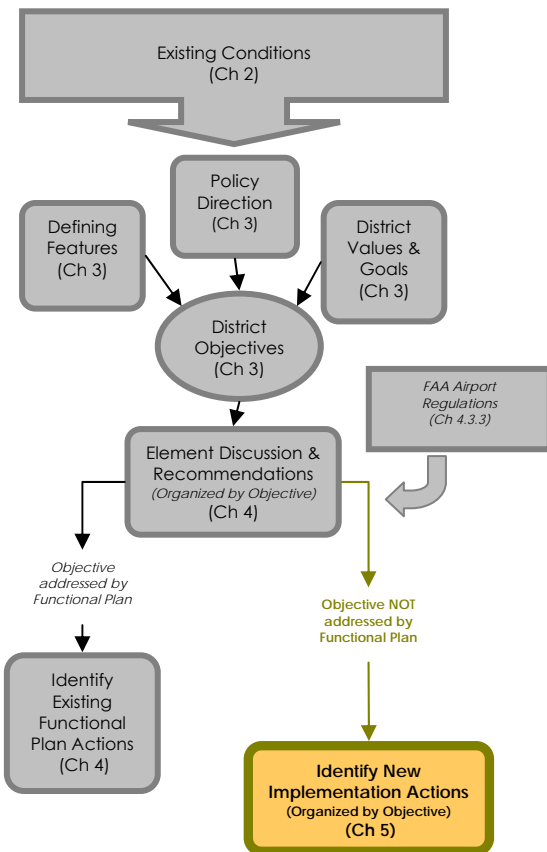




## 5.0 IMPLEMENTATION

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



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

Relevant “functional plan implementations” already described in Chapter 4 are outlined in the following tables:

Table 4.2-1 *People Mover Blueprint*

Table 4.2-2 *Bicycle Plan*

Table 4.2-3 *Long-Range Transportation Plan*

Table 4.5-1 *Parks Plan (Schools for Joint Use)*

Table 4.5-2 *Parks Plan (Park Master Plans)*

Table 4.5-3 *Parks Plan (Resource Evaluations)*

## 5.1 Key Implementation Concepts

### 5.1.1 Spenard Corridor Strategic Plan

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

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

### ***5.1.2 Airport Zoning District***

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

### ***5.1.3 Airport Influence Overlay***

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

### ***5.1.4 Airport Water, Sewer, and Road Master Plans***

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

### ***5.1.5 Raspberry Buffer Conceptual Plan***

The *WADP* recommends development of a conceptual design plan illustrating a corridor buffer along the north side of Raspberry Road. This buffer would benefit homes south of Raspberry Road and protect the public access into Kincaid Park. The buffer should provide a cohesive design that remains intact for the airport as it continues developing facilities in the South Airpark and for local residents who want long-term airport buffering. This and other buffers could offer a permanent solution if transferred to or acquired by the MOA.

### ***5.1.6 Airport Land Exchange***

The *WADP* recommends that the TSAIA and the MOA consider exchanging lands along the airport boundary to accommodate longstanding municipal recreational uses and address residential separation concerns and future airport development needs. Further, the *WADP* suggests that a comprehensive land exchange is likely to result in greater benefit to both TSAIA and the MOA. A land exchange offers the ideal resolution to the most complex issues, such as permanently preserving public parks and the Tony Knowles Coastal Trail on airport

property. Such trades would be subject to FAA grant assurances and appraisals and would require approval by the FAA, the State of Alaska, and the Anchorage Assembly.

## 5.2 Implementation Actions

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

Transportation			
No.	Implementation Actions	Time Frame	Responsible Entity
<b><i>Transportation Objective #1 - Focus public transportation service expansions and investment in areas of highest demand.</i></b>			
T-1	Evaluate the viability of commuter rail stations at Spenard Road and the airport in conjunction with ARRC efforts to establish a commuter rail system extending from the Mat-Su Valley to Girdwood.	Long-term	MOA/People Mover, AMATS, ADOT&PF, ARRC
T-2	Prioritize the improvement of bus stop amenities (pedestrian walkways, lighting, bus shelters, benches, and trash receptacles) where highest densities are indicated in the <i>Land Use Plan Map</i> and supported by user demands (e.g., Spenard Road and Jewel Lake Road).	Immediate	MOA, People Mover
<b><i>Transportation Objective #2 - Expand or complete trail connections that link residential areas and key destinations such as businesses, schools, and employment centers.</i></b>			
T-3	Amend the <i>Pedestrian Plan</i> to include the following recommendations to create pedestrian facilities on: <ol style="list-style-type: none"> <li>1. <i>Extend pedestrian facilities on <b>Jade Street</b> between West 84<sup>th</sup> Avenue, over West Dimond Boulevard. This would provide a future link to the South Extension of the Tony Knowles Coastal Trail or the Anchorage Wildlife Refuge.</i></li> <li>2. <i>Update <i>Pedestrian Plan</i> to indicate pedestrian facilities on <b>Westpark Drive</b> between <i>Kincaid Road and West Dimond Boulevard</i> include a connection to the existing easement for coastal access or an overlook of the Coastal Wildlife Refuge near the south end of Sand Lake Road, with connection to the proposed Westpark Drive trail.</i></li> <li>3. <i>Build a pathway in the <b>Aero Drive</b> ROW from West 40<sup>th</sup> Avenue to Lake Hood Elementary School and West 44<sup>th</sup> Avenue. Add West 40<sup>th</sup> and West 44<sup>th</sup> segments to connect existing sidewalks at the school and Lakeshore Drive.</i></li> <li>4. <i><b>Raspberry Road</b> from the Connors Bog utility ROW trail to Northwood Drive. The site currently has an informal parking area and acts as a small-scale trailhead.</i></li> <li>5. <i><b>West 26<sup>th</sup> Avenue</b> between West-Romig campus at Minnesota and Spenard Road to create a "gateway" to the Spenard town center.</i></li> <li>6. <i><b>West 64<sup>th</sup> Avenue</b> between Connors Way, Cranberry Street, and Connors Lake trails.</i></li> <li>7. <i><b>North-South Connection for the West-Romig Campus</b> between <i>Hillcrest Drive and Lois Drive</i> at Northern Lights Boulevard at the West-Romig campus (conceptual).</i></li> <li>8. <i><b>Jodhpur Road</b> between <i>Kincaid Road. and West Dimond Boulevard</i> for connecting Westpark residents to Kincaid Park and new schools.</i></li> </ol>	Long-term	MOA, ADOT&PF

Transportation			
No.	Implementation Actions	Time Frame	Responsible Entity
T-4	Coordinate the identification and construction of a pedestrian crossing at Northern Lights Boulevard (state-owned), west of Minnesota Drive, to achieve the objectives of the West-Romig Master Plan and Spensard town center.	Long-term	MOA Traffic, ADOT&PF, Anchorage School District
T-5	<p>Update the <i>Areawide Trails Plan</i> to identify alignments, obtain ROW or easements as appropriate, and construct the following new multi-trail segments to provide connections between residential areas and parks:</p> <ol style="list-style-type: none"> <li>1. Connect the <b><i>De La Vega playing fields</i></b> from South Frontage Road/Taft Street to the Connors Lake trails with a summer-use trail.</li> <li>2. Connect <b><i>West 80<sup>th</sup> Avenue</i></b> between Sand Lake and Jewel Lake Roads around the Sand Lake canals.</li> </ol> <p>Amend the <i>Areawide Trails Plan</i> to include alternative route discussions that provide connections between parks and multi-use trails:</p> <ol style="list-style-type: none"> <li>3. <b><i>Connors Lake Trails to Campbell Creek Trail</i></b> – Formalize the small trailhead and informal parking at Raspberry Road entrance to the Connors Lake trails. It would serve as a start for the connection to Campbell Creek trail to the south.</li> <li>4. <b><i>South Coastal Trail Extension</i></b> within Kincaid Park from the Kincaid bunker to West Dimond Boulevard (or another point determined when a detailed study of the Coastal Trail Extension is resumed).</li> </ol> <p>Amend the <i>Areawide Trails Plan</i> to remove these projects:</p> <ol style="list-style-type: none"> <li>5. <b><i>Sand Lake-Jewel Lake Connection</i></b> – These two lakes lack a recreational connection; therefore, this Class A wetlands path is undesired.</li> <li>6. <b><i>West 80<sup>th</sup> Avenue to West 88<sup>th</sup> Connection</i></b> – A circuitous east-west route designed before residential build-out of the area; replaced by connection #2.</li> <li>7. <b><i>Turnagain Bog Perimeter Trail</i></b> – A trail that may have lacked community support; an alternative connection between the residential areas and the general aviation area should be examined.</li> </ol>	Immediate to Long-term	MOA
T-6	Require consideration of adjacent off-site pedestrian corridors and connections during preparation of all park master plans, campus master plans, and area-specific development plans.	Immediate	MOA, ASD

Transportation			
No.	Implementation Actions	Time Frame	Responsible Entity
<b><i>Transportation Objective #3 - Plan for and develop a safe and efficient road network that accommodates current and future traffic volumes appropriately including the safe movement of passenger vehicles, trucks, freight movement, bicycles, and pedestrians.</i></b>			
T-7	Update the LRTP traffic model using airport land use inputs from the current TSAIA Airport Land Use Plan and roadway connection points per the Airport Road Master Plan recommended in IA-15.  In particular, traffic volumes on Raspberry Road from Jewel Lake Road to the Kincaid Park entry should be addressed.	Immediate	MOA, ADOT&PF
T-8	Work with the Alaska Railroad Corporation (ARRC) to institute changes that minimize safety concerns associated with at-grade crossings. Work with ADOT&PF and the ARR to include intermodal planning for eventual commuter rail services.	1-3 years	MOA, ARRC, ADOT&PF
<b><i>Transportation Objective #4 - Develop roads and other transportation facilities that support and enhance surrounding land uses.</i></b>			
T-9	Cooperate with ARRC to evaluate and mitigate the effects of increased noise and vibration on residential neighborhoods that abut the proposed double-track project.	3-5 years	MOA, ARRC
T-10	Develop a procedure to monitor and pre-review state road design plans to ensure that funding is adequate to cover ROW amenities prescribed by non-motorized plans and typologies.	Ongoing	MOA, ADOT&PF
	Existing plans and programs also address this objective.		
<b><i>Transportation Objective #5 - Ensure that roads and walkways are properly repaired and regularly maintained, including efficient seasonal snow removal and street cleaning.</i></b>			
	See Implementation Action N-3. Existing plans and programs also address this objective.	Long-term	MOA Street Maintenance

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No.	Implementation Actions	Time Frame	Responsible Entity
<p><b><i>Airport Objective #1 - Support the continued economic vitality of TSAIA and its current and future role as a premier state, national, and international aviation hub.</i></b></p>			
	<p>Actions identified in other objectives promote airport viability.</p>		
<p><b><i>Airport Objective #2 - Promote responsible development and operations inside the airport that minimize the negative effects of airport operations on adjacent neighborhoods, trails and parks.</i></b></p>			
<b>IA-1</b>	<p>Coordinate with the State of Alaska to:</p> <ul style="list-style-type: none"> <li>▪ Prepare a Memorandum of Understanding that resolves the legal dispute over application of municipal land use authority on airport land; and</li> <li>▪ Pursue a mayor-governor directed committee to explore cooperative airport management structures that promote economic growth and local job creation by the Airport while serving community and municipal needs.</li> <li>▪ Establish a task force with formal representation from the public, state and local elected officials, Alaska Department of Fish and Game, AWWU and other MOA departments, the Airport, and ADOT&amp;PF, airport users, and FAA to assemble relevant data, regulations, needs and constraints, and possible scenarios that will ultimately lead to a long-term resolution of the airport area parcel conflicts, which also retains a permanent Coastal Trail corridor. Once completed, the MOA will take task force proposals through appropriate municipal commission and Assembly reviews with a recommendation to amend the West Anchorage District Plan accordingly.</li> </ul>	1-3 years	MOA, TSAIA
<b>IA-2</b>	<p>Request that FAA designate parcels within the airport boundary that are physically separated from aviation facilities for "Non-aeronautical Use." These could include:</p> <ul style="list-style-type: none"> <li>▪ Parcels south of Raspberry Road (Parcels 1, 18, 19); and</li> <li>▪ Parcels east of Jewel Lake Road (Parcels 12, 13).</li> <li>▪ Possibly areas of Turnagain Bog east of Aircraft Drive.</li> </ul>	1-3 years	TSAIA, FAA, SOA
<b>IA-3</b>	<p>Adopt an airport zoning district that combines current multiple zoning districts on airport property (PLI, PLI-p, I-1, I-2, T) into a single zone. An airport zoning district should:</p> <ul style="list-style-type: none"> <li>▪ Be developed jointly with TSAIA;</li> <li>▪ Place special emphasis on uses and development in close proximity to residential and recreational areas;</li> <li>▪ Provide for some development standards and setbacks from the airport boundary to reduce off-airport impacts;</li> </ul>	1-3 years	MOA, TSAIA

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No.	Implementation Actions	Time Frame	Responsible Entity
	<ul style="list-style-type: none"> <li>▪ Create a process for approval of non-aviation uses on airport property;</li> <li>▪ Determine application to airport operation areas (inside the security fence) and public access areas (outside the security fence);</li> <li>▪ Consider and incorporate applicable FAA and ADOT&amp;PF design regulations and standards; and</li> <li>▪ Include an Inventory of existing municipal codes, ordinances and planning approvals involving road design, building construction, landscaping, set-backs, fire/earthquake safety, and drainage that apply to private commercial development and state-owned development on the TSAIA and the relationship these might have to an airport zoning district.</li> </ul>		
<b>IA-4</b>	<p>If Airport Zoning is not established according to IA-3, develop a design recommendation handbook for distribution to prospective lessees in the South and North Airparks.</p> <p>The handbook should identify the location of sensitive residential neighborhoods at the airport boundary, and suggest design techniques to minimize community impacts.</p> <p>Design measures may include:</p> <ul style="list-style-type: none"> <li>▪ Building placement/orientation;</li> <li>▪ Access points;</li> <li>▪ Truck routes and parking;</li> <li>▪ Light and noise shielding;</li> <li>▪ Water diversion/containment; and</li> <li>▪ Gradation of uses (e.g., locating uses that generate greater and more constant noise levels further away from residential areas).</li> </ul>	1-3 years	TSAIA, MOA
<b>IA-5</b>	<p>Work with TSAIA to establish buffers adjacent to residential areas and to create a Kincaid Park entry corridor. Buffers that permanently remove airport land from use by TSAIA require FAA permission.</p> <p>Buffers should be located:</p> <ul style="list-style-type: none"> <li>▪ North side of Raspberry Road (extending from east end of Kulis ANG boundary to Kincaid Park);</li> <li>▪ Turnagain Bog (TSAIA boundary extending from Northern Lights Boulevard, to the Lions Club Park), or otherwise as consistent with master plan requirements conditioned in AO 2000-151 (S-2); and</li> <li>▪ Kulis ANG Base (TSAIA boundary parallel to and north of Air Guard Road.</li> </ul> <p>Buffers could be established by:</p> <ul style="list-style-type: none"> <li>▪ MOA purchase or land exchange (<i>permanent</i>);</li> </ul>	1-3 years	TSAIA, MOA



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No.	Implementation Actions	Time Frame	Responsible Entity
	<ul style="list-style-type: none"> <li>▪ Creating leasehold parcels inset from the airport boundary, leaving a relatively undevelopable strip of land to buffer residential areas (<i>temporary</i>); and</li> <li>▪ Recording a conservation easement on wetlands nearest to residential boundaries if preservation of airport wetlands is required by the Corps of Engineers (<i>permanent</i>).</li> </ul>		
<b>IA-6</b>	<p>Prepare a buffer design concept on the north side of Raspberry Road from Sand Lake Road to Kincaid Park. The concept should:</p> <ul style="list-style-type: none"> <li>▪ Accommodate the ultimate street section, existing and future public utilities, parkway and visual buffer;</li> <li>▪ Avoid a uniform, visually monotonous appearance. Rather, by combining berming, vegetation and fencing, it should seek to achieve an interesting visual effect;</li> <li>▪ Incorporate a berm with variable slope ratios to achieve a meandering, natural appearance;</li> <li>▪ Allow reduced berm height when combined with heavy vegetation and/or fencing to achieve a maximum visual and noise buffer. Buffer design elements should account for future land uses both near the berm site and farther onto airport property;</li> <li>▪ New entrance points into South Airpark expansion areas off Raspberry Road should strive to balance the need for efficient access with minimizing impacts to residential areas to the south and in the Kincaid access corridor. Future access planning should include consideration of an internal frontage road behind (to the north) future Raspberry Road berms and buffer areas;</li> <li>▪ Be constructed in phases with corresponding Airpark Expansion; and</li> <li>▪ Receive formal recognition by the TSAIA and MOA Planning and Zoning Commission.</li> </ul>	Immediate	TSAIA, MOA , SOA
<b>IA-7</b>	<p>MOA will advocate for West Anchorage resident's interests in noise mitigation measures at TSAIA as part of the FAA Part 150 Noise Compatibility Program, through Airport Master Plan updates and other State and Federal programs. The MOA will assign planning and legal staff as needed to work on TSAIA-municipal issues and advocate for the community interests in noise reduction, air and water quality issues, traffic, and other concerns arising out of TSAIA operations. Staff will serve as a point of contact for the community and for municipal participation in municipal, state, FAA, and other regulatory or land use programs that might provide an avenue for resolution of community concerns about Airport impacts. The MOA will participate in seeking fund</p>	1-3 years	TSAIA, MOA

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No.	Implementation Actions	Time Frame	Responsible Entity
	sources that support TSAIA noise mitigation efforts or collaborate with TSAIA to do so through the FAA grant assurances on revenues raised on TSAIA from fuel sales and other revenues generated at the Airport. TSAIA should prepare an annual report on ground noise monitoring and the effectiveness of ongoing mitigation efforts to the MOA. The MOA should form a technical advisory group comprised of MOA staff and community representatives to represent MOA interests in the TSAIA noise planning process.		
<b><i>Airport Objective #3 - Promote responsible development and activities outside the airport that do not interfere with safe and efficient airport operations and support planned airport growth.</i></b>			
<b>IA-8</b>	<p>Adopt an "airport influence overlay" as part of the municipal zoning code for application to areas with high airport noise exposure. Given public concerns, the MOA shall work with landowners and the public to investigate this method's legality, effectiveness in dispute reduction, relation to state real estate notices and potential for reducing property values as well as the experience of other jurisdictions where applied, prior to final recommendation. The overlay should:</p> <ul style="list-style-type: none"> <li>▪ Establish an appropriate area of coverage, based on either the 60 or 65 DNL contour as shown on the official <i>TSAIA Part 150</i> noise map;</li> <li>▪ Include airport noise overlay zoning maps (similar to Ch 21.65, airport height regulations) to implement the airport noise overlay for inclusion in Title 21;</li> <li>▪ Require that building plans incorporate enhanced interior sound insulation techniques (doors, windows, insulation) for new residential construction or substantial remodeling or reconstruction;</li> <li>▪ Prohibit the placement or construction of modular or mobile homes since they cannot be effectively sound insulated; and</li> <li>▪ Identify properties within the 60 DNL airport noise zoning overlay on all new plats.</li> </ul>	1-3 years	MOA-Planning
<b>IA-9</b>	In conjunction with IA-8, convene a working group of architects and technical experts to develop potential noise attenuation standards for consideration as additions to the building code within the airport influence overlay area. The TSAIA residential insulation program should be consulted as a starting point.	1-3 years	MOA-Building Safety
<b>IA-10</b>	Request FAA to broaden the airport's sound insulation program to include post-1998 residences within the DNL 65 contour as soon as the MOA adopts an airport noise overlay as described in IA-6. Support changes in national FAA regulations that would extend the sound insulation program outward to the 60 DNL contour.	1-3 years	TSAIA, FAA, MOA

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No.	Implementation Actions	Time Frame	Responsible Entity
<b>IA-11</b>	<p>Adopt policies for discretionary land use approvals (rezonings and conditional use permits (CUPs)) to avoid creating new incompatible uses near the airport:</p> <p>Policies within high airport noise contours should:</p> <ul style="list-style-type: none"> <li>▪ Be based on the 60 (or 65) DNL airport noise contour;</li> <li>▪ Prohibit rezonings that would increase residential densities or introduce mobile homes or trailer parks; and</li> <li>▪ Prohibit rezonings that would convert non-residential to residential uses.</li> </ul> <p>Policies in the Runway Protection Zone (RPZ) should:</p> <ul style="list-style-type: none"> <li>▪ Allow only public recreation (e.g., trails) and snow storage; and</li> <li>▪ Prohibit any use that would cause people to congregate (e.g., stadiums).</li> </ul> <p>Policies in the runway approach/departure paths should:</p> <ul style="list-style-type: none"> <li>▪ Prohibit discretionary project approvals (rezoning and CUP) that would interfere with safe aircraft operation (e.g., power plants).</li> </ul>	3-5 years	MOA-Planning
<b>IA-12</b>	<p>Identify un-subdivided residential properties in the 60 DNL contour. Evaluate feasibility/suitability for rezoning to other than residential use or purchase for public recreation.</p>	3-5 years	MOA-Planning, HLB
<b>IA-13</b>	<p>Review the use and zoning of municipally owned lands adjoining the airport (Kincaid Park, Earthquake Park, portions of the Tony Knowles Coastal Trail, Point Woronzof Park, AWWU property) in relation to long-term airport development plans. Determine whether screening or buffering is desirable and possible and, if so, identify and reserve sufficient area on municipal land to ensure adequate separation in the future.</p>	1-3 years	MOA-Parks and Recreation, HLB

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No.	Implementation Actions	Time Frame	Responsible Entity
<b><i>Airport Objective #4 - Improve communication, understanding, problem solving, and consensus building between TSAIA, MOA, FAA, airport leaseholders, and the surrounding community, and better integrate these stakeholders into airport decision-making.</i></b>			
<b>IA-14</b>	Route discretionary MOA development proposals to TSAIA and FAA for review and comment prior to approval. Work with TSAIA and FAA to establish an appropriate zone of influence and criteria for notification.	Immediate	MOA, TSAIA, FAA
<b>IA-15</b>	Maintain an Airport Advisory Group with regular meetings and an up-to-date website with a current suite of phone numbers and staff contact information as a clearinghouse for community-related airport issues.	Ongoing	MOA, TSAIA
<b>IA-16</b>	Establish quarterly meetings of TSAIA, MOA, and FAA staff to address progress on <i>WADP</i> implementation. This team would be tasked to: <ul style="list-style-type: none"> <li>▪ Develop assignments to aggressively and cooperatively implement the goals, objectives and action items of the <i>WADP</i> pertaining to airport issues;</li> <li>▪ Improve information distribution about upcoming airport events, plans, and construction activities;</li> <li>▪ Effectively share information between agencies on airport related issues;</li> <li>▪ Identify reliable methods for interagency routing, review and comment of on- and off-airport projects;</li> <li>▪ Address issues raised by the Airport Advisory Group;</li> <li>▪ Develop a formal process for community comment on airport projects;</li> <li>▪ Explore creative, practical means for maintaining good community relations, and avoiding/resolving conflicts; and</li> <li>▪ Disband once effective procedures are in place.</li> </ul>	1-3 years	MOA, TSAIA, FAA,
<b>IA-17</b>	Prepare an airport water and sewer master plan showing the size, general alignment, and off-site connection points for major trunk lines.	3-5 years	TSAIA w/AWWU
<b>IA-18</b>	Prepare an airport road master plan showing the general route and off-site connection points for collector roads.	3-5 years	TSAIA w/MOA
<b>IA-19</b>	Route lessee project proposals and lease lot adjustments to AWWU to identify and avoid utility conflicts with airport development plans.	Ongoing	TSAIA w/AWWU

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No.	Implementation Actions	Time Frame	Responsible Entity
IA-20	<p>Prepare the following annual reports to keep the community apprised of progress in addressing community concerns:</p> <ul style="list-style-type: none"> <li>▪ Upcoming airport development projects;</li> <li>▪ Status of ground noise implementation activities; and</li> <li>▪ Progress on <i>WADP</i> airport implementation actions.</li> </ul>	Ongoing	TSAIA, MOA
IA-21	<p>Establish a formal municipal review and input process for future TSAIA Master Plan updates by which the MOA can gather public comments and prepare recommendations for consistency with the <i>WADP</i> goals and objectives. This process might include a review by the Anchorage Planning and Zoning Commission.</p>	with each Master Plan Update	MOA
IA-22	<p>Designate an airport liaison at the Municipality with an understanding of FAA regulations and airport development procedures as a point person to represent municipal interests to TSAIA staff and pursue constructive answers/solutions to community concerns, including Part 150 updates for TSAIA.</p>	1-3 years	MOA
<p><b><i><a href="#">Airport Objective #5 - Ensure that every resident is aware of the airport's presence before purchasing a home in the area.</a></i></b></p>			
IA-23	<p>As part of the "airport influence overlay" identified and defined in IA-8, pursue new notification provisions advising future residents about the airport's presence before buying a home in the area. Given public concerns, the MOA shall work with landowners and the public to investigate this approach's legality, effectiveness in dispute reduction, relation to state real estate notices, and potential for property value reduction, as well as the experience of other jurisdictions where applied, prior to any final recommendations. These possible notification provisions apply only to new subdivisions and future discretionary approvals and shall consider:</p> <ul style="list-style-type: none"> <li>▪ Requiring that new subdivision, rezoning or other discretionary land use approvals record a "Notice of Airport in Vicinity," discoverable by title search; and</li> </ul> <p>Requiring that new subdivision, rezoning, or other discretionary land use approvals within the "airport influence overlay" as defined under IA-8, record an aviation easement, per guidance from FAA.</p>	1-3 years	MOA

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No.	Implementation Actions	Time Frame	Responsible Entity
<b><i>Airport Objective #6 - Identify strategies that resolve or mitigate land use and operations conflicts and clarify long-term future use on parcels in and around TSAIA.</i></b>			
<b>Pursue permanent means to resolve airport area land issues.</b>			
<b>IA-24</b>	<p>Initiate a systematic approach to the permanent resolution of airport perimeter parcel and land use conflicts, either via a comprehensive land exchange, fee-simple acquisitions, and/or easements, or a combination thereof that transfers land title and preserves public use of certain TSAIA and MOA parcels. Acquisitions via a land trade action should reflect the Municipality's priorities of Coastal Trail preservation and maximizing value and benefit to the public and parks and recreation resources with minimized impacts to the community.</p> <p>A comprehensive land exchange offers the most complete means of resolving these conflicts, but whatever method is used, it should:</p> <ul style="list-style-type: none"> <li>▪ Reflect a fair market exchange that balances properties with aviation value against those with municipal recreation and operations value; and</li> <li>▪ Include the preparation and processing of relevant documents for formal approval by the MOA, ADOT&amp;PF, and FAA.</li> <li>▪ Include as a condition of any land exchange agreement and/or in any deed transfer that the Coastal Trail shall be retained in perpetuity as a continuous, buffered system extending from Earthquake Park to Kincaid Park. TSAIA shall be responsible for all costs associated with any future need to realign this corridor on existing or future TSAIA lands. <i>[See related Implementation Action P-7.]</i></li> <li>▪ Any future Coastal Trail relocation shall maximize natural vegetated buffers, unobstructed views, a wilderness experience, and minimize tunnels or other trail alignments that might compromise trail safety and/or require costly new maintenance. Any future approach to Coastal Trail relocation in the area of Pt. Woronzof and Pt. Woronzof Park shall follow an extensive public process, which must fully disclose all variables related to trail alignments, trail design, trail maintenance needs, and trail closure time frames during construction prior to any work being performed.</li> </ul>	1-2 years	MOA, TSAIA
<b>IA-25</b>	<p>Obtain written opinions from the Municipal Attorney and HLB Director whether (given FAA grant assurances) transferring Municipal-selected Entitlement Lands to the MOA is achievable on airport property. If not, determine whether any compensation is due to the MOA for loss of selection opportunity. If no further action is required, remove these parcels from the HLB annual work program.</p>	1-2 years	MOA, TSAIA, SOA

Ted Stevens Anchorage International Airport			
No.	Implementation Actions	Time Frame	Responsible Entity
IA-26	Apply to FCC or appropriate federal entity for transfer of Parcel 1 to MOA ownership for transfer to Parks and Recreation Department.	Immediate	MOA
<b>Pursue temporary means to recognize ongoing public use of airport land.</b>			
IA-27	Routinely renew short-term maintenance agreements with TSAIA for continued public recreation and other MOA uses of airport property for the longest terms permitted until permanent solutions are implemented.	Ongoing	MOA
IA-28	During <i>Airport Master Plan</i> updates, the MOA should work with TSAIA to identify areas that are not currently needed for airport development and may be used in the short term for recreational or buffer purposes. The interim and transitory nature of these uses shall be acknowledged to preserve the primacy of airport development and airport lands. Seek to preserve buffers and recreational areas identified on the <i>WADP</i> Land Use Map as long as doing so does not inhibit airport development, to give time for permanent solutions to develop.	With each Master Plan update	MOA, TSAIA
IA-29	During <i>Airport Master Plan</i> updates, the MOA should work with TSAIA to locate airport facilities and leasehold areas in order to meet future aviation demand while avoiding, where practical, future buffers and recreational areas within airport property as depicted on the <i>WADP</i> Land Use Map.	With each Master Plan update	MOA, TSAIA
IA-30	Undertake a joint TSAIA-MOA master planning process for areas of Turnagain Bog that are undeveloped or undedicated to current Airport uses per terms of Assembly Ordinance 2000-151 (S-2), to determine future development and buffer use areas.	Intermediate	MOA, TSAIA

Neighborhoods			
No.	Implementation Actions	Time Frame	Responsible Entity
<b><i>Neighborhood Objective #1 - Protect neighborhood character and quality of life through context sensitive planning of road improvements, enforcing improved residential and commercial design standards, and maintaining convenient access to recreation/open space opportunities.</i></b>			
	See Implementation Actions T-3, T-4 and T-5. Existing plans and programs, such as the Title 21 Rewrite and Context Sensitive Solutions processes also address this objective.		
<b><i>Neighborhood Objective #2 - Ensure that multi-family housing is appropriately located, well designed and built, energy efficient, properly landscaped, and consistently maintained so that it will make a positive, long-term contribution to the community.</i></b>			
	See Implementation Action LU-1		
<b>N-1</b>	Make MOA staff available to assist in forming a "Spensard improvement association," a voluntary business organization that organizes community events, supplements code enforcement, and advocates for revitalization funding.	1-3 years	Community with MOA assistance
<b><i>Neighborhood Objective #3 - Ensure that new developments are compatible with their surroundings and responsive to the Alaskan environment and outdoor lifestyle.</i></b>			
	Existing plans and programs, such as the Title 21 Rewrite, address this objective. No new implementation actions are identified.		
<b><i>Neighborhood Objective #4 - Routinely monitor, maintain, repair, and replace pavement on local streets.</i></b>			
<b>N-2</b>	Develop and adopt a pavement replacement program for the long-term upkeep of local residential streets.	3-5 years	MOA Street Maintenance
<b><i>Neighborhood Objective #5 - Encourage relationships between residents and local businesses, including partnerships that support community goals for safety, high quality of life, and preservation of neighborhood character.</i></b>			
<b>N-3</b>	Provide free transfer station drop-offs for litter, white goods, and other bulky items associated with volunteer residential spring clean-up activities: <ul style="list-style-type: none"> <li>▪ Consider utilizing MOA staff time to promote neighborhood-oriented cleanups to complement volunteer efforts to clean public spaces, roads, and creeks during the Chamber of Commerce Citywide Cleanup and Anchorage Waterways Council Creek Cleanup; and</li> <li>▪ Consider dispatching code enforcement to conduct visual inspections and educate property owners with abandoned vehicles to utilize the Municipality's Junk Vehicle Removal &amp; Disposal Program.</li> </ul>	3-5 years	MOA SWS



Neighborhoods			
No.	Implementation Actions	Time Frame	Responsible Entity
N-4	<p>Educate public and neighborhood leaders about how improvement districts can fund capital costs associated with road or utility upgrades:</p> <ul style="list-style-type: none"> <li>▪ Identify areas with high potential to benefit from a neighborhood improvement district;</li> <li>▪ Create a manual with guidelines on how to create a neighborhood improvement district; and</li> <li>▪ Present the manual at professional association and community council meetings.</li> </ul>	1-3 years	MOA-Planning Division, Federation of Community Councils, professional organizations
N-5	Perform an inventory of locally important historic homes, neighborhoods, and landmarks with potential preservation value.	3-5 years	Anchorage Historic Preservation Commission, SHPO, MOA
N-6	<p>Support community-based safety programs:</p> <ul style="list-style-type: none"> <li>▪ Start “community action policing” in Sand Lake (or as part of citywide effort for community-based policing as per the Police Chief);</li> <li>▪ Support “school resource officers” in the schools;</li> <li>▪ Expand “school resource officers” to remain in neighborhoods during the summer;</li> <li>▪ Encourage APD to reinstate funding for a program officer for the Neighborhood Watch program; and</li> <li>▪ Encourage volunteers to join and train with the Westside Patrol.</li> </ul>	3-5 years	MOA, APD, ASD

## Parks, Recreation, and Natural Open Space

No.	Implementation Actions	Time Frame	Responsible Entity
<b><i>Parks Objective #1 - Provide indoor and outdoor, active recreation opportunities for all ages.</i></b>			
P-1	<p>Prepare a 5-year mid-range parks plan for the WADP planning area to serve as a bridge between the long-range goals in the Parks Plan and annual capital improvement and maintenance planning.</p> <ul style="list-style-type: none"> <li>• Identify locations for “pocket parks” for underserved neighborhoods in Sand Lake, North Star, and Spenard Road. Identify strategies for reserving pocket parks and/or public open spaces when multiple parcels are assembled for redevelopment; and for MOA acquisition of individual lots in advance in areas slated for higher density residential development.</li> <li>• Work with the Library Department in their branch library planning for consideration of citing a future facility in the Spenard Corridor Town Center area of West Anchorage.</li> </ul>	1-3 years	MOA – Parks and Rec; Library
<b><i>Parks Objective #2 - Ensure that existing and future parks and recreation facilities are safe and regularly maintained.</i></b>			
	Existing plans and programs address this objective. No new implementation actions are identified.		
<b><i>Parks Objective #3 - Maintain motorized and non-motorized access to a safe and functioning network of parks, waterways, trails, lakes, and natural open spaces for the use of residents and visitors.</i></b>			
	See Implementation Actions T-3, T-4 and T-5.		
<b><i>Parks Objective #4 - Manage, protect, and enhance municipal parks, greenbelts, and natural open spaces areas (including riparian and wildlife corridors) that support fish and wildlife habitats and wetland functions.</i></b>			
P-2	Complete the USACE process to designate HLB as a formal wetland banking entity capable of holding conservation easements and issuing wetlands credits.	Immediate	MOA, HLB
P-3	<p>Incorporate wetlands management policies into the HLB Work Plan that permanently acquire and preserve high-quality wetlands and dispose of low-quality ones as shown on Exhibit 4-18:</p> <ul style="list-style-type: none"> <li>▪ Acquire Class A wetlands in private ownership for permanent preservation;</li> <li>▪ Permanently preserve Class A wetlands already in public ownership through recordation of a conservation easement;</li> <li>▪ Identify Class B and C wetlands in private ownership that are likely to be developed; and</li> <li>▪ Identify Class B and C wetlands in public ownership that are available for disposal via sale or trade.</li> </ul>	1-3 years	MOA, HLB, USACE

Parks, Recreation, and Natural Open Space			
No.	Implementation Actions	Time Frame	Responsible Entity
P-4	Distribute Wetlands Disposition Status Exhibit 4-18 to the local Association of Realtors to improve public awareness, educate homebuyers, and avoid mistaken assumptions about the preservation of low-value wetlands and open spaces.	1-3 years	HLB
P-5	Enact an ordinance requiring secure storage of trash and food (e.g., bird feed, dog food) in areas of Sand Lake with high levels of bear activity as identified in Exhibit 4-15. Encourage expanded use of bear-proof trash containers provided by Alaska Waste in these areas.	Immediate	MOA SWS, Alaska Waste
<i><b>Parks Objective #5 - Ensure continued public access to parks and open spaces located on, accessed through, or surrounded by TSAIA lands.</b></i>			
P-6	Post all municipal parks. [Also see Implementation Actions IA-24, IA-26 and IA-27.]	Ongoing	MOA
<i><b>Parks Objective #6 - Acquire and permanently preserve the Tony Knowles Coastal Trail as a well-maintained, continuous, public recreational corridor with vegetative buffer from Kincaid Park to Westchester Lagoon.</b></i>			
	See Implementation Action IA-24.		
P-7	Acquire an additional or a vegetated easement west of Lyn Ary Park for added buffering of the Tony Knowles Coastal Trail and resolve remaining title and ownership issues of Lyn Ary Park.	3-5 years	MOA
P-8	Acquire all remaining portions of the Tony Knowles Coastal Trail on airport land along with a vegetated greenbelt so that the full length of the trail corridor is consolidated under MOA ownership for permanent public recreational use. The greenbelt shall provide approximately 300 feet of natural, non-disturbed, vegetated buffer on the airport side of the coastal trail but may be adjusted (wider or narrower) by agreement of the TSAIA, MOA, and user groups. Vegetation within the buffer shall be retained to preserve wildlife habitat with only selective clearing to avoid overgrowth that might impede line of sight for trail users and to minimize human/wildlife conflicts. Any coastal trail realignment and buffer area and future airport development should address the protection of the Dena'ina archeological site.	3-5 years	MOA
P-9	Develop and implement a strategy to address coastal bluff erosion. Identify and contact appropriate agencies, assess mitigation options/costs, and prepare a brief report comparing and contrasting alternative solutions.	1-3 years	MOA

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



## APPENDICES

- Appendix A Supplemental Airport Information
- Appendix B West Anchorage Planning Boundary Determination
- Appendix C Planning Documents, Related Plans, and Resources

NOTE: Appendices are available on the Community Development Department's web site at <http://www.muni.org/Departments/OCPD/Planning>.

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