Plan.	
8-g.	**Hillside Conservation Subdivision Ordinance.** Add the words: following the criteria and the Built-Green Infrastructure in the HDP" to Action 7-5. The HDP has specific density bonuses and these should be respected.	**Response:** The HDP includes general concepts for new development that tie together conservation of environmental features and subdivision standards. Specifically HDP policy 14-L calls for new development standards in a Hillside Conservation Subdivision concept. The policy background offers ideas and recommendations for preserving watercourses, steep slopes, and other open space elements in subdivisions that reduce lot sizes and provide for bonus lots and other incentives. Action Item calls for the creation of this Hillside Conservation Subdivision. It will be done as a new element in Title 21. Staff recommends adding reference to the HDP policy but not to the detail offered by the commenter. **Recommendations:** Modify Action 7-5 as follows: **7-5.** Adopt a Hillside Conservation Subdivision <u>following policy direction in the Hillside District Plan.</u>	**YES** **(1-9-17)**
8-h.	**Stream Protection Setbacks Ordinance.** Action 8-3 as stated is a vague directive. Specify that setbacks should be expanded to 50 feet or greater throughout the Municipality. The intent should be clarified to avoid weakening stream setbacks, such as the existing 50 foot setbacks on Hillside. *(Nancy Pease)*	**Response:** This Action Item directs a Title 21 revision to amend the Stream Protection Ordinance, which will include several components, one of which would be changes to the actual setback widths. There is an staff team working on this action, as directed by the Assembly as part of their adoption ordinance for the Title 21 rewrite. There is no reason to attempt to pre-define the stream setback widths in the Action Item language since the new code section will be far more detailed and will include many additional elements. And the final code item will follow the usual public process before it is adopted. The Assembly made it clear that the new stream protection ordinance will include expanded setback widths. **Recommendations:** No changes.	**YES** **(1-9-17)**
8-i. Mostly previously approved.	**Financing Utility Upgrades through Low Interest Rate Bonds.** Consider the use of a Municipal or ACDA fund to finance utility upgrades through low interest rate bonds.	**Response:** Actions 2-1 and 2-4 direct the Municipality to adopt and apply economic development tools as well as advocate for revising state laws to expand municipal financial incentive tools, which could include bonds and low interest rate loans. Action 5-5 reflects multiple consultations with AWWU planners as to the most realistic near term expansion of utility financing tools available to AWWU. However, these Actions do not specifically address expanding municipal bonding capacity.	**YES** **(2-6-17)** The Commission agreed with this item on 2-6.

Only the yellow highlighted text is new.	MOA or ACDA could offer low interest money for equity portions of developments so developers return on cost gets closer to industry acceptable returns. *(Seth Anderson)*	Strategy 3, *Infrastructure Financing and Provision*, mentions bonding generally on page 54. Staff does not object to adding a more specific reference to bonding to clarify. **Recommendation:** Page 54, third column, third complete paragraph, amend by adding a new sentence as follows: *Infrastructure Financing:* Available in different forms including bonds, area-specific taxes, EPA Super Fund Trust Funds, HUD grants, or privatization of some public services. For example, the Municipality or ACDA can bond for ~~finance~~ parking facilities or other infrastructure ~~with low interest rate bonds~~. Page 63, add a new Action 5-6 which addresses expanding Anchorage's municipal or ACDA bonding capacity. *(Staff to determine exact language with lead responsible agencies.)* Responsible Agency: Finance, OECD, ACDA, SOA. Timeframe: 1-3.	**YES** **(4-3-17)** Staff returned wording edits shown in yellow highlights on 4-3-17. Only the yellow highlighted text amendments was new for 4-3-17.
8-i. addendum	**Work With Utilities to Promote Development.** Anchorage housing construction costs have been found to be nearly 40% higher than the national average. One of the contributing factors was lack of contiguous utility grids. Since utilities collect a return on their rate base, it would benefit utilities to strengthen their grids within the Anchorage Bowl. Existing ratepayers ultimately benefit by spreading costs among more customer, even if there is an upfront cost to connect new customers. Chamber encourages the Mayor to set up a working group including local utility representatives to determine what can be done to put pro-growth tariff structures in place to encourage expansion and strengthening of the local utility distribution networks. *(Anchorage Chamber of Commerce)* Municipal incentives for private development should focus on more traditional ways of fostering development, i.e., to provide the water, wastewater, streets, and electric infrastructure for development. Public infrastructure investment is superior to tax abatement because the Municipality is not as well positioned to determine if tax abatement is going to benefit the overall community	**Response:** Planning staff met with AWWU staff to discuss the idea of constructing water and sewer infrastructure in advance of actual development as a way to support and incentivize new growth and development in key policy areas such as centers and transit development corridors. AWWU has examined this issue and for them to provide infrastructure prior to development would require a change in state tariff laws. Development in key policy areas such as centers and transit development corridors. AWWU has examined this issue and for them to provide infrastructure prior to development would require a change in state tariff laws. There are ways to address this issue to some degree within current tariff structures. Action 5-5 on page 63 of the draft plan is to expand existing programs by which AWWU may provide infrastructure ahead of development. For more substantial reforms at the state tariff level, planning staff agrees that at the Chamber's suggestion, for a municipal/utilities/private sector working group led by the Mayor's Administration, could determine what can be done to reform state tariff structures. The working group and any follow-up effort to advocate for its recommendations at the State level would require the support of the Mayor's Office. Planning staff's discussion with OECD indicate this is an issue that is best addressed through a working group that includes affected utilities, the state regulatory commission and other jurisdictions that are operating under the current tariffs laws. However, this would be a longer-term item to revisit in future updates to this plan over the coming several years, due to other urgent priorities and constraints. Actions 2-1 and 2-4 direct the Municipality to adopt and apply economic development tools as well as advocate for revising state laws to expand municipal financial incentive tools, which could include bonds and low interest rate loans. Action 5-5 reflects multiple consultations with AWWU planners as to the most	

	instead of just the developer. With infrastructure, the community ultimately owns the facilities it has financed—the public resources have been invested in something the public will own and that is a broader public benefit. Tax abatement of a private development does not have as much of a guaranteed upside for the public. Specifically, the Municipality should finance the infrastructure through bonding. For example, bond for a municipal parking structure. (*Carr-Gottstein properties in consultation)*	realistic near term expansion of utility financing tools available to AWWU. However, these Actions do not specifically address expanding municipal bonding capacity. Strategy 3, *Infrastructure Financing and Provision*, mentions bonding generally on page 54. Staff does not object to adding a more specific reference to expanding bonding capacity as part of this strategy for consideration in the future. **Recommendation:** No changes.	
8-j.	**Choice of Reinvestment Focus Area (RFA) Selection Criteria, Candidates, and Priority Areas.** The public hearing draft LUP recommends a set of selection criteria for identifying and prioritizing candidate areas to become RFAs. These criteria, the RFA candidate areas, and the selection of the 3 top priority RFA areas resulted from analysis and public comments. Much of the comments came from two May 2016 meetings. The first meeting was a residential lands focus group consisting of housing and development experts. The meeting notes and a summary of questionnaire feedback from that focus group are provided separately, and will be incorporated into the public comments compendium in Appendix D-2. The second meeting was with the AEDC-sponsored Live.Work.Play. Housing Group. Questionnaire results from Live.Work.Play. are provided in Appendix D-2. The RFA areas depicted on the Actions Map in the LUP are substantive proposals. Because they are important, Planning staff believes the RFA selection criteria and candidate areas merit a review by Planning and Zoning Commission. *(Planning Department Long-Range Planning Division)* Some commenters recommend RFAs as primarily for housing priority areas. AEDC expressed in a May 2016 2040 LUP housing focus group meeting for the 2040 LUP that it would be a major concern if RFA's are for more than just housing. The business community has not really engaged in a conversation about focusing public	**Response:** Section 3.2 of the draft 2040 LUP provides strategies for accomplishing Anchorage's land use goals. Strategy 2 – Reinvestment Focus Areas (RFAs) identified strategic locations for orchestrating targeted infrastructure investments, incentives, and other actions to catalyze infill and redevelopment, especially for housing. Planning staff vetted this strategy with members of the community, including a residential lands expert focus group and AEDC's Live.Work.Play Housing Group. Both groups were receptive to the RFA concept. Staff used a survey questionnaire that asked participants where targeted infrastructure investments should focus. The Live.Work.Play group ranked by order the following top five RFA candidate sites: 1) Southern Downtown, 2) Spenard Town Center, 3) West Fairview and Third Addition (East South Addition), 4) Fish Creek/Middle Spenard, and 5) Fish Creek/Denali Street Area. The residential lands focus group meeting participants prioritized the Midtown area candidate sites in the following order: 1) Fish Creek/Middle Spenard, 2) Spenard Town Center, 3) Fish Creek/Denali Street Area, 4) West Fairview and Third Addition, and 5) South UMED/Tudor. The bar chart below illustrates the residential lands focus group participants' level of support for the various candidate RFAs.	**YES** **(4-3-17)**

	investments in particular areas. Recommends that focus of RFAs be on housing. *(Bill Popp—AEDC)*	 The participants also provided feedback on draft criteria the Municipality could use to select and prioritize candidate areas to become RFAs or to become a focus for housing development. Live.Work.Play gave the highest marks to areas with buildable land potential, development-ready sites, interested land owners, proximity to mixed-use centers, infrastructure capacity, and low cost/high return on public investment, from among a longer list of potential factors. The residential lands focus group prioritized an area's street and utility infrastructure capacity, proximity to city centers, active transportation choices (walking, bicycling, transit), access to nearby stores, jobs, and attractions, and evidence or likelihood of private investment. The results of both surveys are provided in Appendix D-2. Based on these and other comments, as well as a review of the candidate sites and the draft selection criteria, the September 2016 public hearing draft Land Use Plan documented a recommended set of refined RFA Criteria (see page 53) to prioritize the candidate RFA's and an expanded description of this redevelopment strategy. Actions 2-1 and 2-3 in the LUP Actions Checklist table reference RFAs (see issue-response 8-c).	

		Responsible agencies have been identified in the checklist. Successful implementation of RFAs requires collaboration among multiple MOA departments. Map Reference: 2040 LUP Actions Map (p. 67 of LUP and zoom-in version online at LUP Map Gallery) **Recommendations:** No changes recommended to RFA criteria, candidate, or priority areas. See also issue-response item 8-c., regarding the RFA final selection and implementation process.	
8-k.	**Enhanced / Clarified Economic Development Incentives Financing Strategy.** The discussion of financing and taxation tools available to the Municipality in the first column of page 52, in section 3.1 of the plan, reads more as one of the Strategies of section 3.2. The section should be limited to a basic description of the financing and taxation tools available to a home rule municipality. If financing and taxation is an important strategy to implementing this plan, then a more thorough discussion of the strategy recommendations should comprise a new strategy item in 3.2. (Planning Department Long-Range Planning Division) Planning staff met with the executive director of the Anchorage Community Development Authority (ACDA) about actions identified in this plan to incentivize economic development through various financing tools. The ACDA Board of Directors has expressed a desire to have a more active role in spurring economic development in the Municipality and implementing the associated actions identified in the 2040 LUP. (*Anchorage Community Development Authority, Planning Department Long-Range Planning Division*) This issue includes creating a new Section 3.2 strategy in part by moving content from Section 3.1 subsection C financing and taxation. It also includes clarifying Actions 2-1 and 2-4 based on the proposed amendments to Section 3.2. Furthermore, adds	**Response:** TBD Planning Department recommends adding a new economic development strategy in section 3.2 that will identify the economic development tools including improvements to the current tax abatement program, the potential for TIF in the future, and market tax credits, as well as forgivable loans. Amend section 3.2 by adding a new strategy to highlight these and other new incentive tools, and amending section 3.3 Actions Checklist by revising Action 2-1 and 2-4 to reflect the new strategy and provide focus and clarity on this strategy. **Recommendations:** TBD 1. Page 52, first column, amend section 3.1.C Financing and Taxation, as follows: **3.1.C Financing and Taxation** (page 52) **3.1.C Financing and Taxation** (page 52, first column) The Municipality may consider adopting financing and taxation policies that incentivize important developments ~~issues~~ that are difficult to finance, such as ~~multiuse or~~ multifamily ~~buildings~~ housing ~~or~~, industrial businesses, and development within Reinvestment Focus Areas. New incentives would support reinvestment in revitalization priority areas. Financial tools and incentives may include: *….(retain all bullets).* • *(new last bullet to the list in first column of page 52)* Investment by the Anchorage Community Development Authority (ACDA) in development projects, using its bonding capacity as authorized by the Assembly. *(Note: Tom reworded this bullet for parallel construction with the existing bullet)* 2. Page 55 in Section 3.2, *Essential Strategies*, add new Strategy #4 as follows, and renumber subsequent strategies: **Strategy #4 –Financial and Taxation Incentives** Developers and other private businesses interested in creating new projects are generally confronted with a lengthy capital intensive process that may requires public participation on several fronts. Sometimes market conditions, lending requirements, and other issues leave "gaps" in the private financing necessary to move a project forward, and strategic public financing tools	

	ACDA as the lead implementing agency, per planning's discussion with ACDA.	can be invaluable to fill those gaps. Because the interests of the private sector and governmental entities are aligned in terms of urban revitalization, housing, economic development, and job creation, private businesses and the public sector can successfully partner toward efficient and strategic development. These partnerships may utilize public resources such as public land, bonding capability, permit assistance and other tools as catalysts for private sector investment and development such as for housing in targeted reinvestment focus areas. This strategy requires creativity and an understanding of the existing financing tools and techniques available. Classic public financing and economic development tools, such as those listed on page 52, as well as new and innovative funding mechanisms, can be used to finance a project that will not pencil out without public sector involvement. Financial and taxation assistance will be required to spur the kinds of growth in some of the locations that the Land Use Plan envisions. This includes, for example: • Improve the administration and application of tax abatement. • Change State laws to allow the use of Tax Increment Financing. • Research the use of and applicability of new market tax credits, loan guarantees, land based taxation and payments in lieu for off-site improvements. **Strategy #4 – Strategic Development Finance Incentives Tools** *(need the word development or another word to differentiate this strategy from strategy 3 on page 54. Do the words "Strategic" and "Tools" really clarify what we're talking about?(Wouldn't it make more sense to insert this as Strategy 4, and renumber the subsequent strategies)* (insert new Strategy 4 to add to page 55 and renumber subsequent strategies…) Developers and other private businesses interested in creating new projects are generally confronted with a lengthy capital intensive process that requires public participation on several fronts. Sometimes market inefficiencies conditions?, lending requirements?, and other problems leave "gaps" in the private financing necessary to move a project forward, and strategic financing tools can be invaluable to fill those gaps. Because the interests of the private sector and governmental entities are aligned in terms of urban revitalization, need for more housing(??), economic development and job creation, private businesses and the public sector can successfully partner toward efficient and strategic development. These partnerships *(how does describing tax abatement and special loans as a "partnership clarify what we are talking about?)* can utilize public resources including land, infrastr~~ucture investments, bonding capacity~~ *(no that's already done in strategy #3—this new strategy is limited in scope to finance incentives like tax abatement and*	

		special loans) and funding as catalysts for private sector investment and development in housing and other priority uses, especially in targeted reinvestment focus areas *(?? – ie., clarify what are kinds of developments is this strategy intended for).* This strategy requires creativity and an understanding of the existing financing tools and techniques available. Classic public financing and economic development tools, as well as new and innovative funding mechanisms, can be used to finance a project that will not pencil out without public sector involvement. *(Clarify what these tools are. Try to keep use of the word "tools" to once or twice…) Jody comment: examples?? Carol's comment: The list of economic development tools was recommended for deletion by some team members. However, absent the Dorsey Whitney Study being released by ACDA for public viewing, this listing is the only way to bring these potential tools to light as well as a place to add 2 potential tools to the list and expand Bonds to address comments made here and in other items regarding tools. Jody comment: put the list of tools in an appendix. (Tom's follow up: There must be a happy median between providing a handful of well-explained examples or general areas of opportunity, and that comprehensive laundry list of tool names from the first round draft of this new Strategy. Pull in the examples we already provided on page 52 of the public hearing draft, and add to them. Or if you leave them on page 52 then refer back to them.)* Financing Tools will be required to spur the kinds of growth in some of the locations that the Land Use Plan envisions. *(This strategy needs to explain what the strategy is. I am left unsure of what "Financing Tools" means. Discuss the actual potential set of mechanisms we are talking about: Tax abatement; eventually possibly TIF; special loans, etc. It's about loans and tax incentives—explain that. We need to discuss:* • *What improvements in general are needed to the tax abatement tool* • *Potential for TIF in future (ie., discuss the barriers and likelihood)* • *New market tax credits* • *Loans, loan guarantees* • *Land based taxation and payments in lieu of taxes (PILOTS) possibilities)* Page 60, Actions Checklist, delete Action 2-4 and amend Action 2-1 as follows: **2-1.** Revise state laws to expand municipal tax incentive tools for economic development, and adopt ~~and apply~~ local economic development tools including improved tax abatement, tax increment financing (TIF), bonding capacity, and/or new market tax credits to catalyze growth and redevelopment that pursues policy objectives for housing, development, and neighborhood	

		compatibility. Responsible Agency: (Delete Planning, make OECD lead agency, and add SOA, Finance, and Property Appraisal. *(Note: text in grey highlights is recommended in issue item 5-l.)*	
8-l.	**Infrastructure Asset Inventory Report – Who Leads?** Live.Work.Play–Housing Anchorage Group identified the creation of an infrastructure inventory including for utility lines as a high priority for encouraging new development. The 2040 LUP responded to this comment by providing Action 5-3 on page . However, although the Action identifies the likely participants, it is still not clear who will be the responsible lead agency for this Action. *(Live.Work.Play.-Housing Anchorage Group)*	Planning staff in conversations with the Office of Economic and Community Development (OECD and Project Management and Engineering (PM&E) has identified OECD as the lead agency for Action 5-3, OECD is already listed first and assumed to be the lead agency. Review of potential contributing agencies indicates that Public Transportation Department and Parks and Recreation Department should be added to the list of collaborating agencies. No one agency appears to be budgeted or staffed sufficiently to take lead responsibility for the project. An additional consideration is the need for significant Geographic Information System (GIS) support for mapping, data analysis and maintenance of this information. **Recommendation:** Amend the list of responsible agencies for Action 5-3 on page 63 of the Actions Checklist Table by adding AMATS, GIS, Parks, and Transit to the agency list. Add a "$"symbol to Action 5-3. Timeframe: no change.	**YES** **(4-3-17)**
8-m.	**Storm Water Utility.** Strong consideration should be given o initiate a municipal storm drain utility. The Utility could play a major role in shaping our future community and fulfilling many of the 2040 LUP goals. *(Dowl Engineering; Tim Potter; Live Work Play Housing Group)*	**Response:** Establishing a storm water utility has often been discussed through the years. As the Municipality develops and fills in, more impervious surface is created and will require a comprehensive approach to manage and treat storm water runoff. Existing stormwater infrastructure is aging and not subject of an active inventory and maintenance program. This need was also highlighted in the adopted Hillside District Plan. In response to comments by Live Work Play and others, the Sept. 2016 public hearing draft 2040 LUP emphasizes infrastructure as an important component to land use planning in the Bowl. Goal 5 and its policies address infrastructure investment and "low-impact development" techniques. Action 5-3 in the Actions Checklist Table calls for an infrastructure asset inventory that includes an assessment of storm water pipes. Action 5-6 calls for evaluating the parameters and feasibility of a storm water utility. Because of staff estimates of resources and priorities, the time estimate for carrying out this action item was 4-6 years after LUP adoption. This was not an ideal timeframe however it was not clear to Planning staff there was any movement to prioritize and pursue a storm water utility in the immediate future. The MOA and the Alaska Department of Transportation and Public Facilities (ADOT&PF) are co-permittees under an MS4 permit issued by the EPA and now administered by ADEC. The MS4 permit allows the MOA and ADOT&PF, as operators of a MS4, to discharge storm water meeting specified requirements into waters of the United States. The MS4 permit requirements are implemented through the Storm Water Management Program. Per the current MS4 permit, a Storm Water Utility (SWU) is not mandated by APDES standards; it only says funding deficiency is not an excuse to not comply. Project Management and Engineering (PM&E) agrees with this need and has forwarded a 2017 first quarter budget adjustment to the Assembly for funding	**YES** **(3-13-17)**

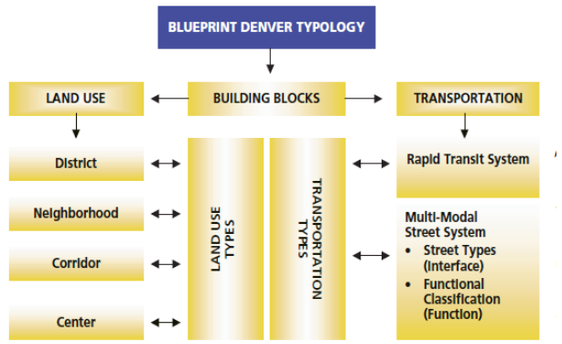
		to develop a SWU Implementation Plan that examines the feasibility and mechanisms to creating a SWU as a stand-alone entity. If approved, PM&E will begin work on this Plan over the next year. **Recommendation:** Revise Action 5-6 on page 63 of the Actions Checklist, as follows. Responsible Agency: Delete OECD to leave only PM&E as lead agency. Time Frame: Change from ~~4-6~~ to 1-3. No further changes.	
8-n.			
8-o.	**Clarified SAP Strategy.** From various comments in consultation with MOA staff and from public comments, it seemed important to clarify how the Small Area Plan mechanism would be developed and applied. *(Current Planning Division – clarified review mechanism; Huffman/O'Malley Community Council in consultation)*	**Response:** Small Area Plans were introduced as an implementation action concept in the East Anchorage District Plan. The Girdwood chapter of Title 21 includes similar concepts with the Area Master Plan and the Development Master Plan. These planning mechanisms are applied to subsections of districts, neighborhoods, or redevelopment parcels and serve as detailed master plans, land use designation guides or similar. Staff determined that this master plan approach best suits the need for carrying out land use determinations on this scale. These small area plans would not be Comprehensive Plan amendments but would rather serve as implementation actions for strategies and Action items in the 2040 LUP. In the context of the 2040 LUP, these plans are identified as key tools for implementing the plan's land use changes and new planning concepts. Staff agrees that it is important to create an Action Item that formally creates the new tool in code and outlines how it is used and approved. In general, unless a Small Area Implementation Plan leads to a significant land use designation change, these should be approved by the PZC only. This new section for Title 21 should build on concepts and details of the Chapter 9 Girdwood Area and Development Master Plan. **Recommendation:** Revise the title of ~~Small Area Plan~~ to Small Area Implementation Plan in Strategy 8 on page 56 and adjust text in the draft plan accordingly. Add the following language as a new last paragraph in Strategy 8 on page 56: Small Area Implementation Plans are not intended to be Comprehensive Plan amendments. Rather than becoming a part of the Comprehensive Plan, they serve as master plan processes similar to Area or Development Master Plans in the Girdwood chapter of Title 21, or Institutional Master Plans procedure in Title 21 for the UMED District. This master plan approach best suits the need for carrying out land use determinations on this scale. In the context of the 2040 LUP, these plans are identified as key tools for implementing the plan's land use changes and new planning concepts. Create a new Action Item (2-9) on page 61 that details the new Small Area Implementation Plan process, as a key tool for essential strategy 8:	**YES** **(3-13-17)** Commissioner Robinson commented that in creating the small area plan process in title 21 that the MOA should keep the master plan process simple.

		2-9. Amend Title 21 to create a Small Area Implementation Plan master planning procedure, which details what it does, where it is to be applied, approval criteria, and how one is to be adopted. Responsible Agencies : Planning; Timeframe: 1-3 years; Related Plans: *[staff to add as tech edit.]*	
8-q. Tom flesh out issue	**Suggested Strategies: Consolidation of Small Lots.** *Chamber of Commerce #3. Current Planning letter re lot aggregation. Chamber D-1 cmt. 8*	**Response:** TBD Discussions with Municipal Platting Officer indicate that an area-wide lot consolidation for small lots is infeasible, time consuming and costly. State subdivision laws require that all affected land owners, as well as entities that may have beneficial interests must be in support and agree with the proposed lot consolidation. If any owner or interest disagrees at any point in the process, including all the way up to recording of the subdivision, the entire lot consolidation process is invalid and stops. ACDA may consider lot consolidation as part of its overall strategy to manage, lease, buy, and/or hold properties as ways to redevelop an area. **Recommendations:** TBD	
8-r.	**Permit fee waivers and reductions action.** In response to Commission discussions, and questions and comments about RFAs from the public, staff felt it necessary to elaborate on identifying methods to support or facilitate positive movement on development in RFAs and other targeted redevelopment areas. Other comments from the public including from Housing Anchorage have requested the Municipality to identify opportunities for improving municipal processes for housing development. Incentives and other tools are necessary to hasten growth beyond the status quo. This issue considers a new Action that could revise review processes to facilitate redevelopments in RFAs or other significant infill areas. *(Long-Range Planning Division, Housing Anchorage, Others)*	**Response:** In the course of evaluating potential tools that could hasten redevelopment especially in RFAs and other larger redevelopment areas, staff and others considered the concept of fee waivers. In many cities, fees assigned to rezoning and subdivision applications and processing are often waived or reduced as incentives that facilitate desired changes and land use goals. Fee waivers can be complicated and may not be authorized under the current code or in municipal policies and procedures. Loss of processing fees also impacts to the Planning and Development Services department's budgets. This new concept requires evaluation of budget structures and related regulations before recommendations can be developed. The idea has merit and, if possible, could enhance the redevelopment climate in RFAs at the least. Cook Inlet Housing Authority, in partnership with the Municipality, has received a grant that is funding the development of a comprehensive strategy to improve and streamline housing and community development processes of the Municipality, and specifically to embed private sector professionals and specialists within municipal government operations to: 1. Identify opportunities for streamlining and/or improving the municipal processes that have a direct impact on community development, redevelopment and new housing; 2. Propose systems, policy improvements and organizational changes to achieve greater efficiency and efficacy of those services; and 3. Recommend the structure placement, job duties for long term embedded positions within key MOA departments to provide monitoring, analysis and modifications to systems over time. A consultant team has been selected to perform this work and their term of contract is April 1 to August 31, 2017, with the final report due August 31, 2017. The Department supports amending the rezoning procedure in Title 21 for proposed rezonings that conform to the Municipality's land use plans. This is part of an implementation strategy of finding ways to make the	

		rezoning process easier for applicants who propose rezones that help implement the comprehensive plan. Once the 2040 LUP is adopted, the Comprehensive Plan's land use plan map guidance for the Bowl will be much clearer. It will provide good foundation for easier determination of conformity to the land use plan. **Recommendations:** Page 61 Actions Checklist, add the following new Action Item 2-10, to read as follows: **2-10.** Identify and implement appropriate ways to modify, simplify, or waive procedural requirements and application fees for certain permit reviews, while maintaining the integrity of those review processes, for projects in Reinvestment Focus Areas and for proposed rezonings that conform to and implement the 2040 LUP. Responsible Agencies: Planning, DevServ, PRIV. Timeframe: 1-3 years Related Plans: *[staff to research as tech edit.]*	
8-t.	**Medium Density Residential Mixed-use Zoning Tool in Action 2-6: An R-3A Zoning District.** The Title 21 land use regulations lacks a medium density residential mixed-use zoning tool to encourage mixed-use development and implementing parts of the neighborhood and district plans such as the *East Anchorage District Plan*. This zone would prioritize housing, and also allow up to 20 or 25 percent of a development to be commercial. It would allow up to 15 feet of additional height over R-3. On large sites it would allow further height subject to a public review process and bonus incentives. Current Planning commented that this more intensive and mixed-use form of the R-3 district would occur only in or within 500 feet of mixed-use centers or in commercial corridors. It would be parallel to the R-4A District at a smaller scale. *(Planning Department Current Planning Division; Long-Range Planning Division)* There is interest from developers to begin mixed-use developments on several sites that the *2040 LUP* designates Compact Mixed Residential – Medium density residential with mixed-use. One of these sites is at the northeast corner of Dimond Boulevard and Arlene Street and the developer has received support from the Sand Lake Community Council for the general development design	**Response:** The Planning Department is expediting preparation of a draft "R-3A" district for public review and Planning and Zoning Commission hearing. This advances the intended schedule of Action 2-6 on page 61 of the draft LUP. 2040 LUP staff team supports the locational criteria clarification recommended by Current Planning Division. R-3A will be an attractive district for developers because it raises height, intensity, and use entitlements over the medium density R-3 residential district. But it does not fit in neighborhoods everywhere. It is intended for specific kinds of areas next to designated town centers and corridors. **Recommendations:** Amend Action 2-6 on page 60 of the Table 4 Actions Checklist as follows, and change its timeframe to "Now": **2-6.** Amend Title 21 to create ~~Adopt~~ a medium-density residential district that allows mixed-use commercial in an integrated neighborhood setting. Require projects to prioritize residential use and meet or exceed an established minimum housing density. Promote mixed-use development that is compatible with the surrounding neighborhood. Direct this district to locations next to Centers or Corridors.	**YES** **(3-13-17)**

	concept. *(Development project pre-application meetings with developers/owners in late 2016/early 2017)*		
8-u.	**Design Criteria Manual.** Chamber of Commerce comments that the action list needs to include a review of the DCM to ensure it is not effectively used as a separate body of law. Internal policies and procedures determined to effectively be regulations should be consolidated into a public document that would be reviewed and formally adopted by the Assembly. Any future policies with the force fo regulations should go through a similar public process before they could be enforced. *(Anchorage Chamber of Commerce)*	**Response:** An update of the Design Criteria Manual (DCM) is currently underway. The DCM presents engineering design criteria for design of infrastructure including roads, drainage features, trails, and lighting. The criteria are intended to protect public health and safety, protect property, and ensure quality maintainable results. The DCM applies to all MOA projects and private projects to varying degrees depending on project size. This is the first time the DCM has gone before the Planning and Zoning Commission for a recommendation and the Assembly for approval. The public and other interested parties will have an opportunity to review the eight elements of the DCM (streets, drainage, landscaping, trails, lighting, traffic control, public transportation, and plans and specifications) as they are developed. Information about each element will be made available on the MOA Webpage as well as provide an opportunity for the public to offer testimony on the DCM during the public hearing process. **Recommendations:** No changes.	**YES** **(3-13-17)**
8-v.	**Partnerships and Sign-offs by Responsible Agencies.** It would be good for the policy discussion about transportation to state how important relationships with all the agencies involved in transportation are: AMATS, Traffic Engineering, PM&E, Public Transportation, DOT&PF, FWHA, FTA. *(Planning Department Transportation Planning Division)* Page 12 policy LUP 3.2 should include a statement about coordinating with partner agencies on transportation related changes. Has there been discussion that coordination could be a goal of its own? Strategies 2 and 8 in section 3.2 on page 53 should have a statement about coordination with partner agencies. Also, add DOT and/or other transportation agencies as partner agencies to the list of responsible agencies for Actions 8-8, 9-1, 9-3, 9-6 in the Actions Checklist Table. Create a separate column in the table for "partner" agencies. *(DOT&PF)* Work closely with utilities early in infrastructure investment processes to identify potential costs and	**Response:** Most of these comments are specific to building and maintaining partnerships between state and Municipal agencies relative to transportation planning, funding, administration and maintenance. However, a comment by a utility (CEA) shows that the importance of partnerships extends beyond roads and transportation to utilities and other infrastructure such as schools and parks. The draft 2040 LUP emphasizes coordination and partnerships as a primary implementation tool on page 52, third column. Although DOT&PF suggests it should be a primary land use goal or policy, the draft 2040 LUP rightfully addresses coordination and partnerships more as a tool or means to an end, as stated on page 52. Planning staff agrees that agency partnerships should be included in the Plan, under Item E. Coordination and Partnerships. DOT&PF wants to be identified as a responsible implementation agency for a number of Actions that are not transportation projects. What DOT&PF requests and should have is a consultation and review role. DOT&PF and other agencies and stakeholders already have that seat without having to be included as responsible agencies. The responsible agencies listed are the ones that have responsibility to carry out the action. The list does not include every agency and stakeholder that must be consulted to provide expert input on the Action. The list of stakeholders and consultants would be a much longer list. It would be too much detail for the plan. Planning staff believes that a clarification to the plan could resolve DOT's concern. Planning staff supports the idea behind the bottom comment at left by Public Transportation Department. The Actions Checklist Table reflects a written review of the Actions by the agencies named in the Action.	**YES** **(4-3-17)**

	challenges. Collaborate as early and as much as possible to save costs. Work with electric utilities to identify electrical facility needs before implementing LUP recommendations to identify utility facility needs. *(Chugach Electric Association)* The Plan should establish a requirement and procedure to require agency sign-off when they are listed as a responsible implementer of on Action in the Actions Checklist Table. *(Public Transportation Department)*	Planning will figure out a way to formalize agency commitments as Public Transportation suggests, however that procedure would be too much detail for the Plan. **Recommendations:** Amend Section 3.1 Partnership subsection, following the first sentence in the last paragraph in column three on page 52, by adding the following: Many of the Action Items and Strategies to implement this Plan (e.g. RFAs) rely on building and maintaining strong partnerships among municipal and state agencies. Such is the case for roadway and utilities construction, planning, maintenance, and administrative coordination. State agencies such as DOT&PF, ADEC, and ADFG, and the various utilities will continue to be active partners. Section 3.3 Actions Checklist in the LUP, in the "Implementers" paragraph in column three on page 59, delete "Implementers" and replace with "Responsible Agency" to align the description with the Table 4 Action Checklist. Insert as the third bullet the following: • It is expected that as each of the action items are implemented, other agencies and stakeholders will be consulted to provide their input especially when the action requires their participation.	
Part 9: Miscellaneous Items Re: Development Patterns			
9-a. Tom to finish. Then Long-Range, AMATS, Transit team review	**Clarify How LUP Corridor Land Use Designations Relate to Street Typologies.** LUP corridors need to be explicitly linked to the *AMATS Official Streets and Highways Plan (OS&HP)* Street Typologies. Clarify how they relate to Street Typologies? Are they the same as street typologies? This is a good place to introduce Street Typologies. Secondly, recommend more integration of land use/transportation planning using the intersection of land use and street typologies, aligned with AMATS' Congestion Management Process, Travel Demand Model, and Metropolitan Transportation Plan Update. *Note that* AMATS is already preparing to draft a Complete Streets and Streets Typology policy, and work program for the creation of a Street Typologies Map. *(Planning Department Transportation Planning Division)* Public Transit should be a part of the Street Typology discussion. *(Public Transportation Department)*	**Response:** The public hearing draft 2040 LUP includes Action 6-2 on page 64 to create a policy and street design criteria for urban and mixed-use Street Typologies, within 1-3 years. AMATS and Public Transit are listed among the team of responsible agencies to create this policy. The Action was drafted to reflect the AMATS work program item in coordination with land use planning. The 2040 LUP "Corridor" land use designations of "Commercial Corridor" and "Main Street Corridor" should not be confused with OS&HP Street Typologies. The Corridors are land use designations focused on land uses and structures along certain streets. **Recommendation:** TBD. Amend Goal 6… Add the following as a new last paragraph in the introductory discussion about Corridors on third column, page 34: The Corridors are land use designations focused on land uses and structures along certain streets. These land use designations should not be confused with Street Typology" classifications for roadways such as "Mixed-use Street" or "Main Street" from transportation and area-specific plans. For example, the *AMATS OS&HP* and *Anchorage Downtown Comprehensive Plan* both establish Street Typologies. Street Typologies are a street classification system that applies only to	

		the street right-of-way. They augment the "functional" classifications for arterial, collector, and local streets by adding physical design elements that play an important role... Following the discussion above, add a new sidebar regarding street typologies and land use, to read as follows and to include a photo/illustration and a revised/simpler/tailored version of the example diagram shown after the draft text amendment (the two visuals to be provided with list of technical amendments addressed item 0-a.): TBD {Photo placeholder}  Add the following in TSD section in 2.3 on third column, page 33: TBD The Transit Supportive Development "Growth Supporting Feature" designations addresses street design, land uses, and structures holistically in a development area. It should not be confused with Street Typology" classifications from AMATS plans. See page ## [section added in recommendation above] for more about the interaction between land use planning and Street Typologies. Modify Actions 6-2 and 6-4 on page 64 of the Table 4 Actions Checklist. Promote "Planning-AMATS" as lead of Action 6-2 to create a Complete Streets and Street Typologies policy. Change the timeline for Action 6-4 to "1-3" years, and amend the 6-4 Action statement as follows: 6-4. Adopt a Street Typology map that reflects and integrates existing and future land uses, and a procedure for determining typologies as part of individual street improvement projects ~~as an update to the OS&HP and as part of area-specific plans~~.	

9-b. Page 25	**Design Principle for Transitions.** Amend the first bullet under "Design principles for relationship to surrounding neighborhoods" on page 25 of the plan, to synthesize that statement by removing the first half of the sentence and make the remaining sentence read, "New developments provide a transition to existing smaller scale, lower density neighborhoods." *(Urban Design Commission)*	**Response:** The UDC felt that the original first bullet in this section was unclear and complicated the concept. They recommend a rewrite to simplify. Staff agrees with making this sentence shorter and more flexible, as UDC suggests. The 2040 LUP is a generalized land use plan. Physical design character is an essential part of describing the land use types while leaving the details to implementation actions. Based on that context, the land use plan's overall guiding principle statement for transitions between incompatible types/intensities/scales of use can and should be generalized. **Recommendation:** Amend first bullet under "Design principles for relationship to surrounding neighborhoods" on page 25, as follows: ~~Gradual decreases in building height, mass, and scale so that~~ New developments ~~structure~~ should provide a transition to existing smaller scale, lower density neighborhoods.	**YES** **(4-3-17)**
9-c.	**Neighborhood Buffering, appropriate intensity of development adjacent to industrial uses related to airport and military facilities.** The LUP does not adequately address the need for buffering of residential lands from industrial uses. This is evident on Orca Street as Merrill Field developed its industrial hangars. *(Fairview Community Council)* LUP encourages maximizing density of the allowable zoning limits. Areas within the Joint Base Elmendorf-Richardson (JBER) Accident Potential Zones 1 and 2 (APZ-1) south/east of the Elmendorf runway are zoned a mix of R-3, R-1, R-2M, R-4, B-3 and I-1. Most of these areas have developed as single family or low density multifamily. Encouraging the maximum density or buildout of these lands by increasing resident, employee, and customer occupancies would double or triple the number of people exposed to the risks of aircraft mishaps in the APZ. Consider changing the zoning within the APZ to reflect existing development patterns. *(Joint Base Elmendorf-Richardson)*	**Response:** Neighborhood buffering of nonresidential uses/facilities adjacent to residential neighborhoods is already addressed in Title 21, which requires non-residential uses adjacent to residential use to provide setback, landscaping and screening. Action 7-1 incorporates neighboring buffering standards to be included in the new Airport Management (AM) District. The draft LUP recommends this district in Action 10-1. While the 2040 LUP focuses its near-term Actions Checklist on first implementing the Airport Management District at TSAIA, the district could be expanded to apply to Merrill Field as well. In addition to the AM District, which would apply only to Airport lands, Action Item 10-3 in the Plan calls for the development of an airport interface compatibility (AIC) overlay to further address noise, runway protection zones, public safety and airport special functions for areas next to airports. Application of the AIC overlay zone should be accomplished through the Targeted Area Rezone process. Planning analysis indicates that all airport facilities in the Bowl will continue to operate and grow in importance through and beyond the 2040 planning horizon. Planning was informed by JBER that a significant percentage of military aircraft accidents near Air Force bases occur within APZ's. This includes the two incidents that occurred at Elmendorf Air Force Base (now part of JBER). APZ-1 is the more dangerous and critical land use conflict area. The 2040 LUP Appendix A Map FI-3, JBER Airfield Influence Areas, documents its overlap into multifamily and business zoned areas within the Mountain View and Russian Jack Park neighborhoods. Appendix A Map CC-6, Hazard Mitigation and Resiliency, identifies this overlapping area with APZ-1 as a man-made hazard of concern in land use planning and development. Action Item 10-3 should be amended to be included as a targeted area rezone in applying the AIC overlay to areas around TSAIA, Merrill Field, and JBER. The process to create the AIC overlay should address multi-unit / multi-story residential, office, and mixed-use developments within the JBER APZ.	**YES** **(4-3-17)** Commissioner Robinson asked for confirmation that the area of the recommended targeted area rezoning would be clearly provided with the Plan. Staff responded that the boundaries would be provided with the Actions Map revisions on page 67 (the Actions Map also has a zoom-in version online).

		A new action should be added to conduct a targeted area rezoning of the medium multifamily and the mixed-use commercial areas of Mountain View and Russian Jack Park neighborhoods that lie within the APZ-1 to an appropriate residential or commercial use. **Recommendation:** Amend Action 10-3 on page 64 of Table 4 Actions Checklist as follows: 10-3. Develop an airport interface compatibility (AIC) overlay zone for areas next to TSAIA, Merrill Field, and JBER to address noise, runway protection zones, public safety, compatibility of land use and intensities of use, and airport special functions. Facilitate a Targeted Area Rezone process to apply the AIC on areas next to these airport runways. Add a new Action 10-5 to the Actions Checklist Table as follows: 10-5. Conduct a Targeted Area Rezoning of multifamily and other designated lands with the JBER Accident Potential Zone to appropriate residential, commercial, or light industrial districts to guide future development within an APZ. Responsible Agency: Planning. Time Frame: 4-6 Years. $: $. Related Plans and Studies: Mountain View Neighborhood Plan, East Anchorage District Plan.	
9-d. **Tom**	**Sunlight Access, Viewsheds, and Shadow Impacts** *(South Addition Community Council additional comments 5, 6-7, 13) Also SACC April 21, 2016 Re***so** *Tim Steele – Assembly worksession consultation 11a.*	**Response:** TBD. **Recommendations:** TBD	
9-e. Page 47 Needs team review / edit of action 7-4 and 3-2 changes.	**Traditional Neighborhood Design –** A significant portion of the Turnagain residential neighborhood south of West Northern Lights Boulevard is designated for possible implementation of "Traditional Neighborhood Design" (TND) Growth Supporting Feature overlay on the draft LUPM. While Turnagain Community Council (TCC) supports the concept of the TND, TCC requests the ability to work with the Municipality on specific design guidelines and details of implementation that would apply within its neighborhood. Because the TND designated area on the LUPM covers multiple neighborhoods, TCC believes there is a need to divide any future overlay districts or other implementation tool into smaller areas. Each neighborhood has distinct physical characteristics and may have different ideas on the look and	**Response:** The Traditional Neighborhood Design growth supporting feature described on page 47 of the draft plan recognizes variations between neighborhoods and leaves room for varying standards based on actual differences in neighborhood development patterns and goals. The TND feature builds from Neighborhood and District Planning processes as well as research of varying neighborhood characteristics documented in Appendix A Map CC-1, *Neighborhood Contexts – Development Patterns in Anchorage.* The Action item should be adjusted to suggest the possibility of more than one overlay or type of zoning to reflect the diversity of neighborhood contexts and approaches. The Action should also indicate it is likely the Municipality will need to retain expert advice on preparation of tailored "form based" provisions that fit in the municipal land use regulations. **TBD** The TND Action 7-4 form based overlay strategy provides for Fairview's efforts to implement the Fairview Neighborhood Plan. Creating form based regulations in the code also connects to 2040 LUP Action 3-2 to reformat the existing Downtown CBD land use regulations, and current planning efforts in South Addition Neighborhood. The Planning Department believes that the near term re-format of existing Downtown CBD regulations will provide an opportunity to establish a coherent format, terms and rules for code interpretation for fitting form-based districts and/or overlay zones for neighborhoods into Title 21.	

	implementation of the TND that would best suit and enhance its area. *(Turnagain Community Council)* An urban form supporting higher densities in strategic locations needs a different regulatory framework that shifts from the current Euclidean zoning approach to a Form Based Code approach. The Action Table should include "Evaluate the development of form-based codes for primary transit corridors and reinvestment focus areas." Form based regulations would not require wholesale reworking of Title 21. It could instead be implemented using the "overlay zoning" identified in the 2040 LUPM. Overlay zones for the strategically targeted sub-areas within the Anchorage Bowl would allow for well-designed denser development to fit in. The Municipality should work with the Fairview Community Council to develop the first form based overlay zone. *(Fairview Community Council)* The Fairview Neighborhood Plan establishes the neighborhood's intent to preserve, as much as possible, the remaining owner-occupied low to medium density in East and South Fairview. We request that the Action Table include a new item to say, "Continue working with the Fairview Community Council on implementation of the Fairveiw Neighborhood Plan, particularly relating to housing density, overlay zone, and form-based code. *(Fairview Community Council)*	Map Reference: Appendix A Map CC-1, *Neighborhood Contexts – Development Patterns in Anchorage* **Recommendations:** Adjust Action 7-4 on page 64 of the Table 4 Actions Checklist as follows. Add a "$" sign to the Action, to indicate that the Action is likely to require funding and support beyond existing resources for full implementation. **7-4.** Adopt ~~a~~ one or more Traditional Neighborhood Design zoning districts or overlay zones for urban neighborhoods, which reflects adopted plans~~.~~ and incorporates "form based" regulations. ~~and~~ Structure the code to accommodate neighborhood differences and characteristics. Revise Action 3-2 on page 61 of the Table 4 Actions Checklist as shown in yellow highlights. Note that the tracked changes at the end of the action which are not highlighted were already established by Planning Commission's review of issue-response item 10-a. on November 14, 2016. **3-2.** Amend Title 21 to reformat the B-2A, B-2B, and B-2C downtown zoning district regulations from the old Title 21 to include in current Title 21, in a simpler "form-based code" style of district. Primarily refresh existing regulations to a more transparent format. ~~and~~ Incorporate limited substantive revisions ~~to these regulations~~ to help implement the Downtown Plan and the areas designated as "Major City Center" in the Fairview Neighborhood Plan ~~in the near term~~.	
9-f. **Tom TBD**	**Missing Middle webinar inspired enhancements to residential land use designation housing types**		

Part 10: Site Specific – Northwest Subarea			
10-a. (was 5-a)	**Downtown Areas East of Gambell to Ingra.** The Downtown City Center designation on the 2040 LUP includes areas that are currently zoned RO and B-3 (located in the eastern downtown near Gambell Street). The downtown city center designation includes the DT districts. Is it the intent to rezone the B-3 areas to the DT districts? *(public commenter)* The South side of 3rd Avenue, between Gambell Street and Ingra Street, is a one lot deep area backing up to an alley, currently zoned RO. The lots to the south, across the alley, are zoned B-3. The lot depth and sizes limit practical RO use. It seems prudent to accommodate a land use designation that would allow rezoning these lots to the B-3 district. *(DOWL)*	**Response:** The Comprehensive Plan designates the area currently zoned RO and B-3 south of Third Ave. between Gambell and Ingra Street, as Major City Center. The designation is established in the adopted Fairview Neighborhood Plan, and carries forward in the 2040 LUP as "City Center". The adopted Downtown Plan and Fairview Plan call for the implementing zoning to be the DT districts. The 2040 LUP identifies the DT districts as well, but also acknowledges the existing B-2A, B-2B, and B-2C zones. The B-3 District is not capable for implementing the Downtown City Center designation. B-3 is primarily a suburban commercial district with parking requirements. The area in question is an urban grid with platted alleys that matches that of the rest of the Downtown area. The existing B-2A, B-2B, and B-2C districts and the intended DT districts are intended to support higher intensity downtown development. However, the B-2A, B-2B, and B-2C zones are only in the old Title 21 and so are not available rezoning options for properties currently zoned RO or B-3. A rezoning of the RO lots to B-3 would not solve their lot depth and size problem, because there is an alley in between the rows of lots. The 2040 LUP provides a near term solution. Action 3-2, to amend Title 21 to reformat the B-2A, B-2B, and B-2C zoning district regulations from the old Title 21 to include in the new Title 21 is to occur 2017. While Action 3-2 may include limited substantive changes in the standards, it is a primarily non-substantive housekeeping project that will make the existing downtown zones available in the new Title 21, enabling rezonings to the downtown districts in eastern Downtown east of Gambell Street. If there is interest by property owners, the project could include a Targeted Area Rezoning with the code amendment project at no cost to property owners. **Recommendations:** Amend the last part of Action 3-2 on page 61 to include east Downtown, as follows: […] ...and incorporate limited substantive revisions to these regulations that will assist implementation of <u>the</u> Downtown Plan <u>and the areas designated as "Major City Center" in the Fairview Neighborhood Plan</u> in the near term.	**YES, and correct the Growth and Change Map on LUP p. 19 to reflect the intended change in zoning.** **(11-14-16)**
10-b. <u>Revised</u>	**Gambell Street as a Main Street Corridor.** Connecting the Glenn Highway and the New Seward Highway is a critical project to the 2035 MTP level of service as well as enabling key components of the LUP. *(ADOT&PF)* To advance the Main Street Corridor concept through the Fairview Neighborhood, the issue of connecting the Glenn Highway and the New Seward Highway needs to be prioritized, strongly advocated by the Municipality, and fully addressed in order to resolve the land use	**Response:** The 2040 LUP is consistent with the recommendation of the Metropolitan Transportation Plan (MTP) to complete the Seward to Glenn Highway Connection project, which would relieve Gambell Street of its present function as a key segment of the National Highway System. The Gambell Street corridor as a Main Street would be compatible with this recommendation. The 2040 LUP designates the land use as Main Street Corridor. This Main Street designation on Gambell Street also reflects and supports the adopted land use designation for this area in the Fairview Neighborhood Plan. Completing the Seward to Glenn Highway connection will assist Fairview in realizing their vision for Gambell as a corridor for mixed use development, but would also address the overall street network and redevelopment capacity for the Northwest and Northeast subareas of the Bowl.	**Discussed and Tabled** **(11-14-16)** Staff response was not written on 11-14. Commissioner Spring on 11-14 believed that the transportation issue

	uncertainties associated with this major infrastructure. The proposed alignment of connecting the two highways as shown in the Metropolitan Transportation Plan makes it difficult for property owners and businesses in the area to obtain long term financing for redevelopment. Lastly, the Fairview Gambell Street Corridor is identified as a "Special Study Areas/Small Area Plan" (Strategy 8), however this location is not shown on the Actions Map, please add this to the map. (*Fairview Community Council*) Gambell Street between 5th and 15th Avenues cannot become a main street corridor unless it is reduced from 4 to 3 lanes. DOT&PF is opposed to this since it a high volume National Highway System route.*(PZC Commissioner Spring)*	Strategy 8: Special Study Areas/Small Area Plans recognizes that certain areas warrant further in depth study and analysis to refine land use designation boundaries, implementation actions specific to the area, as well as determining appropriate land uses, intensity, and other development issues. The Gamble Street Main Street Corridor is identified in the text of the plan as one of the special study areas, but was inadvertently left off the Actions Map that illustrated the location of the special study areas. **Recommendations:** 1. Amend page 15, column 1, second paragraph, to insert the following as a new second-to-last sentence (note that recommendation #3 of issue-response item 4-a also amended this paragraph: …[…]…For example, prioritizing and completing the Seward-to-Glenn Highway connection project is vital to the long term development aspirations for the Northwest and Northeast subareas of the Bowl. Also, new local and collector street connections and pathways between…[…]. 2. Amend page 64, under Goal 6 to add new action to include the completion the Seward to Glenn Highway alignment study, as follows: Action 6-# Complete the Seward-to-Glenn Highway connection alignment study as identified in the Metropolitan Transportation Plan. Responsible Agency: DOT&PF, AMATS. Time Frame: 1-3. Indicate "$". Related Plans and Studies: MTP, DTP, FV, EADP, MV. 3. Amend the Actions Map, page 67, to add the Gambell-Ingra Corridor to the map as a "Special Study Areas/Small Area Plan". 4. Add language under Strategy 8: Special Study Areas/Small Area Plan on page 56.	needs to be resolved first. **YES** **(12-12-16)**
10-c.	**Bootleggers Cove and Inlet View Housing Densities.** Request to change the land use designation for some properties in western South Addition between P Street and S Street from Single-family and Two-family to Compact Mixed Residential-Low. *(Christian Ulmann* Suggestions that Bootleggers Cove, currently zoned and developed at medium density multifamily, should be changed to the highest density residential land use designation. *(Various members of the public in discussions with planning.)*	**Response:** As documented on LUP Planning Factors Map #CC-6: Hazard Mitigation and Community Resiliency the residential properties bounded by P Street to S Street between W. 15th and W. 14th Avenue are located in Seismically-induced Ground Failure Hazard Zone 5. Seismic Hazard Zones 4 and 5 are the most susceptible areas in Anchorage to land sliding and ground spreading when another major earthquake occurs, with the hazard in Zone 5 determined to be "Very High" (the highest). The 2010 Seismic Risk Assessment study prepared by MMI conducted for the Municipality noted, "Over 80% of the area of Zone 5 would likely experience more than eight feet of seismic slope displacement during the design level of earthquake shaking in Anchorage." While buildings are engineered for shaking, there is no engineering that can resolve the particular risk from catastrophic ground failure beneath the building. The Geotechnical Advisory Commission simplifies the land use question: Since a great earthquake in the future is a matter of when not if, how many people are at risk if other safer areas are available to accommodate needed housing development? Mitigation of life/safety and economic/property risks from areas of high natural hazards are a primary consideration for land use planning. Consideration of seismic hazard includes an assessment of the risks from higher intensity development to the life/safety of building occupants, potential loss or damage to	**YES** **(11-14-16)**

		critical facilities, and economic loss of buildings and infrastructure. It is the policy of the Comprehensive Plan to direct growth in residential and employment populations out of harm's way. The 2040 LUP recommends Policy 1.6 which encourages that increases in intensity over currently planned and zoned levels be consistent with this fundamental planning and public life/safety principle. There are other, safer areas available in the Bowl which to increase housing opportunities outside of critical hazard areas shown on Appendix A: Map Folio Map #CC-6. Therefore, an increase in residential density from R-2D to R-2M zoning in this area is not recommended based on the seismic hazard risk found in Zone 5. **Recommendations:** No changes.	
10-d. **Part 1**	**Housing Density / Mixed-use in Spenard / Chugach Way / 36th Ave. Area. Part 1**. Request to re-examine the recommended land use designations in 3 specific sections of the area of 36th Avenue and Spenard Road, and to expand the Targeted Area Rezoning of Action 4-2 to include these areas. First request is to change the Compact Mixed Residential – Low along 36th and Wilshire between Spenard and Arctic to Compact Mixed Residential – Medium. Include the 10 lots west of Dorbrandt St. Poor soils and infrastructure make duplex or townhouse development infeasible. Large redevelopment focus in area makes medium density appropriate. Second request is to change the Compact Mixed Residential – Low along south side of Chugach Way to Compact Mixed Residential-Medium. Redevelop at medium density along the greenway supported development corridor focused on Chugach Way while preserving lower densities to the south. *(Cook Inlet Housing Authority)*	**Response:** Area 1 was designated for Compact Residential – Low because of the lot configuration and narrow ROWs. This designation also prioritizes single-family, compact single-family, two-family and smaller multifamily structures. The initial draft housing capacity analysis results indicated a greater land capacity deficit for these "Missing Middle" compact housing types than for stacked multifamily apartment buildings. However, information provided by the commenter indicates that at least some of the properties in question are not positioned to redevelop at the lower densities, and that higher intensities including multifamily would complement the Middle Spenard Reinvestment Focus Area objectives and investments. The "Medium" density designation does not prohibit properties from developing with lower density compact housing. Planning Department site visits and property ownership research support changing properties generally west of Wilshire from Compact – Low to Compact – Medium Designation. Area 2 research and site visits, including the existing building stock, redevelopment potential, lot sizes and patterns, support the request for some areas south of Chugach Way to be increased to Compact Mixed Residential – Medium. These include the area east/northeast of Wilson Street Park extending south to 40th Avenue. North and The Targeted Area Rezoning (Action 4-2) boundaries can be adjusted to include changed areas. In the course of its review of the area, Planning staff reassessed the application of the mixed-use stipple pattern to the lots designated for Compact Mixed Residential – Medium along the north side of Chugach Way. The housing capacity analysis applies assumptions that the mixed-use stipple pattern depresses the likely future housing capacity of a site. This is because more of the site is encumbered for non-residential uses. In order to shore up housing capacity in the LUP for "Missing Middle" housing types in Midtown, and to encourage concentration of non-residential (commercial) traffic-generating activities at Spenard and Arctic rather than in the interior of Chugach Way, Planning recommends removing the stipple pattern from	**Discussed and Tabled** **(11-14-16)** **YES** **(12-05-16)** Commissioner Spring on 11-14 stated that a special study was needed here prior to implementing higher density land use designations. The narrow ROW on Chugach and the intersection of Chugach and Arctic so close to 36th do not have capacity without more ROW and street connections. Reiterated concerns on 12-05. Commissioner Strike asked how to incentivize this area to realize the potential in

		the Medium designated properties on the north side of Chugach Way. This recommendation does not affect the High density (dark brown) designated properties that have the stipple pattern. **Recommendations:** SEE ATTACHED MAP In Area 1, Change the Compact Mixed Residential – Low designation on the south side of 36th Avenue between Spenard and Arctic (ie., along Wilshire) to Compact Mixed Residential – Medium. Remove the stipple pattern form the compact Mixed Residential – Medium designated properties along the north side of Chugach Way. In Area 2, change the 2040 LUP map to Compact Mixed Residential-Medium in the area depicted on the attached map. Adjust the boundaries of Targeted Area Rezoning (Action 4-2) to include these areas, and not include areas that are not intended to change future zoning.	this area, such as a special tax district. Staff response to be provided in 10-d. Part 2 below.
10-d. Part 1. Addendum	**Housing Density / Mixed-use in Spenard / Chugach Way / 36th Ave. Area. Part 1 Addendum.** Request to change the Compact Mixed Residential – Low along south side of Chugach Way to Compact Mixed Residential-Medium. Redevelop at medium density along the greenway supported development corridor focused on Chugach Way while preserving lower densities to the south. In particular, a large lot along Fish Creek south of Chugach Way lacks water infrastructure. This is Price Sub Lot 107 A, south of Chugach Way a few lots west of Wilshire St. It will be difficult to redevelop at R-2M density. It should be included in a higher density and/or mixed-use designation than Compact Mixed Residential - Low. *(Cook Inlet Housing Authority)*	**Response:** Given some extra time for analysis, staff agrees that this parcel should be included in the density upgrade to Compact Mixed Residential – Medium. It also extends lengthwise into the existing predominantly single-family R-2M zoned neighborhood to the south-southwest. Therefore a residential, medium intensity designation is the highest density that would be appropriate in the neighborhood context. This odd-shaped narrow parcel includes a section of the Fish Creek channel, which could be used in a future creek restoration / Greenway Supported Development action. Restoring the creek would add amenities to the parcel but would likely reduce the developable area. Regardless, the parcel would benefit from the flexibility of medium (R-3) density offering 3-story residential buildings on this tough challenged lot. As currently zoned (R-2M), this parcel may not be feasible for residential housing units. **Recommendations:** On Issue-Response Item 10-d map attached to the December 5, 2016 issue-response, adjust the new boundary of the Compact Mixed Residential – Medium further to the west, south of Chugach Way (Described as Area 2 above), to include this specific parcel. Adjust the boundaries of Targeted Area Rezoning (Action 4-2) to include this specific parcel.	**YES** **(12-05-16)** Commissioner Robinson requests further discussion with staff regarding rationale for whether to add the lots south of 36th along Wilshire east of Dorbrandt St. to the Medium designation.
10-d. **Part 2**	**Housing Density / Mixed-use in Spenard / Chugach Way / 36th Ave. Area. Part 2**. Request reconsideration of the Urban Residential – High with mixed-use dotted stipple pattern designation between Spenard Road and Minnesota Drive south of 31st Ave to a mix of housing and commercial. Allow for stand-alone	**Response:** The area between Spenard Road and Minnesota Drive south of 31st Ave is currently zoned B-3 and consists of a variety of residential, office, and other commercial and light industrial uses in a small urban lot pattern. The Urban Residential – High land use designation with the Residential Mixed-Use Development dotted stipple pattern designation provides for future redevelopment to include commercial office and retail uses but would also require developments include residential units. Based on prevailing lot sizes this may translate to 2 or 3 dwellings or more per 6,000 square foot lot. This designation has	**YES** **(2-6-17)**

	commercial and light-industrial uses reflecting the land use pattern. Reflect changed area in revisions to boundaries of Targeted Area Rezone. *(Cook Inlet Housing Authority)*	considerable flexibility in densities and scale for new developments and redevelopment projects per the Commercial Corridor/Main Street and stipple (Residential Mixed-Use Development overlay). However it does not allow stand-alone commercial developments. Its implementation zoning (R-4A) would not provide for light industrial uses or 21st Century quasi-industrial cottage craft uses or "maker spaces". R-4A has minimum residential density requirements. Another option for the land use plan to promote more housing and mixed-use residential, while also allowing for the stand-alone commercial and "maker spaces" type industrial, would be to take the approach of the Downtown CBD land use designations. In Downtown, the stipple dot pattern overlays a mixed-use center land use designation (City Center). This part of the CBD corresponds to the Downtown Comprehensive Plan's DT-3 Residential Mixed-use District area. The 2040 LUP states on page 48 that where the Residential Mixed-use Development stipple pattern overlays Centers or Main Street Corridors, these areas are encouraged to become mixed-use urban villages that include housing. Re-designating this area as Main Street Corridor, and expanding the Spenard Main Street Corridor land use designation westward to include this area, would achieve this option. Issue-Response Map 10-d Part 2 depicts this area under Main Street land use designation with the Residential Mixed-use stipple pattern. **Recommendations:** As depicted on Issue-Response Map 10-d Part 2, change the land use designation in the area between Spenard Road and Minnesota Drive south of 31st Ave from Urban Residential – High to Main Street Corridor. Retain the Residential Mixed-use Development stipple pattern overlaying this area.	
10-d. **Part 3** Thedes language incorporated. Tom needs to draft remainder	**Housing Density / Mixed-use in Spenard / Chugach Way / 36th Ave. Area. Part 2**. With respect to the high-density redevelopment recommendations in the Area, Commissioner Spring on 11-14 stated that a special study was needed here prior to implementing higher density land use designations. The narrow ROW on Chugach and the intersection of Chugach and Arctic so close to 36th do not have capacity without more ROW and street connections. Commissioner Strike asked how to incentivize this area to realize the potential in this area, such as a special tax district. *(PZC Commissioner Jon Spring)*	**Response: TBD** This comment raises a concern that at this location, the roadway network is questionable, as currently configured, to handle the amount of growth in residential units that might come in the future with the Plan's land use designation. The basic infrastructure and environmental features in this area were evaluated for the land use designation recommendation and it was determined that these potential issues and possible constraints would be analyzed and addressed within the framework of the RFA designation**.** It is probable that some or all of this area connected to Chugach Way and the RFA in this section of Spenard will undergo a Small Area Implementation Plan. Data and relevant land use analyses for the area in the Small Area Implementation Plan process will feed into decisions about final density and land use designations and the future configuration of local roads, trails, and Chugach Way. **Recommendations: TBD** No changes.	
10-e.	**Northwood Park Subdivision-Forest Park Drive.** Most residents in this area commented that the new designation of Compact Mixed Residential – Low would allow for	**Response**: Approximately 16 lots on the west side of Forest Park Drive in Northwood Park Subdivision are designated in the 2040 LUP as Compact Mixed Residential-Low. The main implementing zoning district for this designation is R-2M. Most of the residents in this row of lots commented that this land use (and	**YES** **(11-14-16)**

	larger buildings and higher densities than current zoning, and raised concerns about the capacity of the site and neighborhood street to accommodate the change. *(Turnagain Community Council; Neighborhood petition with 19 signatures; Jackie Danner; Marnie and Jon Isaacs; Jordan and Susan Marshall*)	corresponding zoning) is contrary to the area's current zoning. This area, which is similar in nature to lots to the east in Huntington Park, was rezoned in 1980 from R-2 to R-2D to preserve the location's single family character. During the rezoning process it was clarified that the local conditions were not conducive for larger two-family or attached residential structures due to narrow lot configurations, soils, and topography. Staff reviewed the original PZC case file (79-84) in which details of the site and the reasoning for the change to R-2D. The area's topography slopes abruptly to the west down to the Fish Creek floodplain, conditions do not support redevelopment projects to larger or multi family structures that might otherwise be allowed in R-2M. The lots are developed and essentially "built out" now. Review of this issue and earlier stakeholder consultations has come across a separate parcel in this vicinity, located west of the Railroad corridor just to the north of W. Northern Lights Blvd., should be reclassified from Single and Two Family to Compact Mixed Residential – Medium. The property is currently zoned for R-3 multifamily. (LUP map references: LU-1, LU-2, EP-1 (Zoning) – all available on online LUP Map Gallery.) **Recommendations**: 1. Change the land use designation on the east portion of the Northwood Park Subdivision area which is zoned R-2D, from Compact Mixed Residential - Low to Single Family and Two Family. 2. Retain the Compact Mixed Residential - Low designation on the west portion (west of Fish Creek), which includes the existing R-2M lots along the Alaska Railroad corridor, as well as the R-2M zoned townhouses on Forest Park Drive. 3. Change the land use designation on the R-3 zoned parcels west of the Alaska Railroad corridor to the north of the West Northern Lights Boulevard right-of-way from Single Family and Two Family to Compact Mixed Residential – Medium.	

10-f.	**South Park Estates Manufactured Home Park and Northern Lights-Benson Corridor.** Request two of the three city blocks comprising South Park Estates mobile home park, which front on Arctic Blvd. and Benson Blvd., be changed from Urban Residential – High with mixed-use stipple, to either "City Center" or a "Commercial Corridor"—ie., a commercial designation. A commercial designation is more consistent with the surrounding lands along these corridors, particularly along Benson. The property fronting on the corridors match the location criteria for the "City Center" and "Commercial Corridor" designations as described in the 2040 LUP. The Benson portion is adjacent to the Midtown City Center area, on a corridor optimal for regional commercial. Frontage on busy auto corridors, particularly along Benson next to an electric substation and other commercial uses is not conducive to an attractive residential development. Additionally, the extent of multifamily residential development that the 2040 LUP is not cost feasible, particularly on this mobile home park site. Stacked multifamily at the medium-high densities that the draft LUP designation would require are difficult to pencil under today's market conditions. For the mobile home park, add in the need to help re-locate existing residents, remove and rebuilt the defunct utilities and streets, re-plat, and address environmental clean-up on the mobile home park. The property owner's site plan concept for the L shaped mobile home park site is to develop office/commercial buildings that front on Arctic and Benson, with parking comprising the rest of the city block behind each building. Residential multifamily with a surface parking lot would be located on the remaining city block on the interior of the site. Based on the owner's site plan concept and space used by suburban parking ratios the owner estimates that approximately 60 dwellings could fit on the middle block.	**Response:** This subdivision includes one of the oldest Manufactured Home Parks in Anchorage. The units are aging and the infrastructure is such that remediation must start very soon or the owner risks fines from the State. Following remediation and new infrastructure placement, the owner wishes to redevelop the 7 acre site with a mix of commercial uses including possibly offices along the arterial frontages, and residential on the interior. The area is located at the intersection of two designated transit supportive development corridors. Northern Lights-Benson is currently proposed to have 15-minute bus transit service. Arctic Boulevard is proposed to have 30-minute bus service. The area is designated in *Anchorage 2020* as a "Redevelopment/Mixed-use Area". *Anchorage 2020* Policy #10 strategies for mixed-use development include housing needs and compatible non-residential uses. The area is not covered by a neighborhood or district plan and is influenced by connection to the higher value section of midtown and the Spenard corridor. The site fronts on Benson Blvd and Arctic Blvd. The mobile home park land has redevelopment potential to provide for increased residential densities beyond the current count of 66 units. The September 2016 public hearing draft 2040 LUP designates most of the site as Urban Residential – High with a white dot stipple pattern for "Residential Mixed-use Development". The 2040 housing capacity analysis estimates the site would provide 70 or more units. The 70 unit estimate is based on Bowl-wide average density assumptions for the implementing zoning district under this land use designation. If the site were to redevelop closer to the maximum density of approximately practically attainable under the implementing zoning (R-4A) for this designation, it would yield more than 400 dwelling units. Net Housing Gain: After removing the existing 66 mobile home units, the net housing gain from 70 – 400 dwelling units would be somewhere between 4 units and more than 300 dwelling units. If the redevelopment comprises market-rate stacked apartment units, there would be a net loss of 66 affordable compact housing type units. However, the site conditions, upgrade costs of platting and possible rezonings, remediation, and new infrastructure point strongly to the need to have commercial land uses. Discussion points about Manufactured Homes in issue-response item 5-d. are relevant to this site. Issue 5-d. documents the need for affordable compact housing, the portion of future housing capacity in the Bowl provided by mobile home parks, and the importance of protecting residential lands. However, 5-d. also expresses that the approach of the 2040 LUP to mobile home parks must also consider the unique suite of circumstances affecting each area when assigning long term land use designations. (Staff to provide remaining response commentary on Monday, April 10.) Map references: • LU-7 Mobile Home Parks • Issue-Response Map 10-f and 10-j • Issue-Response Map 10-f Actions Map	

	There are currently 68 dwellings on the mobile home park. The entire site is zoned R-4 multifamily, except the half-block fronting Arctic is zoned B-3. *(Debenham Properties)*	**Recommendations:** Per the issue-response maps for issue 10-f, amend the LUP as follows: 1. Change the land use designation for the northern block of South Park Estates to "City Center". Overlay that "City Center" designation with the dot stipple pattern "Residential Mixed-use Development" Growth Supporting Feature that encourages (incentivizes) housing. 2. Extend the Main Street Corridor designation fronting east side of Arctic between 30th and 31st avenues one more lot in (ie., one more half-block eastward) from Arctic Blvd to Bering Street, in order to make the corridor one block deep on Arctic matching the land use pattern along the Arctic corridor nearby. Overlay with the white stipple pattern for "Residential Mixed-use Development". 3. Retain the land use designation "Urban Residential – High" in the interior block but remove the dot stipple pattern "Residential Mixed-use Development". 4. On the Actions Map, expand the dark purple "Middle Spenard" Reinvestment Focus Area (RFA) eastward to include the South Park Estates vicinity, as depicted in Issue-Response Map 10-d (Actions). 5. On the Actions Map, expand the portion of Targeted Area Rezoning 4-2 which includes South Park Estates, to also include the ML&P electrical substation, as depicted in Issue-Response Map 10-d (Actions). Do not include areas south of 31st Avenue, as shown on the map. 6. On the Actions Map, expand the deteriorated properties designated area from the Northern Lights Hotel to include South Park Estates mobile home park, as depicted in Issue-Response Map 10-d (Actions). Incorporate language in the Plan indicating this change and that tax abatement should focus on incentivizing housing (staff to identify language and placement in plan). 7. Per issue response item 5-d., amend the Strategy 6: Infill Housing Development discussion by adding the following passage regarding mobile home park redevelopment mitigation: Given that numerous aging Manufactured Home Parks may undergo ownership changes or redevelopment actions, the Municipality should take the lead on preserving this style of residential units and representing the fair and equitable displacement of residents. The Plan recommends an attempt to create a mitigation program to assist this trend of changing land uses in aging Manufactured Home Parks. 8. Per issue response item 5-d., add a new Action under Goal 4 in the Actions Checklist Table, to develop an affordable housing redevelopment displacement mitigation strategy. (See 5-d. for language).	

		9. Page 48, third column, second paragraph, amend the Plan's description of the white dot stipple pattern of *Residential Mixed-Use Development* as follows: Where they overlay Centers or Main Street Corridors, these areas are encouraged to become mixed-use urban villages that include housing. Where these designations are in existing residential zoning districts, rezonings and projects to develop commercial use may be expected to incorporate site plans or development agreements that indicate the location of future housing phases on the development site. This is particularly true for areas in which the Municipality is incentivizing housing development in tax abatement areas and "Reinvestment Focus Areas" (See Section 3.2). For example, an office building's rear parking lot may be configured on the site plan to redevelop someday into a mixed-use housing phase.	
10-g.	**Forest Park Manufactured Home Park.** Turnagain Community Council expressed that it is uncertain whether the 2040 LUP recommendation to change the Forest Park Mobile Home Court land use designation from West Anchorage District Plan's equivalent of "Single Family and Two Family" up to "Compact Mixed Residential – Low" is wise for this area. The change in designation is a change in land use from what is allowed by current R-1 zoning. Has the park owner been contacted? The park has provided relatively low density, compatible housing next to the adjacent area. Increased density would create more traffic on Hillcrest Drive, a high-use street. Mobile home parks have provided Anchorage with affordable housing for many years. Neighbors who reside in mobile home parks may not be able to afford other forms of housing. Resident letter with approximately two dozen signatures expresses opposes the recommended change of land use designation for Forest Park Mobile Home Court. The park is consistent with the surrounding aneighborhood and character of the area, and has had a consistent business mindset since its establishment in 1948 of providing affordable housing in a quality setting. Each of 47 mobile homes is owner-occupied. The setting is green and wooded adding value to the surrounding neighborhood.	**Response:** TBD **Recommendations:** *TBD* **(Place holder for: On the Growth and Change Map on page 19 of the plan, outline this area in dark forest green outline to indicate a change in land use designation from the WADP. OR Change the Areas of Growth and Change Map to reflect the 2040 LUP is consistent with the WADP in this area.)**	

	The park is well kept, at full capacity with no derelict mobile homes. Homes are constantly being remodeled and upgraded to reflect a desire to keep the level of quality. The mobile home owners, ownership of this property, and many of the surrounding home owners would like to see no change in the 2040 LUP that would affect this area. A higher density designation would represent a change that is not compatible with the existing environment and character of the surrounding neighborhood. Increased traffic on a local neighborhood street is also a concern. *(Turnagain Community Council, Gregg White)*		
10-h.	**Fish Creek Neighborhood Correction.** Planning review found that the 2040 LUP designated an area of approximately 11 residential properties at the junction of 35th Ave., Turnagain Blvd., and McRae Rd. where they cross Fish Creek, to Single Family and Two Family. The properties are along the SE side of McRae Rd. However, the current zoning of these properties is R-2M and range of housing types is mixed. This would correspond to a "Compact Mixed Residential – Low" designation. *(Planning Department Long-Range Planning Division)*	**Response:** The area is within ¼ mile of Spenard Road and the wider neighborhood context is a mix of single-family and compact "missing middle" housing types including attached-single family, two family, townhouses, small multifamily structures, and mobile homes. The West Anchorage District Plan designated these properties as "Low Intensity – Attached and Detached (>5 – 8 DUA)". The draft 2040 LUP Single Family and Two Family land use designation corresponds to the WADP. However, changing the designation to "Compact Mixed Residential – Low" would seem to better reflect the neighborhood and further housing opportunities at a compact scale near Spenard Road. **Recommendations:** Change the land use designation of the 11 or so parcels south of 35th/McRae Rd.east of Turnagain St. from "Single Family and Two Family" to "Compact Mixed Residential – Low". On the Growth and Change Map on page 19 of the plan, outline this area in dark forest green outline to indicate a change in land use designation from the West Anchorage District Plan.	**YES** **(3-13-17)**
10-i.	**Spenard Residential Mixed-use.** This issue focuses on a section of the Spenard Road corridor between the ARR and the Minnesota Dr. intersection. The 1984 *Spenard Commercial District Development Strategy* land use plan called for a combination of transitional mixed use and B-3 commercial uses in this area, which was originally zoned R-3. Staff looked into this recommendation and other options that included saving residential uses. *(Planning Department Long-Range Planning Division)*	**Response:** The draft 2040 LUP showed this area as Compact Mixed Residential-Medium with some covered in stipple to promote a mix with some commercial. The *West Anchorage District Plan* mostly followed the Spenard Commercial District Development Strategy and called the area a mix of Office (RO) and Spenard Commercial Corridor (B-3). Based on further evaluation of the lot patterns, access and connectivity to Spenard Rd, housing stock and existing land uses, staff recommends a change to draft designations. These changes modify but loosely follow recommendations from the 1984 Spenard Development Strategy. The changes reflect neighborhood residential development and trends, commercial lot depthsand provide for more housing units. Map Reference: Issue-Response Map 10-i.	

		Recommendations: (*See Map for 10-i*) Change the land use designations for this area of middle Spenard, bounded roughly by the ARR, 36th Ave, Wyoming St and lots adjacent to Spenard Rd, as follows: 1. Expand the Main Street Corridor to include the half block between Wyoming Street and the alley between Wyoming and Oregon Street, south of 37th Avenue. 2. Retain Compact Mixed Residential-Medium and remove the "Residential Mixed-use" stipple dot pattern on the remainder of this area. On the Growth and Change Map on page 19 of the plan, outline this area in dark forest green outline to indicate a change in land use designation from the West Anchorage District Plan.	
10-j.	**AIDEA Parcels on W. Northern Lights Blvd.** Alaska Industrial Development and Export Authority (AIDEA) owns and has its headquarters offices on three parcels located at the northwest intersection of Northern Lights Boulevard and Arctic Boulevard, on the south side of West 27th Avenue (see their Figure 1 in on page 7 of 225 in 2040 LUP Appendix D-1). Two of the lots are zoned B-3 and one of the lots developed with supplemental parking is zoned R-4 multifamily residential. AIDEA plans to renovate and expands its office building in future years. To accommodate greater flexibility in future improvements, AIDEA intends to replat the three parcels into one parcel. This would require rezoning the R-4 parcel to B-3. Anchorage 2020 has an explicit polkcy that states residentially zoned aprcels should not be rezonied to a non-residential zoning district unless specifically supported by another plan such as the LUP or Spenard Corridor Plan. AIDEA believes that this R-4 parcel should be considered as a potential commercial property in the draft plan. The parcel does not have residential units and has been devoted to commercial use as a parking lot for the Blues Central restaurant. There are no future plans for residential on this parking lot. *(AIDEA)*	**Response:** The R-4 parcel is approximately 6,000 square feet and labeled "Woods Lot 3 of 2" on page 7 of 225 in LUP Appendix D-1, and is used for ancillary parking for the B-3 zoned building containing the Blues Central restaurant space to its south. It is approximately 50 to 60 feet wide. Transferring to Commercial Corridor would provide a full depth site for redevelopment between Northern Lights and W. 27th Avenue. Transferring the lot would result in a loss of around 2-4 future dwelling units of potential housing capacity under the assumed average densities of future development in the R-4 district under LUP housing capacity analysis. It also reduces the land base of the R-4 neighborhood to the north/northwest. However it is questionable that dwellings would be constructed on this small parcel in its configuration. There would be a potential net gain of employment and activity in the area by making the commercial site more whole. **Recommendations:** Change the land use designation of the "Woods Lot 3 of 2" on page 7 of 225 in LUP Appendix D-1 from "Urban Residential – High" to "Main Street Corridor" matching the designation of the abutting AIDEA lots.	**YES** **(3-13-17)**
10-k.	**Northwood Industrial NW of Minnesota / Int'l.** Planning review identified a correction needed and a substantive departure by the 2040 LUP from previous plans in the industrial area and neighborhood northwest of	**Response:** These areas are depicted on issue-response map 10-k. First, this item includes map corrections that adjust site specific designations where the draft 2040 LUP and the West Anchorage District Plan (WADP) were incorrect There are three I-1 zoned parcels incorrectly designated as residential and community institutional northeast of the Northwood Drive – International	**YES** **(3-13-17)** Commissioner Spinelli

	the Minnesota—International interchange. *(Planning Department Long-Range Planning Division)*	Airport Road intersection (south of the Spenard Recreation Center). These lots are existing light industrial uses for industrial trucking firms. Second, this item documents for PZC review that the draft 2040 LUP reclassifies a residential block that extends into the SBS industrial area along 46th and 47th Avenues from Two Family residential to Light Industrial. The residential zone extends like a peninsula into the industrial area and includes single and two family structures. The housing abuts industrial uses. The WADP reflects existing zoning. The 2040 LUP departs from the WADP and existing zoning in order to consolidate the industrial area and provide space for future industrial use. This reclassification prioritizes industrial land supply in this location due to the area's characteristics, and is in context of broader strategies for housing supply in the rest of the Bowl. The area's zoning will continue to be residential until such time as property owners come forward with proposed rezonings. **Recommendations:** As depicted on issue-response map 10-k, change the residential and institutional land use designations of the I-1 industrial parcel south of the Spenard Recreation Center to "Light Industrial / Commercial". No changes to the industrial land use classification of the residential area extending into the SBS area on 46th and 47th Avenues. Edit the "Areas of Growth and Change" Map on page 19 of the 2040 LUP to depict a forest green outline around the areas above, indicating the 2040 LUP departs from the WADP in these areas.	requested staff to do follow up research on the current zoning of the Microtel Hotel south of the industrial sites and if the LUP designation is appropriate. Staff provided a follow up email to Commissioners Spinelli and Robinson which explained the existing zoning was I-1, consistent with the draft plan. Hotels are allowed in the I-1 district.
10-l.	**Windemere Subdivision SE of Tudor/Minnesota.** The 2040 LUP departs from existing zoning and the WADP land use designation for the subdivision at the SE corner of Tudor Road and Minnesota Drive. It increases the residential housing classification from Single Family and Two Family to "Compact Mixed Residential – Low". *(Planning Department Long-Range Planning Division)*	**Response:** The area of Windermere Subdivision on the SE corner of Tudor/Minnesota comprises an older, urban grid style street, lot, and block pattern. It includes alley ROWs. Its lotting and block pattern resembles the older urban parts of town and differentiates it from the curvilinear R-1 single-family subdivision interior to the super-block. Windemere accesses onto Tudor Road, adjacent to Willow Crest Elementary School, and an R-2M neighborhood and small commercial are across Tudor Road. The existing zoning of Windemere is R-2A, and the housing stock is a mix of single-family, two-family and some multifamily structures. The lots in Windemere are somewhat larger than a typical Anchorage urban lot, ranging above 7,500 square feet per lot. The 2040 LUP recommendation for upgrading Windemere to "Compact Mixed Residential – Low" seeks to compliment the "Traditional Neighborhood Design" designation for this area in recognition of its platted pattern. The designation is a long term vision for the neighborhood, which may be realized later in the planning horizon following reinvestment in the local street infrastructure. It seeks to allow the neighborhood to continue to develop its mix of housing types with more compact housing opportunities in a walkable neighborhood environment near the school and neighborhood commercial. **Recommendations:** No changes.	**YES** **(3-13-17)** Commissioners did not object to the long term land use plan designation however expressed concern regarding what the implementation would look like and how it would be implemented. Would it result in aggregation of lots to create a hodge-podge of 8-plex and lower density structures? Or is it intended to simply allow for 1 or 2 additional compact units in context

			of the existing lot pattern and scale of the neighborhood. Anchorage doesn't seem to have zoning that gets to a more compatible mix of low density multifamily scales. How do we get to where we want to get? Would implementation be through piecemeal rezones or a TAR? The street and sidewalk infrastructure won't be upgraded to achieve the objectives unless the Muni does it all at once.
10-l. addendum Tom	**Windemere Implementation Concerns.** Tom to address concerns raised by PZC in issue 10-l, which also affects other issue areas where 2040 LUP raises intensity from single-two family to low density multifamily. Commissioners expressed concern in review of 10-l. above regarding what the implementation would look like and how it would be implemented. Would it result in aggregation of lots to create a hodge-podge of 8-plex and lower density structures? Or is it intended to simply allow for 1 or 2 additional compact units in context of the existing lot pattern and scale of the neighborhood. Anchorage doesn't seem to have zoning that gets to a more compatible mix of low density multifamily scales. Commissioners asked for clarification on what the intent is for the type of housing and neighborhood character. Also, How do we get to where we want to get? Would implementation be through piecemeal rezones or a TAR? The street and sidewalk infrastructure won't be upgraded	**Response:** TBD **(**Clarify what the intent is.) **Recommendations:** TBD. Add a new Action item to resurrect the R-2F zoning district. Use T21 rewrite materials as a starting point. Also reference issue item ## addressing the need to provide neighborhood compatibility criteria and infrastructure as part of implementing higher densities through rezonings.	

	to achieve the objectives unless the Muni does it all at once. *(Planning and Zoning Commission)*		
10-m.	**Arctic Heights** *(LUPM Fix #3 and Moira Sullivan's cmt)*	**Response:** TBD (Note to staff: Research the RO SL north of Tudor east of Arctic) **Recommendations:** TBD. **(Place holder for: On the Growth and Change Map on page 19 of the plan, outline this area in dark forest green outline to indicate a change in land use designation from the Spenard Plan. OR Change the Areas of Growth and Change Map to reflect the 2040 LUP is consistent with the Spenard Plan in this area.)**	
10-n.	**Downtown – Ship Creek Industrial/Residential Mixed-use Margins.** Does the 2040 LUP land use designations in Ship Creek below Downtown result in a loss of existing industrial areas? *(Assembly member in worksession; Planning Department Long-Range Planning Division)*	**Response:** The draft 2040 LUP attempts to follow the adopted "Downtown Districts" boundaries on page 47 of the *Anchorage Downtown Comprehensive Plan* (2007). The Downtown Plan envisions some parcels that are currently zoned and used as industrial to be re-used or redeveloped as mixed-use commercial or residential. These parcels include: 1. The western end of the RV park parcel between 1st Avenue and Ship Creek Avenue resides ~~is~~ within the Downtown Plan study area, and is designated in the Downtown Plan's "Ship Creek" District. The Downtown Plan emphasizes redevelopment of this area for residential development supplemented with commercial uses. The RV park is zoned I-2 and implementation of the Downtown Plan / 2040 LUP would result in the western end of the parcel being redeveloped residential ~~while~~ with the eastern end remaining heavy industrial. TOM, THE SHIP CREEK/WATERFRONTLAND USE STUDY (1991) THAT DISCUSSIONS BY THE WATERFRONT DEVELOPMENT TASK FORCE THE WHITNEY-POST AND EAST END AREAS REMAIN GENERAL INDUSTRIAL. (P. 39) 2. Two I-2 zoned parcels just south of the west end of the RV park (south of 1st Avenue) are also redesignated by the two plans. The LUP designation of "City Center" for these two parcels reflects the Downtown Plan's inclusion of these two parcels in the "Pioneer Slope" Residential Mixed-use District (DT-3). This district calls for a mix of residential, commercial, and industrial uses in a style ~~kind~~ of industrial arts mixed-use district. This district also acknowledges that ~~its~~ this area is largely in the Very High Seismically Induced Ground Failure Zone (#5). The western end of the two parcels is currently a warehousing/distribution industrial structure and business. 3.A row of I-1 zoned parcels south of 1st Avenue between E Street and the C Street overpass, currently used as warehousing/distribution, would also be transferred to Ship Creek mixed-use under the two plans.	

		The 2040 LUP does not provide a land use designation that addresses an industrial mixed-use area at the margins between the Downtown and the Ship Creek industrial area. Areas 1 and 2 discussed just above seem like a candidate area for not being shown as either city center or heavy industrial, but perhaps light industrial mixed-use??? TOM, IF WE ARE CONSIDERING A NEW INDUSTRIAL/COMMERCIAL ZONE FOR THE FAIRWEATHER SITE ON SOUTH C STREET PERHAPS SOMETHING SIMILAR IN SHIP CREEK IS APPROPRIATE AS WELL? **Determine if fix needed to avoid industrial loss.** The Downtown Plan study area includes most of the area of Ship Creek that is already zoned for mixed-use redevelopment in the PC District (AO 2006-46(S)). These areas are already zoned and planned for Downtown-oriented mixed-use. Planning review identified that the PC zoning district in Ship Creek extends farther east along Ship Creek Avenue than the Downtown Plan's study area. The PC zoning district boundary east of the Downtown Plan's study area was missed by the 2040 LUP, and the LUP designated that area as part of its Light Industrial land use designation area at the east end of Ship Creek Avenue. Revising the LUP to transfer this area from Light Industrial to "City Center" would be more consistent with the existing PC zoning. The Shipcreek Framework Plan (2014) does not discuss the RV park area as a future redevelopment opportunity site nor does it address the two parcels at the northeast corner of 3rd Avenue and Eagle Street. The HLB/RED department has requested Planning consider redesignating the old Native Hospital ~~parcel~~ site between Ingra and Gambell from heavy industrial to City Center. The ~~southern~~ majority of the southern area of this parcel is developable. The HLB/RED would like to redevelop this area for commercial or institutional use, while using much of the parcel in the interim as a construction lay down yard serving Downtown CBD redevelopment projects. What do we think of this?? TOM, THE LAYDOWN YARD CONCEPT SOUNDS FINE. COMMERCIAL OR INSTITUTIONAL USE ON THE OLD HOSPITAL SITE IS PROBLEMATIC DUE TO ZONE 5 (VERY HIGH) SEISMIC ZONE CLASSIFICATION. Do we need an issue-response map to support this issue response? **Recommendations:** TBD. **(Place holder for: On the Growth and Change Map on page 19 of the plan, outline this area in dark forest green outline to indicate a change in land use designation from the Ship Creek Framework Plan. OR Change the Areas of Growth and Change Map to reflect the 2040 LUP is consistent with the Ship Creek Framework Plan in this area.)**	
10-o. Carol provided revised	**Focus New Higher Density Downtown Area Housing in the Downtown Core and in Parts of Fairview.** South Addition provides some downtown-area housing but downtown core housing opportunities that are not compatible with South Addition's character and scale should not be displaced to South Addition. Downtown is	**Response:** The 2040 LUP identifies Reinvestment Focus Areas (RFAs) as the places where the City will utilize its resources to promote more housing. In fact two of the three highest priorities of RFAs are targeted for areas specifically within the Downtown Core and in Fairview. The Downtown RFA is located in the southern parts of Downtown, consistent with the Downtown Comprehensive Plan's designated DT-3 residential mixed-use subarea. The Fairview RFA is consistent with the Gambell Main Street land use	

draft. Tom to add housing capacity ##'s.	strengthened by residential housing in its core. The LUP should emphasize residential units be constructed in Downtown. The Fairview area east and south of Downtown is also positioned for redevelopment. It has seismically stable uplands, great views, available land, and neighborhood support for higher density revitalization. *(South Addition Community Council)*	corridor and western Fairview neighborhood areas designated for higher density redevelopment in the Fairview Neighborhood Plan. Even with these areas designated for more housing growth, Downtown and Fairview alone cannot accommodate all of the housing need forecast for the Anchorage Bowl. The 2040 LUP identifies many locations within the Bowl for new housing opportunities. These new housing areas for the most part are aligned with adopted area, neighborhood or district plans, recognize existing and planned infrastructure improvements, and includes a housing designation that compliments the characteristics of the area. The South Addition neighborhood is largely a developed residential area within the Anchorage urban core. However there are parcels located along arterials and collectors that are vacant or underdeveloped and could be developed for more housing. The 2040 LUP designates some of these parcels appropriately for higher than existing residential density because South Addition needs to accommodate some share of the future housing needs as have other areas of the Bowl. Tom to add housing capacity findings to support argument. Also refer to Growth and Change Map **Recommendations:** No changes. See also the recommended clarification of the 2040 LUP housing needs assessment in issue 1-a response (forthcoming).	
10-p.	**Difference Between LUP and Government Hill Neighborhood Plan.** Comment expressing concern about the depiction of the traditional grid neighborhood pattern on Government Hill. There may have been some confusion that the traditional neighborhood pattern boundary is the same as the GHCC boundary, which it is not. *(Melinda Gant)*	**Response:** The land use designation and boundaries are consistent with the GHNP land use plan. The only change is the Traditional Neighborhood Design (TND) feature as depicted on the Land Use Plan map. The TND is not a land use designation. It is an overlay about neighborhood development patterns (i.e., physical design) that actually corresponds to and is consistent with the GHNP and 4NHPP, and their recognition of the neighborhood's distinct character. **Recommendations:** No changes.	**YES** **(3-13-17)**
10-q. **Tom**	**West Fairview/Third Addition Area.** **merge into 10-o.**	**Response:** TBD **Recommendations:** TBD	
	RESERVED Pending Capacity Analysis		

Item # Page # in PHD	Comment or Issue	Response and Recommendation	PZC Action
Part 11: Site Specific – Northeast Subarea			
11-a.	**NW Corner of Tudor Road and Piper Street.** October 6 written comment from UACC, and verbal testimony by Tim Potter with respect to site on Tudor and Piper. This site was redesignated Office-Low Intensity in the recently adopted UMED District Plan. This designation allows either office, medical office, or high density residential. It is a concern that the 2040 LUP designation of Urban Residential – High with overlay of Residential Mixed-use dot stipple pattern would require a development to include residential. This is incompatible with goal of growing medical uses to meet health related needs of the community. Further, due to a financial "gap" a requirement for multifamily housing is financially infeasible. *(Tim Potter)* Concerns with a proposed change from residential to R-O in the land use designation regarding property located at the NW corner of Piper and Tudor. Community Council supports mixed-use designation with a wide variety of housing types. *(University Area Community Council)*	**Response:** Including some amount of residential housing with the land use designation at this location is more consistent with the Bowl wide land use planning policies to retain the residential land base with a no-net-loss residential land policy of the Comprehensive Plan. This applies particularly near where the Comprehensive Plan has identified the Major Employment Centers including the UMED District. Adequate workforce housing near the employers also benefits the employers and the vitality of the UMED District. The 2040 Land Use Plan advocates for the retention of residential in response to new information regarding the housing land shortage from the LUP Land Capacity Analysis, which was not available during the UMED District Plan process. The 2040 LUP is a Bowl-wide plan that takes into account regional issues and accounts for the housing deficit. The Planning and Zoning Commission also recommended that this site remain zoned and designated for residential use in the UMED Plan. The University Area Community Council supports a high density residential land use designation on the site. The proposed land use designation allows for medical office and a variety of potential commercial uses. While allowing for medical office or mixed-use commercial on the site where it fronts on Piper Street and Tudor Road, the "Residential Mixed-use Development" overlay preserves the housing base by calling for some amount of compact housing on some part of the site to be determined by the owner. The Department acknowledges the challenges of making high density housing feasible. To reduce the potential amount of residential housing that might be required, reduce the portion of the site that would be encumbered for housing, and allow more flexibility in the type of housing structures the owner may select, the 2040 LUP designation could be reduced from Urban Residential – High to Compact Mixed Residential – Medium. This would allow medical office and allow fewer dwellings in lower density compact housing formats avoiding a high density multifamily requirement. **Recommendation:** No change, or change to "Compact Mixed Residential – Medium with the Residential Mixed-use Development stipple pattern. Because a medium density mixed-use residential zone (aka., an "R-3A") is not yet available in the zoning code, an implementation rezoning could be to RO SL (Special Limitations) to call for some amount of compact housing or identification of another site to provide for housing either now or in the future. This would at least partially offset the loss of housing at this site which was formerly a mobile home park.	**Split Decision** **(11-14-16)** Commissioner Walker on 11-14 disagreed with keeping a site residential just because it is currently zoned residential. Market and site conditions should be considered. Commissioner Barker stated it is the goal of the plan to maintain residential character of the neighborhood enclave south of UMED. The bigger question is, is it our aspiration in the long-range plan to preserve the residential character of the neighborhood. Commissioner Spring stated the staff response is consistent with Anchorage 2020 and the transportation system. The land use should

	the Minnesota—International interchange. *(Planning Department Long-Range Planning Division)*	Airport Road intersection (south of the Spenard Recreation Center). These lots are existing light industrial uses for industrial trucking firms. Second, this item documents for PZC review that the draft 2040 LUP reclassifies a residential block that extends into the SBS industrial area along 46th and 47th Avenues from Two Family residential to Light Industrial. The residential zone extends like a peninsula into the industrial area and includes single and two family structures. The housing abuts industrial uses. The WADP reflects existing zoning. The 2040 LUP departs from the WADP and existing zoning in order to consolidate the industrial area and provide space for future industrial use. This reclassification prioritizes industrial land supply in this location due to the area's characteristics, and is in context of broader strategies for housing supply in the rest of the Bowl. The area's zoning will continue to be residential until such time as property owners come forward with proposed rezonings. **Recommendations:** As depicted on issue-response map 10-k, change the residential and institutional land use designations of the I-1 industrial parcel south of the Spenard Recreation Center to "Light Industrial / Commercial". No changes to the industrial land use classification of the residential area extending into the SBS area on 46th and 47th Avenues. Edit the "Areas of Growth and Change" Map on page 19 of the 2040 LUP to depict a forest green outline around the areas above, indicating the 2040 LUP departs from the WADP in these areas.	Commissioner Spinelli requested staff to do follow up research on the current zoning of the Microtel Hotel south of the industrial sites and if the LUP designation is appropriate. Staff provided a follow up email to Commissioners Spinelli and Robinson which explained the existing zoning was I-1, consistent with the draft plan. Hotels are allowed in the I-1 district.
10-l.	**Windemere Subdivision SE of Tudor/Minnesota.** The 2040 LUP departs from existing zoning and the WADP land use designation for the subdivision at the SE corner of Tudor Road and Minnesota Drive. It increases the residential housing classification from Single Family and Two Family to "Compact Mixed Residential – Low". *(Planning Department Long-Range Planning Division)*	**Response:** The area of Windermere Subdivision on the SE corner of Tudor/Minnesota comprises an older, urban grid style street, lot, and block pattern. It includes alley ROWs. Its lotting and block pattern resembles the older urban parts of town and differentiates it from the curvilinear R-1 single-family subdivision interior to the super-block. Windemere accesses onto Tudor Road, adjacent to Willow Crest Elementary School, and an R-2M neighborhood and small commercial are across Tudor Road. The existing zoning of Windemere is R-2A, and the housing stock is a mix of single-family, two-family and some multifamily structures. The lots in Windemere are somewhat larger than a typical Anchorage urban lot, ranging above 7,500 square feet per lot. The 2040 LUP recommendation for upgrading Windemere to "Compact Mixed Residential – Low" seeks to compliment the "Traditional Neighborhood Design" designation for this area in recognition of its platted pattern. The designation is a long term vision for the neighborhood, which may be realized later in the planning horizon following reinvestment in the local street infrastructure. It seeks to allow the neighborhood to continue to develop its mix of housing types with more compact housing opportunities in a walkable neighborhood environment near the school and neighborhood commercial. **Recommendations:** No changes.	**YES** **(3-13-17)** Commissioners did not object to the long term land use plan designation however expressed concern regarding what the implementation would look like and how it would be implemented. Would it result in aggregation of lots to create a hodge-podge of 8-plex and lower density structures? Or is it intended to simply allow

			for 1 or 2 additional compact units in context of the existing lot pattern and scale of the neighborhood. Anchorage doesn't seem to have zoning that gets to a more compatible mix of low density multifamily scales. How do we get to where we want to get? Would implementation be through piecemeal rezones or a TAR? The street and sidewalk infrastructure won't be upgraded to achieve the objectives unless the Muni does it all at once.
10-l. addendum Tom	**Windemere Implementation Concerns.** Tom to address concerns raised by PZC in issue 10-l, which also affects other issue areas where 2040 LUP raises intensity from single-two family to low density multifamily. Commissioners expressed concern in review of 10-l. above regarding what the implementation would look like and how it would be implemented. Would it result in aggregation of lots to create a hodge-podge of 8-plex and lower density structures? Or is it intended to simply allow for 1 or 2 additional compact units in context of the existing lot pattern and scale of the neighborhood. Anchorage doesn't seem to have zoning that gets to a more compatible mix of low density multifamily scales. Commissioners asked for clarification on what the intent is for the type of housing and neighborhood character. Also, How do we get to where we want to get? Would implementation be through piecemeal rezones or a TAR?	**Response:** TBD **(**Clarify what the intent is.) **Recommendations:** TBD. Add a new Action item to resurrect the R-2F zoning district. Use T21 rewrite materials as a starting point. Also reference issue item ## addressing the need to provide neighborhood compatibility criteria and infrastructure as part of implementing higher densities through rezonings.	

	The street and sidewalk infrastructure won't be upgraded to achieve the objectives unless the Muni does it all at once. *(Planning and Zoning Commission)*		
10-m.	**Arctic Heights** *(LUPM Fix #3 and Moira Sullivan's cmt)*	**Response:** TBD (Note to staff: Research the RO SL north of Tudor east of Arctic) **Recommendations:** TBD. **(Place holder for: On the Growth and Change Map on page 19 of the plan, outline this area in dark forest green outline to indicate a change in land use designation from the Spenard Plan. OR Change the Areas of Growth and Change Map to reflect the 2040 LUP is consistent with the Spenard Plan in this area.)**	
10-n.	**Downtown – Ship Creek Industrial/Residential Mixed-use Margins.** Does the 2040 LUP land use designations in Ship Creek below Downtown result in a loss of existing industrial areas? *(Assembly member in worksession; Planning Department Long-Range Planning Division)*	**Response:** The draft 2040 LUP attempts to follow the adopted "Downtown Districts" boundaries on page 47 of the *Anchorage Downtown Comprehensive Plan* (2007). The Downtown Plan envisions some parcels that are currently zoned and used as industrial to be re-used or redeveloped as mixed-use commercial or residential. These parcels include: 1. The western end of the RV park parcel between 1st Avenue and Ship Creek Avenue resides ~~is~~ within the Downtown Plan study area, and is designated in the Downtown Plan's "Ship Creek" District. The Downtown Plan emphasizes redevelopment of this area for residential development supplemented with commercial uses. The RV park is zoned I-2 and implementation of the Downtown Plan / 2040 LUP would result in the western end of the parcel being redeveloped residential ~~while~~ with the eastern end remaining heavy industrial. TOM, THE SHIP CREEK/WATERFRONTLAND USE STUDY (1991) THAT DISCUSSIONS BY THE WATERFRONT DEVELOPMENT TASK FORCE THE WHITNEY-POST AND EAST END AREAS REMAIN GENERAL INDUSTRIAL. (P. 39) 2. Two I-2 zoned parcels just south of the west end of the RV park (south of 1st Avenue) are also redesignated by the two plans. The LUP designation of "City Center" for these two parcels reflects the Downtown Plan's inclusion of these two parcels in the "Pioneer Slope" Residential Mixed-use District (DT-3). This district calls for a mix of residential, commercial, and industrial uses in a style ~~kind~~ of industrial arts mixed-use district. This district also acknowledges that ~~its~~ this area is largely in the Very High Seismically Induced Ground Failure Zone (#5). The western end of the two parcels is currently a warehousing/distribution industrial structure and business. 3.A row of I-1 zoned parcels south of 1st Avenue between E Street and the C Street overpass, currently used as warehousing/distribution, would also be transferred to Ship Creek mixed-use under the two plans.	

		The 2040 LUP does not provide a land use designation that addresses an industrial mixed-use area at the margins between the Downtown and the Ship Creek industrial area. Areas 1 and 2 discussed just above seem like a candidate area for not being shown as either city center or heavy industrial, but perhaps light industrial mixed-use??? TOM, IF WE ARE CONSIDERING A NEW INDUSTRIAL/COMMERCIAL ZONE FOR THE FAIRWEATHER SITE ON SOUTH C STREET PERHAPS SOMETHING SIMILAR IN SHIP CREEK IS APPROPRIATE AS WELL? **Determine if fix needed to avoid industrial loss.** The Downtown Plan study area includes most of the area of Ship Creek that is already zoned for mixed-use redevelopment in the PC District (AO 2006-46(S)). These areas are already zoned and planned for Downtown-oriented mixed-use. Planning review identified that the PC zoning district in Ship Creek extends farther east along Ship Creek Avenue than the Downtown Plan's study area. The PC zoning district boundary east of the Downtown Plan's study area was missed by the 2040 LUP, and the LUP designated that area as part of its Light Industrial land use designation area at the east end of Ship Creek Avenue. Revising the LUP to transfer this area from Light Industrial to "City Center" would be more consistent with the existing PC zoning. The Shipcreek Framework Plan (2014) does not discuss the RV park area as a future redevelopment opportunity site nor does it address the two parcels at the northeast corner of 3rd Avenue and Eagle Street. The HLB/RED department has requested Planning consider redesignating the old Native Hospital ~~parcel~~ site between Ingra and Gambell from heavy industrial to City Center. The ~~southern~~ majority of the southern area of this parcel is developable. The HLB/RED would like to redevelop this area for commercial or institutional use, while using much of the parcel in the interim as a construction lay down yard serving Downtown CBD redevelopment projects. What do we think of this?? TOM, THE LAYDOWN YARD CONCEPT SOUNDS FINE. COMMERCIAL OR INSTITUTIONAL USE ON THE OLD HOSPITAL SITE IS PROBLEMATIC DUE TO ZONE 5 (VERY HIGH) SEISMIC ZONE CLASSIFICATION. Do we need an issue-response map to support this issue response? **Recommendations:** TBD. **(Place holder for: On the Growth and Change Map on page 19 of the plan, outline this area in dark forest green outline to indicate a change in land use designation from the Ship Creek Framework Plan. OR Change the Areas of Growth and Change Map to reflect the 2040 LUP is consistent with the Ship Creek Framework Plan in this area.)**	
10-o. Carol provided revised	**Focus New Higher Density Downtown Area Housing in the Downtown Core and in Parts of Fairview.** South Addition provides some downtown-area housing but downtown core housing opportunities that are not compatible with South Addition's character and scale should not be displaced to South Addition. Downtown is	**Response:** The 2040 LUP identifies Reinvestment Focus Areas (RFAs) as the places where the City will utilize its resources to promote more housing. In fact two of the three highest priorities of RFAs are targeted for areas specifically within the Downtown Core and in Fairview. The Downtown RFA is located in the southern parts of Downtown, consistent with the Downtown Comprehensive Plan's designated DT-3 residential mixed-use subarea. The Fairview RFA is consistent with the Gambell Main Street land use	

draft. Tom to add housing capacity ##'s.	strengthened by residential housing in its core. The LUP should emphasize residential units be constructed in Downtown. The Fairview area east and south of Downtown is also positioned for redevelopment. It has seismically stable uplands, great views, available land, and neighborhood support for higher density revitalization. *(South Addition Community Council)*	corridor and western Fairview neighborhood areas designated for higher density redevelopment in the Fairview Neighborhood Plan. Even with these areas designated for more housing growth, Downtown and Fairview alone cannot accommodate all of the housing need forecast for the Anchorage Bowl. The 2040 LUP identifies many locations within the Bowl for new housing opportunities. These new housing areas for the most part are aligned with adopted area, neighborhood or district plans, recognize existing and planned infrastructure improvements, and includes a housing designation that compliments the characteristics of the area. The South Addition neighborhood is largely a developed residential area within the Anchorage urban core. However there are parcels located along arterials and collectors that are vacant or underdeveloped and could be developed for more housing. The 2040 LUP designates some of these parcels appropriately for higher than existing residential density because South Addition needs to accommodate some share of the future housing needs as have other areas of the Bowl. Tom to add housing capacity findings to support argument. Also refer to Growth and Change Map **Recommendations:** No changes. See also the recommended clarification of the 2040 LUP housing needs assessment in issue 1-a response (forthcoming).	
10-p.	**Difference Between LUP and Government Hill Neighborhood Plan.** Comment expressing concern about the depiction of the traditional grid neighborhood pattern on Government Hill. There may have been some confusion that the traditional neighborhood pattern boundary is the same as the GHCC boundary, which it is not. *(Melinda Gant)*	**Response:** The land use designation and boundaries are consistent with the GHNP land use plan. The only change is the Traditional Neighborhood Design (TND) feature as depicted on the Land Use Plan map. The TND is not a land use designation. It is an overlay about neighborhood development patterns (i.e., physical design) that actually corresponds to and is consistent with the GHNP and 4NHPP, and their recognition of the neighborhood's distinct character. **Recommendations:** No changes.	**YES** **(3-13-17)**
10-q. **Tom**	**West Fairview/Third Addition Area.** **merge into 10-o.**	**Response:** TBD **Recommendations:** TBD	
	RESERVED Pending Capacity Analysis		

Item # Page # in PHD	Comment or Issue	Response and Recommendation	PZC Action
Part 11: Site Specific – Northeast Subarea			
11-a.	**NW Corner of Tudor Road and Piper Street.** October 6 written comment from UACC, and verbal testimony by Tim Potter with respect to site on Tudor and Piper. This site was redesignated Office-Low Intensity in the recently adopted UMED District Plan. This designation allows either office, medical office, or high density residential. It is a concern that the 2040 LUP designation of Urban Residential – High with overlay of Residential Mixed-use dot stipple pattern would require a development to include residential. This is incompatible with goal of growing medical uses to meet health related needs of the community. Further, due to a financial "gap" a requirement for multifamily housing is financially infeasible. *(Tim Potter)* Concerns with a proposed change from residential to R-O in the land use designation regarding property located at the NW corner of Piper and Tudor. Community Council supports mixed-use designation with a wide variety of housing types. *(University Area Community Council)*	**Response:** Including some amount of residential housing with the land use designation at this location is more consistent with the Bowl wide land use planning policies to retain the residential land base with a no-net-loss residential land policy of the Comprehensive Plan. This applies particularly near where the Comprehensive Plan has identified the Major Employment Centers including the UMED District. Adequate workforce housing near the employers also benefits the employers and the vitality of the UMED District. The 2040 Land Use Plan advocates for the retention of residential in response to new information regarding the housing land shortage from the LUP Land Capacity Analysis, which was not available during the UMED District Plan process. The 2040 LUP is a Bowl-wide plan that takes into account regional issues and accounts for the housing deficit. The Planning and Zoning Commission also recommended that this site remain zoned and designated for residential use in the UMED Plan. The University Area Community Council supports a high density residential land use designation on the site. The proposed land use designation allows for medical office and a variety of potential commercial uses. While allowing for medical office or mixed-use commercial on the site where it fronts on Piper Street and Tudor Road, the "Residential Mixed-use Development" overlay preserves the housing base by calling for some amount of compact housing on some part of the site to be determined by the owner. The Department acknowledges the challenges of making high density housing feasible. To reduce the potential amount of residential housing that might be required, reduce the portion of the site that would be encumbered for housing, and allow more flexibility in the type of housing structures the owner may select, the 2040 LUP designation could be reduced from Urban Residential – High to Compact Mixed Residential – Medium. This would allow medical office and allow fewer dwellings in lower density compact housing formats avoiding a high density multifamily requirement. **Recommendation:** No change, or change to "Compact Mixed Residential – Medium with the Residential Mixed-use Development stipple pattern. Because a medium density mixed-use residential zone (aka., an "R-3A") is not yet available in the zoning code, an implementation rezoning could be to RO SL (Special Limitations) to call for some amount of compact housing or identification of another site to provide for housing either now or in the future. This would at least partially offset the loss of housing at this site which was formerly a mobile home park.	**Split Decision** **(11-14-16)** Commissioner Walker on 11-14 disagreed with keeping a site residential just because it is currently zoned residential. Market and site conditions should be considered. Commissioner Barker stated it is the goal of the plan to maintain residential character of the neighborhood enclave south of UMED. The bigger question is, is it our aspiration in the long-range plan to preserve the residential character of the neighborhood. Commissioner Spring stated the staff response is consistent with Anchorage 2020 and the transportation system. The land use should

Item # Page # in PHD	Comment or Issue	Response and Recommendation	PZC Action
			consider the impacts on street congestion. Commissioner Bailey stated that office use would bisect the residential neighborhood south of UMED into two residential areas. There are already commercial areas available to the east and west. The LUP labels the entire area as Traditional Neighborhood Development so whichever land use goes here should foster TND. Commissioner Spoerhase asked what is the currently adopted land use designation for this site: it is Office Low Intensity. **NO** **(4-3-17)** Commissioners recommended Commercial Corridor designation to recognize Assembly approval of rezoning to RO.

Item # Page # in PHD	Comment or Issue	Response and Recommendation	PZC Action
11-b. Tom finish this week address Allen's cmt too	**6-Acre Merrill Field Property Between Sitka Street and SW Corner DeBarr and Lake Otis.** The large parcel located on the southwest corner of DeBarr and Lake Otis Parkway, owned by Merrill Field, is currently used as a snow dump. The Land Use Plan Map designates the site as Commercial Corridor, with a transit supportive development overlay. Under the Commercial Corridor the property could be rezoned to B-3, allowing office development and added traffic. The intersection of Sitka Street and Debarr is already experiencing a higher than average accident rate and office development without improvements to Debarr or the intersection of Debarr and Sitka will result in higher accident and increased delays for those exiting Sitka Street. It is questionable if the residents of Eastridge neighborhood south of the parcel know the parcel is being designated as commercial. Substantial comments will probably come when they are notified of the plan or subsequent rezoning request. Recommend leaving the parcel as Community Facility or re-designating the site as Residential Medium. *(PZC Commissioner Spring)*	**Response:** The Land Use Plan Map serves to establish a preferred development scenario for the Bowl, including this 6 acre site. If/when the site is rezoned in the future and a development project is submitted for review, the Municipality will review the specifics of the development and require the necessary on and off-site improvements, including transportation, needed to serve the development. The Municipal Traffic Engineer requires TIAs for development projects that exceed a certain threshold of either square footage, number of employees, patrons or residents. It is likely that a TIA will be required for this site when a development project is proposed given the data of traffic accidents on Debarr road. The 2040 Plan recommends Debarr Road as a Transit Supportive Development Corridor, as adopted in *Anchorage 2020*. The designation comes with the expectation for infrastructure investment in and around DeBarr Road over time in order to accommodate increasing activity levels. The site was purchased and granted to Merrill Field by the FAA. The FAA grant assurance requires Merrill Field to seek FAA concurrence on the surplus and future use of this site for non-aeronautical purposes. Merrill Field is an enterprise –self-supporting agency and needs to manage its assets and its ability to increase the airport's revenue-generating opportunities. During the update of the Airport Master Plan, this site was identified as a potential surplus site to airport operations. Paul Bower, Merrill Field Airport Manager, requested a land use designation allowing office/medical office with neighborhood commercial for this parcel. A rezoning to RO was discussed to support a medical-office as a principal use, consistent with the uses further east on DeBarr, and to avoid higher traffic commercial retail uses of a B-3 District. Mr. Bower also shared that in his discussions with the community on potentially redeveloping this site for office development, the comments were generally positive. Traffic studies have been conducted and include potential recommendations on how to improve Debarr road. Once the land use designation is adopted, the Airport can then begin discussions with the FAA on the surplus and redevelopment of the site for office use. Merrill Field intends to continue owning the site and will leasing the site for redeveloping. FAA regulations make it difficult for the Airport to sell off excess land. Staff discussed the issue of the existing snow dump and Mr. Bower identified another location on Merrill Field lands that could serve this purpose. The alternative location is located away from the DeBarr corridor and has less potential for alternative income generating use. The municipal snow dump does not provide much lease income as compared to a medical office based office development. While Planning staff does not believe that residential housing is likely for airport land or a competitive alternative to medical-office returns, the Main Street Corridor designation does leave flexibility for housing developments or residential	**Discussed and Tabled (2-6-17)** Commissioner Spring on 2-6-7 stated he plans to bring forward additional considerations for this issue, including reconsideration for how Merrill Field Sitka Street Park parcel to the west is designated. Staff also received late feedback on this item from Muni Traffic Engineer concerning traffic impacts on 15th. Staff after receiving Cmr. Spring's comments will bring a revised and expanded 11-b back for deliberations. (2-6-17)

Item # Page # in PHD	Comment or Issue	Response and Recommendation	PZC Action
		mixed-use. Overlaying this land use with the "Residential Mixed-use Development" stipple dot pattern could further promote residential use on the 2040 LUP, if that is of interest to the Commission. Office, medical, and commercial employment contributes to the objectives of a transit corridor. The Main Street Corridor land use designation provides for these uses in a development pattern that supports public transit. It provides more employment and services for the neighborhood. It also supports efficient use of land in the Bowl to address commercial and medical office needs. By contrast, a Community Facility or Institution designation would seem to perpetuate the snow dump along the transit corridor. Or it limits the property to other types of public facilities or institutions. It is not clear what institutional uses might locate here. Planning staff made efforts to notify the public and neighborhoods about the 2040 LUP. It made extra efforts to reach out to Airport Heights Community Council because of land use issues in the neighborhood. The 2040 LUP planning team visited Airport Heights Community Council meetings. Airport Heights leaders participated in several regional public meetings for the LUP that highlighted their neighborhood on regional focus maps. A special consultation meeting was held for Airport Heights representatives. The proposed designation of the property to allow for medical office did not appear to be of concern. **Recommendations:** Add the RO District as a potential implementation district for the Main Street Corridor land use designation in the middle column of page 36: "B-3 or B-1B, or RO in residential-office locations, with CCO overlay or new overlay zone." No other changes.	
11-c. Revised	**Geographic Extent of Northway Town Center.** Is the Northway Mall still a viable town center? It appears that the actual town center has actually moved to the Glenn Square Mall area north of the Glenn Highway. Change the designation of Glenn Square retail area north of Glenn Highway from Regional Commercial Center to Town Center. It is much smaller than and does not feel like the other two designated regional centers (Tikhatnu Commons and Dimond Center areas). It meets the definition of a town center. It has a variety of local serving businesses including restaurants, fitness center, and retail. It is adjacent to residential to the north including a new	**Response:** Northway Town Center, straddled by commercial in all directions, a highway, and a manufactured home park, presents challenges for expanding the geographic extent of the "Town Center" designation. Too much expansion can easily overextend the Town Center commercial core. This would go against policy directives to guide compact, focused "Town Center" commercial development and preserve workforce and affordable housing opportunities near commercial cores of Town Centers. The area's growth is stymied by need for significant public investment: poor capacity in utility infrastructure including sewer and storm water infrastructure, position relative to Merrill Field runway, unsettled future alignment of a Glenn-to-Seward Highway connection, and a generally lower market demand, and need for sense of place amenities. A targeted area rezoning (TAR) of I-1 to B-3 by itself would not overcome these challenges, but staff agrees could be a first step. However, rezoning of the D-2 Zoning District Penland mobile home park to B-3 would worsen residential land deficits for "missing	**Glenn Square Discussed on 11-14-16** Commissioner Spring on 11-14 requested staff to consider redesignating Glenn Square be a part of Northway Town Center. It does not feel like a Regional Commercial Center like Dimond Center or

Item # Page # in PHD	Comment or Issue	Response and Recommendation	PZC Action
	CIHA multifamily townhouse development. Additional housing within Glenn Square was originally planned and may still be a possibility. The 2040 LUP land use designation of Mt. View Dr. as a Main Street Corridor will complement the town center development and transit service. *Anchorage 2020* also includes Glenn Square as part of its approximate location for Northway Town Center. *(PZC Commissioner Jon Spring)* Change the designation of the area including Penland Manufactured Home Community bounded by Penland Parkway in the north, DeBarr Road in the south, Northway Business Park Boulevard in the east, Airport Heights Drive in the west, to Town Center. Alaska Regional Hospital would expand but is constrained from expanding by current zoning and land use patterns. The Northway Town Center should be considered in connection with the UMED District to the south. *(Alaska Regional Hospital representative at public meeting)* The Medical Center designation centered on the Alaska Regional Hospital site should be reexamined. The current designation does not allow for expansion of this important medical center. Given comments above by Alaska Regional representative, additional research is needed to determine what the future requirements for medical offices and hospital expansion are in this area. Medical expansion in this area would help redevelopment, particularly the Northway Mall. Northway Mall area is an excellent location for a major health center. *(Commissioner Spring)* Concerns raised at Community Council meetings by residents expressing concern regarding potential displacement of the area's mobile home park residents. Penland Manufactured Home Community should be	middle" compact housing, and housing problems, disproportionately burdening low- to moderate income workforce households and under-represented ethnic and racial groups. *Anchorage 2020* Land Use Policy Map (p. 50, Anchorage 2020) shows a circle/dot depicting Northway Town Center that includes Glenn Square and Penland Manufactured Home Community in its circle radius. *Anchorage 2020* explains that its map feature locations and use types should be interpreted as approximate. One can infer the circle includes not only a commercial/mixed-use core but also some surrounding primarily residential areas. *Anchorage 2020* anticipated more detailed, area-specific plans would establish a more specific layout and extent of town center commercial cores. To implement the 2020 town center concept, the Municipality in 2002 retained a consultant (Lennertz Coyle), which developed a draft Northway Town Center master plan through a charrette-style public process. The draft plan engaged the public but the plan was not completed. The draft plan located the Town Center core north of Penland Drive. The locus was southeast of the Northway Mall. It recommended constructing a new bridge over the Glenn Highway to connect the town center to the Glenn Square Mall area. But it depicted that area as a combination of open space or undesignated future use outside the town center core. The 2016 Mountain View Targeted Neighborhood Plan designates the Glenn Square Mall as a regional commercial center. Glenn Square sits near the intersection of Mountain View Drive and the Glenn Highway, relatively isolated from Northway Town Center by the Highway. Its position in the transportation network matches that of Dimond and Tikhatnu. The existing land use anchors are all big box retail chain stores, which is consistent with a regional commercial center land use designation. Initial results of the 2040 LUP housing capacity analysis appear to indicate a need to preserve existing zoned lands such as Penland Park for "missing middle" type compact single-family, manufactured home, two-family, and townhouse style housing. Interviews with residential community leaders and Penland Park MHC managers indicate this will remain a viable manufactured home park through the year 2040. Therefore, reclassifying to mixed-use, commercial, or stacked multifamily may not be advisable. The Glenn Square Mall, the Northway Mall, Penland Mobile Home Park, and the Alaska Regional Medical Center properties would also make good candidate sites for a quick, "light" planning effort. Staff met briefly, individually with key stakeholders in this area during the LUP consultation process but additional contacts a discussion should be made to get a better sense from the property owners themselves about how they forsee this area in the future. For example, follow up contact has yet to be made with representatives from the Alaska Regional Medical center in order to understand and assess their possible expansion plans.	Tikhatnu Commons. Anchorage 2020 originally showed it as part of a Town Center. **Discussed and Tabled** **(12-12-16)** Commissioner Spring to provide comments and suggested amendments in this area. **YES, contingent on further clarifying the scope of the area planning process in Recommendation #1** **(2-6-17)** Commissioner Robinson requests that the language of the new Action 3-# in Recommendation 1 further distinguish the scope of a "light, quick, inexpensive" planning process. Is it really an SAP?

Item # Page # in PHD	Comment or Issue	Response and Recommendation	PZC Action
	preserved as a residential area. Penland MHC is financially viable through the year 2040. Infrastructure investments are being made in Penland and several other mobile home parks owned/managed by the same company. *(Airport Heights Community Council; Russian Jack Park Community Council; Penland MHC management company in consultation; Penland MHC representative at public meeting).* Include an Action for MOA to carry out a Targeted Area Rezoning of this area to B-3. This will make the area more competitive, given the more restrictive nature of the industrial zones in the new Title 21. *(DOWL Engineering, CITC in consultation, Commissioner Jon Spring)*	A second example are concerns from the Penland Mobile Home Park. Staff met with the park manager and another interested stakeholder but has not had consultations with the property owner. **Recommendations:** Amend the 2040 LUP as follows: 1. Add an Action 3-## to the Actions Checklist Table, to carry out a light, quick, inexpensive version of a Small Area Plan process for the Northway Town Center area including Alaska Regional Hospital, municipal properties, Penland Manufactured Home Community. Consult with residents, property owners, employers, and community councils to help determine appropriate land use designations and near-term amendments to the 2040 LUP. (Staff to provide clearer language in the Action statement regarding the scope of this planning process.) Responsible Agency: Planning. Time Frame: Now. Related Plans and Studies: MV. Depict the SAP on the 2040 LUP Actions Map. 2. Add an Action to the Actions Checklist Table, to "Facilitate a Targeted Area Rezoning in Northway Town Center, including rezoning I-1 zoned properties to commercial zoning" (above). Depict the TAR on the 2040 LUP Actions Map. 3. Amend the LUPM to expand the Traditional Neighborhood Design growth supportive overlay to include the Northway Town Center area between DeBarr, Glenn, Airport Hts, and Bragaw Street.	Commissioner Robinson also expressed it is important for the long-range plan to show where Penland Manufactured Home Park is headed in the long term. It is likely to change, not remain the same in the long term. The Comp. Plan should provide guidance for what that change should be. (2-6-17)
11-d.	**Mental Health Trust and PLI Lands NE of Northern Lights and Bragaw Intersection.** Issues and questions regarding site considerations for redevelopment, including locations of roads, utilities, easements, trails, Chester Creek, and existing buildings and lot patterns. Issues and questions regarding the type of mixed-use site layout and Greenway Supported Development that would be required, relative to the request by the owner for flexibility in site and land use planning. *(Craig Driver, Alaska Mental Health Trust)*	**Response:** Planning Department staff held additional consultations with the Trust Land Office regarding the site conditions and the clarity of the land use designations. Staff clarified that the Urban Residential – High land use designation on the MHT property, with the Residential Mixed-use Development stipple dot pattern overlay provides MHT the site plan flexibility necessary to arrange commercial, mixed-use, and residential uses across the master site. Residential can be located on one part of the site, and commercial on another, for instance. Planning staff also clarified that Greenway Supported Development (GSD) allows smaller creek setbacks to encourage urban redevelopment in mixed-use centers. GSD complements redevelopment. A multi-use recreational trail running through the property aligned with Chester Creek has potential for a linear Greenway Supported Development feature. The residential mixed-use designation encourages commercial and PLI uses while overcoming a substantial housing capacity deficit, especially near major employment centers such as UMED. The MHT site represents a significant redevelopment opportunity. Designating it in a category that would allow reclassification from PLI to a zoning district implements Urban Residential – High / Residential Mixed-use.	**YES** **(12-12-16)**

Item # Page # in PHD	Comment or Issue	Response and Recommendation	PZC Action
		The 2040 LUP yields a substantial amount of housing and commercial potential near UMED. Initial housing capacity results indicate more than 500 housing units of capacity may result. However, the site also has challenges with existing utilities, street access and traffic impacts, and existing lot boundaries. ASD Whaley School property also sits within the interior of the site. Planning staff acknowledged that the western half of the MHT property, which the draft LUP currently depicts as University or Medical Center with a tartan green hatched overlay, should be changed to a designation more consistent with the eastern half—Urban Residential – High with a stipple dot overlay enabling mixed-use. Staff recommends that a linear version of the GSD continue to extend through the western portion of the property, generally following the alignment of Chester Creek. The western half of the property comprises mostly class A wetlands. It is the practice of the 2040 LUP to designate privately owned lands with class A and B wetlands or other environmental constraint, in a manner consistent with their intended zoning, rather than as open space. The following changes reflect the additional consultation with TLO staff who seek to redevelop their property as residential and commercial office space. This redevelopment scheme will require up-grades to sewer and water infrastructure as well as internal road (re)alignments. TLO is especially interested in undergrounding a utility pole alignment that parallels Bragaw Road. **Recommendations:** Extend the urban residential-high land use designation with the stipple overlay pattern for Residential Mixed-use Development westward to the remaining TLO parcels located north of Northern Lights and west of Bragaw. Remove the rectangular tartan hatch pattern from this western portion, and replace it with the narrower, linear tartan hatch pattern that more closely aligns with Chester Creek. Extend the "Traditional Neighborhood Design" overlay designation to include the western portion of the TLO property. Clarify the language of the Residential Mixed-use Development Growth Supporting Feature in the 2040 LUP plan document that this feature provides the flexibility necessary to arrange commercial, mixed-use, and residential uses across the site, and does not require vertical mixed-use in commercial buildings.	
11-e.	**Glenn Muldoon Mobile Home Community** on the NE corner of Boundary Street and Muldoon Road, and SE of	**Response:** In response to this comment, which was raised regarding the Feb. 29 draft LUP, the "Residential Mixed-use Development" overlay dot pattern was added to the eastern part of the "Multifamily" land use	**YES**

Item # Page # in PHD	Comment or Issue	Response and Recommendation	PZC Action
	the Glenn Highway interchange, is a potential redevelopment site in the long term. Include this property in the Muldoon pedestrian oriented mixed-use "Main Street" corridor designation that spreads northward toward Glenn Muldoon and Tikhatnu Commons. Glenn Muldoon is located at the intersection of Muldoon and Boundary Street next to commercial uses, and next to the Glenn Highway interchange with Muldoon. This proximity supports commercial zoning that provides flexible use of the Glenn Muldoon parcel in lieu of a mixture of residential and commercial use. (CIRI Land Development Company)	designation for Glenn Muldoon. Retaining a residential land use designation is most compatible with current use and residential zoning, and is necessary to retain the residential land base and be consistent with the no-net-loss of residential land policy of the Comprehensive Plan. The "Residential Mixed-use Development" overlay preserves the housing base while also allowing for mixed-use commercial on the site where it fronts on Muldoon Road. This is consistent with the East Anchorage District Plan intent to retain residential neighborhood areas while allowing mixed-use commercial along the Muldoon Corridor. An action item has been added to the Actions Checklist creating a variation of the R-3 residential zone which requires housing while allowing a certain percentage of total site floor area to be commercial, in a truly mixed-use setting. This will provide CIRI the flexibility to create a mixture of residential and commercial use as it requested. **Recommendations:** No further changes.	**(11-14-16)**
11-f.	**Change the Municipal Snow Dump Site east of the Alaska Native Heritage Center** from Institution or Public Facility to a commercial development use designation, to reflect the private ownership. *(CIRI Land Development Company)*	**Response:** The snow dump is on a long-term lease that extends beyond the time horizon of the 2040 Land Use Plan. The anticipated use will continue to be public/institutional, specifically the snow disposal facility. This type of facility is needed and the MOA does not anticipate breaking the lease early. The Institution or Public Facility designation applies to both private and public properties, and is tied more to the anticipated future use than to ownership. For example, the ASD headquarters is located on private land and the Alaska Native Heritage Center just west of the property of concern is on CIRI owned land. Both the snow disposal facility and adjacent cultural facility are Public / Institutional uses that are anticipated to continue long term. Even if the snow disposal use were to cease, other uses such as a school, or utility, or additional cultural facility area may be the more appropriate use of the property, which does not have direct highway access. **Recommendations:** No changes.	**YES** **(11-14-16)** Commissioner Walker on 11-14 requested staff to confirm the length of the long-term lease, and to provide that as follow-up information to PZC.
11-g.	**Medium Density Residential West of Lake Otis on E. 24th.** The proposed increase in residential intensity to Compact Mixed Residential – Medium could pose traffic problems on Lake Otis. Recommend MOA Traffic Engineering review to determine if access to Lake Otis will pose a problem. *(PZC Commissioner Spring)*	**Response:** The site is a mostly vacant property along the south side of E. 24th and currently zoned R-2M and R-1. Under current zoning, it would yield around 20 additional housing units at build-out based on the 2040 LUP housing capacity analysis assumptions using key site characteristics. The 2040 LUP designates the site as Compact Mixed Housing – Medium, with the R-3 district as the primary implementation zone. The 2040 LUP housing capacity analysis finds that the site could yield around 60 housing units at build-out under the 2040 LUP implementation scenario. These 20 and 60 unit estimates should be considered a gross order-of-magnitude estimate of housing capacity, as they derive from citywide averages.	**Discussed and Tabled** **(2-6-17)** Staff to return with plan amendment language to ensure that sites with more severe level of service inadequacies get

Item # Page # in PHD	Comment or Issue	Response and Recommendation	PZC Action
		Discussion with Traffic Engineer staff indicates that 60 units would be likely to trigger a requirement for a TIA to assess impacts on Lake Otis including at the intersection. Planning assumes that Traffic Engineering would likely determine that access to Lake Otis will pose a problem were the site to be rezoned and developed at R-3 densities. Typical remedies would be to reduce the number of units or provide transportation facility improvements as a prerequisite to a rezoning entitlement and or development permit. Because the 2040 LUP is a generalized land use plan for future long term growth, it only envisions and does not implement where the city will accommodate 25 years or more worth of housing. The 2040 LUP policies call for investment in streets and infrastructure in areas of designated growth, so that the areas have the capacity to accommodate such growth. Project #118 in the 2035 MTP addresses Lake Otis Parkway. The 2040 LUP also depends on future review processes that will include TIAs. To implement the housing envisioned in the plan, there will be review processes that will occur in the future. These include rezoning and development permitting. These processes address site specific traffic impacts. If these procedures determine an impact, the 2040 LUP does not override them. The 2040 LUP does not guarantee an applicant in a Compact Mixed Residential – Medium designated area will be entitled to an upzoning to R-3. It lists R-3 and secondarily R-2M as potential implementation zones. The plan establishes on pages 21 and 22 that *"The area's Land Use Designation does not imply that the most intense corresponding zoning district is recommended nor is the most appropriate. Proposed rezones should be consistent with Title 21 and Comprehensive Plan policies."* The Traffic Engineer reviews proposed rezonings and developments. Title 21 land use regulations in AMC 21.07.060C., Traffic Mitigation, mandate the Municipality to require a TIA in rezonings and other applications for development review and approval where thresholds in the Policy on Traffic Impact Analyses are met; where the PZC requires a TIA; or where increased land use intensity will result in substantially increased traffic generation or reduced level of service on affected streets. Northern Lights Boulevard is slated to become a higher frequency transit corridor. The site is located between Midtown and UMED on the Chester Creek greenbelt trail, and is within trail commuting distance of Downtown. It represents an opportunity to provide needed future housing near the major employment centers at a location that will be positioned to provide alternative accessible modes for traveling to employment, amenities, and services. There are many areas of the Bowl with poorer access relative to these land use objectives.	adequate infrastructure/levels of service prior to implementing higher density land use designations than current zoning allows. Commission discussed potentially conditioning its support for recommendations on timing higher density development with the levels of service needed to support that density. (2-6-17)

Item # Page # in PHD	Comment or Issue	Response and Recommendation	PZC Action
		There are other potential impacts of higher density housing. The 2040 LUP addresses issues of compatibility and character in the Medium residential land use description as well in its action items. These will be addressed in another issue response. **Recommendation:** No changes.	
11-h.	**Residential Lots in the SE corner of Orca and 15th Avenue; Sitka Street Park.** The 2040 LUP should not designate these lots as Airport. Two of the residential lots have existing residential homes and they along with the other lots on SE corner of Orca St and 15th Ave. should remain as residential. Sitka Street Park should be retained as park land and no portion of it should be replaced with commercial development. *(Fairview CC)*	**Response:** There are 6 lots of existing or former residential use located in a small subdivision in the southeast corner of SE Orca and 15th avenue that are identified in the Merrill Field Master Plan for future acquisition. The purchase of these properties will further secure the area under the North/South Runway Protection Zone as well as accommodate the completion of Taxiway B. Runway protection zone (RPZ) is an "area at ground level off the runway end to enhance the safety and protection of people and property on the ground." (FAA 2012:8). Only 2 of the 6 parcels remain to be purchased by the Municipality. With regards to Sitka Park, this park and the adjoining open space lands are owned by Merrill Field, who has allowed the parcels to be used as park and as open space lands. The 2040 LUP PH draft map designates Sitka Park and the adjacent open space lands as Airport with the added Greenway Supported Development Overlay. These designations recognize the importance of these lands to Airport operations as well as providing the opportunity for redevelopment. Merrill Field is an enterprise - self-supported agency and needs to manage its assets and ability to increase the airport's safety and revenue-generating opportunities. **Recommendation:** No change to the underlying land use designation of Airport. **See Issue Response 3-B** which proposed to revise the name, pattern, and wording of the Greenway Supported Development Overlay for Merrill Field open space to Transportation Facility Open Land.	**YES** **(12-12-16)**
11-h. #2 The second 11-h, as a result of a typo. Not related to the first 11-h.	**R-2M Neighborhood NW of Northern Lights / Boniface Intersection.** Planning review marked the draft LUP designation of "Single Family and Two Family" on the western and northern portions of the residential area between Northern Lights Blvd. and Russian Jack Park west of Boniface for reconsideration, in light of the area's potential for additional housing development at its current R-2M zoned densities. *(Planning Department Long-Range Planning Division)*	**Response:** This R-2M zoned neighborhood is along the proposed 15-minute headway Northern Lights public transit route. It has vacant land and redevelopment potential and an existing mix of housing types such that the 2040 LUP applies the "Transit Supportive Development" overlay to the area. A land "Compact Mixed Residential" designation is more consistent with the existing zoning, the transit corridor, and housing objectives. However, the area's road infrastructure, accessibility, and environmental constraints may be a limiting factor, particularly in the north. Additionally, the western portion of the area primarily along Wesleyan Dr. has developed largely as single-family and single-family attached homes. Issue-Response Map 11-h identifies a portion of the "Single Family and Two Family" designated area that appears developable with close access to Northern Lights Boulevard.	**YES** **(3-13-17)**

Item # Page # in PHD	Comment or Issue	Response and Recommendation	PZC Action
		Recommendations: Change the land use designation for the half-dozen or so lots near Wesleyan Dr. identified on Issue-Response Map 11-h from "Single Family and Two Family" to "Compact Mixed Residential – Low". Identify this area on the 2040 LUP "Areas of Growth and Change Map" (page 19) as an area of "Land Use Designation Change from an Area-Specific Plan", using the forest green outline. Retain the "Single Family and Two Family" in the areas along Wesleyan Dr. that have developed in a single-family pattern, and in the northern area between 20th and 22nd subject to environmental constraints and poor road infrastructure.	
11-h. #2 addendum	**R-2M Neighborhood NE of Northern Lights / Boniface Intersection.** During Planning and Zoning Commission review of item 11-h above on 3-13-17, Commissioners requested staff to look into the potential for changing the designation of the church lot on Boniface on south side of Sapphire Street for medium density land use designation that could be implemented by a rezoning to R-3 multifamily. *(Planning and Zoning Commision)*	**Response:** East Anchorage District Plan (EADP) designates this area as Low to Medium intensity residential, which corresponds to the adjacent zoning of R-2M. The draft designation on the 2040 LUP is reflecting this. The parcel is bordered by mostly older, established one and two-family homes and by a medium sized site condo development. This relatively small site has limited right-in and right-out access and is not particularly well connected for pedestrians. There is no supportive open space or parks within a half mile of this parcel. Given the locational criteria set up for this residential intensity in the Plan, the site seems more suited to Compact Mixed Use Residential-Medium. Map Reference: Issue-Response Map 11-h and 11-i. **Recommendations:** No Changes.	
11-i.	**Northern Lights / Boniface Neighborhood Center.** Planning review marked several draft LUP designations at the Northern Lights / Boniface neighborhood center for reconsideration. These include an R-3 residential zoned lot with existing multifamily dwellings that the LUP designated as part of the Neighborhood Center, and several lots zoned commercial that it designated as residential SE of the intersection. *(Planning Department Long-Range Planning Division)*	**Response:** These areas are depicted on issue-response map 11-h. The first property in 11-h. is a developed multifamily lot zoned R-3 on the south side of 26th Avenue, abutting that back side of the Goodwill Store strip mall. The public hearing draft 2040 LUP followed the *East Anchorage District Plan (EADP)* in designating this parcel as part of the Neighborhood Center. The Neighborhood Center is a commercial/mixed-use designation to be implemented by the B-1A and B-1B zoning districts. The 2040 LUP and EADP essentially generalized the land use designations by creating a unified block of pink color-coded area designated for future mixed-use redevelopment, rather than depicting a small enclave of medium density residential or including the property in the "Compact Mixed Residential – Low" designation to the north. The planning vision for the NE corner of the Northern Lights / Boniface intersection is a 2-3 story redevelopment with the potential for mixed-use residential housing on the upper floors or interior to the block. Adding an overlay of "Residential Mixed-use Development" white dotted stipple pattern to the entire NE corner of the Neighborhood Center would communicate that intent. It would encourage but not require residential units on the properties already zoned for commercial use, but would	**YES** **(3-13-17)**

Item # Page # in PHD	Comment or Issue	Response and Recommendation	PZC Action
		effectively discourage the existing residentially zoned property from simply being rezoned for office use only. The second set of properties in 11-h is located SE of the Northern Lights / Boniface intersection and was inadvertently designated in the plan as residential, although it is currently zoned commercial, and should have been designated "Neighborhood Center". **Recommendations:** Add the "Residential Mixed-use" stipple pattern overlay to all of the Neighborhood Center on the northeast corner of the Northern Lights / Boniface intersection. Change the land use designation for the two properties on Rose St. from residential to "Neighborhood Center".	
11-i. addendum	**Anchorage School District HQ and Charter School SE of Northern Lights / Boniface Intersection.** During Planning and Zoning Commission review of item 11-i. above on 3-13-17, Commissioners requested staff revisit the "Community Facility or Institution" land use designation on the privately owned parcel under long-term lease by Anchorage School District (ASD) for the ASD Administration and a Charter School. Shouldn't the privately owned property be designated commercial as part of the Neighborhood Center? It is a former strip mall. *(Planning and Zoning Commision)*	**Response:** The facility building is no longer a strip mall. ASD has made significant investment in these buildings, which have been completely renovated and re-used as a public administration building and a technical high school. The strip mall commercial spaces / configuration no longer exists. These facility investments indicate long-term commitment to remain in place, consistent with the lease. LUP institutional designation has no impact on the property owner's land use entitlements. The commercial zoning for the property remains. If for an unforeseen reason the lease were to be ended early, the owner has broad entitlement to lease or sell the building for commercial use, based on the zoning regardless of the plan. The designation is adopted as part of the EADP. The LUP reflects this already adopted land use designation. The analysis creating the EADP designation indicated that the ASD was in a long-term lease and the property was going to remain institutional use for the life of the EADP plan. At time of this writing, ASD staff was reviewing terms of its lease. It is likely a long enough term lease, and given the ASD specialized site improvements this land use is planned to remain here for the length of this Plan horizon. The Appendix A planning factors map #CC-5 Land Ownership for the 2040 LUP project already documents the land ownership patterns. Map CC-5 should show the property as privately owned. Planning factors map #EP-1 documents existing zoning and will show the property is zoned commercial. By contrast, the function of the 2040 LUP to help assist with future land use decisions for city wide, and is more effective when it communicates the forecast pattern of uses and development. It should not show a public admin and school facility as a neighborhood commercial center. **Recommendations:** No Changes to the Land Use Plan Map. Staff to check Appendix A planning factors map #CC-5 Land Ownership to ensure it accurately depicts the private property ownership of the parcel.	**NO** **(3-13-17)** Commissioners recommended designating the property as part of the Neighborhood Center. The property is privately owned commercial zoned land and building. The institutional use is fine in a mixed-use neighborhood center.

Item # Page # in PHD	Comment or Issue	Response and Recommendation	PZC Action
11-j. Was 11-i in earlier draft	**Helen Louise McDowell Sanctuary Parcels Missed on Grape Place.** Planning review found the draft LUP missed several municipal parks parcels at the north end of Grape Place and Eau Claire Place streets in Tudor Area Community Council. The LUP designates them as residential. *(Planning Department Long-Range Planning Division)*	**Response:** Nine of the platted lots in the residential subdivision straddling Grape Place and Eau Claire Place are municipal parks parcels in the Helen Louise McDowell Sanctuary. The 2040 LUP identified most of the Sanctuary as "Park or Natural Area", but missed these smaller platted parcels. These include the northernmost 3 lots on the east side of Eau Claire ROW, the northernmost 4 lots on the west side of Grape Place ROW, and the 2 lots just south of Winderness Park on the east side of Grape Place ROW. The parcels are a "natural resource" category municipal park. **Recommendations:** Change the land use designations of the nine parcels to "Park or Natural Area".	**YES** **(3-13-17)**
11-k.	**Zamarello Fill Site northwest of Lake Otis/Tudor.** The draft LUP designated an R-3 residentially zoned vacant property west of the strip mall on NW corner of Tudor and Lake Otis as "Commercial Corridor". The draft designation is not consistent with conservation of residentially zoned land base or the residential potential for this site to provide housing along a creek near UMED District employment, a transit supportive development corridor, and citywide trails system. *(Planning Department Long-Range Planning Division)*	**Response:** The *2040 LUP* establishes that "Commercial Corridor" areas are relatively low density strip commercial land uses and are not intended to be physically expanded at the expense of areas designated residential. The site in question is vacant and zoned R-3. The site is right-in / right-out only access, and is along Fish Creek next to the Tudor Area neighborhoods to the northeast. Development at R-3 densities could provide housing capacity needed in the vicinity of Midtown/UMED along the transit corridors in north Anchorage and along Lake Otis. There is a conservation easement for the creek that includes a setback. Additional information provided for 4-3-17 as follow up to 3-13-17 discussion: The site includes a parking lot that appears not to have been authorized. This parking lot sits at the east edge of a larger R-3 parcel. This area was subject to a very controversial rezone request to go to B-3 from R-3 in the early 1980's, which was not approved. Reference: Issue-Response Map 11-k / 11-m. **Recommendations:** Change the land use designation of the developable portion of the parcel west of strip mall from "Commercial Corridor" to "Compact Mixed Residential – Medium", as depicted in issue-response map 11-k / 11-m.	**No Consensus (Split)** **(3-13-17 and 4-3-17)** Commissioners Walker and Spoerhase recommend the draft plan continue to designate the site as Commercial Corridor. The southeastern part of the parcel is being used as ancillary parking for the strip mall to west. The site is a fill lot and unlikely to be feasible for residential development. It abuts the mall not the neighborhood. Commissioner Bailey stated that medium density residential designation furthers the housing needs of the city. Staff provided some history. The site was the subject of a controversial rezoning proposal in the

Item # Page # in PHD	Comment or Issue	Response and Recommendation	PZC Action
			1980s. The applicant tried to rezone to B-3. There was significant community opposition. Staff points out there is multifamily housing just across the creek riparian area to the west.
11-l.	**Neighborhoods along east side of Lake Otis between Northern Lights and Tudor.** TBD.	**Response:** TBD Relate to Windemere subdivision follow up item. **Recommendations:** TBD. **(Place holder for: On the Growth and Change Map on page 19 of the plan, outline this area in dark forest green outline to indicate a change in land use designation from the East Anchorage District Plan. OR Change the Areas of Growth and Change Map to reflect the 2040 LUP is consistent with the EADP in this area.)**	
11-m. **Needs Tom / team review**	**Tudor "UMED Gateway" Town Center.** The proposed town center near the northwest corner of Tudor and Elmore (east of Dale Street) is too small. According to Anchorage 2020 and the 2040 LUP, town centers should be 20-40 acres or more in size and serve between 30,000 to 40,000 residents. Tudor Center strip mall site has little potential to become such a town center. *(PZC Commissioner Jon Spring)* Why is the town center along Tudor Road located east of Dale Street? The commercial and residential activity is centered further west along Tudor Road. *(resident Campbell Park Community Council consultation)*	**Response:** The existing commercial area on the northwest corner of Tudor and Elmore (east of Dale Street) was approved with a Town Center designation under the 2016 UMED District Plan. The LUP map carries forward this designation and builds upon it by recommending the southwest quadrant of Tudor and Elmore be designated Town Center. The property, currently occupied by the ASD Bus Barn, is owned by the Municipality and discussions are in progress to redevelop this property as a mixed-use center with a grocery store, office, hotel, multifamily and small retail businesses. People Mover representatives have discussed with ASD the potential to expand the People Mover bus barn facility and relocate the ASD school buses there. This past year, several more school have participated where students can ride People Mover to and from school by showing their student ID. This program has been well received by the students because it enables them greater flexibility to participate in afterschool activities. As this program grows, it may result in a smaller fleet of school buses overall. [According to Hal: As this Town Center develops, it is expected that students and employees within the UMED campuses, as well as nearby residents, will utilize the businesses in this center. Transit service on Tudor is expected to improve with shorter bus headways serving the UMED area and this new Town Center. These added activities will likely spur redevelopment of underutilized properties along Tudor Road between Elmore and Lake Otis Parkway. The AMATS work program includes defining and assigning street typologies to	

Item # Page # in PHD	Comment or Issue	Response and Recommendation	PZC Action
		roadways to better define future road improvements/design and speeds that support place making and recognize the multimodal ways people travel to and within an area. With time, it is expected that Tudor Road between Elmore and Lake Otis Parkway will evolve into a main street corridor. Extending the Town Center designation further west along Tudor Road was considered during the UMED District Plan development. It was determined that the designation of "Commercial Corridor" better reflects the existing blocks of shallow lot auto dependent commercial development. **Recommendations:** Amend the Land Use Plan Map and designate the southwest quadrant of Tudor and Elmore Road as Town Center (Map Issue 11-m). **(Place holder for: On the Growth and Change Map on page 19 of the plan, outline this area in dark forest green outline to indicate a change in land use designation from the UMED District Plan. OR Change the Areas of Growth and Change Map to reflect the 2040 LUP is consistent with the UMED DP in this area.)**	
11-m. **Thede**	**Glenn Highway / Boniface Reclassifications in APZ-1**	**Response:** **Recommendations:**	
11-n Jon	**Mountain View Neighborhood Reclassifications.** The LUP departed from MVNP in several areas. These include northern neighborhood, and eastern areas in APZ. This issue item identifies those areas and the rationale, for Planning and Zoning Commission review.	**Response:** **Recommendations:**	
11-?	Several sites in NE Subarea may come under review pending results of housing capacity analysis. These may result in issue-items.	**Response: TBD** **Recommendation: TBD** **(Place holder for: On the Growth and Change Map on page 19 of the plan, outline this area in dark forest green outline to indicate a change in land use designation from the East Anchorage District Plan. OR Change the Areas of Growth and Change Map to reflect the 2040 LUP is consistent with the EADP in this area.)**	

Item # Page # in PHD	Comment or Issue	Response and Recommendation	PZC Action
Part 12: Site Specific – Central Subarea			
12-a.	**Medium Density Residential Mixed-Use at SE Corner of Old Seward Highway and 92nd Avenue.** The property owner of this site contacted Current Planning (CP) on the possibility of commercial development on this site. CP informed them about the 2040 LUP effort and that this plan when adopted, would establish land use designations for the area. The owner's property fronts on Old Seward Highway and 92nd Avenue and is currently vacant. 92nd Avenue is being improved to serve as an east west connector across New Seward Highway between Abbott Town Center and Dimond Center area. Furthermore properties north of 92nd Avenue and fronting on Old Seward Highway are designated Regional Commercial Center. Based on all these changes, the owner believes that mixed-use with commercial development is the appropriate use of the land rather than just housing development. *(Current Planning Division on behalf of property owner)*	**Response:** Compact Mixed Residential-Medium land use designation for this and adjacent properties provides for residential housing development near the Regional Commercial Center. It also recognizes the existing multifamily and single-family housing that has already been built in this neighborhood. Residents in these areas will be able to access the services and employment opportunities of the nearby Regional Commercial Center. The area south of 92nd shown in Compact Mixed Residential-Low land use designation comprises individual home lots with a mix of single-family homes and mobile homes. Most of the block fronting 92nd Avenue has been acquired by DOT&PF. Including this area in the Medium designation will allow continuation of the existing homes or higher density redevelopment consistent with the lots to the west and south. Planning staff finds that allowing commercial mixed-use can be appropriate at the busy intersection. 92nd Avenue is shown as a future Transit Supportive Development corridor in the 2040 LUP. The Transit Supportive Development corridor on 92nd Avenue affords the opportunity for future mixed used development that will have enhanced access and travel options for those residing or working along this corridor. **Recommendation:** Expand the Compact Mixed Residential-Medium designation to include the Compact-Mixed Residential – Low area on the south side of 92nd Avenue, just west of the New Seward Highway. Apply the Residential Mixed-Use Development stipple dot pattern overlay over the area to allow for mixed use development while retaining the housing land base along this Transit Supportive Development corridor.	**YES** **(12-12-16)**
12-b.	**Heavy Industrial next to Residential Neighborhoods.** Planning review found the draft LUP redesignated a Light Industrial I-1 district abutting a residential neighborhood southeast of Minnesota/International to general Industrial. The review found a similar situation southwest of Raspberry/Arctic intersection. *(Planning Department Long-Range Planning Division)*	**Response:** The re-designation of some light industrial areas in the central Bowl to general/heavy industrial in the draft 2040 LUP reflects an effort to increase the sanctuaries of stable, protected industrial land supply. The light industrial implementation zone I-1 allows for a wide range of commercial and retail uses. In certain locations, it is subject to competition for space by commercial/retail uses. The general industrial implementation zone I-2 provides for the full range of light to heavy industrial uses with more protection from commercial uses.	**YES** **(3-13-17)**

Item # Page # in PHD	Comment or Issue	Response and Recommendation	PZC Action
		The re-designations to heavier industrial (dark grey) should take into account the location criterial for the Industrial land use designation and the surrounding land uses. In the cases of these two areas, the general Industrial designation is not consistent with the existing light industrial/commercial uses of the I-1 properties or the locational criteria for general industrial land use designation. It is preferable to expand the areas allowing heavy industrial use in larger consolidated areas away from established residential neighborhoods. A "Light Industrial / Commercial" designation is consistent with the existing mix of light industrial uses and existing I-1 zoning in these areas. **Recommendations:** Change the land use designation of the industrial enclaves southeast of the Alaska Railroad Corridor and International Airport Road crossing and southwest of the Arctic Boulevard and Raspberry Road intersection from "Industrial" to "Light Industrial / Commercial". *Note:* The recommended change in land use designation for the International Airport Road industrial enclave is shown in issue-response map 10-k.	
12-c.	**R-3 / R-2A Zoned Lot North of Waldron Lake.** A privately owned undeveloped lot zoned for two-family and multifamily residential along the south side of Tudor Road just north of Waldron Lake. The parcel is part of the old Waldron family homestead but the south part is undeveloped and includes wetland areas. The southern portion should remain in its natural condition as part of the greater Waldron Lake and wetlands areas that are preserved. Please designate the wetland portion of the parcel as "Other Open Space". *(Resident comments at public meetings)*	**Response:** This is a privately owned property available for development. It includes the original Waldron family homestead comprising mostly undeveloped woodland and meadow. There is a "for sale" sign on the property at its Tudor Road frontage. The meander of Fish Creek and a riparian Class "B" wetland meadow run generally east-to-west through the middle of the lot, dividing it into northern and southern more upland portions. The old Waldron family homestead is on the northern portion of the parcel, closer to Tudor Road. The southern portion of the lot is undeveloped woodland just north of the Waldron Lake soccer fields. The north part of the property (mostly north of the creek) is zoned R-3 for multifamily, and the southern part of the lot (mostly south of the creek) is zoned R-2A for two-family residential. The public hearing draft LUP designates the entire property as "Compact Mixed Residential – Medium". This designation's corresponding implementation zone would be R-3. So the draft LUP is consistent with the existing zoning in the north and raises the future intended intensity by two residential use categories in the south. Open Space Discussion: Many privately owned parcels that are developed or that are zoned for development include wetlands. If such a property has no conservation easement and it is not the intent of the owner to designate the property for open space, the 2040 LUP designates the parcel in the appropriate residential, commercial, industrial, or institutional land use category.	**YES (3-13-17)**

Item # Page # in PHD	Comment or Issue	Response and Recommendation	PZC Action
		The 2040 LUP provides for parks and open spaces within the residential land use designations. This means the residential designation of the parcel allows for permanent open space on the parcel even if much of the parcel is used to fulfill Anchorage housing needs. For example, the property is still subject to the wetland regulations pursuant to the Anchorage Wetlands Management Plan. In most cases, it is expected that development of the parcel would avoid the wetlands portion. Any improvements or development in the wetland would require a COE permit and mitigation. The 2040 LUP Appendix A Planning Atlas includes Map CI-7, Natural Assets, which documents the location of the A and B Wetlands as a planning factor. Housing Type Discussion: The housing capacity analysis indicates that the draft 2040 LUP provides for more apartment style multifamily housing and somewhat less of the two-family, attached single-family, and other "compact" housing types than forecasted demand. Reducing the planned intensity from large stacked apartments down to a residential designation that focuses on compact "missing middle" housing types would seem to be more consistent with Anchorage's housing needs, current zoning, and respond at least in some way to the public comment. Compact Mixed Residential – Low corresponds to R-2M implementation zoning. Reference: Issue-Response Map 11-k/11-m. Recommendations: Change the land use designation of the part of the Waldron property south of Fish Creek from "Compact Mixed Residential – Medium" to "Compact Mixed Residential – Low", as depicted on issue-response map Issue-Response Map 11-k/11-m.	
12-c. addendum	**St. Marys Church Vacant Land at southwest corner of Lake Otis and Tudor.** The Planning and Zoning Commission inquired on 3-13-17 about the church's vacant land to the west of the church site adjacent to wetlands, park, and a conservation easement. Perhaps the vacant areas are large enough to support more units. (*Planning and Zoning Commission*)	**Response:** Staff agreed to recheck the conditions at this location and the status of the wetland boundary, ownership, and the location of the conservation easement. It also looked into whether there was space available on the St. Marys' parcel to expand their residential housing footprint. The mapping was detailed and somewhat confusing. As a result of this research the following items should be included as amendments and adjustments. The conservation easement area (Tract B) is owned and managed by MOA Parks and Rec. The privately owned parcel (Tract C) which was designated as "Other Open Space" is developable and includes existing and potential additional housing developed by St. Mary's. **Recommendations**: Change the land use designation on the southwest corner of the Lake Otis and Tudor intersection by extending the Compact Mixed Use Residential – Medium land use designation westward to cover the entire Tract C, replacing the "Other Open Space" bright spring green color.	**YES** **(3-13-17)**

Item # Page # in PHD	Comment or Issue	Response and Recommendation	PZC Action
12-e. Jon	**"Missing Middle" Housing Opportunity on Lake Otis South of Campbell Creek.** Tom identify for Jon	**Response:** TBD. **Recommendations:** Change the land use designation *Reference:* Issue-Response Map 11-k / 11-m.	
12-f Jon	**R-3 Zoned District in Independence Park.** Tom identify for Jon	**Response:** TBD. **Recommendations:** TBD	
	RESERVED for additional pending capacity analysis		
Part 13: Site Specific – Southwest Subarea			
13-a.	**Clitheroe Center and Former Compost Facility.** HLB commented on the Feb. 29 draft LUP that the area west of the International Airport that includes the Clitheroe Center and the former compost sites should be Community Facility or Institutions. This is municipal property managed by the HLB and is not anticipated to change from facility to park use. *(Municipal HLB / Real Estate Department)*	**Response:** The base land use designation for the portions of HLB Parcels that contain these two facilities is changed from Park to Community Facility or Institution. Because most of the parcel is not anticipated to be used for open space, the overlay green line pattern indicating "Greenway Supported Development" was removed from Clitheroe. **Recommendations:** No further changes.	**YES** **(11-14-16)**
13-b.	**Airport Zoning District Buffering.** Request to revise language to better describe factors involved in airport zoning. (*Planning Department-Current Planning*)	**Response:** The issue of zoning, buffering standards and recommendations for the Airport area arose in the West Anchorage District Plan (WADP). The MOA is now working with the Airport to establish a new, unified zoning district for the entire Airport. There are complications and restrictions to zoning standards because of federal FAA requirements. These include policies and assurances that run with FAA grant programs and federal national airport system policies. The PHD text references that neighborhood buffering standards should be added to the zoning district. The Current Planning Division recommends that because of FAA restrictions and limitations on how Airport lands are to be used, the conditional use process would be employed to determine land use compatibility issues in the new zoning district for new developments. In response to PZC requests on 11-14-16 and 12-05-16, additional text amendments were added in prep for 12-12-16 PZC deliberations.	**Discussed and Tabled** **(11-14-16)** Commissioners on 11-14 requested staff to include this item in its follow up discussion with TCC. Commissioner Spring requested clarifying what the revised Action language is trying to say.

Item # Page # in PHD	Comment or Issue	Response and Recommendation	PZC Action
		Recommendation: Revise Action Item 7-1 to read: Adopt measures ~~to~~ that buffer ~~protect~~ residential and recreation land uses adjacent to TSAIA that are compatible with FAA ~~requirements~~ policies ~~and grant assurances~~ for airport land and that align with standards and policies in the WADP as part of the Airport Management Zoning District (see Action 10-1).	**YES, as revised (12-12-16)**
13-c.	**CIRI Parcel on Inside Curve of Minnesota Drive.** Property on inside curve of Minnesota Drive south of 100th Avenue, west of South Anchorage Sports Park site should be a high density mixed-use designation instead of medium density multifamily. This allows potential for an attractive, unique mixed-use commercial and residential development. *(CIRI Land Development Company)* This does not seem like a good location for residential since it is not on a public transit route or near a town center. Does residential mixed-use conflict with previous proposals for an outlet mall? *(PZC Commissioner Spring)*	**Response:** This parcel is currently zoned R-1 single-family residential. The Multifamily designation in the previous draft Land Use Plan would allow for a future rezoning for up to R-3, the second highest intensity residential designation. R-3 provides for up to 3-story apartment buildings but also allows for a mix of single-family and compact housing types needed in the Bowl. A high intensity residential land use designation would be appropriate only near Downtown, Midtown or UMED major employment centers, which are more able to accommodate the high intensity of dwellings, traffic, and tall buildings. Areas near these employment centers are also anticipated to have higher levels of public transit service. South Anchorage successfully accommodates a variety of low rise garden apartments and townhouses at intensities of up to 40 dwellings per acre, including in areas with relatively poor transit service. The Multifamily designation provides for housing development consistent with intended scale and intensity for most areas of Anchorage. A commercial center or commercial corridor designation is not appropriate for this site, because that would result in erosion of the residential land base, which is in substantially greater deficit than the commercial land supply. The "Residential Mixed-use Development" Growth Supporting Feature provides the property owner with the flexibility to include commercial mixed-use while ensuring a residential housing component to the development. The public hearing draft 2040 LUP includes a new Action 2-6 to adopt a medium-density residential district that allows mixed-use commercial in the near term. This district would be like the R-3 multifamily zone but will allow for substantial commercial uses and buildings in an integrated mixed-use site plan.	**YES (11-14-16)**

Item # Page # in PHD	Comment or Issue	Response and Recommendation	PZC Action
		The recommended land use designation is a substantial increase in intensity of residential over current R-1 zoning entitlements, and also allows for commercial uses with that new compact housing, at intensities and scale consistent with South Anchorage neighborhood compatibility goals. **Recommendation:** No changes to the land use designation which allows for "Residential Mixed-use Development". Retain the "Multifamily" medium intensity use designation with the Growth Supporting Feature for "Residential Mixed-use Development", to this property. This will allow for mixed-use commercial and residential development, while retaining this site as a long-time part of the residential land base.	
13-d.	**Small Area Master Plan for South C Street / Minnesota Area.** A small area master plan may be considered, which would incorporate the two CIRI properties on Minnesota, the dedicated park between them, and possibly also the former Outlet Mall site. This comprises the entire superblock bounded by 100th Avenue, C Street, and the curve of Minnesota Drive. This Small Area Master plan could consider creative options for a more integrated master planned pattern of open space and development for the entire block. *(CIRI Land Development Company)*	**Response:** In response to the comment, Action 8-6 was added to page 65 of the Actions Checklist in the public hearing draft, to consider a master planned integrated development pattern for the superblock. This plan may result in proposals to reconfigure the parklands and surrounding development properties, or to improve connectivity and coordinate development. This Action depends on the level of community support and funding, and cooperation between the Municipality, CIRI, and the third property owner. This Small Area Master Plan (SMP) has also been added to the Actions Map on page 67. **Recommendations:** No additional changes.	**YES (11-14-16)**
13-e.	**Municipal Snow Storage Facility on International Airport Lands East of Connors Bog.** The Greenway Supported Development (GSD) green tartan pattern overlays too much of the International Airport property east of Jewel Lake Road. The GSD is intended to overlay only the Connors Lake dog park and multi-use recreational area and wildlife habitat. The GSD should not overlay the eastern section of the property comprising the Kloep Station street maintenance facility. *(Municipal agency*	**Response:** Planning agrees the GSD was not intended to cover Kloep Station facility area and a correction made. The West Anchorage District Plan's land use plan map (Exhibit 4-1a, page 73, WADP) provides the proper guidance for the extent of the park use area in Connors Bog. WADP land use plan designates the area as airport facility land, but overlays the Kloep Station area with a line pattern called, "Public Utility/Facility". The underlying land use base color for this property on the 2040 LUP is "Airport, Railroad, or Port Facility". Although this is consistent with the WADP base land use designation, it does not account for a snow dump or other utility facility on Airport lands. In order to ensure / clarify consistency with the WADP, the 2040 LUP list of acceptable non-aviation land uses under "Airport, Port, or Railroad Facility" should include public/utility facilities.	**YES (11-14-16)**

Item # Page # in PHD	Comment or Issue	Response and Recommendation	PZC Action
	review; Ted Stevens Anchorage International Airport consultation.)	**Recommendations:** Make the following two changes: 1. On the Land Use Plan Map, remove the GSD green tartan pattern overlay from the Kloep Station street maintenance facility parcel area of Airport property east of the Connors Bog, consistent with the WADP land use plan map. 2. Amend page 40, second column, second bullet, as follows: 1. Light industrial and office-warehouse activities may be accommodated on leased lots. Utility and public works facilities may also be accommodated. Uses in these areas are subject to each facility's master plans and other regulations.	
13-f.	**Industrial Overreach Northwest of Dimond / Minnesota Interchange.** Planning review found the draft LUP unintentionally extended a designated Light Industrial / Commercial area too far north to include a cul de sac of residentially zoned parcels with duplexes next to Campbell Creek Greenbelt. *(Planning Department Long-Range Planning Division)*	**Response:** The five northernmost parcels along the east side of Runamuck Place are 4 duplexes and a single-family house comprising a residential street. The current zoning for this lowland area NW of the Dimond Boulevard / Minnesota Drive interchange is R-2M, however the predominant use in the majority of that area is a mix of light industrial businesses, some of them including residences. The 2040 LUP reflects the prevailing industrial use and the need to consolidate more lands for local industrial employment. However, the northern portion of the R-2M area, abutting Campbell Creek Greenbelt, is residential with a mix of single-family homes, mobile homes, and duplexes. The 2040 LUP designates most of the residential portion as Single Family and Two Family, however it missed the six northernmost lots along the east side of Runamuck Place. **Recommendations:** Change the land use designation of the five northernmost privately owned parcels along the east side of Runamuck Place from "Light Industrial / Commercial" to "Single Family and Two Family".	**YES** **(3-13-17)**
13-g.	**Kincaid Estates South End.** Planning review found the 2040 LUP has designated the south end of Kincaid Estates as a higher density land use designation than the area is developing to be, and higher than the West Anchorage District Plan called for. The south end of Kincaid Estates, basically at the NW corner of Dimond Blvd. and Sand Lake Road, is developing in a single-family and two-	**Response:** The developer considered building multi-dwelling townhomes at the southern end of Kincaid Estates during the early stages of the 2040 LUP project. In response, the draft 2040 LUP therefore proposed a "Compact Mixed Residential – Low" density of housing for this area. However, after further community review of the project, the developer opted for two-family structures. No multi-unit townhouses are planned. A "Single Family and Two Family" designation would more accurately reflect the build-out of this area.	**YES** **(3-13-17)**

Item # Page # in PHD	Comment or Issue	Response and Recommendation	PZC Action
	family pattern, more consistent with the "Single Family and Two Family" land use designation in the surrounding area as well as the land use designation in the WADP. *(Planning Department Long-Range Planning Division)*	**Recommendations:** Change the 2040 LUP land use designation in the south end of Kincaid Estates from "Compact Mixed Residential – Low" to "Single Family and Two Family". Change the Areas of Growth and Change Map to reflect the 2040 LUP is consistent with the *WADP* in this area.	
13-h.	**Dimond/Sand Lake Neighborhood Center.** Planning review found that the 2040 LUP deviates somewhat with how the *West Anchorage District Plan (WADP)* depicts the future residential/mixed-use neighborhood commercial area on the NE corner of West Dimond Blvd. and Sand Lake Road. The 2040 LUP way of designating the area would effectively no longer call for housing to be a requirement in this corner center. *(Planning Department Long-Range Planning Division)*	**Response:** The WADP designates the 5-10 acres or so on the NE corner of West Dimond Blvd. and Sand Lake Road as residential with a maroon asterisk. The asterisk signifies "Small Scale Commercial". The area is an undeveloped upland surrounded to the northwest by a gravel pit fill site designated to become private open space. The WADP designation would lead to residential zoning on most of the site with a potential B-1A type small commercial zone on the street corner. The 2040 LUP designates the entire 5-10 acres as "Neighborhood Commercial". The most likely implementation zone would be B-1A. The site is several blocks in size and could yield a significant neighborhood center at a loss of residential housing potential. In consideration of the recent findings showing a continued deficit of single-family and "missing middle" housing types under the 2040 LUP, staff suggests modifying the designation back to be consistent with WADP to allowing for the small scale commercial while ensuring that future housing is included in the development. The 2040 LUP states on page 26 that the neighborhood designated areas on its plan map include small-scale commercial services where these services are designated in a neighborhood or district plan. Therefore, the 2040 LUP can generalize the *WADP* designation of this area to "Compact Mixed Residential – Low" while still retaining the small scale commercial in this designation. **Recommendations:** Change the land use designation on the NE corner of Dimond Blvd. and Sand Lake Rd. from "Neighborhood Center" to "Compact Mixed Residential – Low".	**YES (3-13-17)**
13-i.	**Jewel Lake Transit Corridor – Residential Density.** Planning review found that the 2040 LUP had deviated from the *West Anchorage District Plan (WADP)* land use designation for an enclave of residential lots southeast of Jewel Lake Road and Strawberry Road intersection. The WADP had applied a higher density residential designation than the area is currently zoned, to reflect some development potential along the Transit Supportive	**Response:** The properties along Strawberry Patch and Huckleberry south of Strawberry Road are a mix of mobile homes and single-family homes on redevelopable parcels. The current zoning is a mix of R-5 on the mobile home lots and R-1 on the larger subdivide-able home lots. Restoring the WADP designation would yield more housing opportunities while remaining in scale with the neighborhood. Reference: Issue-Response Map 13-i. **Recommendations:** Change the land use designation in the area outlined on issue-response map 13-i from "Single Family and Two Family" to "Compact Mixed Residential – Low".	**YES (3-13-17)**

Item # Page # in PHD	Comment or Issue	Response and Recommendation	PZC Action
	Development Corridor. The 2040 LUP reflected existing single-family zoning. *(Planning Department Long-Range Planning Division)*	Change the Areas of Growth and Change Map to reflect the 2040 LUP is consistent with the *WADP* in this area.	
13-j.	**Jewel Lake Town Center.** Based on its own public process, the *West Anchorage District Plan (WADP)* designated the commercial center at Jewel Lake and Dimond as a Neighborhood Center. This was a departure from the *Anchorage 2020 Land Use Policy Map* designation of Town Center in 2001. The 2016 public hearing draft 2040 LUP proposes to re-promote the area to a Town Center designation. The 2040 LUP also recommends that several blocks south of Jewel Lake Town Center, including a 2.5-acre homestead property, be designated as "Compact Mixed Residential – Low", an increase over current R-1 zoning. *(Planning Department Long-Range Planning Division)*	**Response:** This area, centered on the West Dimond Blvd-Jewel Lake Road intersection, is slightly smaller in size than other Town Centers. The combination of size and what seemed to be a limited amount of land use intensity upgrades, limited open space, and anchor businesses or attractions, led to the WADP reduction to Neighborhood Center status. Given there are pockets of opportunity to upgrade residential intensities, building heights, and commercial or mixed use expansions within the area, and the support that Town Center gives to transit ridership for the southwest routes, the upgrade to Town Center has merit. The fact that this area is the only commercial support for all of this western section of the Bowl also supports the significance of the area. The Town Center designation would yield more residential units in the area. The public hearing draft 2040 LUP increased employment and housing potential in response to the findings of the 2012 and 2015 land assessment studies. Issue 1-a. is to address the land deficiencies based on projected growth. **Recommendations:** Carry out either option A or B below, with a preference for option A. Option B is also acceptable but may end up with less employment, services, and residential units overall. Option A: No changes to the land use plan map. Include a targeted area rezoning of the Jewel Lake Town Center as part of new Action 3-7 recommended in issue item 8-b. below. Action 3-7 would be a targeted area rezoning of town center areas, including Northway and Huffman town centers, and based on existing staff resources is anticipated to be done in 2019 or 2020. Option B: Change the land use designation of the area designated as Town Center to "Neighborhood Center". No targeted area rezoning Actions suggested. Change the page 19 Areas of Growth and Change Map to reflect the 2040 LUP is consistent with the WADP in this area.	**YES** **(3-13-17)** Commission agreed with Option A.
13-k.	**Homestead Parcel South of Jewel Lake/Dimond.** This is to bring to the attention of the Commission that the draft 2040 LUP recommends a change from existing conditions of two adjacent areas near the Dimond Blvd. and Jewel	**Response:** An existing 15-lot cul-du-sac subdivision and its adjacent 2.5 acre homestead lot with an existing dwelling unit offers an opportunity to eventually obtain more compact residential units within walking distance of the Dimond-Jewel Lake Town Center. These areas are currently R-1. The primary housing opportunity is the 2.5 acre homestead parcel. This parcel is separated from the Town Center by the 15-lot cul-du-sac.	

Item # Page # in PHD	Comment or Issue	Response and Recommendation	PZC Action
	Lake intersection. *(Planning Department Long-Range Planning Division)*	The 2040 LUP designates these parcels as Compact Mixed Residential – Low. This proposal deviates from the West Anchorage District Plan, which retained the R-1 character. The 2040 LUP, in response to the findings of the updated housing capacity analysis, recommends to provide more compact housing opportunities near Jewel Lake Town Center. The implementation zoning district for this designation is R-2M and secondarily R-2D. These districts maintain the neighborhood building scale and low density character. The 2040 LUP does not rezone the parcels. The property owner would be expected to propose a rezoning separately at a future time. Although the cul-du-sac site includes single family homes, a rezoning to R-2D or R-2M might allow for an additional dwelling unit. The existing R-1 zoning allows for ADUs already. upports the location near the Town Center. Map Reference: Issue-Response Map 13-j, k, and l. **Recommendations:** No changes.	
13-l.	**NE Corner of Dimond / Arlene.** This is to bring to the attention of the Commission that the draft 2040 LUP recommends a change from existing conditions of three lots on the north side of Dimond Blvd immediately west of the Campbell Ck greenbelt and just east of the Arlene-Dimond Intersection. *(Planning Department Long-Range Planning Division)*	**Response:** This site was originally found to be problematic during the West Anchorage District Plan (WADP) planning process, due to its topography, soils, and access constraints for future development. Its location relative to controlled access on Dimond and Arlene and issues with secondary access points make higher residential densities and/or commercial uses difficult to pencil. The WADP called for medium intensity residential. The Draft 2040 LUP deviate adds the "Residential Mixed-use Development" stipple overlay to the medium density residential designation, in order to allow for some commercial/mixed use features. The Compact Mixed Residential – Medium land use designation with the stipple pattern would be implemented by a new medium density residential zoning district. This district is a near term Action in the 2040 LUP (Action 2-6). A tentative acronym for the district is R-3A. The subject parcel appears to be well-suited for the new R-3A district. The district as envisioned would be likely to provide for increased height above three stories in the new development. The increased dwelling unit counts along with the potential for commercial uses would presumably offset the known development constraints and costs associated with the site. Map Reference: Issue-Response Map 13-j, k, and l. **Recommendations:** No changes.	

Item # Page # in PHD	Comment or Issue	Response and Recommendation	PZC Action
	RESERVED For Potential Additional Issues. Tom identify after capacity analysis results…		
Part 14: Site – Specific: Southeast Subarea			
14-a. Page 3	**Potter Valley Land Use Analysis.** Include the adopted Potter Valley Land Use Analysis among the adopted area-specific plans on the Area-Specific Plans Map on page 3. The Potter Valley Land Use Plan is a parcel-specific plan that addressed land use assignments for the first time for 18 Hillside area Heritage Land Bank lots. The PVLUP remains an element of the Comprehensive Plan and provides greater detailed direction than the HDP on these parcels and therefore does remain relevant as a step-down plan. *(Rabbit Creek Community Council, Dianne Holmes)*	**Response:** While most of the basic land use recommendations of the Potter Valley Land Use Analysis were incorporated into the Hillside District Plan, staff acknowledges that it is a step-down plan that provides greater detail and still remains in effect. **Recommendation:** Add Potter Valley Land Use Analysis to the area-specific plans on the Area-Specific Plans Map in the 2040 LUP. Secondly, in addition, add Potter Valley Land Use Analysis land use plan designations to Table 2. Crosswalk.	**YES to first recommendation (11-14-16)** **YES to second recommendation (12-12-16)**
14-b	**Hillside District Plan "Special Study Areas".** The 2040 LUP Actions Map on page 67 depicts Special Study Areas established by neighborhood and district plans. However it misses three Special Study Areas from the Hillside District Plan (HDP Map 4.1). Please include these areas. *(Dianne Holmes)*	**Response:** The 2040 LUP Actions Map depicts Special Study Areas designated in the neighborhood and district plans using a dashed light blue outline. It includes Muldoon, 3500 Tudor, and Spenard Road Special Study Areas from several plans. Although the HDP Special Study Areas depicted on Map 4.1 of the HDP are for studying future road connections rather than land use, the HDP does refer to them as "Special Study Areas". **Recommendation:** Add the "Special Study Areas" from HDP Map 4.1 to the 2040 LUP Actions Map.	**NO (12-12-16)** Commissioners found it would be inconsistent with the type of special study areas shown in the 2040 LUP. LUP study areas address land use and an area's future development as a whole.

Item # Page # in PHD	Comment or Issue	Response and Recommendation	PZC Action
14-c.	**Neighborhood North of DeArmoun Road Between Mainsail and Arboretum.** The area north of DeArmoun Raod between Mainsail and Arboretum is zoned R-6 however is subdivided similar to R-1 lot sizes. Lots are typically between 10,500 and 16,500 single-family. Suggest changing the LUP designation to be equivalent to R-1 zone use/density, so that the zoning can be changed to be compatible with the existing built neighborhood. There are still vacant lots in this neighborhood and some developed lots are undergoing additions or demo/reconstruction. Each property owner has to apply for variances because of the nonconforming lot sizes and setbacks. *(Seth Anderson)*	**Response:** The draft 2040 LUP land use designation in fact incorporates the existing lotting and built pattern of this area, which is DeArmoun #2 Subdivision, and already provides flexibility for a future rezoning from R-6 to a more representative district. The 27 lots of DeArmoun #2 Subdivision vary in size from around 0.25 to 2.9 acres but the typical size range is 0.3 to 0.4 acres. Lot densities range from 2.5 to almost 5 units per acre (some lots have more than one unit). In 2015 single-family homes (including the three most recent new residences) were the principal structure on 18 lots, single mobile homes occupied 3 more lots, and a duplex occupied one lot. The remaining five lots were vacant. The *Hillside District Plan's* Land Use Plan (Map 2.1, page 2-8, *HDP*) reflects this platted and built development density by designating DeArmoun #2 Subdivision as "*Low-Intensity Residential, 1 – 3 dwelling units per acre*". The HDP creates this niche land use designation for the several neighborhoods on Hillside that are higher density than typical R-6 large lot patterns, but that have larger lot sizes than urban single-family. The *2040 LUP* follows and generalizes the *HDP*, by including both the "*Low-Intensity Residential, 1-3 dwelling units/acre*" and "*Limited Intensity Residential 0-1 dwelling units/acre*" HDP designation in the 2040 "Large Lot Residential" land use designation. The Large Lot Residential description under "Density" on page 26 of the 2040 LUP provides density a references to HDP 1-3 dwelling units/acre category. The Large Lot Residential description under "Zoning" on page 26 names the R-1A and R-7 zoning districts among its potential implementation zones for areas designated in the HDP for 1-3 dwellings per acre. Therefore, changing the 2040 LUP designation is unnecessary to allow for a rezoning to make single-family lot sizes. **Recommendation:** No changes.	**YES** **(1-9-17)**
14-d.	**Missed Open Space Tracts on Hillside including Near Prator Road.** An undeveloped area west of Prator Road is shown incorrectly on all of the maps. This area plat 87-14 shows two large tracts A and B that are platted as "Open Space Reserve" but the LUP shows only Tract B as open space. Tract A should be reflected as open space on all of the maps. There are probably other areas with errors like this one. The Municipality should carefully review the mapping for this project in comparison with plats of	**Response:** Staff checked plat 87-14 and found that the commenter is correct, there are two large tracts in the Equestrian Acres subdivision shown on the plat as dedicated open space. These two parcels include wetlands and poor soils. There may be additional such sites with platted open space tracts that did not get properly identified on the story maps or calculated into the buildable area or land use feasibility analysis of the Bowl. Staff believes the story maps and buildable area analyses generally contain the majority of platted open space parcels and areas otherwise restricted for building by conservation easements or similar mechanisms.	**YES** **(1-9-17)**

Item # Page # in PHD	Comment or Issue	Response and Recommendation	PZC Action
	undeveloped areas to ensure that other mistakes are corrected before the mapping is finalized. *(Rabbit Creek Community Council, Janie Dusel)*	**Recommendation:** Change the land use designation for Tract A of plat 87-14 from "Large Lot Residential" to "Other Open Space". Determine if other similar corrections are needed to the 2040 LUPM in the Hillside area, in order to treat privately owned common open space tracts in a consistent manner on the Plan. After identifying these and tentatively designating them, determine if the resulting changes to the 2040 LUPM present clutter, and if it would be potentially better for the LUPM map design to depict common open space tracts as part of the underlying residential land use designation. Correct planning factors maps BL-1 and BL-3 as well as the buildable lands database and housing capacity analysis outputs to reflect that Tract A of plat 87-14 is not developable land. Determine if similar corrections are needed for other common open space tracts. Correct planning factors map CI-6 to reflect Tracts A and B of plat 87-14 as "Privately owned residential common open space tract" parcels. Again, determine if similar corrections are needed for other common open space tracts.	
14-e.	**Horse Ranch West of Alaska Zoo.** Planning review found the Diamond H Ranch and Tack Shop parcel located at 4631 O'Malley Road is currently zoned PLI, with the Alaska Zoo property abutting to the east. The lot to the north of the Ranch is also zoned PLI, but has a single-family residence on it. A consistent land use designation would be Community Facility or Institution, however the draft LUP designates it as Large Lot Residential. *(Planning Department Long-Range Planning Division)*	**Response:** The draft 2040 LUP reflected the Hillside District Plan and designated this Diamond H Ranch parcel as Large Lot Residential. However, the large animal facility is more consistent with the existing PLI zoning. Large animal facilities can be allowed as a conditional use in PLI but are not allowed in the residential districts. Converting this to a large lot residence would not seem a very efficient or likely scenario for these parcels. A land use designation of Community Facility or Institution is implemented by the PLI District. **Recommendations:** Change the land use designation of the parcels zoned PLI west of the Alaska Zoo from Large Lot Residential to Community Facility or Institution. On the Growth and Change Map on page 19 of the plan, outline this area in dark forest green outline to indicate a change from the land use designation in the Hillside District Plan.	**YES (3-13-17)**
14-f.	**Requested Hillside Area Amendments to the "Areas of Growth and Change Map" .** Request to revise the Growth and Change Map on page 19 as follows. Change the color of HLB lands in upper Potter Valley from "Moderate Growth" to "Little Growth" while retaining the	**Response:** No objection to the changes from "Moderate Growth" to "Little Growth". The Potter Valley area is designated as Large Lot Residential on the 2040 LUP, the lowest density designation on the plan. Other vacant lands with this designation are shown as areas of "Little Growth" on the Areas of Growth and Change Map. No objection to removing the dot pattern from the HLB land north of the hairpin curve on Rabbit Creek Road. This pattern appears to have been a technical error in the GIS.	**YES (3-13-17)**

Item # Page # in PHD	Comment or Issue	Response and Recommendation	PZC Action
	dot pattern that indicates future rezone. Change the former Legacy Pointe and GCI lands west of Goldenview Drive from "Moderate Growth" to "Little Growth" while retaining the dot stipple pattern. Remove the dot pattern from HLB land north of hairpin curve on Rabbit Creek Road. It is not residential. *(Rabbit Creek Community Council)*	**Recommendations:** Amend the Growth and Change Map on page 19 to change all of the "Moderate Growth" designated area near Potter Valley including the HLB, former Legacy Pointe, and GCI parcels, to "Little Growth". Also delete the dot grid pattern from the HLB land just north of the hairpin curve on Potter Valley Raod.	
14-g. **Jon**	**Housing Opportunity Sites on Lower Huffman Road.** Tom flesh out with Jon.	**Response:** No **Recommendations:** No changes.	
14-h. **Jon**	**Housing Opportunity Sites on Lower O'Malley Road.** Tom flesh out with Jon.	**Response:** No **Recommendations:** No changes.	

Municipality of Anchorage
Comprehensive Plan

LU-2. Existing Net Housing Density per Parcel

in Dwellings Units per Acre (DUA), 2015

April 2017 Draft

Planning Factors: Land Use Inventory



COMMUNITY DEVELOPMENT DEPARTMENT

0 2,000 4,000 Feet

0 0.4 Miles

1 in = 0.33 miles

N

Elmendorf Air Force Base

Fort Richardson AS

Fort Richardson

Point Woronzof Drive
Postmark Drive
Loop Road
Post Road
Reeve Boulevard
Commercial Drive
Mountain View Drive
Glenn Highway
Bragaw Street
Bonifas Avenue
Muldoon Road
DeBarr Road
15th Avenue
Ingra Street
Fireweed Lane
Northern Lights Boulevard
Benson Boulevard
A Street
Spenard Road
36th Avenue
UAA Drive
Providence Drive
Tudor Road
International Airport Road
C Street
Potter Drive
Dowling Road
Jewel Lake Road
Minnesota Drive
Raspberry Road
Arctic Boulevard
Lake Otis Parkway
76th Avenue
Lore Road
Kincaid Road
Dimond Boulevard
Sand Lake Road
King Street
Seward Highway
Abbott Road
100th Avenue
Elmore Road
O'Malley Road
Birch Road
Hillside Drive
Klatt Road
Huffman Road
Golden View Drive
Rabbit Creek Road
Old Seward Highway
Clark's Road
Potter Valley Road
Potter Heights Drive

DUA

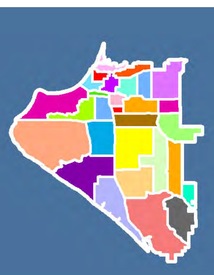
- 0 <= 1
- 1 <= 10
- 10 <= 20
- 20 <= 40
- 40 <= 80
- 80 and Over
- Public Institutional Use
- Vacant
- Open Space and Parkland
- Recent Development (2011-2015)
- UCIOA or MCH Lot
- Zoning district
- LUPM planning area

Date: 4/6/2017 Name: LUPM_wDUA_2011-2015.mxd

Municipality of Anchorage Comprehensive Plan

LU-5. Gross Housing Density, in Dwelling Units per Acre (DUA), 2015
By Residential Zoning District Area

Planning Factors:
Land Use Inventory



3-28-2017 DRAFT

COMMUNITY DEVELOPMENT DEPARTMENT

COMMUNITY DEVELOPMENT DEPARTMENT

0 2,000 4,000 Feet

0 0.4 Miles

1 in = 0.33 miles

N

Joint Base Elmendorf-Richardson

Chugach State Park

Point Woronzof Drive
Ocean Dock Road
Loop Road
Post Road
Glenn Highway
Reeve Boulevard
Commercial Drive
Mountain View Drive
Bonifacio Parkway
Turpin Street
Muldoon Road
Bragaw Street
Airport Heights Drive
DeBarr Road
Beaver Place
Baxter Road
3rd Avenue
4th Avenue
5th Avenue
6th Avenue
I Street
H Street
E Street
Ingra Street
Gambell Street
15th Avenue
17th Avenue
WESTCHESTER LAGOON
Fireweed Lane
Northern Lights Boulevard
Benson Boulevard
Spenard Road
Minnesota Drive
A Street
Laconte Street
UAA Drive
Providence Drive
36th Avenue
Wisconsin Street
Postmark Drive
Northwood Drive
Tudor Road
International Airport Road
C Street
Potter Drive
Dowling Road
Arctic Boulevard
76th Avenue
Lore Road
Elmore Road
88th Avenue
Lake Otis Parkway
Abbott Road
King Street
100th Avenue
Victor Road
Klatt Road
Huffman Road
Johns Road
Upper Huffman Road
Upper De Armoun Road
Hillside Drive
O'Malley Road
Birch Road
De Armoun Road
Oceanview Drive
Old Seward Highway
Westward Drive
Seward Highway
Rabbit Creek Road
Clark's Road
Golden View Drive
Potter Valley Road
Potter Heights Drive
Raspberry Road
Kincaid Road
Jodhpur Street
Sand Lake Road
Jewel Lake Road
Dimond Boulevard
Southport Drive

WESTCHESTER LAGOON
JOSEPH LAKE
SPENARD LAKE
BENTZEN LAKE
MEADOW LAKE
CONNERS LAKE
DELONG LAKE
TINA LAKE
BLUEBERRY LAKE
LITTLE CAMPBELL LAKE
SULLIVAN POND
SAND LAKE
STRAWBERRY LAKE
SUNDI LAKE
TAKU LAKE
BIRCH LAKE
JEWEL LAKE
CAMPBELL LAKE
BAYSHORE LAKE
HILLSTRAND POND
GOOSE LAKE
LAKE OTIS
MOSQUITO LAKE
UNIVERSITY LAKE
WALDRON LAKE
RABBIT LAKE
REFLECTION LAKE
BAXTER BOG
HIDEAWAY LAKE
LAKE 'O THE HILLS

Gross Density per Acre

- 0
- > 0 and <= 3
- > 3 and <= 8
- > 8 and <= 15
- > 15 and <= 25
- > 25 and <= 35
- > 35

Zoning district

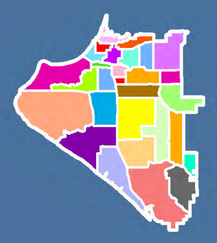
LUPM planning area

Municipality of Anchorage
Comprehensive Plan

LU-6. Potential Future Gross Housing Densities in 2040 (2040 LUP Land Capacity Analysis), in Dwelling Units per Acre (DUA)

By Residential Neighborhood Land Use Designation Area

Planning Factors:
Land Use Inventory



March 2017 DRAFT

COMMUNITY DEVELOPMENT DEPARTMENT

0 2,000 4,000 Feet

0 0.4 Miles

1 in = 0.34 miles

N

Joint Base Elmendorf-Richardson

Chugach State Park

2040 Gross Density in Dwelling Units per Acre

- 0
- >0 and <=3
- >3 and <=8
- >8 and <=15
- >15 and <=25
- >25 and <=35
- >35

LUPM polygon

LUPM planning area

LU - 7. Manufactured Home Parks, 2015

Planning Factors: Land Use Inventory



April 2017 Draft

0 1,750 3,500 Feet

0 0.25 0.5 Miles

40 10 2.5 Acre Scale

Joint Base Elmendorf-Richardson

Garden Estates 16
Nanook 52
Trail's End 25
East Anchorage 65
Glenn Muldoon 128
Sunset 92
Four Seasons 367
Mayflower Circle 210
Totem 110
Penland Park 389
Rangeview 190
Rangeview Annex 116
Russian Jack Park
Golden Nugget 154 138
Malaspina Park
Glencaren 478
Forest Park 48
Wharton Court 31
Preferred Court 15
Close In 9
Alta Vista 24 6
Michou 25
Penguin Park 50
Miller's
South Park Estates 83
Hill's Court 6 5
King's Court 26
Top Hand
Chugach Drive 8
L and L
Kathy O Estates 78
Idle Wheels 76
Chateau 30
Riviera Terrace 192
Baxter Road 15
Cupid 20
Manoog's Isle 340
Spruce Park 48
Green Acres 25
Far North Bicentennial Park
Dimond Estates 522
Southwood Manor 402
Ruth Arcand Park

Now Providence Extended Care facility.

Now Creekside Town Center area.

Now Centerpoint Office Park.

Now Providence Medical Office site.

GLENN HWY
5th
A Street
BRAGAW
DEBARR
15TH
A.R.R.
Westchester
Chester
Ship
Cheney
Goose
University
NORTHERN LIGHTS
ARCTIC
LAKE OTIS
MULDOON
BONIFACE
TUDOR
SEWARD HWY
INTERNATIONAL AIRPORT
MINNESOTA
C STREET
DOWLING
Campbell
Conners
RASPBERRY
76TH
LORE
ELMORE
Taku
OLD SEWARD
DIMOND
92ND
ABBOTT
100TH
KING
O'MALLEY
KLATT
HUFFMAN

Manufactured Home Parks removed since 2001 (draft inventory)

Manufactured Home Parks that have been subject to recent inquiries or proposals about conversion to commercial or mixed-use.

2040 LUP Issue-Response 8-b.: 2040 LUP Changes from Existing Zoning Workmap #1 (- NW)

December 27, 2016

Northwest

1

26 ~~30~~ Increases in Residential Density or Land Base

~14 Decreases in Residential Density

~20 Transfers to Commercial

4 Transfers to Industrial

4 Transfers between Light and Heavy Industrial

Areas of Significant Growth

Areas of Moderate Growth

Major Transportation Facility Lands

Designated Open Spaces

- 68

Substantive: 53

N

0 0.25 0.5 1 Miles

Total all Maps

68
59
66
+53
246

9-7 N.

3-8

DT 3-2

4-2

4-2

4-2

9-7 N.

9-7 S.

9-7 S.

9-7 S.

AM 10-1

42 mutations
14
26

26 NLH

2040 LUP Issue Response 8-b.:

2040 LUP Changes from Existing Zoning Workmap #2 (- NE)

Northeast

December 27, 2016

10-3 rev.

9-7 N.

9-7 N.

3-7

AM

6-6

6-6

6-6

6-6

6-6

3500

Multi-owner

14 Increases in Residential Density or Land Base
36 Decreases in Residential Density
14 Transfers to Commercial
2 Transfers to Industrial
0 Transfers between Light and Heavy Industrial

66 total

23 substantive

Areas of Significant Growth
Areas of Moderate Growth
Major Transportation Facility Lands
Designated Open Spaces

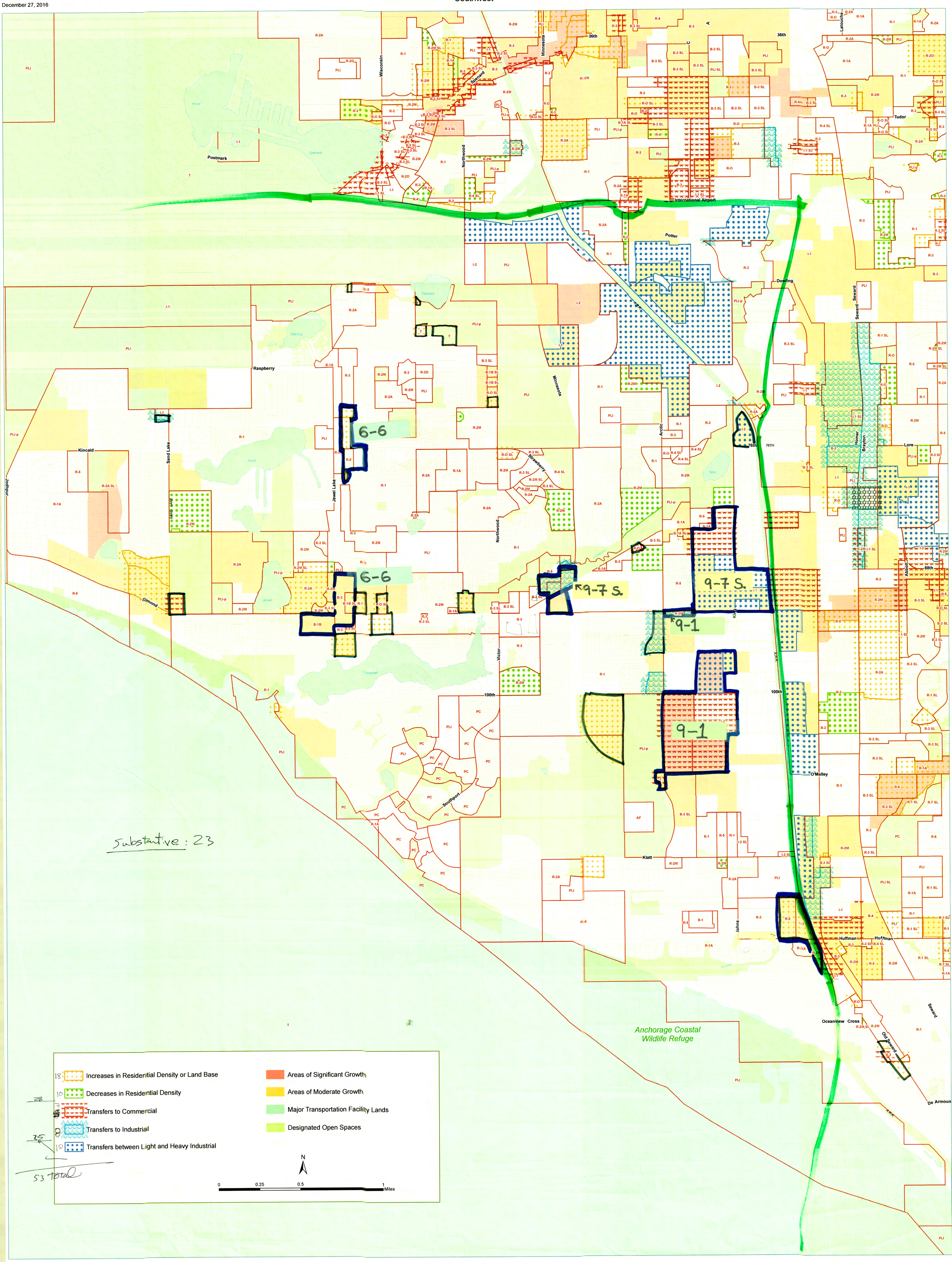
N

0 0.25 0.5 1 Miles

2040 LUP Issue Response 8.b: 2040 LUP Changes from Existing Zoning Workmap #3 (SW)

Southwest

December 27, 2016



Substantive: 23

18 Increases in Residential Density or Land Base
10 Decreases in Residential Density
28 Transfers to Commercial
8 Transfers to Industrial
35 Transfers between Light and Heavy Industrial
53 Total

2040 LUP Issue-Response 8-b.: 2040 LUP Changes from Existing Zoning Workmap #4 (SE)

December 27, 2016

Southeast

6-6

9-7 S.

9-7 S.

9-2

9-7 S.

9-7 S.

9-1

9-7 S.

3-7

Increases in Residential Density or Land Base

Decreases in Residential Density

Transfers to Commercial

Transfers to Industrial

Transfers between Light and Heavy Industrial

Areas of Significant Growth

Areas of Moderate Growth

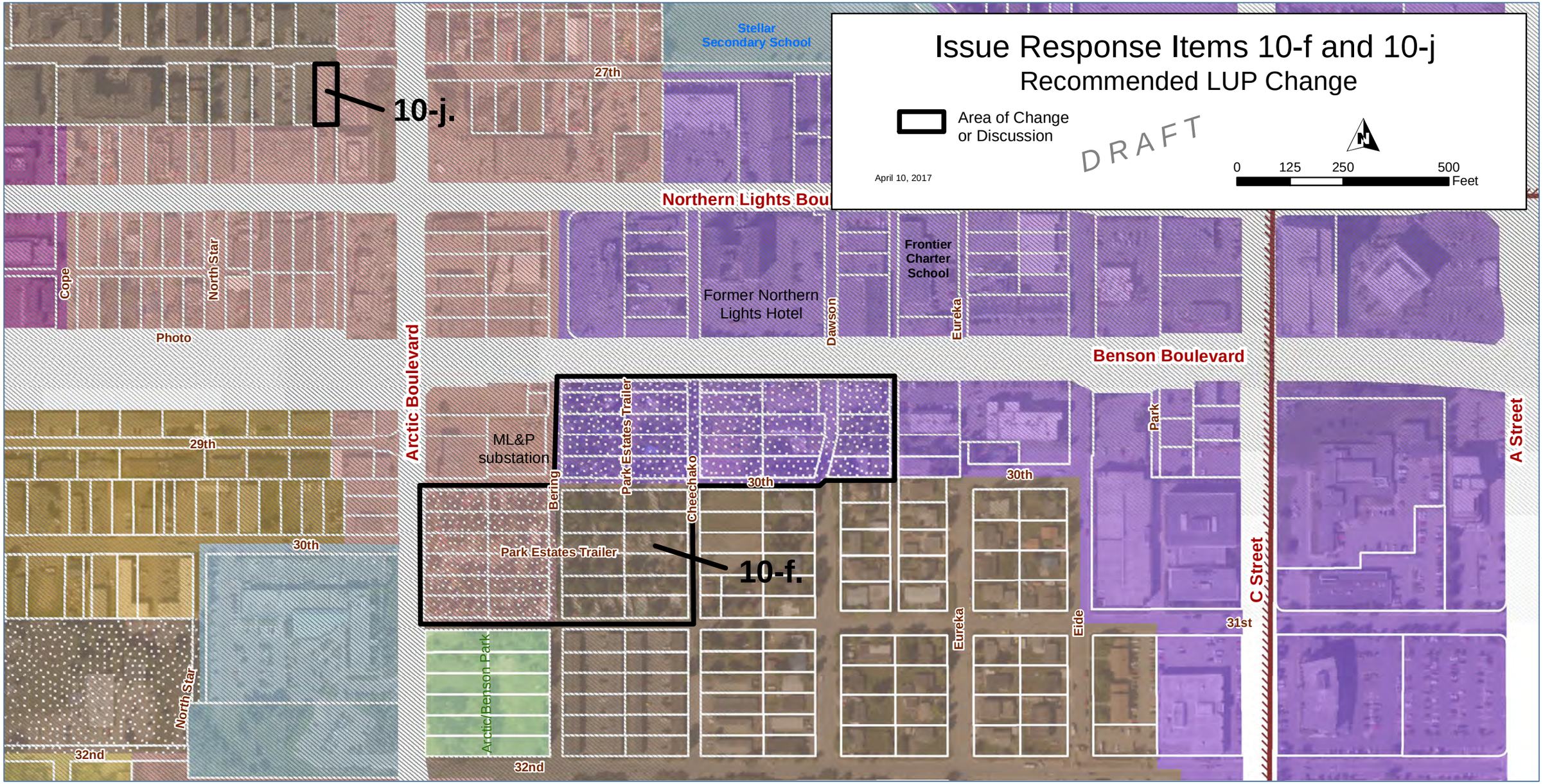
Major Transportation Facility Lands

Designated Open Spaces

N

0 0.25 0.5 1 Miles

Substantive: 25



Neighborhoods

- Compact Mixed Residential - Low
- Compact Mixed Residential - Medium
- Urban Residential - High

Centers

- Neighborhood Center
- Town Center
- City Center

Corridors

- Main Street Corridor

Open Spaces

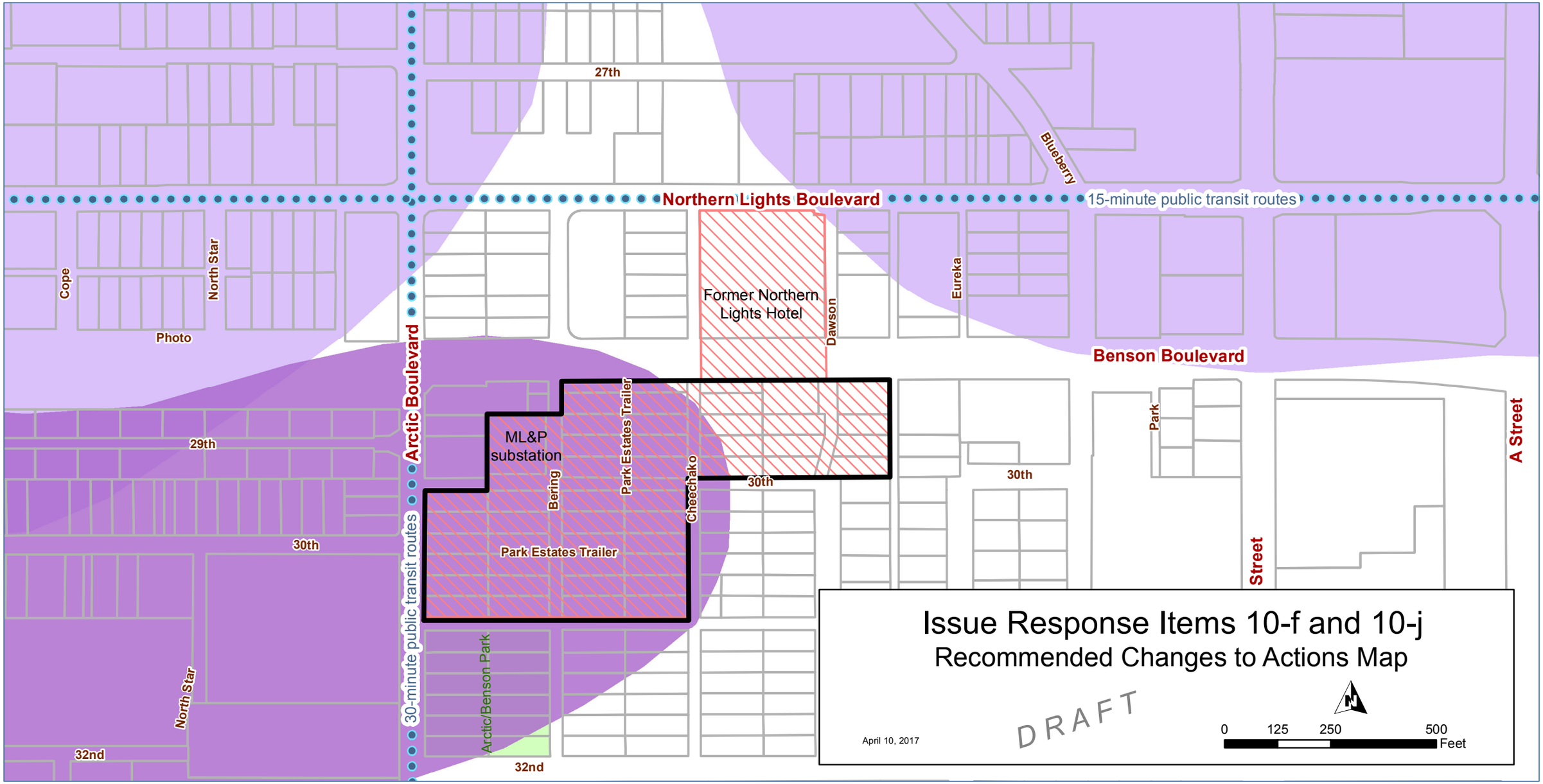
- Park or Natural Area

Community Facilities

- Community Facility or Institution
- School
- Utility / Facility

Growth Supporting Features

- Transit Supportive Development Corridor
- Residential Mixed-use Development
  (White dots over base land use color)
- Traditional Neighborhood Design



Reinvestment Focus Area (RFA)

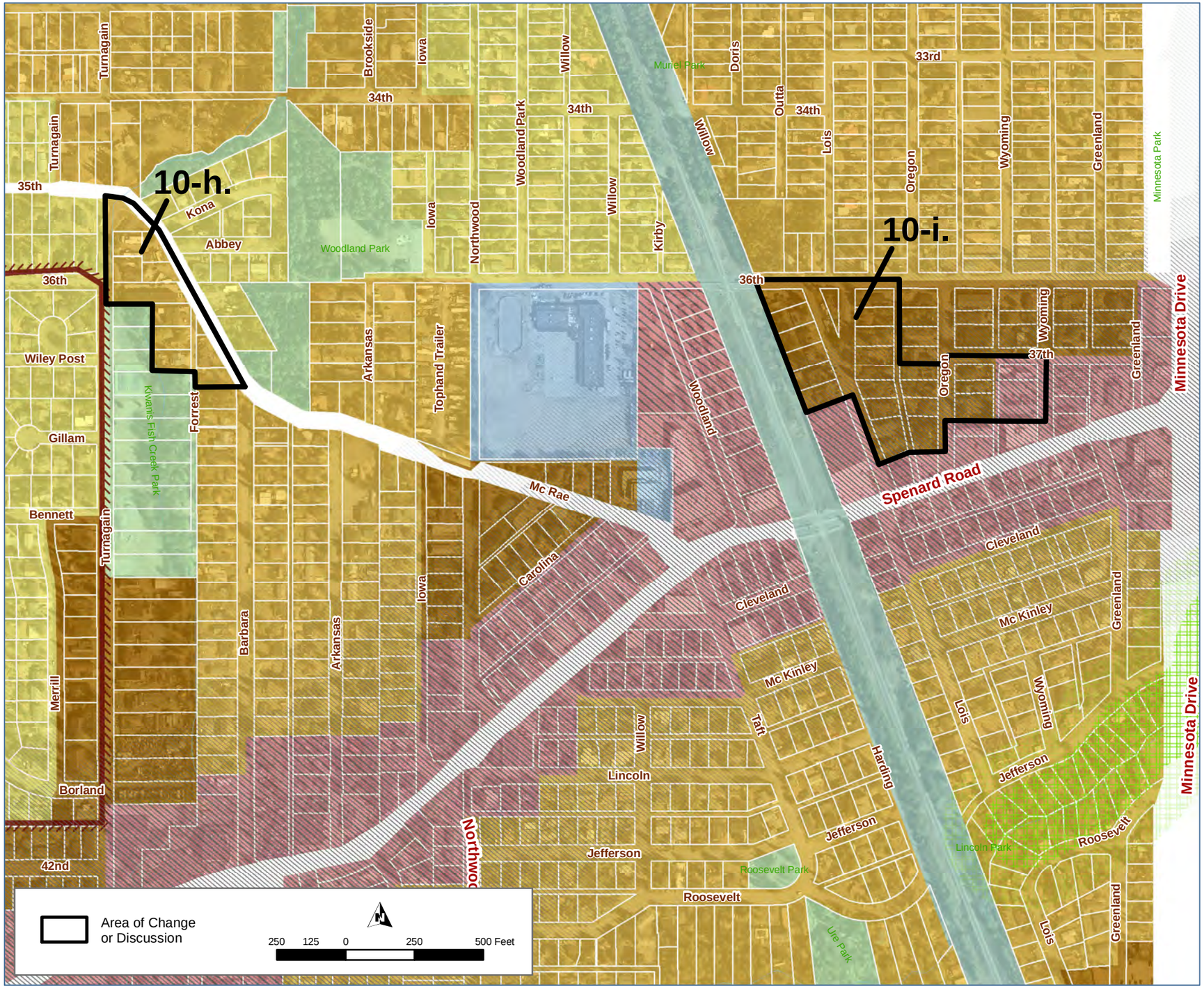
- Initial Priority RFA*
- Candidate Future RFA
- Targeted Area Rezonings*

Actions From Adopted Municipal Area-Specific Plans and Studies

- Deteriorated Properties Tax Abatement

Phased Growth Supporting Features

- Transit Supportive Development Corridors



April 10, 2017

Issue Response Items 10-h and 10-i

Recommended LUP Change

DRAFT

Neighborhoods

- Single Family and Two Family
- Compact Mixed Residential - Low
- Compact Mixed Residential - Medium

Centers

- Neighborhood Center

Corridors

- Commercial Corridor
- Main Street Corridor

Open Spaces

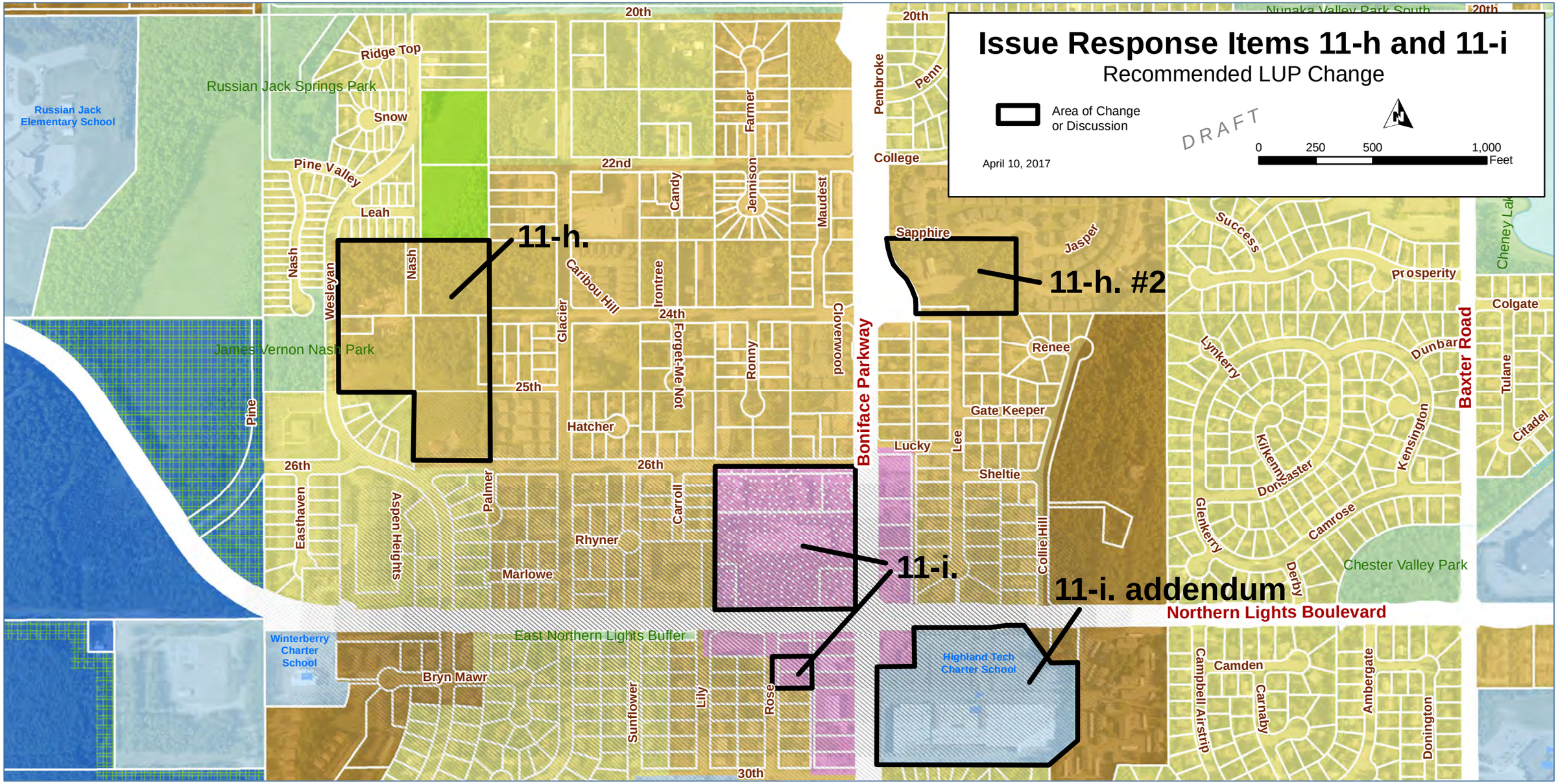
- Park or Natural Area

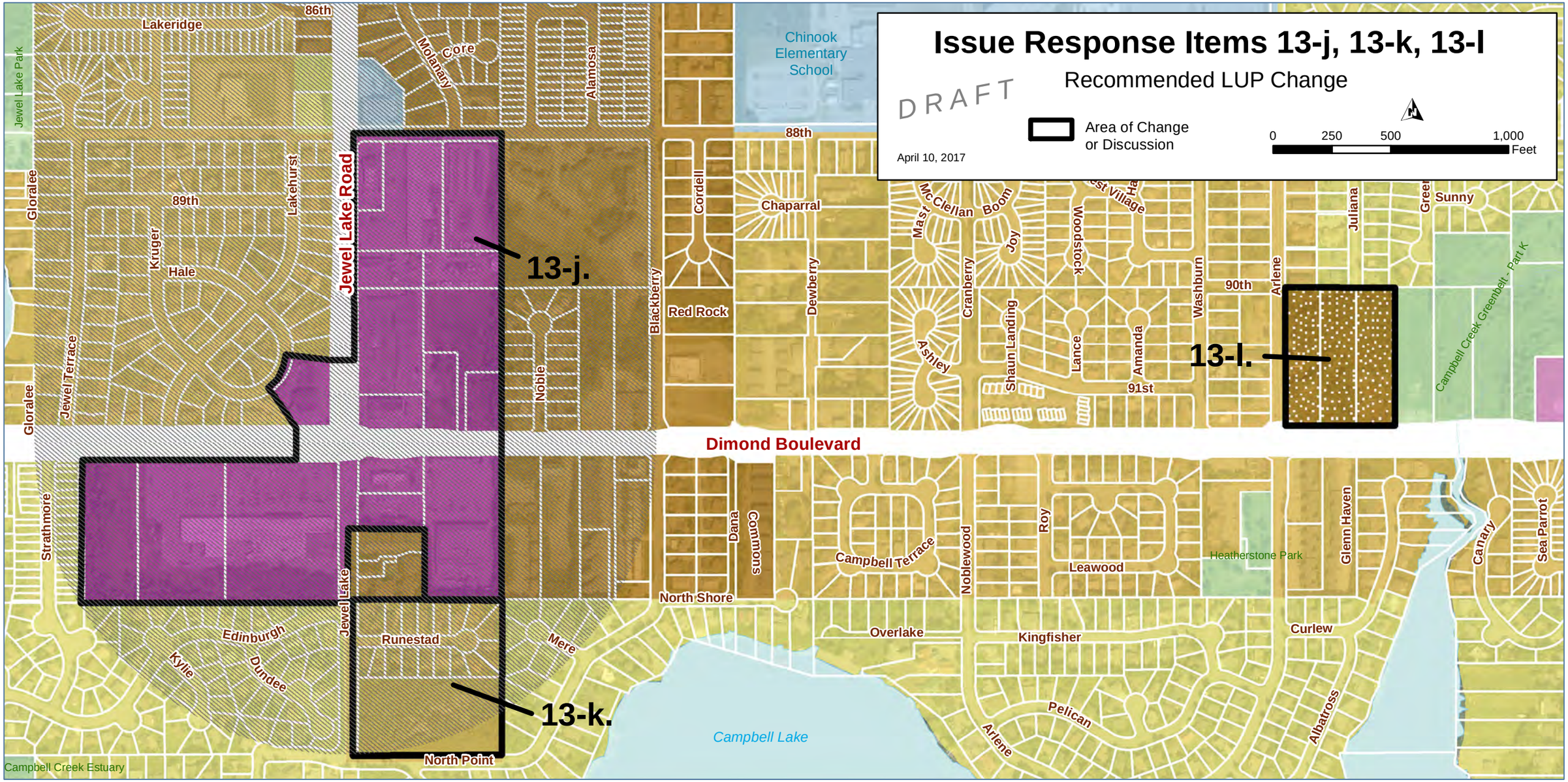
Community Facilities

- Community Facility or Institution
  - School
  - Utility / Facility
- Airport, Railroad or Port Facility

Growth Supporting Features

- Transit Supportive Development Corridor
- Residential Mixed-use Development
  (White dots over base land use color)
- Greenway Supported Development
- Traditional Neighborhood Design


Issue Response Items 11-h and 11-i
Recommended LUP Change
Area of Change or Discussion
DRAFT
April 10, 2017
0 250 500 1,000 Feet
11-h.
11-h. #2
11-i.
11-i. addendum
Russian Jack Springs Park
Russian Jack Elementary School
James Vernon Nash Park
Chester Valley Park
East Northern Lights Buffer
Winterberry Charter School
Highland Tech Charter School
Boniface Parkway
Baxter Road
Northern Lights Boulevard
20th
22nd
24th
25th
26th
30th
Ridge Top
Snow
Pine Valley
Leah
Nash
Wesleyan
Pine
Glacier
Caribou Hill
Irontree
Forget-Me-Not
Ronny
Clovewood
Hatcher
Farmer
Jennison
Candy
Maudest
Pembroke
Penn
College
Sapphire
Jasper
Success
Prosperity
Renee
Gate Keeper
Lucky
Lee
Sheltie
Collie Hill
Lynkerry
Dunbar
Colgate
Tulane
Citadel
Kilkenny
Doncaster
Kensington
Glenkerry
Camrose
Derby
Easthaven
Aspen Heights
Palmer
Carroll
Rhyner
Marlowe
Bryn Mawr
Sunflower
Lily
Rose
Camden
Campbell Airstrip
Carnaby
Ambergate
Donington
Cheney Lake
Neighborhoods
Single Family and Two Family
Compact Mixed Residential - Low
Compact Mixed Residential - Medium
Centers
Neighborhood Center
Town Center
City Center
Open Spaces
Park or Natural Area
Other Open Space
Community Facilities
Community Facility or Institution
School
Utility / Facility
University or Medical Center
Growth Supporting Features
Transit Supportive Development Corridor
Greenway Supported Development


Issue Response Items 13-j, 13-k, 13-l
DRAFT
Recommended LUP Change
Area of Change or Discussion
April 10, 2017
0 250 500 1,000 Feet
13-j.
13-k.
13-l.
Jewel Lake Road
Dimond Boulevard
86th
88th
89th
90th
91st
Lakeridge
Molahany Core
Alamosa
Chinook Elementary School
Jewel Lake Park
Gloralee
Kruger
Hale
Lakehurst
Jewel Terrace
Noble
Cordell
Blackberry
Chaparral
Dewberry
Red Rock
McClellan
Boom
Joy
Cranberry
Woodstock
Ashley
Shaun Landing
Lance
Amanda
Washburn
Arlene
Juliana
Sunny
Campbell Creek Greenbelt - Part K
Strathmore
Jewel Lake
Edinburgh
Kylie
Dundee
Runestad
Mere
North Point
Dana
Community
North Shore
Campbell Terrace
Noblewood
Roy
Leawood
Heatherstone Park
Glenn Haven
Canary
Sea Parrot
Overlake
Kingfisher
Curlew
Pelican
Albatross
Arlene
Campbell Lake
Campbell Creek Estuary
Neighborhoods
Single Family and Two Family
Compact Mixed Residential - Low
Compact Mixed Residential - Medium
Urban Residential - High
Centers
Neighborhood Center
Town Center
Corridors
Commercial Corridor
Open Spaces
Park or Natural Area
Other Open Space
Community Facilities
Community Facility or Institution
School
Utility / Facility
University or Medical Center
Growth Supporting Features
Transit Supportive Development Corridor
Residential Mixed-use Development
(White dots over base land use color)
Traditional Neighborhood Design