



Municipality of Anchorage

Planning Department
Long-Range Planning Division

MEMORANDUM



Date: January 9, 2016
To: Planning and Zoning Commission
From: Long-Range Planning Division Staff
Subject: PZC Case No. 2016-0127, Anchorage 2040 Land Use Plan – January 9 Items

The attached revised draft issue-response table provides ten (10) newly completed issue items available for January 9, 2017 deliberations regarding the *Anchorage 2040 Land Use Plan*.

The 10 issue items are highlighted in green in the left-hand column of the table, and are:

1-e.

1-j.

3-o.

3-p.

3-q.

8-f.

8-g.

8-h.

14-c.

14-d.

Staff believes that getting through as many of these 10 items as practical on January 9 would allow the Commission to progress toward completing all the issue items for this case, allowing more time to focus on key land use, housing, and employment land use issues within the *2040 LUP* during its subsequent deliberations in January.

Anchorage 2040 Land Use Plan (2040 LUP) **Comment and Issue Response Summary (1-9-2017 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

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 of 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 [**index TBD**].

An Issue-Response Map [TBD] 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 partial 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.

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.

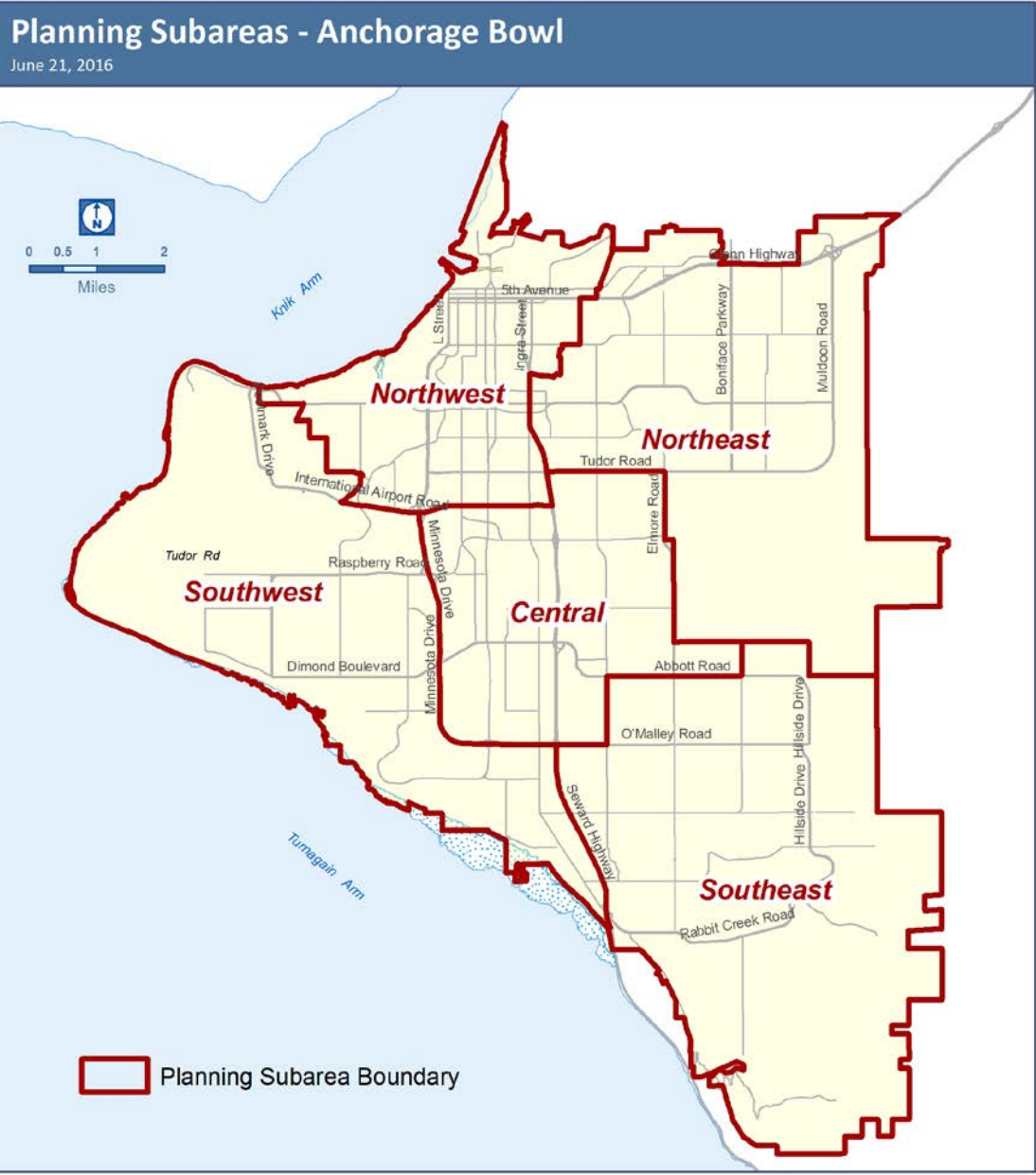


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3. Open space and Public Lands

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. [RESERVED]

10.-14. Other Site-Specific:

10. Northwest

11. Northeast

12. Central

13. Southwest

14. Southeast

Technical Amendments List (forthcoming)

Index of individuals and organizations that raised issues (forthcoming)

Issue-Response Maps (forthcoming)

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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. (<i>Various individuals, organizations, and agencies</i>)	<p>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.</p> <p>The project team has compiled a consolidated list of recommended technical edits and clarifications to the Public Hearing Draft.</p> <p>Recommendations: Approve the technical edits listed at the end of this table [Note: list to be provided with final draft issue response in later November]. Approve Planning staff to correct any further misspellings, typos, and language needing non-substantive clarifications to the Public Hearing Draft.</p>	
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”. (<i>Urban Design Commission, Municipal Traffic Engineer, Planning staff, various members in the public.</i>)	<p>Response: The Department acknowledges the confusion and need for more clarity.</p> <p>Recommendations: The Plan name was changed in the Public Hearing Draft to:</p> <p><u>Anchorage 2040 Land Use Plan</u> <u>A Supplement to the Anchorage 2020 Comprehensive Plan</u></p> <p>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.</p> <p>The subtitle alludes to how it relates to the Anchorage 2020, with the text in the plan narrative providing the full story.</p> <p>No further changes.</p>	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,	<p>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.</p> <p>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</p>	YES (12-05-16)

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	<p>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. (<i>various commenters</i>)</p>	<p>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.</p> <p>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.</p> <p>Recommendations: Make the following improvements to the draft plan:</p> <ol style="list-style-type: none"> 1. Amend the <u>table of contents</u> 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 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.	<p>Visibility and Titles for Main Goal Statements.</p> <p>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 cue could help</p>	<p>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.</p> <p>The public hearing draft makes progress by providing an actual goal statement visually highlighting that in a shade filled box. The box and goal could be made to “pop” better 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.</p>	

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	reader know what the goal is generally about before they even read the text of the goal.	<p>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 would help readers quickly ascertain the topic of each Goal, and can be added back without changing the goal statement. They help users’ wayfinding to refer back to whichever goal they intend to re-read.</p> <p>Recommendations: Add the following topic title phrases, which are largely shortened/simplified versions of the February 29, 2016 draft, to the top of the 10 goal statements.</p> <p>Goal 1: [TBD Anchorage’s Growth Strategy TBD] Goal 2: Infill and Redevelopment Goal 3: Mixed-use Centers and Corridors Goal 4: Housing Goal 5: Land Use – Infrastructure Goal 6: Land Use – Transportation Goal 7: Compatible Uses and Great Places (see also issue-response item ###) Goal 8: Open Space and Greenbelts Goal 9: Industrial Land Use Goal 10: Anchor Institutions</p>	
0-e.	Better photos with clearer captions. The plan should provide more and better visual examples of the uses, places, and developments that the text describes. <i>(Various individuals, organizations, and agencies)</i>	<p>Response: Planning staff acknowledges need for improved photos and additional photos. It was evident from public interactions that readers would find the plan’s recommendations more approachable and easier to understand with more photos.</p> <p>Visuals were a priority however due to time and resource limitations, some photos were inserted as placeholders and in other locations a blank placeholder was placed in the draft plan where a photo was intended.</p> <p>Additionally, the photo captions include unnecessary text about the photo number while not always clarifying which development characteristics in the photo exemplify the land use being described. Photo number is unnecessary information that clutters and adds length.</p>	

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		Recommendations: Add and change photos and photo captions as provided at the end of the technical edits section which follows this table.	
0-f. etc.	Additional cosmetic and technical items are forthcoming.	Additional technical and cosmetic improvements to the plan narrative and maps are being identified and will be submitted to PZC later. [TBD]	

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Part 1: Anchorage Bowl-wide Land Use Policy			
1-a. General	<p>Residential, Industrial, and Commercial Land Supply. How will the 2040 LUP help alleviate shortages in residential, commercial, and industrial land? (<i>Anchorage Chamber of Commerce; PZC Commissioner Spring</i>)</p> <p>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. (<i>Anchorage Chamber of Commerce</i>)</p> <p>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. (<i>Anchorage Chamber of Commerce</i>)</p> <p>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 Center, O’Malley Center, and Abbott Town Center in close proximity to the South C Street area. Target and Cabellas have already taken industrial land—let it stop right there. (<i>Nancy Pease</i>)</p>	<p>Response: 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.</p> <p><u>Housing.</u> 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.</p> <p><u>Industrial.</u> 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.: <i>Anchorage Industrial Land Assessment Update Vol. I</i>; and <i>2040 LUP Appendix C: Traded Sectors Analysis</i>). 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”.</p> <p>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.</p> <p>Staff will recommend further adjustments based on the findings of the land supply analysis [TBD].</p>	

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1-b.	<p>Requests to Reclassify Manufactured Home Community Sites to Commercial. There have been multiple requests during or as part of the 2040 LUP public process, from owners of residentially zoned property. Several of these are manufactured home park sites, where the request is to change all or part of their residential lands to a commercial use. (<i>CIRI, Debenham Properties, DOWL Engineering, others</i>)</p> <p>In other cases, 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.</p>	<p>Response: [Response and Recommendation under revision – TBD] 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 to likely to remain viable through the 2040 planning horizon. Where a mobile home park has failing 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. In some cases, such as near mixed-use Centers, it recommends changing the land use designation to allow for more housing than currently allowed. In cases where the location of the site, 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 on the site while retaining housing capacity.</p> <p>Some property owners argue that because a mobile home park fronts on an arterial, and other commercial areas are nearby, the mobile home site is not good for residential living. In fact, many people in Anchorage live in residential areas along arterials, near commercial areas. A quick look at a land use map, zoning map, or even the 2040 LUP shows that a majority of the uses fronting on arterial streets are in fact residential neighborhoods. Where one person sees such locations as noisy and undesirable, another person values such living locations for their convenience and access to services and jobs and transportation.</p> <p>The land capacity analysis documents the potential cumulative damage to the housing capacity shortage if the Municipality approves reclassifying mobile home park sites to commercial as requested. It documents the housing loss and loss of future housing potential of each mobile home park site removed from the Bowl-wide residential land base results. Converting each site would throw the ledger of housing capacity compared to demand further into the red, and would 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 and grow businesses. This calls into question the argument by some property owner representatives that converting to commercial will result in economic development through a new building investment. In fact, worsening the residential land deficit and jobs-housing balance can also be argued to be a strike against economic development.</p> <p>Recommendation: No changes in general. 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 to be provided in this table. Additional recommendations may come in review of the final housing capacity analysis results. [TBD]</p>	<p>Discussed and Tabled 11-14-16</p> <p>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.</p>

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1-c.	<p>Relationship to Anchorage 2020 Policy Map. Should the Anchorage 2020 Policy Map (Page 50, <i>Anchorage 2020</i>) 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)</p>	<p>Response: This question has come up often in situations where Neighborhood or District Plans differ from the <i>Anchorage 2020</i> 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 <i>Anchorage 2020</i>.</p> <p>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.</p> <p>Recommendations: No change to <i>Anchorage 2020</i> 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.</p> <p>Future Growth. Take a forward-looking approach to community growth and redevelopment, embodied in the <i>Anchorage 2020 Land Use Concept Plan and Land Use Policy Map</i>, which seeks innovative ways to accommodate and encourage growth in population, housing, and employment.</p> <p>Below this paragraph insert a graphic image of <i>Anchorage 2020</i> Land Use Policy Map that fits in the width of the column, with the following caption underneath:</p> <p><u>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.</u></p>	<p>YES, with addition shown in yellow highlights (12-12-16)</p>

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1-d.	<p>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.</p> <p>It is also missing from several of the informational “Planning Factors” Maps including the maps of existing gross residential densities and current zoning. (<i>Rabbit Creek Community Council, Huffman-O’Malley Community Council, Dianne Holmes</i>)</p>	<p>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”.</p> <p>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.</p> <p>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 height, neighborhood character, zoning) were actually of greater concern to many commenters than the numerical housing density ranges.</p> <p>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.</p> <p>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</p>	<p>NO (12-12-16)</p> <p>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.</p> <p>Also, the map shows a lot of information. Commissioners found that adding the note would further clutter the map.</p>

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		<p>categories generalized the land use plan categories of a neighborhood or district plan, the 2040 LUP would be filled with footnotes.</p> <p>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.</p> <p>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:</p> <p style="padding-left: 40px;"><u>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.</u></p>	
1-e	<p>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</p>	<p>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.</p>	<p>Recommendations #1 and #2: YES, with deletion shown in highlights.</p> <p>(12-12-16)</p> <p>Recommendation #2: Commissioners stated that the words shown</p>

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	<p>success in the past where the public and neighborhood has been consulted on development projects.</p> <p>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. <i>(Fred Traber, Kathie Veltre)</i></p> <p>The discussion on page 57 about amendments to the Plan should include public input. Refer specifically to “amendment via public process”. <i>(Huffman-O’Malley Community Council, Rabbit Creek Community Council, Nancy Pease)</i></p>	<p>Major land use decisions as outlined in Title 21 included: comprehensive plan amendments, conditional uses, institutional master plans, rezonings, major site plan reviews, and Title 21 amendments.</p> <p>Recommendations:</p> <ol style="list-style-type: none"> 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: <p><u>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.</u></p> 3. Add a new last sentence to the first paragraph of “Strategy 10” on page 57, which reads: <p><u>Comprehensive plan amendments are a public process.</u></p> 	<p>in strike-through did not contribute to the main idea of the sentence, and could be subject to various interpretations.</p> <p>NEW For 1-9-2017:</p> <p>Recommendation #3 responds to comment in last paragraph of the issue statement column, has yet to be addressed by PZC as of 1-9-17.</p>
1-f.	<p>Documentation of the Public Involvement Process and the Basis for Land Use Planning.</p> <p>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 review period and pre-review consultation efforts. <i>(Fred Traber, Kathie Veltre, others)</i></p>	<p>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.</p> <p>Recommendation: Add a brief subsection in Section 1.1 of the main plan document, which describes the public process to create the plan.</p>	<p>YES (12-12-16)</p> <p>Commissioners allow for staff to write the specific wording of the section without further PZC review.</p>
1-g.	<p>Efficient Use of Commercial Lands. Include an action to require minimum density FAR (floor-to-area-ratio) for commercial zoned lands in designated</p>	<p>Response: TBD.</p> <p>Recommendation: TBD.</p>	

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	Centers and Corridors. This is a parallel intension to requiring minimum residential densities in certain zones. Currently, commercial centers are allowed to build sprawling, inefficient, one-story buildings. <i>(Nancy Pease)</i>		
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. <i>(Nancy Pease)</i>	<p>Response: [TBD] The goal is deliberately a very broad encompassing the main policies of the LUP. Adding “transportation efficiency” would add too much specifics about one particular policy without providing for other policies. Deleting the last phrase in the sentence cuts the intended meaning.</p> <p>A better approach is to clarify the last phrase and add language which captures the overall land use planning vision of the community summarizing key elements from Goals 2 through 9.</p> <p>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 [TBD- 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.] It improves the sentence to make more sense, and includes the community’s vision for its future growth as requested.</p> <p>Recommendation: [TBD] Edit and clarify Goal 1 on page 10 top of middle column as follows:</p> <p>Goal 1: Anchorage achieves residential and commercial growth, which improves community resiliency and citizen’s quality of life <u>as it supports supporting their vision for the future [TBD - of mixed use, walkable centers and a network of parks, open spaces, and greenways that provide access to nature and preserve natural resources.]</u></p>	
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	Response: TBD.	

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	<p>neighborhood/district plans, and superseding <i>Anchorage 2020</i> policy #4. Policy 4 of <i>2020</i> 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.</p> <p>Rezoning 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. (<i>Huffman-O’Malley Community Council, Rabbit Creek Community Council, Nancy Pease</i>)</p>	<p>Recommendation: TBD Edit Policy 1.4 on page 11 of the 2040 LUP to give equal weight to all land use planning elements of the Comprehensive Plan, including the 2040 LUP and the area-specific plans, as follows:</p> <p>LUP 1.4. Use the 2040 LUP <u>and</u> in conjunction with area-specific plans and other elements of the Comprehensive Plan to determine appropriate zoning in the Bowl, and evaluate proposed changes to land use regulations. (Supersedes <i>Anchorage 2020</i> Policy 4)</p>	
1-j.	<p>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.” (<i>Nancy Pease</i>)</p>	<p>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.</p> <p>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 neighborhoods from having unwanted activities make gradual inroads into the neighborhood, which the verb “encroach” is appropriate to describe.</p> <p>Recommendation: Clarify policy 4.1 language as follows while avoiding changing it to a neighborhood design character policy:</p>	

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		LUP 4.1. Provide sufficient land areas to meet the diverse housing needs of Anchorage’s citizens, where the <u>integrity of the residential neighborhood area integrity</u> is protected from encroaching <u>commercial corridors or non-neighborhood employment</u> activities.	

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Part 2: Centers and Mixed-use Redevelopment			
2-a.	<p>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. <i>(PZC Commissioner Spring)</i></p>	<p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>LUP map references: EP-1 (zoning).</p> <p>Recommendation: No changes at this time.</p>	<p>YES (11-14-16)</p>
2-b.	<p>More Small Neighborhood Commercial Districts. There is a need for opportunities for more small scale neighborhood commercial districts near or in residential</p>	<p>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.</p>	<p>YES (11-14-16)</p>

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	neighborhoods. How can the LUP address this? (<i>PZC Commissioner Spring; Abbott Loop Community Council president</i>)	<p>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 Fire Island Bake Shop locations within South Addition and Airport Heights.</p> <p>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.</p> <p>Recommendation: No changes at this time.</p>	
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. (<i>Alaska DOT&PF</i>)	<p>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.</p> <p>Recommendations: Edit the wording of the second sentence in the first paragraph of the description of Regional Commercial Center, as follows:</p> <p style="padding-left: 40px;">Located on large sites at the intersection of freeways and major arterials, these centers are <u>more tied to the regional transportation system, and less dependent on</u> rather than to adjacent <u>residential</u> neighborhoods than are Town Centers.</p>	YES (11-14-16)
2-d. Page 63	Transfer of Development Rights for Implementation. Should Action 4-13 include a transfer development rights ordinance? (<i>PZC Commissioner Spring</i>)	<p>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</p>	YES (11-14-16)


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		<p>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.</p> <p>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.</p>	


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<p>2-e.</p> <p>Pages 45-45</p>	<p>Creek Setbacks, Routes, and Requests for Extensions of Greenway Supported Development Corridors.</p> <p>The GSD concept was originally suggested by a developer in consultation and has received positive feedback from residents, developers, and design community. 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.</p> <p>There are neighborhood objections to the language describing creek channelization with little or no greenbelt: 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.</p> <p>Comment that Fairview is underserved in terms 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 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</p>	<p>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.</p> <p>It necessarily and realistically 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 where easements are limited or non-existent.</p> <p>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 street setbacks. Reduced setbacks would still be an upgrade to existing conditions, 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.</p> <p>There is some confusion that the 2040 LUP’s GSDs also function as 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 LUPM in the Sitka Street Park open space area, 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. They are trail projects to be addressed in the Areawide Trails Plan, Pedestrian Plan, and Bike Plan. The 2040 LUP is a land use plan first and foremost, and its GSD is a land use development pattern promoting redevelopment in mixed-use Centers and Corridors.</p> <p>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 into the scope and objectives of the GSD concept. The intent is to have a new linear greenbelt on the future “cut and cover” feature of the future H2H connecting Ship</p>	<p>Discussed and Tabled (12-12-16)</p> <p>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.</p>

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	<p>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 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.<i>(Fairview Community Council)</i></p> <p>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 42nd Avenue bike boulevard project east of Lake Otis.</p> <p>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.</p> <p><i>(Fairview Community Council, Turnagain Community Council, Carr-Gottstein Properties; Mental Health Trust Land Office; Seth Anderson; PZC Commissioner Danielle Bailey; consultation with Bettisworth North)</i></p>	<p>Creek trails with Chester Creek trails and the 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. Like in Middle Spenard/Midtown along Fish Creek, Fairview Gambell Street/East Downtown redevelopment would be leveraged by this feature and land use pattern.</p> <p>Similarly, redevelopment and access into the 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.</p> <p>Recommendations: [TBD – under review and map prep]</p> <ol style="list-style-type: none"> 1. Add the following GSD corridor overlays to the 2040 Land Use Plan Map: <ol style="list-style-type: none"> 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 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. 2. Add the above GSD corridor overlays to the Actions Map on page 67. Number their phasing priority on the Actions Map as follows: <ol style="list-style-type: none"> a. Eastern extensions of Fish Creek GSD: include as 1 with western Fish Creek 	

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		<p>b. Eastern extension of Chester Creek GSD: include as 4 with MHT TLO</p> <p>c. Fairview Gambell Street: add as 6 (being contingent on Seward-to-Glenn project).</p> <p>3. Add the above GSD corridors the bullets in the GSD section in third column page 45, inserted in the list in order of the general phasing priority discussed above.</p> <p>4. Add the following language to the GSD section on page 45 of the narrative, as a third paragraph under GSD – Linear Features, that clarifies its relationship to trails route maps / plans and complete a draft planning factors map illustrating the trails network:</p> <p><u>While many sections of the Bowl will benefit from additional trail connections, the key element of the GSD feature in the 2040 Land Use Plan is redevelopment of existing built areas in designated mixed-use Centers and Main Street Corridors. New trail connections or greenbelts are otherwise addressed in other elements of the Comprehensive Plan, such as the Area-wide Trails Plan, Bike Plan, Pedestrian Plan, and area-specific plans.</u></p> <p>5. Add the following language to the end of the third paragraph, middle column, page 45 and another example photo to the GSD section of the narrative that further clarifies and illustrates the language on page 45:</p> <p><u>GSD's represent a development concept, rather than a regulatory tool, that focuses on catalyzing significant new redevelopment projects, based on a creek or greenway restoration and/or a significant trail corridor. As different from a simple creek project or new trail section, GSD's are essential to place-making within a redevelopment area of the Bowl. GSD's require significant agency and funding coordination, public dollars and staff obligations, and are clearly a long term effort. GSD projects may develop in pieces, sometimes including only portions of restored stream reaches, based on investor or landowner and public commitments.</u></p>	

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2-e. <u>supplement</u>	<p data-bbox="518 329 2357 362">[TBD – undergoing revision] The following language in tracked changes carries out the recommendations #3, #4, and #5 from issue item 2-e above.</p> <p data-bbox="271 394 1521 427">Amend the “Greenway-Supported Development section, beginning in third column of page 40, as follows:</p> <p data-bbox="325 459 758 492">Greenway-Supported Development</p> <p data-bbox="325 524 2591 678">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 trail routes. 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 creeks, wetlands, wildlife habitats, or multi-use trails.</p> <p data-bbox="325 711 1567 743">GSDs are depicted with a green line hatch. The underlying base color indicates the land use designation.</p> <p data-bbox="325 776 2268 808">GSDs would support and enhance new construction, future revenue potential, and property values, by attracting more uses, housing, businesses, and employment.</p> <p data-bbox="325 841 572 873"><i>GSD Linear Features</i></p> <p data-bbox="325 906 2575 979">Commuter trails within greenways improve travel alternatives between centers and surrounding neighborhoods. Trail access has the ability to support and enhance development. Benefits might include decreased parking requirements and lower traffic volumes.</p> <p data-bbox="325 1011 2575 1084">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 reduce pollution and flooding.</p> <p data-bbox="325 1101 2575 1214"><u>While many sections of the Bowl will benefit from additional trail connections, the key element of the GSD feature in the 2040 Land Use Plan is redevelopment of existing built areas in designated mixed-use Centers and Main Street Corridors. New trail connections or greenbelts are otherwise addressed in other elements of the Comprehensive Plan, such as the Area-wide Trails Plan, Bike Plan, Pedestrian Plan, and area-specific plans.</u></p> <p data-bbox="325 1230 1964 1263">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.</p> <p data-bbox="325 1279 2575 1352"><u>GSDs represent a development concept, rather than a regulatory tool, that focuses on catalyzing significant new redevelopment projects, based on a creek or greenway restoration and/or a significant trail corridor.</u> As different from a simple creek project or new trail section, GSD’s are essential to place-making within a redevelopment area of the Bowl. GSD’s require significant</p>		

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	<p><u>agency and funding coordination, public dollars and staff obligations, and are clearly a long term effort. GSD projects may develop in pieces, sometimes including only portions of restored stream reaches, based on investor or landowner and public commitments.</u></p> <p>[INSERT A NEW PHOTO AND CAPTION HERE]</p>  <p>Greenway-supported Development</p>	<p>The shared urban design principles in Section 2.1 for enhancing connections and pedestrian access apply to development patterns in the linear GSDs.</p> <p>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:</p> <ul style="list-style-type: none">• Fish Creek drainage across Midtown, potentially from east of New Seward Highway to Minnesota Drive, 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 to a 42nd Avenue bicycle boulevard street into the UMED.</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>• Furrow Creek drainage crossing the Huffman Town Center.• <u>Over the Ingra-Gambell prospective Seward-to-Glenn Highway Connection corridor in Fairview from just north of Third Avenue to 15th Avenue</u>	

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	<p>Urban greenways may be incorporated into developments in various ways: as a newly constructed stream channel 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. Many western US cities incorporate creek restorations and/or linear greenbelts into redevelopment projects.</p> <p>A combination of development incentives, public parking, and street, trail, and infrastructure improvement projects supportive of the greenway would implement this growth supportive feature</p>  <p>Local Creek Restoration – Greenway-supported development</p> <p><i>(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 is recommended to be moved to another part of the plan and substantially changed by issues 3-a and 3-b.)</i></p>		
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	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.	YES (11-14-16)

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	new developments in this area. (<i>UAA Facilities and Campus staff</i>).	<p>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.</p> <p>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)</p> <p>Recommendations: Make the following changes in the 2040 LUP for the northern university lands:</p> <ol style="list-style-type: none">1. Remove the Greenway-Supported Development overlay pattern from the UAA / UMED District properties.2. Delete all references to the UMED District from the <i>GSD-Facilities and Institutions</i> 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: <u>UMED District</u> <i>continued...</i>4. Add the following as a new paragraph after this subheading: <u>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</u>	

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		<p><u>institutional master plans and the UMED District Plan to address the careful meshing of natural areas with future facility and institutional developments.</u></p> <p>5. Modify the top bullet on the right hand column on page 39 as follows:</p> <ul style="list-style-type: none"> Perimeter natural open space buffers, <u>important wetlands and drainages, and habitat connectivity</u> are preserved, and access to open spaces should be identified in institutional master plans <u>and implemented consistent with such plans and the UMED District Plan.</u> 	
3-b. Pages 40-41	Airport Expansion Alternative. There are objections to the depiction and narrative description of Pt. Woronzof Park and other municipal lands west of International Airport, including AWWU and HLB parcels, as having the “Airport Expansion Alternative” designation. (<i>Turnagain Community Council, others.</i>)	<p>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 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.</p> <p>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.</p> <p>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.</p>	<p>Discussed and Tabled (11-7-16; 12-12-16)</p> <p>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.</p>

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		<p>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.</p> <p>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 has not provided comments on the Dec 12 language yet. Staff has been told TCC is scheduling to review this issue again in January.</p> <p>(LUP map references: CI-6 Parks and Open Space; CI-7 Natural Assets; CC-5 Land Ownership)</p> <p>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.</p> <p>The revised issue-response item 3 map shown on the page after next depicts the map changes.</p> <ol style="list-style-type: none"> 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 	

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		<p>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.</p> <ol style="list-style-type: none">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 Airport Growth Alternative</u> or <u>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 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.	

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3-b. <u>supplement</u>		<p style="text-align: center;">The following language in tracked changes carries out recommendations #2 and #3 from issue item 3-b.</p> <p>From 3-b. Recommendation #2: Amend the “Airport Expansion Alternative” subsection, beginning in third column of page 40, as follows:</p> <p><u>Potential Airport Growth Alternative</u> Airport Expansion Alternative</p> <p>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 <u>that could</u> which would potentially be involved in a conceptual, long-term resolution of <u>a future need for an additional North-South (N-S) runway</u> Airport area land use conflicts, as described in the <i>West Anchorage District Plan (WADP)</i>. <u>A need for a new N-S runway may arise in the 2040 LUP timeframe and the land would be required.</u></p> <p>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.</p> <p>The underlying base color indicates the long-term municipal park and public facility uses that apply under current municipal ownership, uses, and parcel boundaries.</p> <p>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. <u>Based on the significance of the Airport to municipal and state commerce and the national airport system, this Plan acknowledges</u> reflects this potentiality, in keeping with <i>Anchorage 2020</i> and <i>WADP</i>.</p> <p>Forecasts <u>have predicted</u> that air transportation market factors and TSAIA’s physical configuration will <u>eventually likely</u> lead to demand for a second <u>N-S north-south</u> runway. Although TSAIA does not anticipate a need for a new N-S runway before the year 2035, TSAIA <u>and the FAA</u> seeks 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.</p> <p>Ownership <u>and parcel boundary</u> changes <u>would be necessary for</u> to these parcels <u>to be developed</u>. These might could be accomplished via land exchange, fee-simple acquisition, or other permanent means subject to municipal, State, and FAA regulations. <i>Eminent domain</i> is a viable tool for necessary land acquisition for a future runway. <u>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.</u></p>	

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		<p><u>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.</u></p> <p>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.</p> <p>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.</p> <p>The extent of <u>the pattern area boundaries of the Airport Growth Alternative</u> is conceptual. The <u>borders boundaries</u> between open space and airport <u>growth areas expansion</u> would be established through area-specific advance planning <u>and would include a public process</u>. Until there is a reason to pursue an alternative designation for the runway <u>development</u> process, the base color <u>land use</u> designation applies.</p> <p><u>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.</u></p> <p>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:</p> <p><u>Potential Open Space Alternative</u> GSD-Facilities and Institutions</p> <p><u>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</u> 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.</p>	

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	<p>These lands are development reserves subject to owner <u>facility and associated institution</u> 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.</p> <p><u>This pattern overlay on The GSD designation on institution and</u> facility lands reflects natural open space <u>or possibly recreation</u> as an alternative use should some of these areas be preserved or placed in public ownership.</p> <p>The <i>Anchorage 2020</i> conceptual natural open space map¹ designated <u>portions of</u> these areas for future open space planning actions. It is the intent of <u>This plan to promote</u>s strategies that balance conservation with the owner <u>facility's institution's</u> requisite objectives <u>or requirements</u> to grow.</p> <p><u>The majority of these Open Space Alternative lands are</u> Much of the GSD comprises certain tracts in Ted Stevens Anchorage International Airport (TSAIA). They <u>It</u> also consists 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.</p> <p>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.)</p> <p>The land owners <u>of these</u> 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 <u>land</u> use remains focused on the owner <u>facility's institution's</u> needs and jurisdiction. Public access is subject to the owner facility's discretion <u>and is not considered a by-right or permanent use</u>. Open space recreational uses must be compatible with the owner facility operations and federal regulatory conditions.</p> <p><u>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.</u></p> <p>Specific tracts of the Ted Stevens Anchorage International Airport are opportunity parcels <u>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</u>. These conflicts are <u>further</u> outlined in <i>Anchorage 2020</i> and the <i>West Anchorage District Plan</i>. Some of the long term conflict resolution possibilities require public participation and ballot measures.</p>		

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

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	<p>Within <u>Open Space Alternative overlay</u> 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.</p> <p>Future growth within <u>these</u> 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 <i>UMED District Plan</i> and <i>West Anchorage District Plan</i>, <u>and the facilities' adopted master plans</u>.</p>		
3-c.	<p>Airport Land Trade – Additional Text. Objections to the language of the reference to an Airport land trade in the document. (<i>Turnagain Community Council, others.</i>)</p>	<p>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.</p> <p>Planning staff and TCC land use committee discussed the Turnagain Bog at their November 30 consultation meeting, as requested by PZC.</p> <p>(LUP map references: CI-6 Parks and Open Space; CI-7 Natural Assets; CC-5 Land Ownership)</p> <p>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.</p> <p>Action 10-4: Resolve land use, ownership, and open space conflicts around TSAIA. through a land exchange.</p> <p>Add the following to the end of the middle paragraph in the middle column on page 41:</p> <p><u>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.</u></p>	<p>YES (12-12-16)</p>

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3-d.	<p>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. (<i>Turnagain Community Council</i>)</p>	<p>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.</p> <p>Planning staff and TCC land use committee discussed the Turnagain Bog at their November 30 consultation meeting, as requested by PZC.</p> <p>(LUP map references: CI-6 Parks and Open Space; CI-7 Natural Assets; CC-5 Land Ownership)</p> <p>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.</p>	<p>Discussed and Tabled (11-14-16)</p> <p>YES (12-12-16)</p>
3-d. <u>addendum</u>	<p>Turnagain Bog – Addendum. This addendum provides the specific language proposed to carry out the recommendation in 3-d above.</p>	<p>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.</p> <p>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.)</p> <p><u>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</u></p>	<p>Discussed and Tabled (11-14-16)</p> <p>YES (12-12-16)</p> <p>Commission requested staff to add a sentence as</p>

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		<p><u>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.</u></p> <p>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.)</p>	described at the end of the recommendation.
3-e.	<p>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. (<i>Turnagain Community Council, Rabbit Creek Community Council, others.</i>)</p>	<p>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.</p> <p>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.</p> <p>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 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.</p> <p>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.</p> <p>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.</p>	<p>YES (11-14-16)</p>

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		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. (<i>Watershed and Natural Resources Commission</i>)	<p>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.</p> <p>Recommendations: Modify Action 8-1 on page 64 as follows:</p> <p>Pursue financial resources including state and federal grants and bonding to fund <u>feasibility findings, engineering, acquisition, and restoration projects</u> for creek corridors <u>for high priority linear Greenway-Supported Development designations</u> and wetlands, <u>as depicted on the Actions Map</u>.</p>	YES, with amendment highlighted in yellow. (11-14-16)
3-f. <u>addendum</u>	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.	<p>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.</p> <p>Recommendations: Add the following text to the third paragraph in the second column on page 45 in the GSD intro section:</p> <p>It is essential to the success of For GSDs to most effectively catalyze GSDs’ as catalysts for redevelopment and alternative access modes, that each corridors tie in they should connect <u>to existing pedestrian corridors and trails especially where the greenway is located in or adjacent to an RFA.</u></p>	<p>Discussed and Tabled (12-12-16)</p> <p>Commissioners were concerned about the phrase “It is essential to the success of...” Requested staff to work some more on the language.</p>
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. (<i>Geotechnical Advisory Commission Resolution 2016-01</i>)	<p>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.</p> <p>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.</p>	YES, with changes highlighted in yellow (12-05-16)

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		<p>(LUP map references: CC-6 Hazards Mitigation)</p> <p>(Attachment: GAC Resolution 2016-01 emailed separately to PZC on December 2)</p> <p>Recommendations:</p> <ol style="list-style-type: none"> 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: <p style="margin-left: 40px;"><u>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.</u></p> 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: <ul style="list-style-type: none"> • <u>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.</u> 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. 	

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		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. (<i>Nancy Pease</i>)	<p>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.</p> <p>Recommendations: Add <u>riparian corridors</u> to the list of land features in the Goal 8 statement (on page 16).</p>	YES (11-14-16)
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. (<i>Nancy Pease</i>)	<p>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.</p> <p>Title 21 includes provisions and recommendations (conservation subdivision) that allow for and/or require setbacks for streams and retention of wetlands.</p> <p>Recommendations: No change.</p>	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.)	<p>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.</p> <p>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.</p>	YES (11-14-16)

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3-l.	Municipal Non-dedicated Open Space Inventory and Purposing. Comments that in Action 8-8 the word “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)	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 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.	YES (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. (<i>Huffman-O’Malley Community Council, Rabbit Creek Community Council, Nancy Pease</i>)	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. (<i>Patrick Solano Walkinshaw</i>)	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	YES (11-14-16)

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		<p>consideration under planning for food security, given Anchorage’s dependence on barges and air cargo for most of its comestible and non-comestible needs.</p> <p>Recommendations: Amend page 10, third column, second paragraph, as follows:</p> <p style="padding-left: 40px;">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, <u>urban agriculture and food security</u>, economic uncertainties, changes in the climate, and other shocks and stresses.</p> <p>On page 37, third column, first bullet under “Other Open Space” uses, amend the last line as follows:</p> <p style="padding-left: 40px;">[...]...or <u>agricultural nursery</u> and horticultural uses.</p>	
3-o.	<p>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. <i>(Nancy Pease)</i></p>	<p>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.</p> <p>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.</p> <p>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.</p> <p>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?</p> <p>Recommendations: No changes.</p>	

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3-p.	<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 future land use. Southeast Anchorage, especially, relies on watershed function because of onsite wells and septic systems.</p> <p>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.</p> <p>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.</p> <p><i>(Huffman-O’Malley Community Council, Rabbit Creek Community Council, Nancy Pease)</i></p>	<p>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. 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.</p> <p>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).</p> <p>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.</p> <p>Reference Map: Planning Factors Map CI-7 (Community Infrastructure Map 7) “Community Natural Assets”, in Appendix A.</p> <p>Recommendation: Revise Action 5-3 on page 63 as follows:</p>	

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		<p>Develop <u>and maintain</u> 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, <u>and “green infrastructure” such as parks, wetlands, and natural drainageways</u>—especially in areas designated for growth.</p> <p>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.</p>	
3-q.	<p>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. <i>(Nancy Pease)</i></p>	<p>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.</p> <p>Recommendation: No Changes.</p>	
3-r.	<p>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. <i>(Nancy Pease)</i></p>		

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Part 4: Infrastructure and Transportation Network			
4-a. Page 2, third column; Pages 14-14, Goal 6	<p>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.</p> <p>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.</p> <p>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.</p> <p>The 2040 LUP should also verify coordination with the AMATS Metropolitan Transportation Plan (MTP). Growth in certain corridors hinges on MTP</p>	<p>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 <i>accessibility</i> 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.</p> <p>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.</p> <p>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.</p>	<p>Discussed and Tabled (11-14-16)</p> <p>Staff response was not written on 11-14.</p> <p>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.</p> <p>Commissioner Strike asked if we prioritize arterials and if so which ones, when we make land use decisions.</p> <p>YES (12-05-16)</p> <p>Staff will follow up on Commissioner Spring's request to address the several specific problem sites that he identified, as separate issue items.</p>

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	<p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p>	<p>The “Mobility and Access” goal on page 2 of the 2040 LUP refers to two “Land Use & Transportation” Goals from <i>Anchorage 2020</i>, 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 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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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</p>	

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	<p>Suggest adding language which states, "...and with a priority on maintaining the principal function of each roadway according to its classification."</p> <p><i>(DOT&PF; AMATS; PZC Commissioner Jon Spring)</i></p>	<p>identify missing links and locations where we can make better connections, and inform regular updates and improvements to the 2040 LUP.</p> <p>Recommendations:</p> <ol style="list-style-type: none"> 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 future</u> facility investments when determining <u>areas of growth</u> where to grow. 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. <u>LUP 5.1.</u> <u>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.</u> 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: <i>[second paragraph of Goal 6 discussion on page 14:]</i> <u>Accessibility includes mobility and also considers the total distance that must be traveled and the number of destinations within a certain distance.</u> <i>[second full paragraph on page 15:]</i> <u>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</u> 	

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		<p>collector street connections and pathways between businesses and adjacent neighborhoods <u>are needed to</u> will allow the street network to safely support mixed-use densities.</p> <p>4. Under Goal 6 policies, page 15, insert a new LUP 6.1 and renumber subsequent policies and references to those policies:</p> <p><u>LUP 6.1.</u> Provide sufficient transportation infrastructure to promote and accommodate the growth this Plan anticipates in Centers, Corridors, other employment areas, and neighborhoods.</p> <p><u>LUP 6.2.</u> Provide new or upgraded pedestrian and local/collector street connections in <u>C</u>enters and <u>C</u>ommercial <u>C</u>orridors, to improve access to and from surrounding neighborhoods.</p> <p>5. Add <i>Anchorage 2020</i> 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.</p> <p>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):</p> <p><i>Action 1-2:</i> Identify key indicators of progress on issues addressed by the 2040 LUP, monitor progress, and report on these <u>the progress and</u> indicators on a regular basis. Integrate progress monitoring of <u>other</u> Comprehensive Plan elements <u>that impact land use and growth</u>, including functional plans (e.g., <u>2040 MTP</u>, Bike Plan) and area-specific plans.</p> <p><u><i>Action 1-3:</i> 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)</u></p>	
	Follow up on issue 4-c. above...	In Section 3 discussion of the Small Area Plans/Special Study Area Strategy on page X, and on the Actions Map on page 67, provide for additional language and special study areas that address the need for area	Discussed and Tabled (12-05-16)

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		specific study of transportation improvements needed in Fairview’s Gambell Street Corridor, Muldoon Corridor from Creekside Town Center Northward. Planning staff to determine language and map edits.	Commissioners reviewed partially developed language and requested further development with specific language before approving.
4-b.	<p>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? (<i>ADOT&PF</i>)</p>	<p>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.</p> <p>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 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.</p> <p>Recommendations: Add a new Action 6-? to address adequate funding for maintenance of sidewalks, walkways and trails, and to explore funding mechanisms and other strategies for maintenance. Planning staff to determine specific language in consultation with AMATS, Traffic, and Public Works staff.</p>	<p>Discussed and Tabled (11-14-16)</p> <p>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 use plan.</p> <p>Discussed and Tabled (12-05-16)</p> <p>PZC requests staff draft a general, aspirational action statement.</p>

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4-c. Pages 38, 40	<p>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. <i>(ADOT&PF)</i></p> <p>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 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. <i>(Geotechnical Advisory Commission)</i></p> <p>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. <i>(Fairview Community Council)</i></p> <p><i>Add freight hubs and distribution centers to the list of uses on page 40. (AMATS)</i></p>	<p>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.</p> <p>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 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.</p> <p>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.</p> <p style="padding-left: 40px;">They These facilities are extensive in land area and <u>their intermodal facilities anchor the local and statewide essential to Anchorage’s economy and the regional transportation system infrastructure.</u></p> <p>Secondly, on the same page at the bottom of the first column, add a new last sentence which reads:</p> <p style="padding-left: 40px;"><u>Planning and development of these facilities should account for resiliency to natural hazards including the need to remain operational following seismic events.</u></p> <p>Third, on the same page in the middle column second bullet under “Uses”, add freight distribution to the list of example light industrial uses.</p>	<p style="text-align: center;">Yes (12-05-16)</p>

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<p>4-d. Page 49</p>	<p>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. (<i>ADOT&PF; AMATS</i>)</p> <p>Also, 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 of the Seward-to-Glenn Highway project. (<i>ADOT&PF; Mountain View Community Council</i>)</p> <p>The 2040 LUP soft-pedals the land use issues associated with the Seward-to-Glenn Highway Connection project. The MOA should take a more assertive leadership role in resolving the land use uncertainties associated with this project. The unresolved alignment concept depicted in the 2035 MTP makes it difficult for owners in the Fairview Gambell and Ingra corridors to make long-term investment decisions. As a result Anchorage is missing out on the new reinvestment trends experienced in other central cities. The 2040 LUP should support the Fairview Neighborhood Plan by recommending to resolve the highway alignment and design in a way 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</p>	<p>Response: The 2040 LUP depicts the ROWs of the anticipated network of primary and secondary streets, based on adopted transportation plans and interviews with transportation planning agencies. Including the future street ROWs in the 2040 LUP provides visual landmarks for users of the map, illustrates the relationship between the future land uses and the primary street network, and visualizes 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.</p> <p>Three of the future road connection projects that the MTP anticipates have uncertain timing and route alignments. Their timing, location, and design will significantly affect the surrounding land use pattern. The February 29 draft LUP depicted these three projects in a translucent, dashed line on the main land use plan map. In part because the map did not include a legend item or explanation, members of the public including Mountain View Community Council found the map confusing in that it seemed to be supporting or recommending these projects. In fact, the 2040 LUP only refers to streets as recommended in the MTP. In response to public comments, the public hearing draft 2040 LUP moved the depiction of the three projects in question to inset maps that could sit next to the written explanation of what the 2040 LUP depiction of these streets means. Planning does not object to further adjusting these maps to avoid misrepresenting the projects.</p> <p>There seems to be a misunderstanding among transportation engineers and planners that the statement on page 40 in the 2040 LUP that these projects are “illustrative” means that they are not important or high priority. This is because “illustrative” is a specific word in the MTP which refers to unfunded, aspirational road projects that are not prioritized in the near or medium term. Planning has no objection to adjusting the wording to avoid this confusion.</p> <p>Response to Fairview.</p> <p>Recommendations: TBD Agree that the 2040 LUP should support the Fairview neighborhood Plan by recommending that regional traffic be moved below ground in a cut and cover design, restoring Gambell to 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. Agree with the comment, remaining response TBD.</p>	<p>Discussed and Tabled (11-14-16)</p> <p>Staff response was not written on 11-14.</p> <p>Commissioner Spring on 11-14 believed that DOT misunderstood the word “illustrative” as used in the 2040 LUP.</p>

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	Ship Creek to Chester Creek. These characteristics are necessary to enable the infill/redevelopment and land use pattern that both the 2040 LUP and Fairview Neighborhood Plan depict. Therefore, add the policy statements, actions items, special study area, and map features needed. (Fairview Community Council)		
4-e. Page 51	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)	<p>Response: Planning Department acknowledges the need for this correction and clarification.</p> <p>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></p>	YES (11-14-16)
4-f.	<p>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. There are also concerns that</p> <p>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</p>	<p>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.</p> <p>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.</p> <p>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.</p>	<p>No Consensus (Split) (11-14-16)</p> <p>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.</p> <p>Commissioner Strike cites that long-term aspirational elements are</p>

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	<p>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.</p> <p><i>(Anchorage Citizens Coalition, Alaska Railroad, AMATS, Dimond Center Mall, Cynthia Wentworth, PZC Commissioner Jon Spring)</i></p>	<p>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.</p> <p>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”.</p> <p>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 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.</p> <p>Recommendations: Retain Commuter Rail Stations on the 2040 LUPM.</p> <p>Page 40, third column, amend the Commuter Rail Station passage as follows:</p> <p style="padding-left: 40px;">This Land Use Designation also identifies potential passenger railway intermodal stations along the Alaska Railroad corridor right-of-way. <u>Regional commuter rail service between Anchorage and the</u></p>	<p>appropriate in long-term plan.</p> <p>Discussion tabled ending at a split.</p>

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		<p><u>Matanuska-Susitna Borough stations</u> could interact with transit oriented <u>land use</u> development in <u>designated commercial</u> mixed-use Centers and <u>Corridors</u>, and connect to local <u>public</u> transit service. Some commuter station <u>facilities</u> already exist or are in planning states. <u>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.</u> Placement on the Plan Map now helps <u>support and</u> inform investment decisions <u>in these areas</u>.</p> <p>Add the Transit Supportive Development diagonal line pattern overlay to the Dimond Center Regional Commercial Center in the area of its Commuter Rail Station.</p> <p>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.</p>	
4-g.	<p>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 will not increase residential density to this level. <i>(PZC Commissioner Spring)</i></p>	<p>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 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.</p> <p>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.</p> <p>Recommendations: No changes.</p>	<p>YES, except PZC requests staff to reconsider the TSDC segment near Boniface. See addendum (next item)</p> <p>(11-14-16)</p>

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4-g. <u>addendum</u>	<p>New Transit Supportive Development Corridor on Northern Lights Boulevard - ADDENDUM.</p> <p>PZC agreed with retaining the Northern Lights/Benson Transit Supported Development Corridor at its 11-14-16 deliberations.</p> <p>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. (<i>PZC Commissioner Spring</i>)</p>	<p>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.</p> <p>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.</p> <p>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 Department to be prioritized with 15-minute headways between buses.</p> <p>Recommendations: No changes; retain Northern Lights TSDC near Boniface.</p>	<p>YES (12-05-16)</p>
4-h.	<p>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. (<i>PZC Commissioner Spring</i>)</p>	<p>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 <i>2040 LUP Appendix A: Map Folio</i> indicate that this corridor has the lowest existing residential densities 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.</p> <p>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</p>	<p>Reinstate Jewel Lake Transit Supportive Development Corridor. Number it on Actions Map on p. 67 as having the lowest phasing priority among the TSDCs. (11-14-16)</p> <p>Commissioners on 11-14 stated that TSDC connections to Town Centers including in this case Jewel Lake Town</p>

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		<p>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.</p> <p>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.</p>	Center was important. There is multifamily along Jewel Lake. TSDC is consistent with having the town center.
4-i.	<p>Airport Compatibility Overlay Zone. Opposition to Action to create an Airport Compatibility Overlay Zone (<i>Turnagain Community Council, others.</i>)</p>	<p>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.</p> <p>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.</p> <p>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.</p> <p>Recommendation: Action 10-3 from the February draft plan was modified as follows for the public hearing draft to better reflect the intent:</p> <p style="padding-left: 40px;">Develop airport interface compatibility zone for areas next to TSAIA, Merrill Field, and JBER, <u>to address noise, runway protection zones, public safety, and airport special functions.</u></p>	<p>YES (11-14-16)</p>
4-j.	<p>Need for a Shift toward <u>Multimodal</u> Transportation Investments rather than just emphasize Additional Roadway Capacity.</p> <p>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</p>	<p>Response: TBD</p> <p>Recommendations: TBD</p>	

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	percentage of land occupied by parking lots and roadways, and compare that ratio to other cities. <i>(Anchorage Citizens Coalition, Nancy Pease)</i>		
Part 5: Infill Housing in Neighborhoods – Housing Need and Neighborhood Compatibility			
5-a. (was 3-j.)	<p>HUD Fair Housing. Concerns expressed about Fair Housing Act issues (<i>Claire Waddoup, Housing and Neighborhood Development commissioner, and Chris Constant, Fairview Business Association</i>)</p> <p>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 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.</p>	<p>Response: Policy #56 of the Anchorage 2020 Anchorage Bowl Comprehensive Plan supports the Municipality's <i>Housing & Community Development Consolidated Plan</i>, 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.</p> <p>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.</p> <p>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 on the Municipality's HUD Assessment to Fair Housing Plan project (adoption scheduled for 2017) also reviewed and provided edits and comments.</p> <p>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, (<i>Texas Department of Housing & Community Affairs v. The Inclusive Communities Project, Inc.</i>), the Municipality needs to be wary of implementing</p>	<p>Discussed and Tabled (11-14-16)</p> <p>Commissioner Barker on 11-14 requested to follow up with staff and staff to revise the issue-response.</p> <p>Discussed and Tabled (12-05-16)</p> <p>Commissioners acknowledged revised language seemed to address Fair Housing, however requested staff to get follow-up review comments by DHHS and wait until Commissioner Barker returns 12-12-16.</p> <p>YES</p>

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	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.	<p>zoning regulations and special limitations which inhibit the development of housing for persons in protected classes.</p> <p>Recommendations: In furtherance of the Municipality’s commitment to Fair Housing the following is recommended.</p> <p>Amend LUP 4.3 (p. 13), and add a new Policy 4.5, to read as follows:</p> <p>LUP 4.3. Promote balanced neighborhoods with diverse infill housing, and <u>provide opportunities for development of affordable and accessible housing that avoids creating areas of concentrated low-income housing.</u></p> <p>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.</p> <p>Amend Action 1-2 on page 60 to include the “Fair Housing Plan” in the list of example functional plans in parentheses.</p> <p>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.</p> <p><u>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.</u></p> <p><u>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.</u></p>	<p>(12-12-16)</p> <p>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.</p>
5-b.	Adding Density and Height to Neighborhood Areas Zoned R-2M and R-3 near Town and City Centers.	Response: [TBD - Planning Department is part way into consulting with several stakeholders representing various viewpoints on this topic, and will return recommendations to PZC for its December 12 deliberations.	

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Pages 28 and 29	<p>[TBD: The following issue statement is a draft in progress being consolidated to a summary with more brevity. It is also being revised to include further insights from stakeholder follow up consultations.]</p> <p>Concern and opposition regarding statements on pages 28 and 29 in the physical “Character” descriptions of two 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 cross references to the R-3 zoning district (p. 29).</p> <p>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.</p> <p>There was a statement of support for Action 4-4 carrying out this change through a public process. There was also 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 formal public hearings.</p> <p>Many of the commenters above write that they understand and support infill housing projects in their neighborhood as</p>	<p>Following is some initial discussion and background on what was intended by the September Public Hearing Draft language.]</p> <p>Both provisions of concern on pages 28 and 29 of the Plan appeared in the previous, February 29, Community Discussion Draft Plan. They were revised in the September Public Hearing Draft in response to public comments in the spring. The provisions were amended to emphasize there would be a public process to determine the specifics and compatibility criteria.</p> <p>While there is a lot of agreement regarding the need for infill housing, and the provision intends that new development at higher densities be subject to additional compatibility criteria, staff acknowledges the provisions lack clarity as to outcomes, and how they get implemented.</p> <p>For example, the Public Hearing Draft intended to implement these provisions through Actions 4-4 and 7-2. Action 4-4 would involve public process to amend the Title 21 land use regulations in the R-2M and R-3. However, multiple readers find that the language implies that individual development applicants could implement the provision on pages 28 and 29 through individual rezones with SLs or development proposals, even before Action 4-4 amending the R-2M and R-3 regulations. The Public Hearing Draft did not intend this interpretation and should have been clearer.</p> <p>The overall intent of the Public Hearing Draft provisions is to amend the code to create more housing opportunity near centers, in a form compatible with existing neighborhood scale and character. This change in Title 21 would be created through Action 4-4, a public process involving residents, neighborhoods, developers.</p> <p>The intent of the language in the R-2M is to seek opportunities that are in scale with the neighborhood, such as additional compact housing units such as cottage housing, or skinny lot homes, or accessory dwellings, that fit in the existing neighborhood context. It was not intended to imply a fourth story in the R-2M, or even that the changes to the code to create infill housing opportunities would necessarily include any additional feet of height.</p> <p>The intent of the language in the R-3 is to implement Anchorage 2020 call for housing up to 40 dwelling units per acre near town centers, and medium to high density housing around City Centers. It was intended to imply that entitlements to an additional story would be available only to sites that meet certain criteria, established through the public process of Action 4-4. Such criteria would focus on how a taller building on the site would impact adjacent lots and neighborhood characteristics.</p> <p>Planning Department will provide additional response discussion and recommendations to PZC for its December 12 deliberations.</p>	

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	<p>critical for future growth. 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. Comments included that growth through infill and redevelopment be carefully 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.</p> <p>Concerns specific to the half-mile designation include that reviewers find it contradicts or confuses existing zoning designations in virtually 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. Spillover parking congestion, traffic volumes, 2-car garage facades on lots with alley access, impacts to yards /gardening/landscaped character, neighborhood historic character are also concerns. “Existing dimensions and traffic volumes are well proportioned for neighborhood size.”</p> <p>Commenters state that the extra height (fourth story) in the “Medium” Neighborhood designation violates existing R-3 zoning which was worked on for many years to guide appropriate development in these areas, such as Bootleggers Cove. 4-story structures would undermine the character and negatively impact the neighborhood—the LUP should consider the low sun angles in Alaska mean that taller buildings going into an existing low rise</p>	<p>Recommendation: [TBD –potential amendments or clarifications including to the following:]</p> <ol style="list-style-type: none"> Page 28, middle column, first complete bullet, which currently reads in the public hearing draft: To provide greater housing opportunities, areas up to half a mile from designated City Centers may allow increased density. This is subject to compatibility standards for scale, design, lot coverage, setbacks, and alley driveway access. Page 29, first column, under “Character”, last bullet, which currently reads in the public hearing draft: 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. Page 61, Action 4-4, which currently reads in the public hearing draft: 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. Determine appropriate measures through a public process. Responsible Agency: Planning. Timeframe: 1-3 Years. 	

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	<p>residential area will block the sun for much of the year to surrounding homes. Even newer 3-story structures have shadowed neighboring lots and park space in the neighborhood.</p> <p>In general, concerns that the provisions are a blanket variance from existing zoning that does not recognize the unique aspects of the neighborhoods it would cover within South Addition. It gives the impression that the zoning and careful land use and neighborhood planning may be nullified, cancelled out, or disregarded within the impacted area. It suggests a way to “go around” this careful planning. If an owner desires a fourth story, the appropriate public process of a rezoning should be observed.</p> <p>Commenters pointed out the provisions are also unnecessary, for three reasons. First, the LUP already clearly outlines the goals and other ways to increase housing density in these areas. These two statements are not necessary to get new infill and redevelopment of a higher density. Infill development at a higher density is already occurring without these two statements. Second, existing R-2M and R-3 zoning provides for a lot of additional housing capacity already, because many lots in the neighborhood (like many in town) is underbuilt in comparison to the number of units allowed. Thirdly, taller, larger scale developments can and should go to areas including Downtown and western Fairview that are already zoned and designated for it, where there are ample underutilized lands and redevelopment opportunities 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. The need for</p>		

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	<p>higher density is understandable, but it makes more sense for the taller buildings to be downtown.</p> <p>Multiple comments indicate the two provisions are distressing to South Addition residents. Commenters say they have the impression that the municipal Administration is fast-tracking the review of the Public Hearing Draft 2040 LUP leaving not enough time for most residents and neighbors to learn about and comment on significant land use planning proposals affecting future zoning, development, and neighborhood character.</p> <p>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.</p> <p><i>(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)</i></p>		
5-c.	Infill Compatibility Guidance: Shared design principles. [TBD – multiple comments]		

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5-d.	<p>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. <i>(Rabbit Creek Community Council, Dianne Holmes, Nancy Pease)</i></p>	<p>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, <i>HDP</i>) and uses the language in the HDP’s “Low-Intensity Residential, 1 – 3 dwelling units/acre” land use category (page 2-17 of <i>HDP</i>).</p> <p>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”.</p> <p>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.”</p> <p>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.</p> <p>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 referring the user to follow the direction of the HDP in these areas.</p> <p>Recommendations: Amend the Large Lot Residential section on page 26, middle column, as follows:</p> <p>Second bullet under “Density”:</p>	<p>Discussed and Tabled (12-05-16)</p> <p>Commissioners request staff to ask RCCC representatives if the proposed amendment resolves the concern.</p> <p>YES (12-12-16)</p>

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		<ul style="list-style-type: none"> Where delineated in the Hillside District Plan <u>Map 2.1 Land Use Plan for Low-Intensity Residential, 1-3 dwelling units per acre</u>, 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, <u>subject to the Hillside District Plan</u>. <p>Second bullet under “Zoning”:</p> <ul style="list-style-type: none"> Where designated in the Hillside District Plan <u>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.</u> for one to three units per gross acre: R-1A, R-6, R-7, and R-3 SL districts. 	
Part 8: Implementation Strategies and Funding			
8-a. Page 55	<p>Requests for Enhanced Rezoning Implementation Strategy. Concern was raised by multiple commenters that the Targeted Area Rezoning (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 and alter the land use patterns. Chamber of Commerce calls for bolder action such as a much broader municipal-led rezoning. DOWL Engineering expresses similar concern that the status-quo process of letting each property process its own rezone application will mean very slow implementation. Current Planning Division also expresses these concerns and suggested an “administrative” rezoning process be available. Several individual property owners and brokers in various consultations have indicated openness to being part of targeted area rezonings. <i>(Anchorage Chamber of Commerce, DOWL Engineering, MOA Current Planning Division)</i></p>	<p>Response: TBD Staff is researching possible implementation packages, and recommendations are forthcoming for Strategy 4 on page 55. In the meantime, the attached Zoning Reference Table, which was prepared in response to request by PZC Commissioner in October, will likely be recommended to be added to Section 3 of the plan, to be included with potentially expanded provisions for Strategy 4 Targeted Area Rezoning.</p>	<p>Discussed (12-05-16)</p> <p>Commissioners are open to a bolder approach including more targeted area rezonings.</p>

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8-b.	Action Checklist Prioritization / Action Plan. <ul style="list-style-type: none"> Concern was raised by agency commenters 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. Other commenters have requested a stronger or clearer action plan/flow of implementation actions. 	Response: TBD	
8-c.	Reinvestment Focus Area (RFA) Comments. <ul style="list-style-type: none"> Priority Reinvestment Focus Area (RFAs). Establishing a formal selection and implementation process. Implementation tools, e.g., bonding. 	Response: TBD	
8-d.	<p>Reinvestment Focus Areas (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.</p> <p>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. <i>(Planning Dept.)</i></p>	<p>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.</p> <p>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.</p> <p>Recommendation: Page 54, second column, after the second full sentence on the page, insert the following: “<u>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.</u>”</p>	<p>YES, with text amendment shown in highlights (12-12-16)</p>

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8-e.	<p>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.</p> <p>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 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. <i>(Fairview Community Council)</i></p> <p>Secondly, the 2040 LUP should include an Action to “Evaluate the development of form-based codes 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. <i>(Fairview Community Council)</i></p>	<p>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.</p> <p>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. Staff has not had time to thoroughly research the applicability of this tool in Anchorage, or consult with local lending institutions.</p> <p>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.</p> <p>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.</p> <p>Recommendation: TBD Add a new Action to the Table 4 Actions Checklist under Goal 2, to read as follows:</p> <p><u>Action 2-#. Host a joint workshop with the housing development 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.</u></p> <p><u>Responsible Agency:</u> OECD, Planning, Finance, AMATS, PRIV. <u>Time Frame:</u> 1-3. <u>Related Plans and Studies:</u> HMA.</p>	

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8-f.	<p>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. <i>(Fairview Community Council)</i></p>	<p>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.</p> <p>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 and privately owned buildings, open spaces, streets foster connectivity and collaboration between different individuals, organizations, and land uses.</p> <p>The Brookings Institution has monitored the progress of the “innovation district” strategy or moniker as employed by cities and stakeholders around the world. It 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:</p> <p>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.</p>	

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		<p>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. (<i>Brookings Institution</i>, https://www.brookings.edu/innovation-districts/)</p> <p>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.</p> <p>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.</p> <p>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.</p>	
8-g.	<p>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.</p>	<p>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.</p>	

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		<p>Recommendations: Modify Action 7-5 as follows:</p> <p>7-5. Adopt a Hillside Conservation Subdivision <u>following policy direction in the Hillside District Plan.</u></p>	
8-h.	<p>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)</p>	<p>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.</p> <p>Recommendations: No changes.</p>	
Part 10: Site Specific – Northwest Subarea			
10-a. (was 5-a)	<p>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? (<i>public commenter</i>)</p> <p>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. (<i>DOWL</i>)</p>	<p>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.</p> <p>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.</p> <p>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</p>	<p>YES, and correct the Growth and Change Map on LUP p. 19 to reflect the intended change in zoning.</p> <p>(11-14-16)</p>

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		<p>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.</p> <p>Recommendations: Amend the last part of Action 3-2 on page 61 to include east Downtown, as follows:</p> <p>[...] ...and incorporate limited substantive revisions to these regulations that will assist implementation of <u>the Downtown Plan and the areas designated as “Major City Center” in the Fairview Neighborhood Plan</u> in the near term.</p>	
<p>10-b. <u>Revised</u></p>	<p>Gambell Street as a Main Street Corridor.</p> <p>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. <i>(ADOT&PF)</i></p> <p>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 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. <i>(Fairview Community Council)</i></p> <p>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</p>	<p>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.</p> <p>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.</p> <p>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.</p> <p>Recommendations:</p> <ol style="list-style-type: none"> 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: <u>...[...].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...[...].</u> 	<p>Discussed and Tabled (11-14-16)</p> <p>Staff response was not written on 11-14.</p> <p>Commissioner Spring on 11-14 believed that the transportation issue needs to be resolved first.</p> <p>YES (12-12-16)</p>

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	volume National Highway System route.(PZC Commissioner Spring)	<p>2. Amend page 64, under Goal 6 to add new action to include the completion the Seward to Glenn Highway alignment study, as follows:</p> <p><u>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.</u></p> <p>3. Amend the Actions Map, page 67, to add the Gambell-Ingra Corridor to the map as a “Special Study Areas/Small Area Plan”.</p> <p>4. Add language under Strategy 8: Special Study Areas/Small Area Plan on page 56.</p>	
10-c.	<p>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. (<i>Christian Ulmann</i>)</p> <p>Suggestions that Bootleggers Cove, currently zoned and developed at medium density multifamily, should be changed to the highest density residential land use designation. (<i>Various members of the public in discussions with planning.</i>)</p>	<p>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.”</p> <p>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?</p> <p>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 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.</p>	<p>YES (11-14-16)</p>

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		<p>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.</p> <p>Recommendations: No changes.</p>	
10-d. Part 1	<p>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.</p> <p>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.</p> <p>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.</p> <p><i>(Cook Inlet Housing Authority)</i></p>	<p>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.</p> <p>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.</p> <p>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</p> <p>The Targeted Area Rezoning (Action 4-2) boundaries can be adjusted to include changed areas.</p> <p>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 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.</p> <p>Recommendations: SEE ATTACHED MAP</p>	<p>Discussed and Tabled (11-14-16)</p> <p>YES (12-05-16)</p> <p>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 this area, such as a special tax district. <u>Staff</u></p>

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		<p>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.</p> <p>Remove the stipple pattern form the compact Mixed Residential – Medium designated properties along the north side of Chugach Way.</p> <p>In Area 2, change the 2040 LUP map to Compact Mixed Residential-Medium in the area depicted on the attached map.</p> <p>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.</p>	<p><u>response to be provided in 10-d. Part 2 below.</u></p>
<p>10-d. Part 1. <u>Addendum</u></p>	<p>Housing Density / Mixed-use in Spenard / Chugach Way / 36th Ave. Area. <u>Part 1 Addendum.</u></p> <p>Request to change the Compact Mixed Residential – Low along <u>south side</u> 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.</p> <p>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.</p> <p><i>(Cook Inlet Housing Authority)</i></p>	<p>Response: Given some extra time for analysis, staff agrees that this parcel should be included in the density upgrade to Compact Mixed Residential – <u>Medium</u>. 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.</p> <p>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.</p> <p>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.</p> <p>Adjust the boundaries of Targeted Area Rezoning (Action 4-2) to include this specific parcel.</p>	<p>YES (12-05-16)</p> <p>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.</p>
<p>10-d. Part 2</p>	<p>Housing Density / Mixed-use in Spenard / Chugach Way / 36th Ave. Area. Part 2.</p> <p>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</p>	<p>Response: TBD</p> <p>Area 3 is currently zoned B-3 and the 2040 LUP calls for redevelopment to include the commercial uses but also include residential units via the Residential Mixed-Use Development (stipple pattern) overlay. This pattern and its description should allow and encourage what the commenter desires. This area has</p>	

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	<p>mix of housing and commercial. Allow for stand-alone commercial and light-industrial uses reflecting the land use pattern. Reflect changed area in revisions to boundaries of Targeted Area Rezone. <i>(Cook Inlet Housing Authority)</i></p> <p>Also 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. <i>(PZC Commissioner Jon Spring)</i></p>	<p>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).</p> <p>However, further review is planned, with recommendations forthcoming.</p>	
10-e.	<p>Northwood Park Subdivision-Forest Park Drive. Most residents in this area commented that the new designation of Compact Mixed Residential – Low would allow for larger buildings and higher densities than current zoning, and raised concerns about the capacity of the site and neighborhood street to accommodate the change. <i>(Turnagain Community Council; Neighborhood petition with 19 signatures; Jackie Danner; Marnie and Jon Isaacs; Jordan and Susan Marshall)</i></p>	<p>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 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.</p> <p>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.</p> <p>(LUP map references: LU-1, LU-2, EP-1 (Zoning) – all available on online LUP Map Gallery.)</p> <p>Recommendations:</p>	<p>YES (11-14-16)</p>

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		<ol style="list-style-type: none"> 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-d.	<p>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.</p> <p>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.</p> <p>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.</p> <p>Additionally, the extent of multifamily residential development that the 2040 LUP is not cost feasible,</p>	<p>Response: TBD</p> <p>Recommendations: TBD Per the attached maps for issue 10-d, amend the LUP as follows:</p> <ol style="list-style-type: none"> 1. TBD 2. On the Actions Map, expand the “Middle Spenard” Reinvestment Focus Area (RFA) eastward to include the South Park Estates vicinity, as depicted in Issue-Response Map 10-d (Actions). 3. 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). 4. 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). 5. TBD 	

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	<p>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.</p> <p>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.</p> <p>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. <i>(Debenham Properties)</i></p>		

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Part 11: Site Specific – Northeast Subarea			
11-a.	<p>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.</p> <p>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. <i>(Tim Potter)</i></p> <p>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. <i>(University Area Community Council)</i></p>	<p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p>	<p>Split Decision (11-14-16)</p> <p>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.</p> <p>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.</p> <p>Commissioner Spring stated the staff response is consistent with Anchorage 2020 and the transportation system. The land use should</p>

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			<p>consider the impacts on street congestion.</p> <p>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.</p> <p>Commissioner Spoerhase asked what is the currently adopted land use designation for this site: it is Office Low Intensity.</p>
11-b	<p>Tudor 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. <i>(PZC Commissioner Jon Spring)</i></p>	<p>Response: TBD</p> <p>Recommendations: TBD.</p>	

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	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. <i>(Resident...)</i>		
11-c.	<p>Geographic Extent of Northway Town Center. Change the designation of Glenn Square retail area north of Glenn Highway from Regional Commercial Center to Town Center. It is smaller than and does not feel like the other two regional centers (Tikhatnu Commons and Dimond Center areas). Anchorage 2020 Land Use Policy Map includes it as part of the Northway Town Center. <i>(PZC Commissioner Jon Spring)</i></p> <p>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. 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. <i>(DOWL)</i></p> <p>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. <i>(Alaska Regional Hospital representative at public meeting)</i></p> <p>Penland Manufactured Home Community should be preserved as a residential area. Penland MHC is financially viable through the year 2040. <i>(Penland MHC management company in consultation; Penland MHC representative at public meeting).</i></p>	<p>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 create a over-large, geographically enlarged 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 also 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, and so may not be a high priority if municipal TAR resources are limited. Rezoning of the D-2 Zoning District residential mobile home park to B-3 would worsen residential land deficits for “missing middle” compact housing, and housing problems, disproportionately burdening low- to moderate income workforce households and under-represented ethnic and racial groups.</p> <p><i>Anchorage 2020</i> 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. <i>Anchorage 2020</i> 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. <i>Anchorage 2020</i> anticipated more detailed, area-specific plans would establish a more specific layout and extent of town center commercial cores.</p> <p>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.</p> <p>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</p>	<p>Glenn Square Discussed on 11-14-16</p> <p>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 Tikhatnu Commons. Anchorage 2020 originally showed it as part of a Town Center.</p> <p>Discussed and Tabled (12-12-16)</p> <p>Commissioner Spring to provide comments and suggested amendments in this area.</p>

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		<p>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.</p> <p>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 is not advisable.</p> <p>Recommendations: No changes at this time. Consider an Action and/or Special Study Area to reassess these issues in consultation with area residents and property owners for potential near term adjustments to the 2040 LUP as part of its first annual/regular update.</p>	
11-d.	<p>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. (<i>Craig Driver, Alaska Mental Health Trust</i>)</p>	<p>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.</p> <p>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. 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.</p> <p>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</p>	<p>YES (12-12-16)</p>

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		<p>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.</p> <p>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-upgrades 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.</p> <p>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.</p> <p>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.</p> <p>Extend the “Traditional Neighborhood Design” overlay designation to include the western portion of the TLO property.</p> <p>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.</p>	
11-e.	<p>Glenn Muldoon Mobile Home Community on the NE corner of Boundary Street and Muldoon Road, and SE of 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</p>	<p>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 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.</p> <p>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.</p>	<p>YES (11-14-16)</p>

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	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)	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-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. (<i>CIRI Land Development Company</i>)	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. (<i>PZC Commissioner Spring</i>)	Response: TBD Recommendation: TBD	
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 15 th 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. (<i>Fairview CC</i>)	Response: There are 6 lots of existing or former residential use located in a small subdivision in the southeast corner of SE Orca and 15 th 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	YES (12-12-16)

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		<p>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.</p> <p>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 <u>Transportation Facility Open Land</u>.</p>	
Part 12: Site Specific – Central Subarea			
12-a.	<p>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. <i>(Current Planning Division on behalf of property owner)</i></p>	<p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p>	YES (12-12-16)
Part 13: Site Specific – Southwest Subarea			

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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. <i>(Municipal HLB / Real Estate Department)</i>	<p>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.</p> <p>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.</p> <p>Recommendation: No further changes.</p>	<p>YES (11-14-16)</p>
13-b.	Airport Zoning District Buffering. Request to revise language to better describe factors involved in airport zoning. <i>(Planning Department-Current Planning)</i>	<p>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.</p> <p>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.</p> <p>Recommendation: Revise Action Item 7-1 to read:</p> <p><u>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).</u></p>	<p>Discussed and Tabled (11-14-16)</p> <p>Commissioners on 11-14 requested staff to include this item in its follow up discussion with TCC.</p> <p>Commissioner Spring requested clarifying what the revised Action language is trying to say.</p> <p>YES, as revised (12-12-16)</p>
13-c.	CIRI Parcel on Inside Curve of Minnesota Drive. Property on inside curve of Minnesota Drive south of 100 th 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,	<p>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.</p>	<p>YES (11-14-16)</p>

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	<p>unique mixed-use commercial and residential development. (<i>CIRI Land Development Company</i>)</p> <p>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? (<i>PZC Commissioner Spring</i>)</p>	<p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p>	
13-d.	<p>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</p>	<p>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</p>	<p>YES (11-14-16)</p>

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	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. <i>(CIRI Land Development Company)</i>	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.	
13-e. (new)	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 Kloop Station street maintenance facility. <i>(Municipal agency review; Ted Stevens Anchorage International Airport consultation.)</i>	Response: Planning agrees the GSD was not intended to cover Kloop 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 Kloop 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. Recommendations: Make the following two changes: 1. On the Land Use Plan Map, remove the GSD green tartan pattern overlay from the Kloop 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: <ul style="list-style-type: none">Light industrial and office-warehouse activities may be accommodated on leased lots. <u>Utility and public works facilities may also be accommodated.</u> Uses in these areas are subject to each facility's master plans and other regulations.	YES (11-14-16)
Part 14: Site – Specific: Southeast Subarea			

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14-a. Page 3	<p>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.</p> <p>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. <i>(Rabbit Creek Community Council, Dianne Holmes)</i></p>	<p>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.</p> <p>Recommendation: Add Potter Valley Land Use Analysis to the area-specific plans on the Area-Specific Plans Map in the 2040 LUP.</p> <p>Secondly, in addition, add Potter Valley Land Use Analysis land use plan designations to Table 2. Crosswalk.</p>	<p>YES to first recommendation (11-14-16)</p> <p>YES to second recommendation (12-12-16)</p>
14-b	<p>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. <i>(Dianne Holmes)</i></p>	<p>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”.</p> <p>Recommendation: Add the “Special Study Areas” from HDP Map 4.1 to the 2040 LUP Actions Map.</p>	<p>NO (12-12-16)</p> <p>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.</p>
14-c.	<p>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</p>	<p>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.</p> <p>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.</p>	

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	<p>developed lots are undergoing additions or demo/reconstruction. Each property owner has to apply for variances because of the nonconforming lot sizes and setbacks. <i>(Seth Anderson)</i></p>	<p>The <i>Hillside District Plan's</i> Land Use Plan (Map 2.1, page 2-8, <i>HDP</i>) reflects this platted and built development density by designating DeArmoun #2 Subdivision as “<i>Low-Intensity Residential, 1 – 3 dwelling units per acre</i>”. 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.</p> <p>The 2040 LUP follows and generalizes the <i>HDP</i>, by including both the “<i>Low-Intensity Residential, 1-3 dwelling units/acre</i>” and “<i>Limited Intensity Residential 0-1 dwelling units/acre</i>” 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.</p> <p>Recommendation: No changes.</p>	
14-d.	<p>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 undeveloped areas to ensure that other mistakes are corrected before the mapping is finalized. <i>(Rabbit Creek Community Council, Janie Dusel)</i></p>	<p>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.</p> <p>Recommendation: Change the land use designation for Tract A of plat 87-14 from “Large Lot Residential” to “Other Open Space”.</p> <p>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.</p>	

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		<p>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.</p> <p>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.</p>	