E.1.

Municipality of Anchorage

Planning Department

Long-Range Planning Division

Memorandum

Date: March 13, 2017

To: Planning and Zoning Commission

From: Long-Range Planning Division Staff

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

The March 13, 2017 revised draft issue-response table provides 28 newly completed issue items for the Commission's deliberations on Monday, March 13, regarding the public hearing draft of the *Anchorage 2040 Land Use Plan*. A set of five issue-response maps for the March 13 issues is attached separately behind the issue-response table.

The 28 issue items for March 13 are highlighted in green in the left-hand column of the table and include:

0-a.	2-b. addendum	8-m.	11-h. *(the 2nd 11-h.)*	13-f.
0-e.	2-k.	8-o.	11-i. *(the 1st 11-i.)*	13-g.
1-l.	2-l.	8-u.	11-i. *(the 2nd 11-i.)*	13-h.
1-n.	3-b. addendum #2	10-h.	11-k.	13-i.
1-o.	3-s.	10-k.	12-b.	
1-p.	5-h. addendum #2	10-l.	12-c.	

The underlined issues above are considered by staff to merit deliberation individually. These tend to be issues that garnered a lot of stakeholder comment, are complicated, or recommend substantive changes to the plan.

The issues without underlines could be tentatively approved as a batch by the Commission in its Committee of the Whole deliberations, unless Commissioners wish to pull them individually for discussion.

The March 13, 2017 table shows the Commission has deliberated on approximately 95 issues since beginning in November. These are highlighted in blue in the left-hand column of the table.

Approximately 70 issues remain for subsequent deliberation on March 22 and in April. About 40 of these remaining issues are considered by staff to merit deliberation individually. The rest could be tentatively approved as a batch in the Committee of the Whole deliberations. Nearly all of the remaining issues are identified in the March 13, 2017 issue-response table as unfinished placeholder items. They are colored white in the left-hand column of the table. Following the March 13 Commission meeting, staff intends to provide a revised draft issue-response table for the Commission's March 22 special meeting that will complete as many of the remaining issues as possible.

Anchorage 2040 Land Use Plan (2040 LUP) **Comment and Issue Response Summary (3-13-2017 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 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

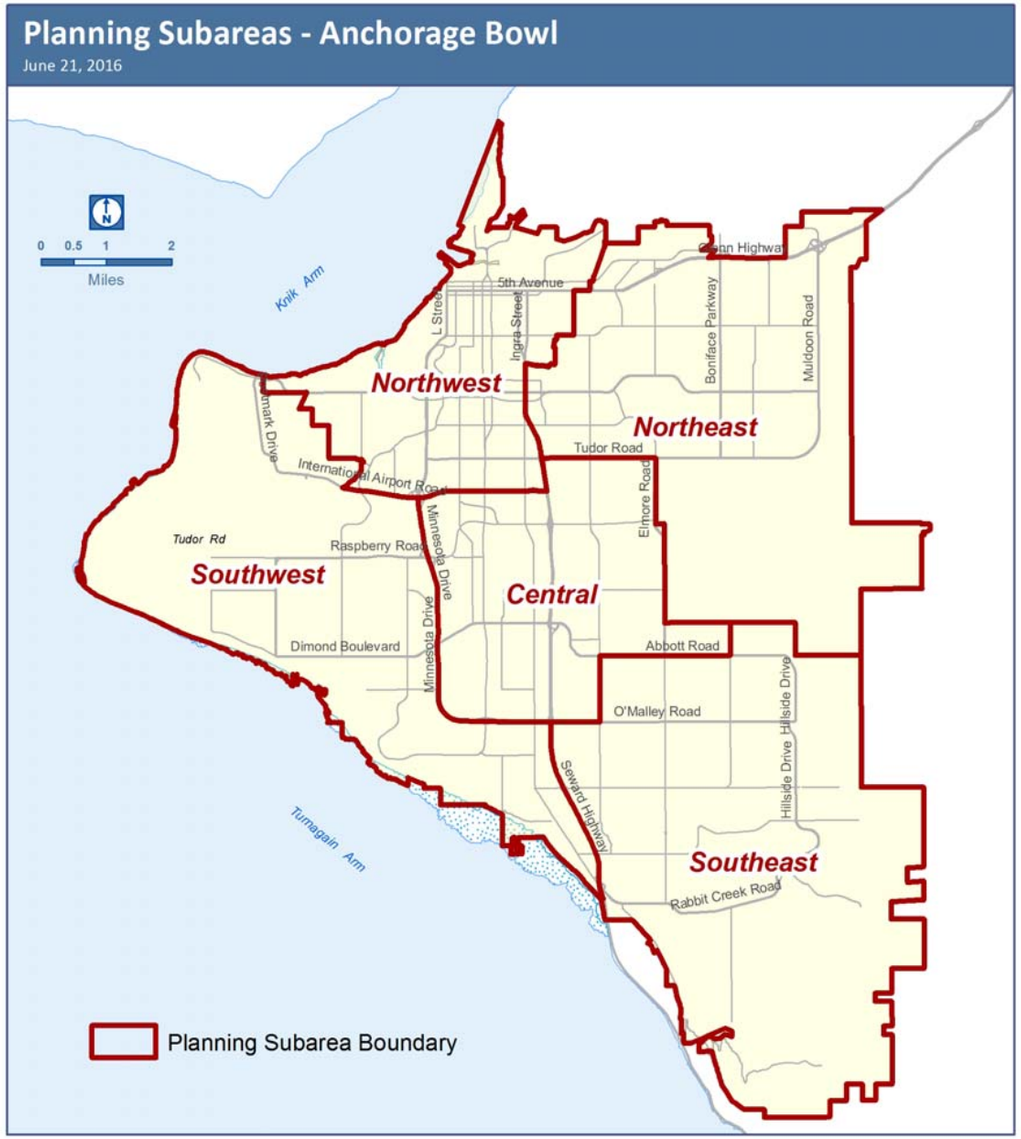
This table responds to those comments submitted in writing to the Planning Department, raised at public meetings, or at the PZC public hearing, as of November 1, 2016. See 2040 LUP Appendix D for the written comments.

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

Table Format Notes:

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


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

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

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

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

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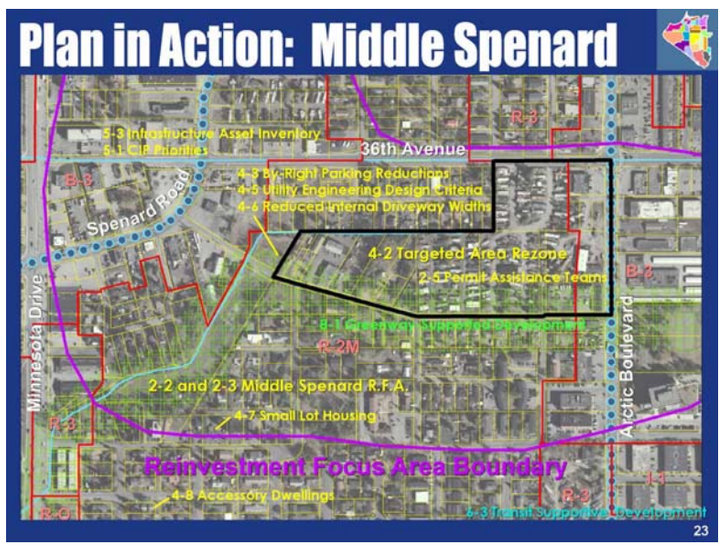
		Goal 8: Open Space and Greenways Goal 9: Industrial Land Goal 10: Anchor Institutions	
0-e.	**Reinvestment Focus Area and Other Strategies/Actions Example Image from Assembly worksession.** Planning Department presented an annotated map image of how an example RFA priority area would work at the October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

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0-f.	**Glossary.** Consider adding a Glossary of key terms at the end of the plan or as an appendix. *(Planning Department Transportation Planning Division-AMATS)*	**Response:** Comments from transportation planners suggest a need for definitions of some terms used in land use planning, to clarify the intent of the land use plan in relation to similar terms with often far more specific and technical meaning in the transportation planning field. It has been the intent of the project team to explore creating a glossary of terms and definitions to help readers. Creating a glossary will require staff time that will include research glossaries already adopted in other elements of the Comprehensive Plan such as Anchorage 2020, and comparison to other municipal documents such as the municipal code Title 21. The project scope, budget, and timeframe prohibit making a glossary, however staff supports the addition of a glossary to the LUP within a 1-3 year timeframe. **Recommendations:** No changes at this time.	**YES** **(2-6-17)**
0-g	**Municipal Land Management Clarifications.** Parks and Recreation Commissioners requested that staff check with the municipal Real Estate Dept. about some of the wording on p. 52 of the PHD addressing land acquisition and preparation strategies. Real Estate Dept. reviewed the section for the third time in the project and provided further clarifications. *(Parks and Recreation Commission; Municipal Real Estate Department)*	**Response:** The municipal Real Estate Department has undertaken two reviews of the draft 2040 LUP language, each of which has helped clarify the sections related to RED/HLB programs and responsibilities. This is the third review, at Parks request, and provides further corrections and clarifications. Planning staff supports all of the recommended changes, which are provided below. **Recommendations:** Amend the middle column of page 52 as follows. Change "can" to "may" in the second sentence of paragraph 2. Amend paragraphs 3, 4, and 5 as follows: The Heritage Land Bank (HLB) and Real Estate Services (RES) are Divisions of the Real Estate Department (RED). The HLB manages municipally owned real estate property in the HLB inventory. ~~and~~ RES administers the tax-foreclosure process and manages real estate property in the general municipal inventory. HLB is creating a wetland mitigation banking instrument ~~program~~ where conservation easements are employed to preserve natural areas. The RED in conjunction with other agencies ~~two divisions in the Real Estate Department or other authority~~ may administer Brownfield remediation programs that clean up and prepare contaminated ~~vacant~~ parcels constrained by cleanup costs.	**YES** **(2-6-17)** Commissioner Robinson requested staff to confirm with Real Estate Department if the MOA uses the acronym "RED". Planning staff did so as follow up. HLB staff confirmed RED is in fact their acronym used to describe their overall dept. over HLB and RES, although it is less widely known.

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

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	Target and Cabellas have already taken industrial land—let it stop right there. *(Nancy Pease)*		
1-b. (this item was about mobile home parks in earlier drafts. Mobile home parks now addressed in item 5-c.)	**RESERVED.** TBD	**Response**: [Response and Recommendation under revision – TBD] **Recommendation:** [TBD]	
1-c.	**Relationship to Anchorage 2020 Policy Map.** Should the Anchorage 2020 Policy Map (Page 50, *Anchorage 2020*) be changed to reflect changes proposed in the 2040 LUP? The 2040 LUP shows one new Town Center near the northwest corner of Elmore and Tudor Rd. and the deletion of an existing Town Center at Dowling and Lake Otis. It also makes changes to the transit supportive corridors. *(PZC Commissioner Spring; Planning staff)*	**Response**: This question has come up often in situations where Neighborhood or District Plans differ from the *Anchorage 2020* Land Use Policy Map. The 2020 Policy Map, which illustrated new land use concepts is foremost a policy framework. It includes linear and area features whose boundaries are dynamic or conceptual. It was always intended that Neighborhood and District plans would be the source of more details on these land use concepts and modify these boundaries and/or source new areas altogether. Through the land use and data analyses for the 2040 LUP, it was found that the Town Center concept no longer made sense at Dowling and Lake Otis. And new corridors or reductions in existing Transit-Supportive Development Corridors were deemed warranted as elements of the 2040 LUP. As noted on page 1 under Plan Objectives, the 2040 LUP updates supplements *Anchorage 2020*. Although some of the details and particular locations of the 2020 Policy Map have been adjusted at the more detailed level of the Neighborhood and District Plans and 2040 Land Use Plan, its policy concepts are still relevant policy framework guidance. The locations of its features do not need to be amended. **Recommendations**: No change to *Anchorage 2020* or its Land Use Policy Map. In the 2040 LUP, add a sentence to Section 1, page 2, first column, under "Future Growth" to clarify the relationship to the 2020 Policy Map and that amendments are not necessary.	**YES, with addition shown in yellow highlights** **(12-12-16)**

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

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

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

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	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. *(Fred Traber, Kathie Veltre, others)*	**Recommendation:** Add a brief subsection in Section 1.1 of the main plan document, which describes the public process to create the plan.	Commissioners allow for staff to write the specific wording of the section without further PZC review.
1-g.	**Relationship to Other Comprehensive Plan Elements and to Facility/Operational Plans.** Page 3 in first column discusses that the "Goals and objectives of these [functional] plans are developed in compliance with the overall comprehensive plan, but they "stand alone" in their own rights." This statement feels partly like a contradiction. Consider whether a standard should be created now that is laid down as a foundation in each of these documents to establish a baseline? Because of the expectation that Transit Supportive Development Corridors WILL have transit service it does not benefit the Public Transportation Department's new route restructuring/operational plan to have the 2040 LUP showing Lake Otis south of Tudor as one of these transit corridors. The preferred route restructuring alternatives the plan, called the 80% and 100% alternatives, show reduced or no fixed schedule transit service. While Public Transportation does recognize the need to provide some minimum level of service in the Independence Park and Jewel Lake areas, the LUP should not dictate what that level of service is by defaulting those areas into the catch-all of "transit supportive". At a minimum the LUP should hold Public Transportation Department harmless so as not to commit us to future routes or operations without consent. *(Public Transportation Department)*	**Response:** The Anchorage 2020 Comprehensive Plan is the basis and foundation for 2040 LUP as well as the many municipal functional plans which have been adopted and updated during the past 20 year planning period. Anchorage 2020 policy 90 states: "The Anchorage 2020-Anchorage Bowl Comprehensive Plan and adopted level of service standards shall be used to guide municipal capital improvements and programming." Additional language to the text can provide greater clarity between the relationship of the Comprehensive Plan and functional plans. It should be acceptable that the *Anchorage 2020* and the *2040 LUP* show several more transit supportive development corridors than the number of frequent / fixed-schedule bus service routes in the new public transportation route restructuring plan from the *Anchorage Talks Transit* visioning process. The 2040 LUP is different because it sets the longer term city goals. It should recognize that it is acceptable that operational plans such as *Anchorage Talks Transit* must focus on shorter term needs and opportunities. While the *Comprehensive Plan* helps agencies understand how their work affects long term city goals, it leaves them the flexibility to a phased approach that can include departures from the plan. Sometimes even short term deviations can prove the most effective path to achieving the plan in the long run. **Recommendations:** Page 3, first column, amend the last several paragraphs under "Functional Plans" to read as follows: The goals and objectives of these functional plans are developed in compliance with the overall Comprehensive Plan, but they "stand alone" in their own right. <u>These plans focus on the respective functional areas and establish policies and priorities for infrastructure improvements and levels of service, all while supporting the overall Comprehensive Plan.</u> The 2040 LUP also plays a key role in coordination between other facility and operational plans. This includes water and wastewater facilities, public transit, and municipal and state roadway improvements.	**YES, with edit in highlights and double underline.** **(2-6-17)** Commissioner Bailey and staff resolved the exact text of the highlighted grammatical edit in double underline following the meeting. The text amendment in highlights was agreed to by Commissioner Bailey.

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		The *Comprehensive Plan*, including the *2040 LUP*, helps other agencies understand long term city goals and the way ~~how~~ their work shapes the plan ~~that~~, even if the agencies ~~they~~ must focus on short term needs that are out of step with the long term plan. For example, the long term vision for public transit in the Comprehensive Plan is to build a high frequency transit network operating along many major corridors. In the short term, Public Transportation must focus its operations planning on a fewer number of high frequency routes where most of its riders are. Eventually, transit operations should merge with the long range vision. But it will take years to build the infrastructure and housing to support extending the high frequency network to all areas envisioned in the *Comprehensive Plan*.	
1-h.	**Clarity of Goal 1 Language.** Concern that Goal 1 is vague and hard to understand. It refers to a collective vision for the future but the discussion text does not clarify what that vision is. Revise Goal 1 to refer to the land use pattern, which is the purpose of the LUP. Specific suggested language change is to delete the last phrase of the sentence "by supporting their vision for the future" and add "transportation efficiency" to "community resiliency" and "quality of life" list of things that the plan improves. *(Nancy Pease)*	**Response:** The goal is deliberately a very broad encompassing all the land use goals and policies of the LUP. It partly just expresses the importance of following a plan which reflects the community's desired direction. It deliberately leaves the details to the other goals and policies in the section. Adding "transportation efficiency" would add too much specifics about one particular policy without providing for other policies. One approach to alluding to what is the vision, would be for Goal 1 to simply state the vision for the future is expressed in the Comprehensive Plan. An alternative approach would be to add language to the end of the last phrase which cpatures the overall land use planning vision of the community by summarizing in list form the key elements from Goals 2 through 9. Deleting the last phrase in the sentence as suggested by the commenter would cut the intended meaning. The plan should reflect the vision of the citizens and stakeholders that make up the community. Changing the word "supporting" to "as it supports" would retain the idea of Anchorage achieving its community vision as it grows, and that it is possible to have both growth in mixed use centers and greenways, and when directed to do so, together they can make anchorage a more resilient community and improve citizens' quality of life. **Recommendation:** Edit Goal 1 on page 10 top of middle column as follows:	**YES, except to also provide additional discussion under Goal 1 to clarify the meaning of resilience.** **(2-6-17)** Commissioner Spring found the plan's meaning for the word "resilience" was not clear in the plan.

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

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			in rezonings for overall community needs. Commissioner Bailey supported staff's amendment keeping the relationship between the LUP and area-specific plans more vague and flexible in this policy.
1-i. addendum	**Clarify what happens if LUP and area-specific plans' implementation zones don't match.** The 2040 LUP sometimes lists implementation zoning districts that are different from the zones that the applicable area-specific plan lists for the same land use designation. While AMC Title 21 Land Use Regulations state which plan element governs where there are inconsistencies (the more recently adopted plan applies), it would be very helpful for rezoning applicants, their neighbors, and zoning staff if the 2040 LUP could state the which zones apply. *(Current Planning Division in consultation)*	**Response: TBD** AMC Title 21 Land Use Regulations, 21.01.080D.5., states that, "Where comprehensive plan elements conflict, the most recently adopted shall govern." This principle applies to a situation in which one plan element, such as the 2040 LUP, lists a different implementation zoning district for the same land use designation as another plan element, such as a neighborhood or district plan. The 2040 LUP governs if it is adopted more recently than the neighborhood or district plan. Likewise, when a new neighborhood or district plan is adopted after the 2040 LUP, and such neighborhood plan adds a new zoning district from what the 2040 LUP had shown, then the neighborhood plan governs in that case. For example, the 2014 Fairview Neighborhood Plan, established the R-2F, R-2M, and R-3 zoning districts as the implementation zoning for the "Low to Medium Intensity" Residential land use designation on the Fairview Land Use Plan Map. The equivalent land use designation at the same density in the 2040 LUP is "Compact Mixed Residential – Low". But the 2040 LUP designation does not include R-2F because the R-2F district was deleted from Title 21 (New Code). Nor does it include R-3 zone because it has been determined that R-3 allows far more density (up to 42 DUA) than Fairview desires in that land use designation category, and the Fairview Plan does not want more lands in that category being rezoned to R-3. To support Fairview's growing interest in urban form basedchanges to the zoning districts in its area, the 2040 LUP on page 47 also states that areas like Fairview designated for "Traditional Neighborhood Design" may also have new overlay districts or "form-based" districts tailored for guiding development to more traditional urban (as opposed to suburban) neighborhood form. Language could be added to clarify which zoning districts apply where there are inconsistencies between adopted plans. **Recommendation: TBD – under revision** Add new subsection of the 2040 LUP, to read:	

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		"Differing Land Use Designations between Comprehensive Plan Elements on which Zoning Districts Apply" The Municipality's Comprehensive Plan is a collective sum of its Area-wide Comprehensive Plans, District level and Neighborhood Plans, as well as its many functional plans. Because these plans are adopted during different time periods and existing conditions and trends, there may be inconsistencies between these Comprehensive Plan elements. When the 2040 Land Use Plan is adopted, it is likely that there are differences between this Plan and other previously adopted plans. Where the 2040 Land Use Plan is found to list different zoning districts to implement the land use designation than those found in the applicable area specific plan, AMC Title 21 Land Use Regulations, section 21.01.080D.5. provides guidance on how to resolve these situations. It states: "Where comprehensive plan elements conflict, the most recently adopted shall govern." This principle will apply when one plan element, such as the 2040 LUP, lists a different implementation zoning district for the same land use designation as another plan element, such as a neighborhood or district plan. The 2040 LUP governs if it is adopted more recently than the neighborhood or district plan. Likewise, when a new neighborhood or district plan is adopted after the 2040 LUP and indicates a new zoning district from what the 2040 LUP had shown, the neighborhood plan governs in that case. To determine the current land use designation for a specific parcel within the Anchorage Bowl, users of the Municipality's Comprehensive Plan should reference the Areas Specific Land Use Plan map as a starting basis for making decisions on land use and zoning.	
1-j.	**Clarity of Policy #4.1 Language.** Concern that the latter part of policy #4.1 wording is vague and subject to legal interpretation. The phrase "neighborhood integrity" is vague. The word "encroachment" has specific legal meanings. Change the latter phrase to read, "…, where residential neighborhood character and cohesion is defined and preserved." *(Nancy Pease)*	**Response:** Staff acknowledges the clarity of the language can be improved. However the commenter's proposed amendment would seem to change the meaning of the policy from maintaining an adequate housing lands supply to protecting neighborhood design character. Goal 7 already addresses neighborhood "character". Goal 4 is about providing enough housing, and because our analyses find that there is no longer enough easily developable/reusable residential land to meet forecast housing needs, policy #4.1 is to protect the integrity of the residential land supply from being taken up by non-residential / non-neighborhood uses. A clarification to policy #4.1 can take advantage of some equivalent industrial land supply language from Goal 9 subsection. It can also be clarified to avoid being misinterpreted to discourage compatible neighborhood-oriented street corner commercial. The policy is additionally state to protect residential	**YES, with additional edit shown in highlights.** **(1-9-2017)** Commissioners found that "expanding" was clearer word than "encroaching".

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

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		The 2040 LUP assumptions regarding the Knik Arm Crossing to Point MacKenzie should be adjusted to reflect the State of Alaska's withdrawing planning and funding efforts on this project. **Recommendation:** Page 6 third column, amend the second paragraph to read: The *2040 LUP* ~~reflects~~ recognizes the Chugiak-Eagle River Plan's anticipated population growth at a somewhat higher rate than the rest of the Municipality. The Chugiak-Eagle River Plan designates substantial land reserves for future single family housing, as well as areas suited for more compact development. When developed these areas will help meet the demand for this housing type within the Municipality. ~~Some space for more compact housing types is also provided.such that~~ For these reasons, Chugiak-Eagle River ~~will~~ is expected to accommodate 15 percent of the Municipality's population by 2040. Page 9 last paragraph, revise the language to reflect that the likelihood or timeframe of a Knik Arm Crossing has become uncertain. If a Knik Arm Crossing does not become operational within the 2040 timeframe, then Anchorage Bowl and Chugiak-Eagle River could be expected to accommodate a somewhat greater share of regional growth than in the baseline forecast. (Staff to develop specific text edits and provide those for PZC review as part of its revisions to issue-response item 1-b.)	importance of PZC's opportunity to review substantive changes to the Plan's stated outlook for the KAC and growth projections for the Bowl. So Commission made its approval of the latter recommendation in 1-k contingent on its opportunity to review staff's recommended amendment language for page 9 sidebar in the Plan.
1-l.	**Acquire Additional Land for Urban Development.** Chamber of Commerce in Appendices D-1 and D-2 states that, in addition to using existing urban lands more efficiently, the *2040 LUP* should include a policy and actions for acquisition of additional land where possible. The Chamber states that the Municipality is still owed approximately 14,000 acres of State land granted to it under the Municipal Entitlements Act of 1978, and encourages the Municipality's efforts to expedite the transfer of State land to the Municipality. Developable parcels within the Bowl should be prioritized and promptly released to the market for development. The Chamber also encourages the Municipality to secure additional developable land within the Bowl from other landholders such as JBER, BLM, or the GSA as	**Response:** The 2040 LUP arises from an extensive effort to identify additional significant land base inside the Municipality for residential, commercial, and industrial development. The research looked both inside and outside the Bowl. Meanwhile, efforts to estimate the timing and potential impact of a Knik Arm Crossing (KAC) to the Mat-Su Borough found that even a KAC would not significantly reduce land demand in the Bowl and would provide only marginal relief. Section 1.2 briefly references these efforts. The Municipality has conducted studies about the future land supply and demand for residential, commercial and industrial land over a twenty year time horizon. The most recent residential, commercial, and industrial land assessments analyzed the potential impact of the proposed Knik Arm Crossing (KAC) and found it would have only a modest impact on growth in the Anchorage Bowl. The reason is due to factors such as preference for business location in Anchorage where the customer base is located, and proximity to transportation hubs such as the Railroad, Port, and Airport. The KAC would most likely act as a pressure valve for certain sub-categories of Anchorage housing demand and under supply of residential unit capacity in the Anchorage Bowl. In response to public comments, Planning staff is summarizing the status and research findings regarding the Knik Arm Crossing as part of Appendix B: Future Growth Report.	

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

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

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		Include a summary of the Knik Arm Crossing (KAC) research findings and a reference to other land acquisition research as part of *2040 LUP Appendix B: Future Growth Report*. Publicize the Anchorage Industrial Land Assessment, Volume II report findings as to major landholdings in the Municipality as part of the rollout of the Anchorage Bowl LUP.	
1-l. addendum	**Community Facility Land Needs. School site needs and Parks needs.** (ASD A.6. questionnaire cmt.)	**Response:** TBD Appendix B of the Anchorage Bowl Parks, Natural Resource Use, & Recreation Facilities Plan provides guidance on establishing parks for the surrounding population as follows: "Generally 5 acres is considered acceptable as the minimum size necessary to provide space for a menu of recreation activities with 10 acres optimal, but may be as large as 20 acres. The ratio of park acres to area population should not exceed 2.5 acres per 1,000 population." The Anchorage School District has approached the MOA about maintaining its school grounds but that issue has not been resolved. Planned GSDs, the Anchorage trail system, and Bike and Pedestrian Plan will connect parks and add to the open space community members enjoy for recreation as well as access to parks across the Anchorage Bowl. Acreage estimate of future school and parks needs under compilation. Cross reference with issue 1-l. **Recommendation:** TBD	
1-m. Page 5	**Relationship of Plan to Zoning - Clarification.** *(Public Transportation Planning Department, Long Range Planning Division in response to questions from public and Collin Hodges' observations from public meetings)*	**Response:** TBD **Recommendations:** Amend the text on page 5, first column, as follows. TBD – revise and add tracked changes. The 2040 Land Use Plan recommends future land uses and a range of potential intensities intended to implement the goals of Anchorage 2020, taking into consideration population growth and forecast demand for each type of land use. Zoning is the set of regulations about the use of property, (lot size, setbacks, building heights, and other site attributes), that conform to the Land Use Plan and implement the comprehensive plan. Add an enhanced version of the following diagram to page 5. The enhanced version to be documented in the technical edits list discussed in issue 0-a. [TBD – Insert Diagram]	

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1-n. Page 18	**Elaboration on How Growth and Change Map shows changes from Area-specific Plans.** The second paragraph on page 18 is just one sentence that mentions the map on page 19 recommends changes from adopted area-specific land use plans and from current zoning. It does not elaborate on the ways in which it illustrates these two things, explain the effects of those changes. The paragraph also does not clarify how this map is to be used. *(Planning Department Long Range Planning Division)*	**Response:** The relative degree of change in growth was identified in the LUP as including those areas with significant growth, moderate growth, or little growth. In addition, areas of change were identified between the LUP and existing neighborhood and district plans. Areas of Growth and Change were identified based on eleven criteria that took into account the absorption rate of growth during the planning horizon. Criteria included those locations near employment or commercial centers, accessibility to multimodal transportation, areas of potential investment and development, zoning, amount of buildable land, and access to stores, jobs and services, infrastructure, identified reinvestment priorities, less constraints, benefits to lower income individuals, vulnerable populations, and priorities identified in neighborhood and district plans. Places where the *2040 LUP* makes substantive changes from adopted area-specific land use plan maps are shown in a thick forest green outline. **Recommendations:** Page 18, third column, amend the second paragraph as follows: The map also shows where the 2040 LUP recommends changes from adopted district or neighborhood plans, or changes in land use or intensity of use from that provided by existing zoning. Areas where the *2040 LUP* shows Land Use Designations that are changes or updates from adopted neighborhood or district plans are shown in a thick forest green outline. As discussed in Sections 1.1 and 2.1, the *2040 LUP* designation applies to these areas.	
1-o.	**Too Many Land Use Categories.** BOMA commented in May 2016 that the February 29, 2016 Community Discussion Draft LUP still had too many land use designations. Among the concerns about the level of specificity and categorization would lead to "spot zoning". The LUP should represent where Anchorage wants to go not what it currently is. BOMA pointed out the southern portion of the C Street corridor and Tudor/C Street areas as good examples. The February 29 community discussion draft LUP showed these areas as a combination of office, commercial corridor, light industrial, and general industrial color-coded polygons.	**Response:** The public hearing draft LUP Map reflects a reduction in the number of land use designations from 22 land use designations at the start of the project down to 18. Single and Two Family were a merged category, even though many neighborhood and district plans generally separated the two. The 2040 LUP Map made the following map changes: • Merged "Community Institutions" and "Public Facility/utility" into one category, and supplementing the category with icons to differentiate schools and utility facilities; • Merged "Office-Low Intensity" with other commercial corridor designations; and • Deleted the "Public Facility / Natural Area" land use designation. As of 2016, the various area-specific adopted neighborhood and district plans in the Bowl collectively applied 70 different Land Use Designations around the Bowl. The public hearing draft 2040 LUP distills these 70 land use designations down to 18.	

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	BOMA solution is to reduce the seven commercial designations (Centers and Corridors) down to three categories. It believes the residential designations could also be reduced in number. Agency commenter also suggested simpler is better. Public Transportation suggested to simplify the color cateogries to the main headers only: Neighborhoods, Centers, Corridors, Open Spaces, etc. It also suggested an interactive map that allowed the user to activate three layers: current use, future recommended use, and prohibited use. *(Building Owners and Managers Association (BOMA), Public Transportation Department)*	Review of comparable cities' land use plan maps indicates that Anchorage's draft 2040 LUP has a similar number or lower number of planned land use categories than other cities' land use plans. This is in spite of the reality that the Anchorage Bowl contains a full range of land use patterns, from semi-rural to high density urban and major transportation facilities, natural wilderness parks, etc. The Anchorage Bowl also has a very un-planned, hodge-podge land use pattern due to the area-wide zoning decisions made in the 1970's. In some ways, the 2040 LUP simply reflects the complicated reality of Anchorage land use that is anticipated to continue through the planning horizon. Every opportunity to reduce the number of land use categories was considered while retaining enough specificity to provide adequate policy guidance for rezoning and other land use decisions, that was in keeping with the policy direction of the various plan elements and maintaining a constituency of support among residents, businesses, and property owners. Reducing the number of residential categories any further would leave the land use plan too vague to differentiate substantially different levels of housing density and neighborhood character. That would create problems for neighborhoods and rezoning applicants. The 2040 LUP also reinforces the Comprehensive Plan's various town, neighborhood, and the major city centers from each other and and the commercial corridors. Merging the "regional commercial center" with other Commercial categories was considered, however the Dimond Center and Tikhatnu Commons because of their regional and statewide draw, did not fit into any of these categories. The property owners in both cases expressed their support for the regional center designation. Several patterns and overlays on the map are similar and overlap. The "Main Street Corridor" land use designation is really a compact, smaller lot, walkable, and mixed-use version of the "Commercial Corridor". This kind of urban pattern is also called out in the "Transit Supportive Development Corridor". The public hearing draft LUP consolidates the pattern for Main Street Corridor and Transit Supportive Development Corridor to simplify the map. Consideration was made to consolidate these two concepts with the somewhat related "Traditional Neighborhood Design" overlay on the map. However, staff found that this over simplified the urban form that the "Traditional Neighborhood Design" category seeks to achieve and desired by many of the neighborhoods with this designation. Future LUP amendments may explore this possibility. **Recommendations:** No changes at this time.	
1-p.	**Transit Supportive Development Feature Should Not Increase Density; Should Coordinate with Other Plans;**	**Response:** The draft 2040 LUP explains that Transit Supportive Development (TSD) overlay areas remain within the density ranges for the underlying 2040 land use designations. TSD does not raise density ranges above the land use designations. See the third paragraph in the middle column on page 44. TSDs may have	

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	Should be Researched for feasibility before identifying specific corridors. The TSDC on 15th and DeBarr through Fairview and South Addition in the 2040 LUP tries to thread a fine needle. The placement of the TSDC here is not a part of the neighborhood plan. The 2040 LUP TSDC calls for density while the neighborhood plan for Fairview has its own land use plan map density recommendations. Ensure the neighborhood plans are respected. Avoid the text of the 2040 LUP allowing more density than called for in the land use plan maps. *(S.J. Kline public hearing testimony)* The 2040 plan should not try to identify specific corridors for alternative treatments without at least checking fesiblity and including information about and with the MTP and OS&HP. The overall concept seems feasible, however, too much detail has been provided without the needed research to back up the recommendations *(Traffic Engineering agency comment #7)* Public Transportation Department is concerned that TSDs communicate the expectation that these corridors will have public transportation, so it does not benefit the transit department to have the *2040 LUP* showing Lake Otis as possibly the longest stretch of arterial that is TSD in leiu of the recommended route restructuring. The LUP should not dictate what level of service will be by defaulting to the catch-all of "transit supportive". Other corridors that are not TSDCs on the LUP are expected to become transit conducive arterials. Therefore, we suggest that LUP holds PTD harmless so as not to commit PTD to future endeavors without its consent. And create a huge rectangle encompassing northern Anchorage and call that area	the result of encouraging more activity and compact development than otherwise, while remaining within the density range established in the underlying land use designation. In a general sense, the 2040 LUP in some locations presents density deviations from those highlighted in neighborhood and district plans. These can occur where public transit will play a larger role in the future. However, in Fairview the 2040 LUP is consistent with the *Fairview Neighborhood Plan's* land use map. Most of the TSDs in the 2040 LUPreflect already adopted land use policy. *Anchorage 2020* already establishes nearly all of these corridors. The TSDs have remained a part of the Comprehensive Plan's land use policy map. The reference to the 2040 LUP corridors (Main Street, stipple pattern areas, Transit Corridors) not being finalized without feasibility and policy coordination with the MTP and OSHP is well taken. Given the 20+ year timeframe for these 2040 LUP policies and actions and the role of Context Sensitive Solutions, FHWA policies, and Vision Zero, in all corridors, there will be built-in and ongoing consultations with state and MOA traffic and engineering agencies. Because the MOA's MTP is about to undergo a full revision, there is opportunity to build policy language into that plan to address these concerns as these areas grow and/or redevelop. Near-term and periodic amendments to the 2040 LUP can respond to changes in the MTP. Staff agrees with the concern voiced by Public Transportation Dept. that its recent route restructuring envision process seems to be in conflict with certain longer-term 2040 LUP strategies and actions. This is most evident for Public Transportation's new proposal that reduces or greatly limits bus service on the Jewel Lake and Lake Otis routes. Instead of eliminating these, the 2040 LUP Plan offers several actions relevant to addressing these conflicts (Action Items 6-2 thru 6-5). Differences are manageable and even expected, because the transit plan is a nearer-term operations plan, while the 2040 LUP is a longer-term comprehensive vision for future city growth. Issue-response item 1-g resolves this issue by providing new language which clarifies that shorter-term operational plans such as Transit's may deviate from the longer term citywide land use vision. The path to achieving the ultimate vision can be winding. It is understood that the ultimate decisions about transit being made in the near term might affect this Plan's vision for transit corridors along Lake Otis and Jewel Lake. In the long term, these might retain transit service but they might never reach the frequencies or coverage envisioned for transit supportive corridors. The proposed Action Items cover these issues and will allow for Plan policy and mapping adjustments. **Recommendations:** No changes. See also the changes recommended by issue item 1-g.	

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	"transit supportive", and call lake Otis and jewel lake as "transit assessment corridors".		
1-?	**Clarification of Overall Guiding Philosophy/Strategy and Exec Summary of the Plan's Importance and What it Does.** *(PZC Commissioner Robinson; Public Transportation Department cmt#1 and Collin Hodges' observations from public meetings)*	**Response:** TBD **Recommendations:** TBD - This may include clarifications to Section 1.1 of the Plan.	

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Part 2: Centers and Mixed-use Redevelopment			
2-a.	**Neighborhood Centers Implementation Zoning.** Many of the designated Neighborhood Centers on the LUP are currently zoned B-3 but the designation's list of appropriate implementation zones includes only B-1A and B-1B not B-3. This does not seem practical. *(PZC Commissioner Spring)*	**Response:** Most Neighborhood Centers reflect adopted District Plans. Nearly all Neighborhood Centers in northeast subarea reflect the East Anchorage District Plan, which also identifies B-1A and B-1B as the appropriate implementing zones. Hillside District Plan has one center, which specifies the existing B-1A zoning. West Anchorage District Plan includes most of the remaining centers but does not specify implementation zoning. There are a few 2040 LUP Neighborhood Centers outside of the adopted District Plans, in areas like South Anchorage that do not have area-specific land use plans. The existing zoning for many of these centers is B-1A, B-1B, or B-3 SL (Special Limitations). B-3 SL means there are special limitations that make some aspects of the zoning district more like neighborhood scale centers. Some designated Neighborhood Centers are currently zoned residential or even industrial, and will need to be rezoned to become commercial.	**YES** **(11-14-16)**

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		The primary purpose for the list of appropriate implementation zones in the Plans is to guide future rezoning decisions. When a rezoning proposal comes forward, the Plan establishes that the appropriate rezoning choices are B-1A or B-1B. Rezoning to B-3 is not appropriate. Areas currently zoned B-3 retail their existing commercial entitlements under the 2040 LUP, even though the designation is Neighborhood Commercial. The plan leaves existing zoning intact. Although the existing B-3 zoning is not perfectly aligned to ensure that future commercial uses will be neighborhood scale developments, it allows for neighborhood commercial. Development market trends in these areas have tended to result in smaller, 1-2 story structures anyhow. Therefore, this partial mismatch is not considered to be on the list of most urgent zoning problems to resolve at this time. Actions 2-7, 3-5, and other actions can create incentives for future rezonings in designated Neighborhood Centers from B-3 or B-3 SL to B-1A or B-1B. LUP map references: EP-1 (zoning). **Recommendation:** No changes at this time.	
2-b.	**More Small Neighborhood Commercial Districts.** There is a need for opportunities for more small scale neighborhood commercial districts near or in residential neighborhoods. B-1A has proven to be very effective, but there is no way to make more with a rezone criteria of minimum 1.75 acres. How can the LUP address this? *(PZC Commissioner Spring; Abbott Loop Community Council president, Seth Anderson)*	**Response:** The provisions of the B-1A district in the new Title 21 and in the 2040 LUP provide a means to allow for more neighborhood scale commercial in or near residential neighborhoods, while protecting the residential land base and neighborhood integrity. In the new Title 21 the minimum size requirement of 1.75 acres for a rezoning does not apply to B-1A. B-1A has a much lower minimum zoning district size that allows for new, small corner commercial sites to be zoned next to or within neighborhoods, similar to existing B-1A sites such as Sagaya City Market and the Fire Island Bake Shop locations within South Addition and Airport Heights. The B-1A location requirements for locating new B-1A districts include a minimum contiguous area of 11,500 square feet, maximum contiguous area of 2 acres, and the site is within an established neighborhood commercial area or designated in the comprehensive plan for neighborhood-scale commercial. The 2040 LUP on page 26 (second paragraph) provides for B-1A zoned commercial within the residential neighborhood land use designations. Existing B-1A zoning districts are considered consistent within the residential Neighborhood designated areas on the LUP. Neighborhood and District Plans also identify new small-scale commercial sites. For example, the West Anchorage District Plan established the basis for the small scale commercial site on West Northern Lights that was eventually rezoned to B-1A and became the Turnagain Crossing (including the Rustic Goat restaurant) development. This system, of identifying	**YES** **(11-14-16)**

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		potential future neighborhood commercial sites first through neighborhood, district, or Bowl-wide land use plans provides a careful means of introducing commercial businesses into neighborhoods. **Recommendation:** No changes at this time.	
2-b. Addendum (Revised from 2-6-17 version)	**More Small Neighborhood Commercial Uses in Residential Districts.** Currently the only residential district which Title 21 allows commercial is the Urban Residential High (R-4), and the amount is limited to the lesser of 5% or 1,200 square feet of the gross floor area of the development. This is too small to be realistic or useful unless it is a large development. Can a change to a higher percentage or a new criteria provide for more? Consider an action item to amend Title 21 to change the allowed square feet for neighborhood supporting commercial, such as having "x" square feet per block or acre, once met, no more commercial. The action item should include allow commercial amenities in R-3 projects. R-3 neighborhoods would benefit from neighborhood scale amenities perhaps at a smaller ratio than the R-4. Also consider adding a new LUP policy or Action Item to allow and encourage neighborhood scale commercial amenities. The Rustic Goat mixed use development is an example of this—there is ongoing public interest and PZC support to have the Code somehow provide a mechanism that supports these types of small scale commercial uses in residential areas, where conditions are appropriate. Also consider adding "neighborhood supportive commercial amenities" as a bullet under "Character" of the Compact Mixed Residential – Medium and Urban Residential – High land use designations. *(Seth Anderson)*	**Response:** The R-4 and R-3 districts are first and foremost multifamily residential districts. Commercial and mixed-use amenities are provided in other zoning districts such as the B-1A, R-4A, upcoming R-3A, and in the nearby commercially zoned corridors and centers. The Municipality's 2012 Housing Market Analysis and the 2040 LUP housing needs analysis demonstrate there is a need for more space for housing, especially for four-plex, townhomes and multifamily development near and within the Centers to serve seniors and Millennials. R-3 and R-4 are primarily reserved as the districts to provide the multifamily housing. Allowing commercial uses into existing residential neighborhoods could create negative impacts and incompatibilities. Therefore, increases in non-residential uses within these two zoning districts should be considered carefully. Other zoning districts and strategies are more appropriate to achieve mixed-use. For now, the 2040 LUP description for its "Urban Residential – High" neighborhood cross-references to the R-4 district and provides for "Limited ground-floor commercial space within residential projects". The 2040 LUP avoids getting into the specifics of exact percentages of floor area allowed for commercial uses. Title 21 allows a limited amount of non-residential uses within R-4 developments, such as fitness or recreational space, small restaurant, convenience store, and food store to primarily meet the needs of the building residents. Significantly expanding the size of the non-residential footprint might create a draw that could impact residents and overall parking needs. Title 21 provides the R-4A District as an alternative option to R-4 to allow a greater amount of non-residential use within the development. The 2040 LUP identifies "Residential Mixed-use Development" areas using stipple dot pattern overlaying some "Urban Residential – High" areas on the LUPM. With respect to the R-3 medium density district, the 2040 LUP also identifies "Residential Mixed-use Development" stipple dot patterns over medium density areas. 2040 LUP Action 2-6 recommends creating a medium-density residential district (i.e., an R-3A zone) for just such areas to allow mixed use commercial in an integrated neighborhood setting. This is a near term priority and development of such a district has already begun at the Planning Department. With respect to the suggestion to add a residential policy 4.__ to allow and encourage neighborhood commercial: *Anchorage 2020* commercial land use Policies #21 and #25 address the location of new	**Discussed and Tabled (2-6-17)** Commissioners on 2-6-17 asked how the LUP allows for these neighborhood commercial opportunities in the future. It requested staff to revisit this issue and bring back some draft amendments that help the plan better provide for future neighborhood commercial uses. The plan should provide realistic opportunities within reach of businesses. A rezoning is not practical for some businesses. Add an Action to identify areas needing neighborhood commercial and then research a less extensive review process than a rezoning to approve such commercial in the identified areas. Perhaps

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		commercial development in centers, including in neighborhood centers to allow neighborhood oriented commercial uses in residential areas. These policies are included in the 2040 LUP policies by reference on page 12 bottom middle column. See also the main 2-b discussion regarding how the 2040 LUP includes B-1A commercial centers in the residential Neighborhood land use designations. The original intent of using the new B-1A district to allow for neighborhood commercial uses is tied to such designations in a neighborhood or district plan. Or, even if not in a plan, the rezoning process provides protection to neighborhoods from inappropriate commercial encroachment. In response to the PZC's sentiment on 2-6-17 that the Municipality should create provisions that under other certain conditions that might allow for new neighborhood commercial uses elsewhere, Planning staff team met and discussed options for creating such a regulatory tool. The key is how to frame the conditions and the approval process to ensure this provision succeeds on a limited and location appropriate basis with limited neighborhood impacts. Planning staff finds that a new type of conditional use procedure would be most effective to address the issue of more neighborhood small commercial projects. The conditional use process provides significant flexibility and public input in a single step, avoiding the two-step process that a rezoning to B-1A requires. This new 2040 LUP Action will require considerable public input and defining conditions to limit the locations, types of uses, and site design, and should include Current & Long Range Planning as Responsible Agencies with a 1-3 year timeframe. **Recommendation:** Add a new Action Item #3-?, to read as follows. Amend the Title 21 conditional use provisions to create a process and review criteria for how and where new small scale commercial uses might be permitted within neighborhoods in certain residential zoning districts. Responsible Agencies: Planning. Time Frame: 1-3. Related Plans and Studies: *(Staff team to research and identify related plans.)*	it is through the small area plan process? Staff to revise the response and recommendations and return to PZC. (2-6-17)
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	**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.	**YES** **(11-14-16)**

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	degrading arterials' performance. Walking and biking should not be forced onto arterial access. *(Alaska DOT&PF)*	**Recommendations:** Edit the wording of the second sentence in the first paragraph of the description of Regional Commercial Center, as follows: Located on large sites at the intersection of freeways and major arterials, these centers are <u>more</u> tied to the regional transportation system, <u>and less dependent on</u> ~~rather than to~~ adjacent <u>residential</u> neighborhoods than are Town Centers.	
2-d. Page 63	**Transfer of Development Rights for Implementation.** Should Action 4-13 include a transfer development rights ordinance? *(PZC Commissioner Spring)*	**Response:** Transfer of development rights (TDR) is a tool that communities use to help implement a variety of planning goals and objectives. TDR establishes a market-based system through the zoning regulations for one property owner to sell his or her zoned development rights to a property owner in another part of town that does not have those zoned entitlements. Anchorage already has a nascient TDR provision in the CBD zoning regulations in the Town Square Park solar access protection area. TDR may in fact be a potentially useful market-based tool to carrying out Action 4-13 and a variety of other Actions. **Recommendation:** Add a new Action under Goal 2 section of Table 4 Actions Checklist, for the Planning Department to explore potentially expanding Anchorage's use of TDR as a tool to assist plan implementation including supporting Action 4-13 and other Actions that may benefit. Timeframe should match that of Action 4-13. Other Responsible Agencies to include OECD, PRIV.	**YES (11-14-16)**

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

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

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

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2-e. supplement			

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

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

Greenway-Supported Development

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

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

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

~~GSD Linear Features~~

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

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

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

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

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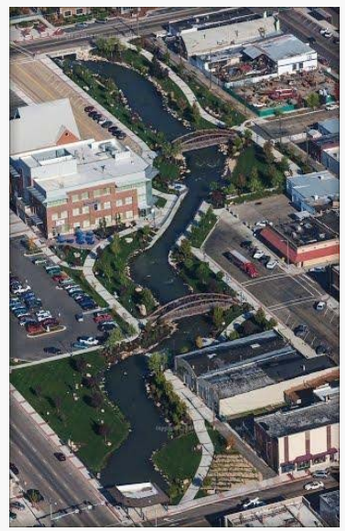
[this paragraph moved from later in the subsection, and its sentences rearranged] Many western <u>and northern</u> US cities incorporate creek restorations and/or linear greenbelts into redevelopment projects <u>(see photo examples)</u>. Urban greenways may be incorporated into developments in various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

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



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

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

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

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	• Furrow Creek drainage crossing the Huffman Town Center. • Over the prospective Gambell-Ingra corridor's Seward-to-Glenn Highway Connection project in Fairview's mixed-use Main Street Corridor, from Third to 15th Avenue. GSDs are not a regulatory tool or a zoning district. Implementation will come through partnerships, agreements, and Small Area Plans (SAPs). GSDs require agency and funding coordination, public dollars, staff commitments, and a long term effort. GSD projects may develop in pieces, sometimes including only portions of restored stream reaches or pedestrian ways, based on investor or landowner and public commitments. A combination of development incentives, public parking, and street, trail, and infrastructure improvement projects supportive of the greenway would implement this growth supportive feature.  *Caption:* The GSD linear feature can also simply be a pedestrian trail, street, or greenway.  *Caption:* Local Creek Restoration – Greenway-supported development in Creekside Town Center *(Note: Sidebar content at end of this subsection is to remain as shown in top middle of page 46. The "GSD-Facilities and Institutions" subsection which followed the sidebar on page 46 was moved to another part of the plan document and substantially changed by issues 3-a and 3-b below.)*	

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2-f. Page 14	**Elevating "Placemaking" to a higher profile as a goal or policy.** The place-making discussion appears out of context under the Goal 5 Infrastructure. It should be its own goal. *(Seth Anderson;* *Also address Current Planning questionnaire response A..7))* *Also address ACC cmt 4 – add to page 1? Or to overall summary of plan issue?*	**Response:** TBD The "Placemaking" conversation focuses on enhanced urban design, public art, gateways, attractive signage and lighting, and other public amenity features. Much of it is a type of public infrastructure investments. While staff acknowledges that locating the "Placemaking" policy conversation back in the Goal 5 infrastructure section does put it somewhat out of its context, isolating it as a new goal also puts it out of context. Placemaking efforts naturally focus on mixed-use Centers and Main Street Corridors. These efforts are a strategy to improve the livability and success of these Centers. Including "Placemaking" discussion in the "Centers" Goal 3 will help clarify its focus, and put it in context of the land use goal it serves most. It can also provide the opportunity to add strategies to the discussion in Goal 3 of the centers and corridors—how are we going to revitalize and refill them? **Recommendation:** Add a new last paragraph in the Goal 3 discussion middle column on page 12: TBD Add a new policy 3.2 and/or amend policy 3.1: TBD Amend the Goal 5 Infrastructure discussion to clarify that "Placemaking" is a type of infrastructure: TBD	
2-g.	**Mixed-use Urban Villages.** On page 34, a corridor section for "urban villages" should be added. Urban Village streets are those around Fire Island in South Addition, Government Hill commercial malls, East Fairview. Every neighborhood has a section or street that has existing commercial that could be neighborhood centers with the right direction. *(Seth Anderson)*	**Response:** The "Main Street" Corridor land use designation, in combination with the "Neighborhood Center" designations and the provisions for B-1A (e.g., Fire Island Bake Shop and Turnagain Crossing) scale commercial corners already provide for neighborhood streets that have commercial and could become mixed-use centers. The term "urban village" is used in some cities, such as in the Seattle Land Use Plan Map where it is used to describe mixed-use nodes of housing and local commercial activity. Other cities use the terms "town centers" and "neighborhood centers". The term "urban villages" can be a useful, evocative way to communicate these concepts. However, it is late in the planning process for this particular update to the plan. Future plan amendments provide better options to introduce and vet this term with the public. In the meantime, the 2040 LUP has the actual content behind this concept covered. **Recommendation:** No changes.	**YES (2-6-17)**
2-h.	**Efficient Use of Commercial Lands.** Include an action to require minimum density FAR (floor-to-area-ratio) for commercial zoned lands in designated Centers and Corridors. This is a parallel intension to requiring minimum residential densities in certain zones. Currently, commercial centers are allowed to build sprawling, inefficient, one-story buildings. *(Nancy Pease)*	**Response:** TBD- under revision. The first comment recommends that the Plan include minimum FARs for commercial sites in Centers and Corridors. While there are minimum densities offered for certain residential districts and FAR guidelines for centers and corridors, these are necessary to guarantee residential uses in mixed use areas and to attempt to get more efficient residential uses beyond historical averages. A parallel requirement that attempts to obtain more efficient commercial uses is not justifiable nor prudent since it could be overly restrictive and be counterproductive. Commercial land and development costs are higher and flexibility in	

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	ALSO: More Intensive Use of Commercial lands. (Chamber, BOMA comments) BOMA comments are in appendix D-2.	building and site design needs to be optimal to support growth. The commercial development community would likely provide pushback to this concept. Title 21 currently establishes FAR standards and there are incentives for FAR flexibility, which should be allowed to work for a while before adopting FAR requirements. The second comment TBD pending final land capacity results. **Recommendation:** TBD	
2-i.	**Revise LUP 3.2.** 3.2 needs further development, and reduced to one sentence if possible. It also needs to be rewritten for parallel sentence structure getting rid of words like "will" and "should". *(Long-Range)* *Also Address Fairview comment #5 – support mixed-use corridor efforts by Fairview, Area-specific plans.*	**Response:** TBD. **Recommendation:** Revise LUP Policy 3.2 to read as follows: [TBD. – revise content/restate as a directive] Commercial, main street, and transit corridor development supports density with access to multiple modes of travel, including convenient and safe pedestrian and transit access, and includes incentives and regulatory changes to incentivize market rate and affordable housing.	
2-j.	**Incorporating Public Parking Facilities into City Centers.** Amend the plan to address public parking in the Downtown and Midtown City Center areas, mandating that public parking be incorporated in order to facilitate a vibrant Downtown. *(Urban Design Commission)* *REDUNDANT OVERLAP WITH New 4-issue…*	**Response:** TBD. Downtown Comprehensive Plan anticipated the need for public parking garages and identified 5 public parking garages to be built. To date, the City has built 2 public parking garages. The need for additional public parking will be monitored by ACDA as they are the public parking authority for Downtown and has the bonding capacity to fund future garage development. Parking needs may change in the Downtown and Midtown area as People Mover rolls out its revised transit service plan to provide 15 minute bus service for routes north of Tudor Road. Autonomous automobiles is a quickly evolving technology that may further change the dynamics for land set aside for parking purposes. TBD. – further discussion regarding Midtown and Downtown in general. **Recommendation:** TBD.	
2-k. Page 33	**Downtown Building Scale.** Amend the Downtown development characteristics on page 33 of the plan to encourage downtown developments to be no less than four	**Response:** Downtown Anchorage contains a mix of one, two, three, four and multi-story buildings. This mix of building heights is even found in the historic core of Downtown on 4th Avenue and on closely adjacent area including portions of 3rd, 5th and 6th avenues. The range of building heights starting at two stories is consistent with the ranges recommended by the *Anchorage Downtown Comprehensive Plan*.	

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	stories, instead of the two stories stated in the September 2016 public hearing draft. *(Urban Design Commission)*	Many successful downtowns have building heights as low as two stories at the lower range. This does not take away from objectives to have and encourage taller buildings, especially in appropriate locations. Parts of Downtown include seismically or historically sensitive areas. The Character description of Downtown in the 2040 LUP, page 33, encourages the preservation of our City's historic character, and is supported further through the historic preservation goals of *Destination Downtown: Anchorage Downtown Comprehensive Plan*, and the *Original Neighborhoods Historic Preservation Plan*. A minimum height of four stories does not account for the existence of the historic areas of Downtown, and is inconsistent with adopted plan policies. **Recommendation:** No changes.	
2-l.	**GSD Width.** Comments suggested the reference to these extending out up to ½ mile from the stream or trail was too far and not feasible in the context of redevelopments. (*MOA-Traffic Engineering*)	**Response:** Staff agrees that the constraints associated with redevelopment lot patterns, ROW locations and necessary utility upgrades would limit the extent of GSDs. The original text focused on distances relative to walkability. Changing this distance reference to ¼ mile seems more realistic. **Recommendation:** Edit the last paragraph in the second column in the GSD section on page 45 to read: A typical GSD development pattern would extend for up to a quarter mile ~~half a mile~~ or a 5-to-15 minute walk from the creek corridor or trail greenway.	
2-?	**Mixed-use Walkable Centers Served by Transit. ACC cmt #8.**	**Response:** TBD. **Recommendation:** TBD.	
Part 3: Open Space and Public Lands			
3-a.	**Greenway Supported Development Overlay Covering UAA Development Lands.** Concerns that the Greenway-Supported Development – Facilities and Institutions that overlays the University/Medical Center lands is not consistent with the U-Med District Plan designations, unduly restricts land use, and would hinder growth and new developments in this area. (*UAA Facilities and Campus staff*).	**Response:** The intent of this overlay designation is tied to the regional nature of these large tracts of open space and the fact that there is a public expectation that some portion of these areas have regional importance and would be retained as important habitat, water resources, and for public access to existing trails. The base land use designation is the University or Medical Center land use, and the GSD language in the Public Hearing Draft acknowledged that these lands are imperative to the owner organization for growth and expansion. In fact, the intent of this designation is consistent with the UMED District Plan. However, staff acknowledges UAA concerns that regarding the visual depiction of this green overlay covering the entirety of its northern properties on the map. The way it is depicted concerns UAA that	**YES (11-14-16)**

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		members of the public will identify University lands as public use parklands, or that municipal development review may use the provision to require additional open space set asides, in spite of how clear the GSD language might become. The UMED District Plan land use plan map element addresses the natural areas issue within the language of its institutional land use designation and its design guidelines, rather than showing it on the map. Planning has revised its recommended language in response to UAA comments received on November 14. (LUP map references: CI-6 Parks and Open Space; CI-7 Natural Assets) **Recommendations:** Make the following changes in the 2040 LUP for the northern university lands: 1. Remove the Greenway-Supported Development overlay pattern from the UAA / UMED District properties. 2. Delete all references to the UMED District from the *GSD-Facilities and Institutions* section of the 2040 LUP (pages 46-47). 3. Following the format of the Airport, Port, or Railroad Facility designation, add a new subheading in the University or Medical Center section (page 39) after the first paragraph: <u>UMED District</u> *continued…* 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 institutional master plans and the UMED District Plan to address the careful meshing of natural areas with future facility and institutional developments.</u>	

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		5. Modify the top bullet on the right hand column on page 39 as follows: 1. Perimeter natural open space buffers, important wetlands and drainages, and habitat connectivity are preserved, and access to open spaces should be identified in institutional master plans and implemented consistent with such plans and the UMED District Plan.	
3-b. 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. (*Turnagain Community Council, others.)*	**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. The "Airport Expansion Alternative" in the Public Hearing Draft is only an overlay depicting a potential future alternative land use designation based on the WADP, which addresses what would happen in a possible Airport expansion. The Airport's latest master plan documents a potential need for a new N-S runway within the 2040 LUP planning time horizon (ie., before the year 2040). Because of this potential future land use change, the 2040 map reflects a potential future alternative designation, the Airport Expansion Alternative. The text description in the 2040 LUP highlights the intent of this feature as it would apply at the Airport. The key issue is that the Airport must address the need and plan for a new N-S runway complex and support projects, which takes 10-15 years of advance planning. If the new runway becomes necessary, the Airport will require use of certain MOA land, including part of Pt. Woronzof Park. The Airport can use eminent domain to take MOA land to build a new runway. It would need to begin a process to acquire the land many years in advance of a runway. Since the 2040 LUP is a 25 year horizon plan, it needs to address and account for this potential future land use. The 2040 LUP identifies the potentialities for future Airport needs juxtaposed with MOA lands and Airport land used by the public for parks and recreation including the Coastal Trail. The WADP outlined all the issues and complexities of this condition and provided an analysis and recommendations for resolution. The Department recognizes the public concerns with showing dedicated park as possible future Airport land. The Department recognizes the longstanding public concerns with showing dedicated park as possible future Airport land. The Turnagain CC and some members of the public have long been opposed to a land trade that might include Pt. Woronzof or land areas that include the Coastal Trail. The 2040 LUP does not	**Discussed and Tabled** **(11-7-16; 12-12-16)** Planning staff will provide the recommendations and language to TSAIA and TCC for feedback. Commission will review the issue and may need the benefit of a worksession before deliberating. **YES,** with additional language added in highlights and double underlines to 3-b supplement below. **(1-20-17)** Commissioners found the language on 1-20-17 to be improved from previous versions.

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		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. Planning staff and Turnagain Community Council representatives met to discuss this and the other main TCC comments on November 30, 2016. This follow-up consultation and additional issue-response regarding neighborhood concerns had been recommended by PZC Commissioner Bailey on November 7. Planning provided PZC with revised recommendations on December 12 that reflected the outcomes of the TCC consultation meeting. PZC referred staff to request more feedback from TSAIA and TCC. TSAIA provided its written feedback about the December 12 language. The revised recommendations below reflect staff's consideration of TSAIA comments in context of the Nov 30 TCC consultation. TCC comments are expected during the week of January 16, prior to the PZC meeting of January 20. . (LUP map references: CI-6 Parks and Open Space; CI-7 Natural Assets; CC-5 Land Ownership) **Recommendation:** In an effort to better represent the future potential land uses at the perimeter of the Airport and the Airport Master Plan, there are several amendment recommendations for this issue. These include map changes and text amendments. The revised issue-response item 3 map shown on the page after next depicts the map changes. 1. Change the Land Use Plan Map by eliminating the southern portion of the diagonal lines, which depict the Airport Expansion, in the southwest corner of the Airport-MOA land interface. This includes the HLB Clitheroe Center and former composting facility property and lands south of there. There is likely no foreseeable Airport growth planned for the MOA land here. Retain the diagonal lines for this overlay in the northwest section of the Airport boundary. The area of change is depicted on issue-response item map 3 below.	Commissioner Bailey added a sentence (shown with double underline and highlighted grey) to clarify plan supports balance airport and community objectives and highlights open space as important goal. Staff received TCC follow up comments during the 1-20-17 meeting. TCC supported the changes in general, but requested changes in a few places. Commission to address those discrete items as a follow up addendum.

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		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 Potential Airport Growth Alternative or Potential Future Airport Growth. 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 Potential Open Space Alternative 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.	
3-b. supplement	**The following language in tracked changes carries out recommendations #2 and #3 from issue item 3-b.** From 3-b. Recommendation #2: Amend the "Airport Expansion Alternative" subsection, beginning in third column of page 40, as follows: **Potential Airport Growth Alternative ~~Airport Expansion Alternative~~** *{Paragraph #1}* Areas with dark green-blue line pattern depict an alternative land use designation over the base land use color of some municipal parcels west of Ted Stevens Anchorage International Airport (TSAIA). This alternative pattern applies to municipal parcels that could ~~which would potentially~~ be involved in a ~~conceptual,~~ long-term resolution of a future need for an additional North-South (N-S) runway ~~Airport area land use conflicts~~, as described in the *West Anchorage District Plan (WADP)*. A need for a new N-S runway may arise in the 2040 LUP		

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

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

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	{Paragraph #4} The *Anchorage 2020* conceptual natural open space map[1] designated portions of these areas for future open space planning actions. ~~It is the intent of~~ This plan ~~to~~ promotes strategies that balance conservation with the owner facility's ~~institution's~~ requisite objectives or requirements to grow. *{Paragraph #5}* The majority of these Open Space Alternative lands are ~~Much of the GSD comprises certain~~ tracts in Ted Stevens Anchorage International Airport (TSAIA). They ~~It~~ also consist~~s~~ of tracts in Merrill Field Airport, Port of Anchorage, and greenbelts in the Alaska Railroad Ship Creek Terminal Reserve. Federal regulations apply to these transportation lands. ~~Many of these areas are important wildlife habitats, development buffers, trail greenbelts, and other public assets.~~ ~~GSD overlay also characterizes the interconnected undeveloped lands in the northern UMED District. These development reserves contribute to ecological, scenic, wildlife, and recreational values for the Chester Creek watershed and for residents, employees, and students who use these lands. These reserves are addressed for long-term growth in the UMED District Plan and individual master plans of the institutions.~~ *(NOTE: this paragraph and all other references to the UMED District were already recommended to be deleted by issue 3-a.)* *{Paragraph #6}* The land owners of these facilities ~~and institutions~~ have allowed public recreational use on many ~~GSD~~ parcels, by formal agreement, land patents, subdivision, easement or permit. In many areas these formal mechanisms have expired although recreational access continues to be allowed. In all cases the primary land use remains focused on the owner facility's ~~institution's~~ needs and jurisdiction. Public access is subject to the owner facility's discretion and is not considered a by-right or permanent use. Open space recreational uses must be compatible with the owner facility operations and federal regulatory conditions. *{Paragraph #7}* In many cases, lands within this overlay are considered important public use areas. There is public sentiment that they remain the way they are currently used. Conflicts exist between that sentiment and the jurisdictional requirements of the managing agency. *{Paragraph #8}* Specific tracts of the Ted Stevens Anchorage International Airport are opportunity parcels where some mechanism could be employed to resolve land use needs or changes and ownership conflicts ~~for a possible land exchange or other mechanism that would resolve land use and ownership conflicts~~. These conflicts are further outlined in *Anchorage 2020* and the *West Anchorage District Plan*. Some of the long term conflict resolution possibilities require public participation and ballot measures. *{Paragraph #9}* Within Open Space Alternative overlay ~~GSD~~ areas, the boundaries between open space and public facility expansion will be established through area planning. Alternative means of preserving lands may include land exchanges, wetland banking, purchase, or easements. *{Paragraph #10}* Future growth within these ~~GSD~~ areas will include careful assessment of the value of open space components relative to further developments. Open spaces may be reduced or re-shaped to accommodate program needs and facilities; however, losses should be minimized to those necessary to provide for development~~, and to be mitigated~~. Design elements for		

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

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

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	~~configuration will~~ eventually trigger the need ~~lead to demand~~ for a second N-S runway." 4. Provide a consistent estimate for runway planning lead-time. The revised section refers to 12-15 years and then to 10-20 years. 5. Correct a grammatical error in fifth paragraph, line 3, per TCC comment letter. 6. Change the last sentence in the sixth paragraph to specifically address undedication of Point Woronzof Park, as follows: "Also, a~~ny~~ change in ownership of ~~use in~~ Point Woronzof Park, a municipally owned and dedicated park, would first require a majority vote of Anchorage residents to undedicated this parkland." 7. Delete the end of the last sentence in the last paragraph of the Airport Growth section: "~~…Coastal Trail realignments, and replacemtne of Pt. Woronzof acreage.~~" The language implies it would be viable to realign the trail and replace the park with anything remotely comparable to these amenities in the current natural condition. The plan should not imply it is a feasible possibility or acceptable alternative. TCC also recommends the following changes to the revised "Potential Open Space Alternative" text in issue 3-b. supplement: 8. Retain the last full sentence in the first paragraph. All these potential open space parcels provide high value to the community, as established in Anchorage 2020. 9. Amend the third paragraph to, "This pattern overlay on public facility lands reflects natural open space and/or recreational use currently enjoyed by the public. The intent of the overlay would be for these benefits to be preserved under any change in ownership.~~ or possibly recreation as an alternative use~~	Forecasts are used to predict operational demands, congestion, and delays. ~~have predicted that~~ Air transportation market factors ~~and TSAIA's physical configuration~~ have been projected to~~,~~ ~~will~~ eventually trigger the need ~~lead to demand~~ for a second N-S runway. 4. The 10-20 years was a generalization of the 12-15 years. Recommend avoiding the appearance of inconsistency by generalizing further, replacing "10-20" with the word "many". 5. TCC provides a helpful grammatical correction which staff will include in the technical edits. 6. No objections to the clarification of the sentence as shown at left. 7. Staff has no objection to deleting the very last part of the sentence regarding replacement of park acreage. However, it seems in the public interest for the Comprehensive Plan to state that, in the event of an airport expansion, that the Coastal Trail at least be relocated and retained. It is also consistent with the WADP land use plan map which states that the airport expansions "could only occur if they can be shown to effectively and fully accommodate AWWU facilities and Coastal Trail realignment requirements." Recommended revision of 3-b language: Any airport expansion must preserve AWWU water treatment facility operations and future expansion needs, any ~~and~~ Coastal Trail realignment requirements, as well as maximum retention of the Coastal Trail. ~~, Coastal Trail realignments, and replacement or restoration of Pt. Woronzof Park acreage.~~ 8. No objection to retaining the full last sentence with the following revision of 3-b language: Areas with a green-blue hatch pattern over airport, port, and railroad lands depict an alternative land use designation over the base land use color of the transportation facility. This alternative pattern applies to primarily undeveloped parcels of TSAIA, Merrill Field, Port of Anchorage, and the Alaska Railroad where there is a public interest in retaining existing open spaces. These areas include important wildlife habitat, natural areas, vegetative buffers, greenbelt and trail connections, scenic values, or other recreation uses.	

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	~~should some of these areas be preserved or placed in public ownership.~~" These lands are currently under public ownership already. 10. Add the word "may" to the seventh paragraph, third sentence: "Conflicts may exist between that sentiment and the jurisdictional requirements of the managing agency." Under FAA's grant assurances, Airport land may be used for public/recreational purposes until there is a need for aeronautical use. 11. Delete the eighth paragraph, which begins, "Specific tracts of the Ted Stevens Anchorage International Airport…" There is no reason to elaborate/repeat this language. It is already expressed in other places in both the Potential Airport Growth Alternative and Potential Open Space Alternative sections. 12. TCC supports the "Potential Open Space Alternative" overlay on Turnagain Bog Wetlands but opposes the delineation of the overlay area limited to 300 feet from the Turnagain neighborhood boundary. The LUPM Potential Open space Alternative overlay should include, at a minimum, the area identified in AO 2001-151(S-2), Illustration 2 – "Lands Not Permitted". 300 feet is arbitrary and does not reflect a real evaluation of the effectiveness of this wetland buffer against high-impact airport development and operations, or the high values of the remaining Turnagain Bog wetlands beyond the 300 feet. It is ranked as the highest value wetlands in the Bowl, mostly ranked Class A. The wetlands beyond the 300 feet provide an essential buffer between homes and the Lake Hood airport operations. 13.	9. No objection to clarifying the airport is already a public facility, however paragraph #1 before this sentence already establishes these lands are existing natural open space/recreational use areas. The intent is also expressed elsewhere. The purpose of the sentence is to state simply what the Potential Open Space overlay designation technically means and what it depicts as to future use. TSAIA supports the wording as it was developed. Recommended adjustment of 3-b language: This pattern overlay on public facility lands reflects natural open space or possibly recreation as an alternative use should some of these areas be preserved or change ~~placed in public~~ ownership. 10. The suggested word "may" is too noncommittal or doubtful relative to staff's belief that conflicts actually do exist or are anticipated in the future. There are conflicts, so simply say that conflicts exist. Do not add "may" or any other modifier. ~~Recommend the word "can", as it suggests existing and future possibilities while responding to the commenters concern.~~ 11. No objection to deleting the sentence. 12. Issue 3-d. and 3-d. addendum below addressed the Turnagain Bog buffer boundary issue. The change recommended by TCC is not included in the West Anchorage District Plan, and is not supported by TSAIA or the FAA. Issue 3-d addendum provided additional language for the Plan. **Recommendations:** Amend the recommended language in Issue 3-b Supplement, as directed in the response 1-12 above. No other changes.	

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3-b. addendum #2	**Airport Expansion Alternative – Follow-up Comment by Parks and Recreation Commission.** The Parks and Recreation Commission deliberated on the *2040 LUP* at its February Commission meeting. The PRC supported the 2040 LUP in general. It recommended removal of the airport expansion area overlay from Point Woronzof Park**.** This Park is dedicated parkland and should be retained as natural open space. It should not be included in any land exehange for potential airport expansion. The Commissioners' discussion indicated that the Airport Master Plan's forecasts did not provide enough evidence of a need for a second runway. (*Parks and Recreation Commission*)	**Response:** As noted in the 2040 LUP text under the Airport section, and in Issue-Response 3-b, Ted Stevens Anchorage International Airport's recent 2035 Airport Master Plan describes the potential need for a future N-S runway, which could impact municipal parkland. Here is an excerpt from the Airport Master Plan: Currently there is no need for an additional runway and there may not be a need for many years to come. However, the existing three-runway airfield is unable to accommodate forecast demand levels. The Airport must identify feasible alternatives to accommodate forecast demand during the Master Plan Update. Adding a runway would enable the Airport to accommodate forecast demand levels safely and efficiently. The primary purpose of the Master Plan Update is to *plan* for future development of the Airport. Planning for future needs enables the Airport to identify and preserve lands that may be needed for future development. The Master Plan Update alternatives identify two feasible locations for an additional runway to be constructed if and when it is needed. Some comments during the PRC meeting questioned the viability or use of the Airport's growth forecasts, which projected a probable need for a new runway in the next 35+ years. The Airport forecast accounts for projected commercial, cargo, and passenger demand, the Airport's capabilities, and broader conditions in air transportation markets and aircraft technologies, and other relevant factors. It is a long-term forecast and it is not dependent on year-to-year short-term variations in traffic levels. It is similar to long-range population and employment forecasts used by land use, transportation, and other public facility planning disciplines. Projections are not predictions because no one can accurately predict the future. Rather they are the most likely scenarios for which a jurisdiction should prepare in advance. The Airport forecasts are the FAA norm for capital improvements and planning. The Airport's projection finds that the existing three-runway airfield is unable to accommodate forecast demand levels. It is not certain when the traffic will reach those demand levels. The Airport faces risks in not preparing to meet forecast demands. As discussed in main issue 3-b. above, the federal and state government entities can initiate a process to acquire lands for expansion, including local parks for airport expansion needs. The *West Anchorage District Plan (WADP)* addresses this issue in its Land Use Map in detail under the Airport section. *Anchorage 2020* directed the *WADP* to address longstanding Airport perimeter land issues. Because a future new runway would take 12-15 years of prior land assembly, design and engineering, public process, and FAA related interfacing, it remains important to show that some portion of Pt. Woronzof Park is likely to be involved in this expansion many years before the runway is needed to be operational. Part of the future runway planning would necessarily include a public vote to change dedicated parkland to another use prior to locating the facility. Staff believes it is necessary to highlight this potentiality in the 2040 timeframe of this plan even though the Airport does not currently envision a need for a new N-S runway	

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

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	overlay pattern in NE corner of the International Airport. No development should take place in these high-value wetlands next to the Turnagain residential area. (*Turnagain Community Council)*	area is Anchorage Assembly Ordinance (AO) 2000-151 (S-2). That ordinance includes the requirement for the Airport and Municipality to prepare a master plan to identify development areas and a Scenic Easement at the neighborhood interface, to be at least 55 acres and include a buffer zone of at least 300' wide. The WADP addressed this issue with hashed lines on its land use map for the Scenic Easement. Since the Airport's 10-year Corps permit was rescinded and the Klatt Bog portion of conditions in AO 2000-151 (S-2) completed, the Airport believes this ordinance no longer applies. The Municipality continues to abide by the terms of this ordinance, which are reflected in the WADP and 2040 LUP. The ordinance provides future terms that include a process to identify additional buffer areas in this part of Turnagain Bog. The ordinance provides future terms including a process to identify additional buffer areas in Turnagain Bog. The WADP and this Plan reflect the terms of that ordinance. It is acknowledged that a larger protected Scenic Easement may come from a future joint Airport-MOA planning process, but the Plan does not show additional area in deference to the FAA's restrictions on showing Airport land as buffer. Planning staff and TCC land use committee discussed the Turnagain Bog at their November 30 consultation meeting, as requested by PZC. (LUP map references: CI-6 Parks and Open Space; CI-7 Natural Assets; CC-5 Land Ownership) **Recommendations:** No change to land use designation boundaries in the west side of the Airport. Add language referencing AO 2000-151 in the description of the Airport land use designation.	**(11-14-16)** **YES** **(12-12-16)**
3-d. addendum	**Turnagain Bog – Addendum**. This addendum provides the specific language proposed to carry out the recommendation in 3-d above.	**Response:** The language below is the proposed language to reference AO 2000-151. It is recommended to be located in the Airport land use description because it refers to areas primarily on airport lands that are not included in the open lands green overlay. **Recommendations:** Add the following language referencing AO 2000-151 as the last paragraph at the bottom of the first column of page 40, in the description of the Airport land use designation. (NOTE: the first sentence in the new paragraph is recommended by issue-response item 4-c, which was agreed to by PZC on 12-05-16.) Planning and development of these facilities should account for resiliency to natural hazards including the need to remain operational following seismic events. In Airport lands under this overlay, wetland permits, land use regulations, FAA regulations and grant assurances, and other requirements would frame land uses and future development configurations. With TSAIA's location relative to nearby neighborhoods, for instance in Turnagain Bog, and trail or park facilities, future Airport growth generates considerable concern about impacts to these areas. Growth plans must address these neighborhood and park impacts. Assembly	**Discussed and Tabled** **(11-14-16)** **YES** **(12-12-16)** Commission requested staff to add a sentence as described at the end of the recommendation.

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		Ordinance 2000-151 (S-2) was adopted specifically to address Airport expansions and buffering in that section of that facility. Also include an additional sentence summarizing 2000-151 (S-2), so that the 2040 LUP is understandable as a stand alone document, without the reader having to research what 2000-151 does. (Ordinance 2000-151 (S-2) basically calls for any development in the Turnagain Bog area to be the result of a joint master plan between the Municipality and the Airport.) Staff Note on 1-14-17: Per the approved recommendation above, staff has prepared the following additional sentence: That ordinance directs joint Airport-Municipality master planning in a large section of Turnagain Bog prior to future development along with a scenic easement between Airport land and the adjacent neighborhoods.	
3-e.	**Anchorage Coastal Wildlife Refuge (ACWR).** Request for more accurate identification of ACWR and its boundaries on the map, including near Point Woronzof at the northern boundary of the refuge, and on municipal and private inholdings within the ACWR. Request the 2040 LUP revise existing Actions and add new Actions to address open space inside the ACWR boundary and access to that open space. (*Turnagain Community Council, Rabbit Creek Community Council, others.*)	**Response:** Planning staff has re-checked the ACWR boundaries and parcel ownerships within those boundaries. The 2040 LUP public hearing draft includes revisions to the Land Use Plan Area Boundary description on page 50, which clarifies that municipal and private inholdings in the ACWR are considered within the Bowl land use planning area. Only State-owned lands and coastlands in the ACWR are shown outside the Anchorage Bowl land use planning area boundary. Therefore the 2040 LUP planning area boundary is deliberately not contiguous with the ACWR boundary in all places. Municipal lands and tidelands within the ACWR are designated as Park or Natural Area on the LUP. No lands north of Kincaid Park appear to be within the ACWR boundaries, except for tidelands. The Land Use Plan Area Boundary north of Kincaid appears contiguous with the ACWR boundaries depicted on the 10/10/2014 Alaska Department of Fish & Game Figure 1 of 5 of the ACWR. While Planning staff acknowledges that the three parcels highlighted in the comments from Rabbit Creek Community Council are potentially important wildlife areas, these are private lots and represent certain 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.	**YES** **(11-14-16)**

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

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3-g.	**Earthquake-induced Seismic Ground Failure Hazard.** Request various wording changes to strengthen language regarding seismically unstable ground particularly in the Downtown area. Recognize value of open space, and risks to transportation facilities from seismic hazards. *(Geotechnical Advisory Commission Resolution 2016-01)*	**Earthquake-induced Seismic Ground Failure Hazard.** The GAC adopted Resolution 2016-01 on November 22, 2016 with a number of recommended text and land use map designation changes that more clearly reflect the intent of the LUP. The GAC finds that the Anchorage 2040 LUP appropriately addresses natural hazards in the Anchorage Bowl subject to additional clarification. The Department acknowledges that language in the 2040 LUP regarding seismically unstable lands and criticality of major transportation facilities in the event of a major natural hazardous event should be clarified and include various wording changes. (LUP map references: CC-6 Hazards Mitigation) (Attachment: GAC Resolution 2016-01 emailed separately to PZC on December 2) **Recommendations:** 1. In LUP Policy 1.6 on page 11 replace "minimize" with "reduce risk". 2. In the description of the City Center land use designation found at page 33, first column, last paragraph, clarify the third sentence and replace with below: There are areas of seismically unstable ground within the Downtown Anchorage area. These areas could experience significant ground displacements that would cause failure or collapse of structures built in these zones. Critical and high-density structures should not be placed in these very high-hazard areas (ie., ground failure hazard zone #5). Furthermore, development within the Downtown District should be designed to resist the anticipated ground displacement and not reduce site and surrounding ground stability. Examples of critical or high-density uses include public safety facilities, medical facilities, schools, or high-rise residential and office buildings with high occupancies. 3. Clarify the inset map on Page 33 by improving the visual contrast between the pattern overlay depicting "Very High Seismically Induced Ground Failure Hazard" and the base land use color behind it, and by adding "(Zone #5)" in parentheses to the end of the first legend term. 4. Add new bullet under Zoning on Page 34: 14. 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.	**YES, with changes highlighted in yellow** **(12-05-16)**

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

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

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	undedicated parks will be dedicated (RCCC, Nancy Pease, others.??-per Commissioner Bailey on 11-14)	**Recommendations:** No Changes.	
3-m.	**Municipal Wetlands Bank.** Objections to Action Item 8-2, to create a Municipal wetlands bank. HLB can protect wetlands without this, and should avoid entering the wetlands mitigation bank business. The effort to collect funding for protected municipal land simply diverts funding that could protect private wetlands and yield public benefits. HLB has the ability to protect municipal wetlands through conservation easements or dedication of parklands. *(Huffman-O'Malley Community Council, Rabbit Creek Community Council, Nancy Pease)*	**Response:** The Municipality has pursued a mitigation bank thru the Corps of Engineers' program for the past 5+ years. The HLB has numerous holdings with wetlands and streams that could provide credits to offset future wetland developments in the Municipal area. If the MOA were to simply preserve these areas, there would still be associated costs. Obtaining wetland credits as required on Corps permits has become difficult and costly to private developments as well as public road and utility projects. The HLB mitigation bank is a logical and beneficial program that would generate funds the MOA could use to preserve its holdings and acquire threatened wetland areas that might otherwise not be preserved. Preserving wetlands to generate credits requires a conservation easement and land management, which is costly. The MOA needs funds to preserve lands via conservation easements and to buy future parcels. There is a concern that the MOA could compete with other banks, however more banks means more potential for preserving important areas. **Recommendations:** No changes.	**YES (11-14-16)**
3-n.	**Space for Food Production.** Agricultural land Uses for commercial food production should be factored into the future land uses planned in the Anchorage 2040 Land Use Plan. *(Patrick Solano Walkinshaw)*	**Response:** Title 21 provides for commercial agricultural land uses including community gardens, farmers' markets, animal husbandry, and horticulture (which includes raising vegetables and fruits) in a variety of zoning districts, as follows: * Community Gardens are permitted (allowed) in the R-2M, R3, R-4, and R4A residential zones, as well as in the B-1A, B-1B, B-3, and RO districts. * Commercial horticulture is a Conditional Use in the R-1, R-1A R-2A, R-2D, R-2M and PLI zoning districts. It is permitted (allowed) in the B-3, I-1, and I-2 districts. * Large domestic animal facilities are conditional uses in the B-3, I-2, PR, and PLI districts. They are permitted in the I-1 district. * Farmer's markets are permitted in the B1A, B1B, B-3, MC, I-1, I-2, and PLI districts. The issue of further addressing urban farms and food security is beyond the issues addressed in Anchorage 2020, and can be taken up under the future Comprehensive Plan Update, as part of Action 1-3 as a consideration under planning for food security, given Anchorage's dependence on barges and air cargo for most of its comestible and non-comestible needs. **Recommendations:** Amend page 10, third column, second paragraph, as follows:	**YES (11-14-16)**

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

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

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

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

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	implementation. The draft 2040 LUP does not reference relevant information or recommendations in the MTP in its Goal 6 discussion, policies, or action items. The MTP documents road system deficiencies and recommends roadway improvements in specific areas which are prerequisite to safely accommodating more growth in these areas. The 2040 LUP needs to recognize that the emphasis on accessibility relative to mobility is different depending on the type of street. Accessibility cannot be raised as the broader goal for all streets, unless the 2040 LUP clarifies that Mobility is included in the definition of Accessibility. The Metropolitan Transportation Plan (MTP) calls for access management and control on principal NHS arterials such as Tudor Road, Muldoon Road, and the Seward to Glenn Highway connection. Mobility is the broader goal for the State and FHWA on the NHS Interstate and Intermodal corridors – connecting other cities and ports/airports. Toward this end, Goal 6, regarding aligning land use and transportation systems, should recognize that the emphasis on accessibility relative to mobility changes based on the street classification. Anchorage 2020 goals address Mobility as well as Access. The "Mobility and Access" goal statement in the "Anchorage 2020—Anchorage Bowl Comprehensive Plan Guidance" subsection is missing a statement that addresses the need for principal NHS routes to have a mobility priority with reduced accessibility and crossings. Accessibility and crossings on these highest principal routes need to be maximized on alternative routes.	The "Mobility and Access" goal on page 2 of the 2040 LUP refers to two "Land Use & Transportation" Goals from *Anchorage 2020*, including "Mobility and Access" and "Transportation Choices" (Anchorage 2020, pp. 37-38). Since the 2040 LUP is a targeted amendment to Anchorage 2020 which supports and builds on the Anchorage 2020 content, page 2 of the 2040 LUP refers back to those existing goals. The content on page 2 is very general and should avoid adding qualifying statements that are too specific or that would change the adopted Anchorage 2020 goals. Decisions regarding land use and allocation of future growth should certainly take into account adequate transportation infrastructure. We should only recommend growing where we anticipate there will be an adequate multi-modal transportation system that can promote and accommodate that growth. In some areas of the Bowl, the 2040 LUP recommends future growth understanding that infrastructure will need to be upgraded. Being a long-term, comprehensive land use plan directing future city growth, the 2040 LUP understands that growth and development will occur only gradually, or in fits and starts, over a long period, not everywhere at once but phased and sequential. Implementation of the plan will include improvements to the transportation network, and changes in how people use it to access where they want to go. For example, trends are such that, on average, more people will walk, bicycle, ride transit, or commute shorter distances. Trail, sidewalk, and transit connections will continue to improve. Focused growth in mixed-use land use patterns as recommended in the 2040 LUP will allow that to happen. Fundamentally, traffic is an important factor, but the fundamental relationship is: <u>transportation serves land use</u>. The city plan establishes a vision and goals for how and where the city is to grow. Anchorage's particular vision and goal is: growth through infill and redevelopment, much of it focused in mixed-use centers and corridors, and much dispersed near town centers and neighborhood centers to provide fair housing and job opportunities around the Bowl. While the 2040 LUP should provide policies for systematically addressing transportation network shortcomings, it is not realistic to expect a 25-year plan to conduct site specific TIA's based on today's road network and travel behavior in every site location the LUP recommends increasing housing opportunities. Even after adoption, the 2040 LUP will still evolve. Monitoring and updates will provide regular opportunities to refine the plan and resolve problems. The upcoming 2040 MTP by AMATS will	

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	Suggest adding language which states, "…and with a priority on maintaining the principal function of each roadway according to its classification." *(DOT&PF; AMATS; TE #8; PZC Commissioner Jon Spring)*	identify missing links and locations where we can make better connections, and inform regular updates and improvements to the 2040 LUP. **Recommendations:** 1. Under Goal 1, page 11, clarify the second sentence of Policy 1.5 as follows: Account for existing infrastructure and transportation system capacity and planned ~~future~~ facility investments when determining areas of growth ~~where to grow~~. 2. Under Goal 5 policies, page 14, insert a new LUP 5.1 as follows. Renumber subsequent policies and references to these policies from other parts of the plan. Include references to new policy LUP 5.1 from Goals 2, 3, 4, 6, 8, and 9 as being "integral to" to these Goals. **LUP 5.1.** Implement recommended land use patterns and facilitate growth in the context of existing infrastructure capacity and planned improvements, for utilities, streets, trails, public transit, parks, and schools. 3. Add the following language to the end of the second paragraph in column 3 under Goal 6 on page 14, and to the beginning of the second full paragraph on page 15: *[second paragraph of Goal 6 discussion on page 14:]* Accessibility includes mobility and also considers the total distance that must be traveled and the number of destinations within a certain distance. *[second full paragraph on page 15:]* The concept of accessibility allows that some principal roadways within the city's land use-transportation system will emphasize mobility more than others. To protect the function of principal national highway system routes, the *2040 LUP* recognizes that additional street connections ~~tie~~ directly affect ~~to~~ the ability to grow in at least some of the commercial centers and corridors. Anchorage's *Metropolitan Transportation Plan (MTP)* identifies arterial and collector street network deficiencies and needed improvements. Implementation of the MTP ties directly to implementation of the 2040 LUP. Also, new local and	

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		collector street connections and pathways between businesses and adjacent neighborhoods are needed to ~~will~~ allow the street network to safely support mixed-use densities. 4. Under Goal 6 policies, page 15, insert a new LUP 6.1 and renumber subsequent policies and references to those policies: **LUP 6.1.** Provide sufficient transportation infrastructure to promote and accommodate the growth this Plan anticipates in Centers, Corridors, other employment areas, and neighborhoods. **LUP 6.2.** Provide new or upgraded pedestrian and local/collector street connections in Centers and Commercial Corridors, to improve access to and from surrounding neighborhoods. 5. Add *Anchorage 2020* Policies 32 (congestion management techniques) and 37 (multi-user road design) to the list of "Related Anchorage 2020 Policies" in the middle column of page 15. 6. In Table 4, Actions Checklist, amend Action 1-2 and insert a new Action 1-3 on page 60, as follows (and renumber subsequent Actions): *Action 1-2:* Identify key indicators of progress on issues addressed by the 2040 LUP, monitor progress, and report on ~~those~~ the progress and indicators on a regular basis. Integrate progress monitoring of other Comprehensive Plan elements that impact land use and growth, including functional plans (e.g., 2040 MTP, Bike Plan) and area-specific plans. *Action 1-3:* Use Actions 1-1 and 1-2 to inform regular updates and improvements to this Plan including its implementation Actions. (*Responsible Agency:* Planning, AMATS*. *Timeframe:* 1-3/Ongoing)	
4-a. addendum	**Follow up on issue 4-a. above… (add TE #8 too)** **DOT&PF main cmts 11 and 13**	**Response:** **Recommendations:** 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	**Discussed and Tabled (12-05-16)**

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	ACC cmt 9 and cmt 10 and cmt 11	the need for area 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. Also add the additional sentence to Action 5-3 in our Actions Status Table. Also revise 6-1 after Discussion with AMATS.	Commissioners reviewed partially developed language and requested further development with specific language before approving.
4-b. revised	**Funding for Higher Levels of Maintenance and Operations for Complete Streets.** ADOT could require MOA assistance in funding and carrying out higher levels of maintenance and operations for local access. ADOT is primarily responsible to prioritize M&O that supports statewide traffic mobility, and local accessibility only secondarily. ADOT will have to consider which costs are the responsibility of MOA for local accessibility impacts to infrastructure that reduces statewide mobility, such as increasing the number of traffic signals or added/enhanced multi-modal facilities. How does the 2040 LUP balance needed maintenance and operations with growth when maintenance and operations budgets are decreasing at all levels of government? *(ADOT&PF)*	**Response:** The 2040 LUP discussion for Goal 6 addresses the need to account for increased costs for maintenance and operations on page 15. Not all of the changes and growth in the 2040 LUP will take place simultaneously. The 2040 LUP envisions a strategic, phased approach to public investment in future growth. It identifies specific areas and corridors for nearer term growth and investment, such as in the top three RFAs near Downtown and Midtown, and in the prioritization of future Transit Supportive Development Corridors. This information is shown on the Actions Map on page 67. The plan intends to prioritize areas that have the latent infrastructure capacity and have relatively lower costs of resolving deficiencies. Growing through infill and redevelopment in urbanized areas will require investment in more sidewalks, street connections, transit, and M&O. Infill and redevelopment have been shown to use transportation and utilities infrastructure more efficiently than traditional, suburban-oriented mobility focused land use and transportation systems. Compact development patterns, which depend on enhanced multi-modal facilities, maximize existing infrastructure. This improves tax bases and tax competitiveness with other economic regions. Compact development infrastructure has been found to be up to 47 percent less expensive than infrastructure to service conventional development patterns. Officials at the city of Calgary, Alberta, estimate that compact development patterns would save $11 billion over the next 60 years on roads, transit, water, and other infrastructure. Compact development is becoming an important economic development factor because it is more attractive to young professionals and millennials that the region and state are trying to retain and attract to support the economy. Compact development patterns also reduce household transportation costs, and have higher property values. In a sense, it is the current mobility/suburban oriented development program that in the long run will not be affordable. **Recommendations:** (revised from 12-05-16) No changes.	**Discussed and Tabled** **(11-14-16)** Commissioner Spring on 11-14 requested this item be addressed ASAP with minimum change to the plan, as DOT O&M practices should not drive a city long-range land plan. **Discussed and Tabled** **(12-05-16)** PZC requested staff draft a general, aspirational action statement. **YES** **(1-20-17)** Staff presented and PZC approved revised version recommending no changes in the plan.

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4-c. Pages 38, 40	**Importance of Intermodal Transportation Facilities.** Request that the "anchor" transportation facilities (airports, port, and railroad) be noted as "intermodal" facilities to represent how they are key to the Statewide economy and not just local or regional. *(ADOT&PF)* Also highlight the importance of these facilities during a natural disaster such as a major earthquake. It is important that planning and development of these facilities take into account the seismic hazards. They need to survive seismic events and be operational to facilitate disaster response and allow for goods and services to continue flowing into the state. *(Geotechnical Advisory Commission)* Relocating Merrill Field Airport outside of the Bowl could potentially open up significant new lands for housing, streets, and parks. Redeveloping a significant portion of the Airport for housing would close the 2040 housing gap. Add a new Action to conduct a cost-benefit analysis of relocating Merrill Field Airport and reusing the land to meet Anchorage's housing needs. *(Fairview Community Council)* *Add freight hubs and distribution centers to the list of uses on page 40. (AMATS)*	**Response:** Planning Department has no objection to incorporating statements expressing the importance of these intermodal facilities to the statewide economy and their need to be resilient to natural disasters including earthquakes. In particular, the Port of Anchorage site is susceptible to seismically induced catastrophic ground failure. Relocating Merrill Field and reusing its land for housing is not a realistic option that would resolve Anchorage's land deficits or improve the distribution of land uses in the Municipality. The majority of the airport facility site sits on the former city landfill. The soil and site conditions cannot economically support housing or neighborhood infrastructure. Therefore, reusing Merrill Field would yield relatively few housing units, at great cost to Anchorage's economy, employment, and transportation system. The northern portion of Merrill Field (north of the east-west runway) sits on solid ground, but is occupied by substantial infrastructure and building investments for the airfield. Tearing these structures down and building new ones in undeveloped areas more isolated from the markets and supporting uses in the Bowl would not be consistent with principles of sustainability, economic efficiency, or maintaining jobs and employment sectors in the Bowl. Merrill Field remains one of the busiest general aviation airports in the world, and has a unique connection to Alaska Regional Hospital. It is also a source of employment and further secures Anchorage's position in the statewide economy and transportation network. **Recommendations:** On page 40, first column, amend the last sentence in the first paragraph of the Airport, Port, or Railroad Facility land use designation as follows. They ~~These facilities~~ are extensive in land area and their intermodal facilities anchor the local and statewide ~~essential to Anchorage's~~ economy and ~~the regional~~ transportation system ~~infrastructure~~. Secondly, on the same page at the bottom of the first column, add a new last sentence which reads: Planning and development of these facilities should account for resiliency to natural hazards including the need to remain operational following seismic events. Third, on the same page in the middle column second bullet under "Uses", add freight distribution to the list of example light industrial uses.	**Yes (12-05-16)**

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4-d. Page 49	**Depiction of Seward-to-Glenn Highway Connection and Other Potential Major Street Connection Projects.** Calling the Seward to Glenn Highway Connection and UMED Northern Access projects "illustrative" does not convey their importance to the LUP. Projects such as these and others in the MTP including Tudor Road and Minnesota Drive should instead be listed as critical components to enable the 2040 LUP. These projects allow the roadway to absorb more trips by any modes. *(ADOT&PF; AMATS)* 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. *(ADOT&PF; Mountain View Community Council)* The 2040 LUP soft-pedals the land use issues associated with the Seward-to-Glenn Highway Connection project. The MOA should take a take a more assertive leadership role in resolving the land use uncertainties associated with this project. 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	**Response:** TBD 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. 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. 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. Response to Fairview. See also recommendations from Issue-Response 10-b., which has been tentatively approved by PZC and recommends prioritizing and beginning work on Seward-to-Glenn Highway Connection project. **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	**Discussed and Tabled (11-14-16)** Staff response was not written on 11-14. Commissioner Spring on 11-14 believed that DOT misunderstood the word "illustrative" as used in the 2040 LUP.

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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; PM&E cmts by Lori Schanche "isn't KAC dead"?; TE last part of response to A.1. in questionnaire response letter)* *Add SJ Kline testimony cmt #2)* *Add Allen Kemplen's testimony cmts to this and other H2H area issues.*		
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; AMATS / Transportation Planning Div.)*	**Response:** Planning Department acknowledges the need for this correction and clarification. **Recommendations:** Page 51, end of first paragraph, amend last sentence to read, Other agencies, such as the Anchorage School District and the Alaska Department of Transportation and Public Facilities, have their own capital improvement planning processes, <u>which inform or coordinate with the CIP and TIP.</u>	**YES (11-14-16)**
4-f.	**Commuter Rail Stations**. Comments received for and against commuter rail corridors and stations. Critics argue that is premature to show commuter rail stations in the 2040 LUP. There are concerns expressed that it is not included in the latest interim update to the 2035 MTP, and that rail stations and rail lines are not ideally located with respect to the Downtown Core and Midtown employment areas. The Dimond Center Mall is too far spread out with low density employment. Comments state there is a need for feasibility analyses before designating commuter rail stations. There are also concerns that	**Response:** Commuter Rail Stations, described on page 30 of the draft plan, are a longer-term element within the 2040 LUP. Planning believes it is important for the city's long-term land use development plan to look beyond the near-term conditions, and support and carry forward the adopted policies and direction for commuter rail and transit oriented development (TOD) around stations in the long term. Moving toward a transit supportive land use pattern can improve the feasibility of commuter rail while also supporting mixed-use centers and alleviating land shortages for housing and employment. Commuter rail is already in the Comprehensive Plan, for example as a revitalization strategy of the Downtown Plan and Ship Creek Plan, which recommend ways to connect the railroad station to the Downtown Core. It is also in the Chugiak-Eagle River Comprehensive Plan's land use plan map, the Girdwood Plan, and the Turnagain Arm Comprehensive Plan. The Anchorage Bowl LUP only completes the picture.	**No Consensus (Split) (11-14-16)** Commissioner Spring would need to see feasibility studies including the stations shown. Spring and Robinson question feasibility and likelihood, and are concerned the stations

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	Comments in support for commuter rail stations and including some recommendations for expanding transit oriented development designations along the railroad corridor. Commuter rail advocates cite feasibility studies and plans and investments made. They request labelling the Alaska Railroad corridor as a commuter railway and/or adding it as a transit supportive development corridor Growth Supporting Feature of the 2040 LUP with the diagonal line pattern overlay. They recommend the establishment of Transit Oriented Development (TOD) within a 1/3 mile radius around the intermodal stations at Dimond Center and Downtown, and extending the transit supportive development corridor on 92nd Avenue north to include the Dimond Center, and west from there along Dimond Boulevard. *(Anchorage Citizens Coalition, Alaska Railroad, AMATS, Dimond Center Mall, Cynthia Wentworth, PZC Commissioner Jon Spring)*	The 2035 Metropolitan Transportation Plan (adopted May 2012) recognizes the prospect of future commuter rail service from Anchorage to the Mat-Su Valley, within the 2035 planning horizon. According to AMATS staff, the interim update to the 2035 MTP (adopted November 2015) did not replace the content of the main MTP but rather carries forward its recommendations. The MTP states that enhancements to regional public transportation service through commuter rail implementation could assist in addressing forecast capacity deficiencies in the Glenn Highway corridor. AMATS has expressed support for including commuter rail stations in the 2040 LUP in written comments and consultations. Retaining commuter rail in the land use plan can assist public agencies and private entities in seeking funding for intermodal station development. It also informs property owners, developers, and public agencies making decisions in these areas about the long-term intent of the Municipality for commuter rail. Commuter rail successfully implemented would link Anchorage's mixed-use centers to a metropolitan region ridership market extending to the MSB in a way that would leverage and complement local transit service. The general locations of four of the potential future commuter rail station areas are well-known and have already been subject to study, planning, and/or investment. These include the existing stations in Ship Creek/Downtown and the International Airport, and a planned station at Dimond Center, and one envisioned at Spenard Road. The Spenard Corridor Plan consultant and staff project team believe a Spenard station to be a major opportunity for a transit oriented development (TOD) area and connections to local transit service along Spenard Road and into Midtown. There may be additional potential stations. The 2040 LUP identifies an opportunity site at Huffman Road and Old Seward Highway, where a Greenway Supported Development corridor enters the Huffman Town Center connecting the Oceanview and Huffman-O'Malley neighborhoods. The description for Commuter Rail Stations on page 40 of the 2040 LUP identifies these stations as only "potential". The Alaska State Rail Plan (Draft 2016) also considers the concept of commuter rail service between Anchorage and the Matanuska-Susitna Borough, which has been studied multiple times, and the desire for 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	may distract from other plan objectives. Commissioner Strike cites that long-term aspirational elements are appropriate in long-term plan. Discussion tabled ending at a split.

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		commuter rail option moves forward. Furthermore, a commuter rail system would need to be integrated within an overall transportation system for the metropolitan area. **Recommendations:** Retain Commuter Rail Stations on the 2040 LUPM. Page 40, third column, amend the Commuter Rail Station passage as follows: This Land Use Designation also identifies potential passenger railway intermodal stations along the Alaska Railroad corridor ~~right-of-way~~. Regional commuter rail service between Anchorage and the Matanuska-Susitna Borough ~~stations~~ could interact with transit oriented land use development in designated ~~commercial~~ mixed-use Centers and Corridors, and connect to local public transit service. Some commuter station facilities already exist or are in planning states. The timeframe for implementation of commuter rail transit service is uncertain, and is considered a longer-term element in this plan. Prerequisites include feasibility analyses and identification of funding and operations sources. Placement on the Plan Map now helps support and inform investment decisions in these areas. Add the Transit Supportive Development diagonal line pattern overlay to the Dimond Center Regional Commercial Center in the area of its Commuter Rail Station. Page 40 or on page 44 in the Transit-Supportive Development section, add a sentence explaining the relationship between commuter rail stations and transit supportive development Growth Supporting Feature.	
4-f. addendum	**Include public transportation questionnaire response: "Develop regional strategy for commuter rail with connections to MSB".**		
4-g.	**New Transit Supportive Development Corridor on Northern Lights Boulevard.** The designation of Northern Lights Corridor as a transit supportive development corridor does not make sense. Housing density along this corridor is much lower than the 9-12 DUA needed to support high frequency public transit service. The addition of new pockets of transit supportive corridor near Boniface will not increase residential density to this level. *(PZC Commissioner Spring)*	**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	**YES, except PZC requests staff to reconsider the TSDC segment near Boniface. See addendum (next item)** **(11-14-16)**

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		including redevelopment opportunities. Development in these segments should take advantage of the planned 15-minute headways and leverage the public investment in transit on this corridor. Public Transit also requested this designation to emphasize the importance of this transit corridor to street engineers at the Municipality and DOT&PF. This new corridor does not supersede or delay implementation of the near term first and second priority transit corridors on Spenard Road, and DeBarr Road, as shown on the Actions Map on page 67. It coordinates well with the Arctic Boulevard corridor, which would be implemented at least partially at the same time because it geographically overlaps with Arctic. **Recommendations:** No changes.	
4-g. addendum	**New Transit Supportive Development Corridor on Northern Lights Boulevard - ADDENDUM.** PZC agreed with retaining the Northern Lights/Benson Transit Supported Development Corridor at its 11-14-16 deliberations. However, PZC requested staff to reconsider the segment of the E. Northern Lights TSDS near Boniface. Concern expressed was why have such a small isolated piece of transit supportive corridor out by Boniface. *(PZC Commissioner Spring)*	**Response:** Staff reviewed the future housing potential within ¼ to ½ mile of E. Northern Lights in the area of the public hearing draft 2040 LUP Transit Supportive Development Corridor segment near Boniface Parkway. Although much of the length of the E. Northern Lights Corridor east of UMED District to Muldoon has low existing housing densities and low future additional housing capacity, the segment near Boniface has existing R-2M and R-3 zoning, higher existing housing densities, and substantial future buildable housing capacity. Initial results from the 2040 LUP housing capacity analysis indicates a future additional housing capacity of 500 additional housing units. It also includes a commercially zoned neighborhood commercial center with redevelopment potential at Northern Lights and Boniface. The 2040 LUP should promote transit supportive development patterns as this area develops, to take advantage of this opportunity. The east – west bus public transit service along Northern Lights provides a critical link to other Transit routes and major employment destinations across the entire community. The route traverses most of the length of Northern Lights, and is recommended by the Public Transit Departrment to be prioritized with 15-minute headways between buses. **Recommendations:** No changes; retain Northern Lights TSDC near Boniface.	**YES** **(12-05-16)**
4-h.	**Removal of Transit Supportive Development Corridor on Jewel Lake Road.** Do not support the elimination of the transit supportive development corridor on Jewel Lake Road between Raspberry Road and Dimond Boulevard. This part of Jewel Lake has high density and also connects	**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	**Reinstate Jewel Lake Transit Supportive Development Corridor. Number it on Actions Map on p. 67 as having the lowest phasing**

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	to a town center at Jewel Lake and Dimond. *(PZC Commissioner Spring)*	the rest of the frequent transit network is high and those resources would have a higher return on investment if concentrated in areas with connected density. 2040 LUP planning factor maps LU-2, LU-5, and CC-2 in *2040 LUP Appendix A: Map Folio* indicate that this corridor has the lowest existing residential densities along the potential transit supportive development corridors. Map BL-3 shows there is now relatively little redevelopment opportunity along most of Jewel Lake Road. The forecast population/employment growth rates through 2040 suggest to Planning Department staff that it is unlikely this area would become a transit supportive development corridor within the 2040 planning horizon. NOTE: Map CC-2: Transit Supportive Locational Factors has been provided as a separate attachment in the November 10 packet materials delivered to PZC. This draft map does not yet take into account the future development capacity under the draft 2040 LUP, and so may understate future transit supportive characteristics in some areas. A final version that incorporates 2040 LUP capacity is being requested. **Recommendations:** Preferred option is no change. However, if PZC recommends to reinstate the Jewel Lake transit supportive development corridor on the 2040 LUP, it should be numbered on the Actions Map on page 67 as having the lowest phasing priority among the transit-supportive corridors.	**priority among the TSDCs.** **(11-14-16)** Commissioners on 11-14 stated that TSDC connections to Town Centers including in this case Jewel Lake Town Center was important. There is multifamily along Jewel Lake. TSDC is consistent with having the town center.
4-i.	**Airport Compatibility Overlay Zone.** Opposition to Action to create an Airport Compatibility Overlay Zone (*Turnagain Community Council, others.)*	**Response:** This action is based on a land use action from the WADP, and also addresses safety issues in urban areas near the JBER military runway. It is intended to implement the WADP by addressing land uses around the Airport perimeter to mitigate impacts of the Airport on neighborhoods and of public uses on Airport facilities. This action was identified as another means of addressing Airport impacts and of protecting the Airport's facility needs if zoning regulations are not used or adequate. The same concerns and situations exist around both Merrill Field and the JBER runways. The intent is to have a more consistent recognition and treatment of airport runway protection and clear zones, noise contours and guidelines and related airport features. **Recommendation:** Action 10-3 from the February draft plan was modified as follows for the public hearing draft to better reflect the intent: Develop airport interface compatibility zone for areas next to TSAIA, Merrill Field, and JBER, to address noise, runway protection zones, public safety, and airport special functions.	**YES** **(11-14-16)**

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4-##	**Parking, Driveway, and Traffic Impact Standards.** *(Urban Design Commission; Traffic Engineer #1; Huffman/O'Malley Community Council #2)* *Traffic Engineer cmt #4 and questionnaire response B.11.* *TE cmt A.4. and B.8 questionnaire responses.* *TE B.7 – is off-site impact reform an action item yet???* *Fairview CC cmt #11, 11a, 11b and after 11b.*	**Response:** TBD **Recommendations:** TBD Add a sentence to Goal #3. Consider the parking land diagram Carol suggested.	
4-##	**DOT cmt #12 – idea about credits for shared landscaping and walkway facilities**	**Response:** TBD **Recommendations:** TBD	
4-##	**Goal 3 - Ensure Consistency with AMATS Bike Plan, Ped Plan, MTP, and Congestion Management Process** *(Planning Department Transportation Planning Division)* *DOT&PF main cmt 2 – acct for MTP in the draft LUP. Also cmt #5 areas of growth.*	**Response:** TBD Minor Issue **Recommendations:** TBD Add a sentence to Goal #3.	
4-j.	**Need for a Shift toward <u>Multimodal</u> Transportation Investments rather than just emphasize Additional Roadway Capacity.** [TBD] Denser land use development in the Bowl must be accompanied by a concerted shift in the transportation system to pedestrian and transit users. The current emphasis on more vehicle lanes and highway interchanges does not support compact land use or benefit non-driving residents. 2040 LUP should include analysis of the percentage of land occupied by parking lots and roadways, and compare that ratio to other cities. Include ACC cmts 1a – 1c; 3, 5; 12	**Response:** TBD **Recommendations:** TBD	

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	(Anchorage Citizens Coalition, Fairview Community Council (cmts marked by staff as #11 &#12), South Addition Community Council additional cmt #9; Nancy Pease; Transportation Planning Division cmt #11)		
4-j. addendum	**SACC April 2016 Reso section re transportation**	**Response:** TBD **Recommendations:** TBD	
4_##	**Municipal Ownership of Select Arterials to Support Implementation of Complete Streets and TSDC Policies.** *(Fairview Community Council cmt 12 and including their lettered items d through g on page 50)*	**Response:** TBD **Recommendations:** TBD	
4_##	**EMS, Freight, Bicycles.** *(TE #6)*	**Response:** TBD **Recommendations:** TBD	
4-k.	**Anchorage 2020 Transportation Policy References.** 2040 LUP language summarizing Anchorage 2020 addressing transportation goals differs substantively from what Anchorage 2020… *(AMATS)* *ACC cmt #7.*	**TBD**	
4-l.	**Trail Connections within and between Neighborhoods, Community Institutions, and Commercial Centers.** Amend the plan to include walkway connectivity to schools and more requirements for the development of sidewalks. *(Urban Design Commission)* Linear trails and greenways are proving very effective in making desirable places. In Goal 6, add language to encourage ped/bike trail connections from existing green	**Response:** LUP Policy 6.1 highlights the need to provide and or upgrade missing links into centers and corridors. Primary tools will include the Municipality and AMATS capital improvement programs, where these improvements are programmed and funded. It focuses on centers so it does not necessarily address the overall comment raised by the public for more connectivity and accessibility in general, such as between and within neighborhoods. A more generalized policy would provide context for policy 6.1. The Greenway Supported Development concept introduced in the 2040 LUP is a new tool that looks at our urban streams as an urban feature for adjacent development. The stream setback/trail could provide new linkage, as well as be a link the area, that should be enhanced or day-lighted rather than channelized and/or undergrounded. See also the response in issue 3-f addendum.	

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	belts into neighborhoods not currently connected (such as Fairview and the Spenard/36th Area). *(Seth Anderson)* *Widespread comments from public meetings regarding the need for improve and upgraded pedestrian connections between land uses around neighborhoods. More comments from neighborhood meetings to be documented here.*	**Recommendations:** **TBD** Insert a new generalized policy 6.1 and renumber subsequent policies. **LUP 6.1.** Promote the development of an urban pattern of connected and accessible neighborhoods, corridors, and centers—where the network of streets, walkways, trails, and new developments (including infill and redevelopment) maximize connections and overcome barriers to accessibility between and within the city's neighborhoods and other districts. Amend the land use designation description for Community Facilities and Institutions on page 38, third column, by adding an additional bullet under "Character", that reads as follows: • Pedestrian connectivity is provided to schools and community institutions, and the infill design principles to enhance connections and pedestrian access apply (Section 2.1). •	
Part 5: Infill Housing in Neighborhoods – Housing Need and Neighborhood Compatibility			
5-a. (was 3-j.)	**HUD Fair Housing.** Concerns expressed about Fair Housing Act issues (*Claire Waddoup, Housing and Neighborhood Development commissioner, and Chris Constant, Fairview Business Association)* HAND-Encourage that the LUP ensure that all housing developments include affordable and low-income residences with easy access to public transportation routes; prioritize where possible infill housing near services and jobs to provide easier access for residents who don't have cars; incorporate where possible local neighborhood priorities especially greenbelts and recreational green space; encourage businesses to establish a presence in areas with dense population; increase density of multifamily housing to provide units for the protected classes particularly minorities and people with disabilities; And, for any housing developments in residential areas recommend policies to avoid neighborhood opposition: encourage community councils to find out about the Fair Housing Act, encourage community councils to find out	**Response:** Policy #56 of the Anchorage 2020 Anchorage Bowl Comprehensive Plan supports the Municipality's *Housing & Community Development Consolidated Plan*, which furthers the goals and strategies for Fair Housing. Fair Housing describes a condition in which individuals of similar income levels in the same housing market have a similar range of choices available to them regardless of race, color, national origin, religion, sex, disability, familial status, age, marital status, pregnancy or parenthood. The Land Use Map provides a visual context for an aspirational, future distribution of housing opportunities in a variety of types and price ranges throughout the Anchorage Bowl. As a recipient of federal funding from the U.S Department of Housing and Urban Development (HUD) the Municipality is required to analyze impediments to fair housing, including factors which limit housing choice; take appropriate actions to overcome impediments; and, maintain records regarding the analysis and actions taken. Furthermore, HUD interprets these broad objectives to comply with the federal Fair Housing Act. After the 11-14-2016 PZC discussion, Planning staff met with Commissioner Barker who provided more information about Fair Housing and discussed potential text edits to the plan. Further department review and revisions occurred, which include clarifying an existing housing policy, adding a new fair housing policy, clarifying an existing Action, and adding two new Actions related to Fair Housing. DHHS staff lead on the Municipality's HUD Assessment to Fair Housing Plan project (adoption scheduled for 2017) also reviewed and provided edits and comments.	**Discussed and Tabled (11-14-16)** Commissioner Barker on 11-14 requested to follow up with staff and staff to revise the issue-response. **Discussed and Tabled (12-05-16)** Commissioners acknowledged revised language seemed to address Fair Housing, however requested staff to get follow-up review

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	about the need for and benefits of group housing, supportive housing, and rental housing; promote supportive housing proportionate to the community; and suggest that MOA take measures to consider timely updates of future land use plan. Chris Constant, Fairview Business Association: North of Chester Creek there is a disproportionate impact on the community from supportive and low-income housing. Move social services across the municipality to be more equitable. Map out supportive housing units.	The reason for amending the 2040 LUP to incorporate this issue is based on conversations with staff from the Dept. of Health & Human Services (DHHS), as well as a report prepared in 2015 for the Municipality about Fair Housing, and guidance provided by the Dept. of Housing and Urban Development. Based on federal regulations, and a 2015 U.S. Supreme Court case, (*Texas Department of Housing & Community Affairs v. The Inclusive Communities Project, Inc.)*, the Municipality needs to be wary of implementing zoning regulations and special limitations which inhibit the development of housing for persons in protected classes. **Recommendations:** In furtherance of the Municipality's commitment to Fair Housing the following is recommended. Amend LUP 4.3 (p. 13), and add a new Policy 4.5, to read as follows: **LUP 4.3.** Promote balanced neighborhoods with diverse infill housing, and provide opportunities for development of affordable and accessible housing that avoids creating areas of concentrated low-income housing. **LUP 4.5.** Consider actions that will affirmatively further fair housing in decisions regarding land use and allocation of housing opportunities, and regarding zoning or land use regulations which may inhibit the development of housing for persons in protected classes. Amend Action 1-2 on page 60 to include the "Fair Housing Plan" in the list of example functional plans in parentheses. Insert two new Actions 4-8 and 4-9, under Goal 4 (Housing) of the Action Checklist (p. 62), and renumber subsequent Actions. To support these actions, add the HUD Assessment to Fair Housing Plan (FHP-2017) to the list of related functional plans in Table 3 on page 59. 4-8: Evaluate and monitor barriers to fair housing in Anchorage, and establish goals and actions to overcome those barriers. Responsible Agency: DHHS, Planning; Timeframe: 4-6 Years/Ongoing; Related Plans and Studies: FHP.	comments by DHHS and wait until Commissioner Barker returns 12-12-16. **YES** **(12-12-16)** Commissioners present on 12-12-16 found the language to have addressed the issue. At request of Commissioners, staff followed up with Commissioner Barker to get her review and comments. Commissioner Barker on 12-14 responded and indicated the language was fine.

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		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.	
5-b. Pages 28 and 29	**Adding Density and Height to Neighborhood Areas Zoned R-2M and R-3 near Town and City Centers.** [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.] 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). 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. There was a statement of support for Action 4-4 carrying out this change through a public process. There was also a	**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. Following is some initial discussion and background on what was intended by the September Public Hearing Draft language.] 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. 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. 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. 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. 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.	

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	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. Many of the commenters above write that they understand and support infill housing projects in their neighborhood as 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. 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." Commenters state that the extra height (fourth story) in the "Medium" Neighborhood designation violates existing R-3	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. Planning Department will provide additional response discussion and recommendations to PZC for its December 12 deliberations. *(draft content regarding minimum densities)* Action 2-6 addresses the need of requiring housing projects to meet or exceed an established minimum housing density. Action 3-3 furthers this effort by calling for revisions to Title 21 in the Commercial Center Overlay to ease its applicability within Centers and Main Streets, which will further provide flexibility in setback, building height, and density at these locations. The 2012 Housing Study highlighted the historical housing development trend that most housing development has been built on the lower end of allowed housing density. The municipality does not have a minimum housing density requirement. To meet the future housing needs within the Bowl, greater efficiencies must be realized in the remaining vacant and under developed lands identified for housing development. If the Municipality commits to sharing the cost of developing these sites for housing and mixed-use development in and near our employment and centers that is to be served by a major restructuring of transit service the population housed there must warrant these public investments. **Recommendation:** [TBD –potential amendments or clarifications including to the following:] 1. 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, setbaks, and alley driveway access. 2. Page 29, first column, under "Character", last bullet, which currently reads in the public hearing draft:	

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	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 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. 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. 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	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. 3. 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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	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 higher density is understandable, but it makes more sense for the taller buildings to be downtown. 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. 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. (*South Addition Community Council; Anchorage Citizens Coalition; Seth Anderson; Teresa Arnold; Mara Carnahan; Dael Devenport; Pennelope Goforth; John Havelock; Jacquelyn Korpi; Mary Langdon; Sandra*		

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	Ramsey; Janine Schoellhorn; John Thurber; Kathie Veltre; Michelle Wilber) *Add D-1 Denise Knapp, LiveWorkPlay Housing Group)*		
5-c. (was 1-b.)	**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. *(CIRI, Debenham Properties, DOWL Engineering, others)* 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. Add mobile home park mitigation mechanism or action per Assembly worksession	**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. 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. 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. **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	**Discussed and Tabled 11-14-16** Commissioners on 11-14 requested elaboration on specific park sites, and why the plan seems to take different approaches to different parks; and stepping back to consider the individual sites in context of this being an aspirational plan to preserve residential land with no net loss.

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		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]	
5-c.	**Infill Compatibility Guidance: Shared design principles. [TBD]**		
5-d. Page 13	**Unit Lot Subdivisions.** Where the plan discusses encouraging infill and cottage type housing, include "unit lot subdivision" in the list of ways to create more compact housing choices. *(Seth Anderson)* Current Planning Division is currently working on a "unit lot subdivision" ordinance that will change the subdivision rules, which already partially implements Action 4-7 from the public hearing draft. *(Planning Department – Current Planning Division)*	**Response:** The policy section on page 13, bottom of first column, is a very generalized discussion of compact housing structure types, for a general audience. While a unit lot subdivision will certainly underlie some of these infill developments and is one of several technical amendments to subdivision and other land use regulations to make these units possible, it is a subdivision technique not a housing structure type. Listing it among housing structure types would lose the consistency of the sentence. It would make the discussion more technical and could need explaining. Staff does not object to specifying unit lot subdivisions in the Section 3 strategies of the plan. Development of a unit lot subdivision is a "now" priority and is being developed at this time by the Planning Department. **Recommendations:** Page 55, second paragraph in third column, add a second sentence which reads, "New small lot housing regulations such as unit lot subdivisions can promote efficient use of residential land in a form that is compatible with the neighborhood." Page 62, add a new Action 4-## to the Actions Checklist Table, separate from Action 4-7, which specifically supports the completion of the unit lot subdivision, as follows: **4-##.** Amend Title 21 to allow unit lot subdivisions enabling more forms of small lot housing as an alternative to large multi-unit buildings in multifamily districts. (Responsible Agency: Planning Department, DevServ, Traffic, PRIV, AWWU) (Time Frame: Now) (Related Plans and Studies: AB Comp Plan, HMA)	**YES (2-6-17)**
5-e. (was 5-d previously)	**The Large Lot Residential Density in the HDP.** The second bulleted density provision for the Large Lot Residential Land Use Designation on page 26, middle column, is confusing. Where does the Hillside District Plan (HDP) allow for 3 DUA in zoning on ½-acre or larger	**Response:** Staff acknowledges the confusion and the need to clarify. The second bullet regarding Large Lot Residential density refers specifically to the Hillside District Plan's land use plan map (Map 4.1 on page 2-8, *HDP*) and uses the language in the HDP's "Low-Intensity Residential, 1 – 3 dwelling units/acre" land use category (page 2-17 of *HDP*).	**Discussed and Tabled (12-05-16)** Commissioners request staff to ask RCCC

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	lots? Delete the second half of the sentence which would allow 3 DUA densities. If designated at ½ acre, maintain that minimum. *(Rabbit Creek Community Council, Dianne Holmes, Nancy Pease)*	The 2040 LUP's 18 color-coded land use categories are more generalized than many of the land use plan maps for the 14 area-specific plans which collectively have approximately 70 different land use designations. Pages 22-23 explain this relationship and provide a cross-walk table (Table 2, p. 23) between the LUP land use designations and the area-specific plans. Table 2 shows that the 2040 LUP "Large Lot Residential" land use designation includes two HDP land use designations: "Limited Intensity Residential 0-1 dwelling units/acre", and "Low-Intensity Residential, 1-3 dwelling units/acre". Therefore, the Large Lot Residential description on page 26 includes density and zoning reference to both of the HDP use categories. The first bullet regarding "Density" in the middle column on page 26 refers to the predominant HDP land use category, which is 0-1 dwelling units per gross acre. The second bullet regarding density addresses the second HDP land use category, which on page 2-17 of HDP allows "single-family homes on half-acre or larger sized lots with flexibility for a slightly smaller size lot when utilizing a clustered type development with applicable open space standards." Likewise, the "Zoning" bullets in the lower middle column are intended to refer to the implementation zones for the HDP. The first zoning bullet refers to the zoning districts listed for HDP's 0-1 DUA land use designation on page 2-17 of the HDP, and the second zoning bullet is intended to reflect the HDP's zoning categories for its 1-3 DUA land use designation, on page 2-18 of the HDP. However, staff acknowledge that the list of districts in the second bullet includes three zones not shown in the HDP: R-1A, R-6, and R-3 SL. These zones in addition to the R-7 reflect the existing zoning districts that actually underlie much of the HDP land use plan map's 1-3 DUA land use designation. Staff acknowledges the need to clarify that applicability of these districts is limited to where they already exist. Staff acknowledges the second bullets under both the "Density" and "Zoning" sections on page 26 need to be clearer as to which part of the HDP they refer to. The Density bullet could also end by refering the user to follow the direction of the HDP in these areas. **Recommendations:** Amend the Large Lot Residential section on page 26, middle column, as follows: Second bullet under "Density": Where delineated in the Hillside District Plan Map 2.1 Land Use Plan for Low-Intensity Residential, 1-3 dwelling units per acre, this designation also includes subdivisions with half-acre or larger sized lots with flexibility for slightly smaller sized lots, at densities of up to three units per gross acre, subject to the Hillside District Plan. Second bullet under "Zoning":	representatives if the proposed amendment resolves the concern. **YES** **(12-12-16)**

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		Where designated in the Hillside District Plan Map 2.1 Land Use Plan for Low-Intensity Residential, 1-3 dwelling units per acre: R-7 district. Applicability of R-6, R-1A, and R-3 SL is limited to where these zones already exist. ~~for one to three units per gross acre: R-1A, R-6, R-7, and R-3 SL districts.~~	
5-f.	**R-3 Development Standards Ability to Carry out the Compact Mixed Residential – Medium Designation.** Page 29, Based on existing Title 21 development and dimensional standards, "R-4 in certain areas" should be included in the zoning districts listed for the compact mixed residential-medium neighborhood land use designation. Lots less than 14,000 sf, near city centers or transitions can't be developed to desired character under the current R-3 development standards. The 2040 Plan should acknowledge R-3 on small lots doesn't allow R-3 development or include R-4 in this designation. *(Seth Anderson)*	**Response:** This concern is recognized by the 2040 LUP, and is addressed in the housing related near-term implementation Actions such as in 4-6 and 4-8. The 2040 LUP recognizes that the existing land use regulations make it difficult to provide compact, compatible housing in a variety of formats such as small lot housing in the R-3. Its Strategy 6 on page 55 and housing actions will amend Title 21 to allow compact housing on R-3 zoned lots in keeping with the R-3 district's intended density ranges. These actions will include amendments in the R-3 standards to enable developments to achieve the intended densities of the Compact Mixed Residential – Medium land use designation, while remaining in a compatible scale and character with the R-3 neighborhood context. Additionally, the 2040 LUP includes the action to make a new mixed-use residential medium density zoning instrument available, as a bridge between the R-3 and R-4. See Action 2-6. The R-4 District would allow developments that are not consistent with the medium-density neighborhood intent and characteristics of the *Compact Mixed Residential – Medium* designation and the neighborhood and district plans. The 2040 LUP is an action-oriented plan to fix and provide the correct zoning tools quickly, and avoid promoting the application of incompatible tools in conflict with the Comprehensive Plan and area-specific plans. **Recommendation:** No changes.	**YES (2-6-17)**
5-g	**Proposed Versus Achieved Densities.** How will the proposed density ranges (in dwelling per acre) for the residential neighborhood land use categories be achieved in the 2040 timeframe? The designated density ranges for some of the Neighborhoods land use designations appears to be significantly higher than historical and current trends for achieved densities. *(PZC Commissioner Robinson – work session comment/question)* Density projections on the LUP for many areas appear to be optimistic. The comprct mixed housing – Low land use designation corresoponds with the R-2M zoning district in	**Response:** TBD Reference: 2040 LUP Planning Factors Map ##. **Recommendation:** TBD	

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	many areas. Under old Title 21, the density in these areas was inestimated as 1-8 dwelling units per acre. The 2040 LUP shows them as 8-15 dwelling units per acre. What will influence added density in these areas. Based on current experience with the existing regulations in the new Title 21, the level of density called for in the plan is not generally allowed. The comgination of landscape requirements, open space, snwo storage, solar acess, and other requirmeents impact the ability to achieve desried densities. This is particularly true in the R-3 and R-4 zoning districts. *(Planning Department Current Planning Division letter as well as check if questionnaire response item A.1 p. 22 comment was addressed)* *Also: BOMA Density cmt. (cover also in 1-a.)*		
5-h.	**Mixed-income Housing / Balanced Neighborhoods.** Socio-economically balanced neighborhoods are crucial in building a healthy and prosperous city. Developers who implement mixed-income dense developments are financially incentivized to maintain the upkeep and general quality of these developments. This keeps the place "nice" in order to keep their higher dollar units filled. This keeps the development from going "down hill", thus keeping a better quality of life for the residents over time. This ensures that high density developments positively rather than negatively impact the surrounding neighborhood. Therefore, mixed-income requirements/incentives for highly dense residential developments should be added into the 2040 LUP. Currently development often results in either gentrification or a concentration of low-income housing. We should avoid both ends of the spectrum. Gentrification threatens to displace existing low, moderate, and workforce	**Response:** This comment was input regarding the February 2016 community discussion draft plan. In response to the comment, Policy LUP 4.3 was added to Goal 4 Neighborhood Housing on page 13 in the September 2016 public hearing draft: "Promote balanced neighborhoods with diverse infill housing, and avoid creating areas of concentrated low-income housing." Policy 4.3 would be considered in carrying out the incentives, investments, and regulatory amendments of the housing related Actions on page 62 and the compatibility actions 7-2 and 7-3 on page 64. A direct mixed-income rental/purchase price requirement is challenging in this market and for the Municipality. Incentives or standards that include affordable rents or price criteria are difficult to implement. Title 21 already includes parking and density bonuses for affordable rental housing. These incentives take a relatively "light" touch in recognition of the more severe housing development cost challenges in the local housing market. The Municipality does not currently have the expertise or resources to ensure affordable owner-occupied housing units. Given these challenges, incentives or regulations that encourage a mix of housing structure/unit types and unit sizes in large developments might serve as a proxy for mixed-income housing. For example, the implementation of incentives could favor developments that offer a variety of housing structure types and unit sizes. In fact, some of the regulatory Actions in the 2040 LUP to promote small lot housing will	**YES** **(2-6-17)**

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	households. Instead, redevelopment should avoid displacing people, such as from mobile home communities that provide privacy and other attributes at lower rent than multifamily redevelopments. On the other hand, avoid concentrating high density low income housing. Large redevelopments should provide equitable, balanced housing and contribute to balanced neighborhoods. CIHA provides examples. Mixed-income requirements and incentives have proven effective in other cities such as Madison, WI to ensure balanced neighborhoods. Developers can be offered tax incentives, utility incentives, land swaps, or other incentives to implement mixed-income in highly dense developments. *(Northeast Community Council; Kristi Wood consultation)*	diversify the site plan formats and structure types of compact, affordable housing that the land use regulations allow. The 2040 LUP avoids specifying a requirement or specific incentive. Both the low and medium scale Compact Mixed Housing Neighborhood land use designations, which comprise the land use designations for multifamily areas in Northeast and most other parts of the Bowl, incorporate a mix of housing types and structures in their descriptions. Further language could clarify their intent to promote housing diversity. **Recommendations:** Carry forward the changes already reflected in the September 2016 public hearing draft. Add a bullet under the "Uses" headers in both the Low and Medium "Compact Mixed Residential" land use designations on pages 28 and 29, to read: • A neighborhood-wide mix of housing types, unit sizes, and household incomes.	
5-h. addendum #1	Fairview cmt #6 and 6b request for Action Item regarding equitable distributions of subsidized affordable housing (Fairview Community Council) Also addendum to 5-a. Also address Urban Residential – High concerns by Kristi Wood in D-1 p 204.	**Response:** TBD **Recommendation:** TBD	
5-h. addendum #2	**Accessory Dwelling Units (ADUs) quantitative goals and actions.** Fairview Community Council comments that while the LUP discusses accessory dwellings as an alternative housing option to address the need for affordable housing, one cannot ascertain from the LUP how many such units are expected to be in place by the year 2040. The LUP should set specific quantitative goals for how many ancillary dwelling units are expected to be in place as part of meeting the housing needs and	**Response:** An ADU is a subordinate dwelling unit that is added to, created within, or built detached from a primary residence. They are sometimes called ancillary units or grandmother apartments. The 2040 LUP on page 13 recommends allowing and encouraging more "compact" types of housing choices including ADUs. Policies 4.2, 4.3, and 4.4. provide general support for ADUs. The implementation strategies in Section 3 of the 2040 LUP includes two Strategies, #6 and #9, which address reforms to regulations and providing greater development permitting assistance to affordable types of compact infill housing, including ADUs. Action 4-8 on page 62 of the Actions Checklist specifically recommends further amending the land use regulations to ease current restrictions that may be impediments to greater production of ADUs by homeowners. It also includes Action 2-5 on page 60 to initiate a permitting assistance service that among other things could be directed to help ADU applicants.	

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	distributing affordable housing equitably throughout the Anchorage Bowl. Anchorage demography/planning consultant Susan Fison was retained by public agencies to prepare a 2014 Analysis of Impediments to Affordable Housing in Anchorage. One of the recommendations from this report was for the Municipality to take actions to encourage more ADUs. Although Anchorage has allowed ADUs for several years, relatively few new ADUs have been permitted. ADUs have potential to provide new affordable housing without need for government funding or subsidy, within the means of local property owners and developers. They can provide more housing options and supply in a way that increases property value and fits into existing neighborhoods. Susan Fison's report recommended more study of eligible ADU properties, preparation of how-to guidance for private property owners who wish to pursue development of ADUs, permitting and approval rules and procedures. *(Fairview Community Council; 2014 Analysis of Impediments to Affordable Housing in Anchorage (report by Susan Fison))*	Staff acknowledges that Section 1.2 of the September 2016 public hearing draft plan did not provide specific estimates of the housing capacity provided by the 2040 Land Use Plan, or objectives for how much of that housing capacity should come from ADUs. The housing capacity analysis is nearing completion and now includes a quantitative estimate and objective the number of ADUs as a component of the future additional housing supply by 2040. A detailed explanation of the methodology and research behind the estimate is in draft form to be provided as part of *2040 LUP Appendix B: Future Growth Report*. In summary, the housing capacity analysis estimates that, under recent trends, current regulatory conditions and anticipated growth rate, a "current trends" scenario (assuming current zoning and regulations) will yield a total of around 600 additional future ADUs by 2040. Under the 2040 LUP scenario, the housing capacity analysis assumes the implementation of several measures that encourage and allow/encourage more ADUs to be created. Based on a review of other communities that have initiated reforms, and expected timeframe for implementing reforms in Anchorage, and other factors, the 2040 housing capacity analysis estimates that the 2040 LUP scenario will yield a total of around 1,200 additional future ADUs by 2040. The housing capacity analysis for the 2040 LUP adds the 1,200 future ADUs to its housing capacity estimate for compact single-family housing types—i.e., in addition to the housing capacity of the vacant and redevelopable land supply. The total future housing capacity including ADUs is approximately 21,900 housing units. Of these, approximately 2,250 are "compact single-family" structures including small lot homes, cottage homes, and ADUs. ADUs make up more than half the estimated potential of the "compact single-family" housing structure type. The analysis helps document e that ADUs will be an important part of mitigating anticipated deficits in the Anchorage Bowl's single-family, attached-single-family, and two-family housing supply relative to demand. **Recommendations:** Provide the detailed draft analysis of future ADU housing potential as part of the 2040 LUP housing capacity analysis in the draft *2040 LUP Appendix B: Future Growth Report*. Summarize these *Appendix B* findings and document the role of ADUs in meeting Anchorage's housing need in Section 1.2 of the 2040 LUP. Provide the language for PZC review as part of issue-response item 5-b recommendations.	
5-i.	**Implementation zones listed for only "certain areas".** The Compact Mixed Residential - Low, Compact Mixed Residential - Medium, and Urban Residential – High designations each show one of their implementation zones under the "Zoning" heading as being "in certain areas". It	**Response:** Under the "Zoning" heading, there may be one or several zoning districts listed. The first zoning district listed is typically the most widely used zoning district to implement the land use designation. The subsequent zoning districts listed may be more appropriate in certain locations, but may not be as widely used. The "Zoning Districts" introduction on page 21 provides a general explanation of the zoning district listing and the means to determine the appropriateness of a particular zone.	**YES (2-6-17)**

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	is not clear what is meant by the phrase "in certain areas". It would be helpful to clarify or state the purpose/intent to avoid future user confusion. *(Seth Anderson)*	The phrase in question is meant to communicate that a zoning district may be considered, but only within limited areas meeting certain characteristics. This call out is to highlight that the zoning district has a limited, niche role in the implementation of the land use designation, and is be applicable only in certain kinds of areas where conditions exist that may support this zoning district. In each of the cases raised by the commenter, the zoning district with this phrase attached is a lower density district than the main implementation zone. Wide application of the lower density district would make it difficult to fulfill the 2040 LUP housing objectives. **Recommendation:** Amend the Zoning subsections of the land use descriptions to clarify what is meant by "in certain areas" where this wording is used. Staff to determine wording.	
	Compatibility Goal is Contradictory. T. *(Seth Anderson comments j and l)*	**Response:** TBD. **Recommendations:** TBD.	
	Design Standards and Neighborhood Impacts Mitigation Safeguards Before Rezonings / Implementation. T. *(Huffman/O'Malley Community Council #1; South Addition additional cmt #1; Dael; PZC Commissioner Jon Spring; others…)* *ACC comment 13* *Genevieve Holubik* *SACC april 21, 2016 Reso section on transportation – 6.a.*	**Response:** TBD. **Recommendations:** TBD.	
	New Development Should Follow Neighborhood Plans *(South Addition Community Council additional cmts 1, 2, 4, 8)*	**Response:** TBD. **Recommendation:** TBD.	
Part 6: Residential Reclassifications			
	Move Mobile home park issue 1-b here. Use 1-b for section 1.2 overhaul.		

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	Residential Reclassification Questionnaire – Redesignating Residential to Non-residential or Mixed-use. T. *(LWP Housing D-1)*	**Response:** TBD. **Recommendations:** TBD.	
	Reducing Residential Densities	**Response:** TBD. **Recommendations:** TBD.	
Multiple Issues	**Additional Recommended reclassifications as a result of Housing Capacity Analysis Findings**	TBD.	
Part 7: Reclassifications between Industrial and Non-industrial Lands			
	Industrial Reclassifications. T. *(Long-Range Planning)*	**Response:** TBD. **Recommendations:** TBD. Include amendment to Goal 9 discussion as noted in Tom's copy of LUP on page 17, bottom. Include amendment to Action 9-6 per 1-3 Year Actions Status working table Include amendment to Actions 9-4 and 9-5 merging them and timing them with industrial reclassifications.	
	South C Street	**Response:** TBD. **Recommendations:** TBD.	
	King Street at 100th. T. *(Dowl Engineering)* *Also cover DOWL D-1 cmt re Fairweather in 52-53.*	**Response:** TBD. **Recommendations:** TBD.	
7-c.	**NE Corner of Dowling and Petersburg.** The block of undeveloped land on the north side of Dowling Road between Petersburg Street and Lake Otis Parkway is "split" zoned between Light Industrial (I-1) District on the western portion adjacent to Petersburg Street and General Business (B-3) District for the eastern portion comprising	**Response:** Long-Range Planning has recommended approval of a proposed rezone for this parcel from I-1 to B-3 as part of PZC Case 2017-0021. This matter is scheduled for a Public Hearing before the Planning and Zoning Commission on March 6, 2017. Staff has found the proposed rezoning to be consistent with the *Anchorage 2020 - Anchorage Bowl Comprehensive Plan*, which designates the parcel as part of a mixed-use center and within ¼ mile of the Lake Otis Transit Supportive Development Corridor.	**YES (2-6-17)**

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	the ¾ of the block extending to Lake Otis. The I-1 land is a separate parcel. Petersburg Street is a primary access to a residential development just north of the undeveloped parcel. It seems more compatible to the neighborhood to designate the entirety of the undeveloped parcel from Petersburg Street to Lake Otis Parkway as "Commercial". This action should accommodate a more cohesive development on this property. *(DOWL Engineering)*	The parcel is isolated from the industrial use areas across Petersburg Street and Dowling Road. A commercial land use designation is more compatible with the residential neighborhood development patterns on adjacent parcels to the north, and with the commercial designation on the parcel abutting to the east comprising the remainder of the developable block of land between Petersburg and Lake Otis. Petersburg Street provides a separation from the predominantly light industrial land use pattern to the west along the north side of Dowling to Seward Highway. Because of these factors and the existence of peat soils, the parcel is not considered a part of key industrial lands to be preserved for industrial purposes. **Recommendations:** Change the land use designation for the parcel on the NE corner of Petersburg Street and Dowling Road from "Light Industrial / Commercial" to "Commercial Corridor".	
Part 8: Implementation Strategies and Funding			
8-a.	**Action Checklist Prioritization / Action Plan.** • Concern was raised by agency commenters 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. • Observation that the Action checklist generally limits the timeframe for its actions to 1-7 years. But the 2040 LUP is a more than 20 year plan. Might some actions stretch into the latter part of the timeframe? • Other commenters have requested a stronger or clearer action plan/flow of implementation actions. Specific Schedule Adjustments: Action 3-4 – possibly move to 4-6 year timeframe because there is not enough resources. Or delete and include essential content as part of another 4-? action. *(Long-Range Planning Division)*	**Response: TBD** Planning Department is currently preparing a revised actions work program including a summary action plan chart for the immediate and 1-3 Actions, for PZC.) The time frame for when each of the identified actions on the list is to be started is reliant on resources and availability of staff within each of the identified responsible agencies listed. Planning Department is introducing a new Action 1-1 which addresses the need to periodically review this list of actions and to adjust accordingly to reflect the current resources, directives and work programs of all key agencies involved in the action(s). Response to TE cmt #2: Phasing. RFAs. Dev review TIAs. Add policies acknowledging that growth in some areas dependi on infra investment. TE cmt #5: Is this realistic? Also say growth planned no more than 2020 or other Plans called for. Slower growth. Provides more/excess space for land market flexibility. Avoids policy risk of providing not enough land capacity. **Recommendation:** Quicker Lighter Cheaper (QLC) addition to Phasing Strategy #1, in response to Gary's cmts. Also questionnaire rev.	

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	Action 3-5 timeframe. Consider changing from 4-6 to 1-3 Years. Action 4-1 – Change from NOW to 1-3 Years. Action 6-5 – Change to 1-3 Years? May be transp. Issue. Action 10-2 – Delete because this is ongoing policy guidance and not a specific Action that Long-Range can carry out within a specific timeframe. Includes Work Program Table. *(Public Works Department – Gary Jones #1-#3; Planning Department –Transportation cmt #5, Current Planning, and Long-Range Planning Divisions)* *(Traffic Engineering cmt #2. Phasing. RFAs. Dev review TIAs.* *(Current Planning – Terry's #5 general additional cmt add to 8-1 or make an 8-1 supplemental re realistic action plan. Document our agency reviews. Document $. Clarify in plan that $ emphasizes community support contingency)*		
8-b. Page 55	**Requests for Enhanced Rezoning Implementation Strategy.** Concern was raised by multiple commenters that the Targeted Area Rezonings (Strategy 4 on page 55 and shown on the Actions Map and in Actions Checklist Table) will not be adequate to implement the 2040 LUP and alter the land use patterns. Targeted rezonings in the public hearing draft seem to accommodate only a few areas. Implementing the plan will require more extensive rezones. Chamber of Commerce calls for bolder action such as a much broader set of municipal-led rezonings. Address their mailer idea. Several individual property owners and	**Response: TBD** (1-14-17: Planning Department is currently reviewing options for an expanded near term rezoning program, for PZC. The draft material below is in progress and subject to change.) In response to the comments, staff has researched the areas where the 2040 LUP recommends a change in land use from existing zoning, and identified the categories rezones that would be requisite to implementing the plan in those areas. It has also researched possible rezoning implementation packages, such as expanding the "Targeted Area Rezonings" Strategy 4 on page 55 to include more areas, or following up on other incentives including the ideas suggested. Additionally, the Zoning Reference Table depicted at the end of the Recommendations below, which was prepared in response to request by PZC Commissioner in October.	**Discussed and Tabled (12-05-16)** Commissioners are open to a bolder approach including more targeted area rezonings.

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	brokers in various consultations have indicated openness to being part of targeted area rezonings. 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 potential strategies to encourage property owners to rezone to the desired zoning district. One possible strategy might be an "administrative" rezoning process. An administrative rezoning would bypass PZC and Assembly and a public hearing. Another possible strategy is to remove the minimum area requirement (1.75 ac.) from desired rezonings. This can encourage density on small lots without having to aggregate. Urban Design Commission also requested the plan to include "incentives for rezonings that match the Land Use Plan, alleviating cost impacts on the developers and supporting achievement of the city's goals". There appears to be general support for more municipally facilitated area-rezonings than the several shown on the public hearing draft actions map. Live.Work.Play. Housing Group recommends the plan identify housing priority areas and then among other actions follow the adoption of the LUP with areawide rezonings. CIHA recommends that the recommended land use changes discussed in issue 10-d for the Middle Spenard / Chugach Way area should be contemplated via area-wide rezonings (see Action 4-2 in the public hearing draft plan). Coordination is essential among property owners if the Municipality would like to see the area change.	<u>Problem Diagnosis</u> To document and confirm the extent of the issue of concern to the Chamber of Commerce and others Long Range Planning and GIS staff undertook a study of the "Areas of Growth and Change" map on page 19 of the public hearing draft plan, to visualize in a more comprehensive way where the 2040 LUP recommends land uses that differ from what is allowed under current zoning. It identified ## areas, large and small, where these differences existed. The Growth and Change Map identifies these areas in a dot pattern. To determine which rezonings might be more important, from the perspective of allowing for positive growth and change to implement the plan, e.g., new housing or mixed-use, protection of valued neighborhood characteristics, or stronger consolidated industrial districts, staff then dissected these into generalized categories of rezoning type, such as, rezonings that would increase the number of allowed or required dwellings, reduce the number of allowed dwellings, change existing industrial zoned areas to commercial areas, or vice-versa. It identified whether rezonings in each of these areas would be more of the housekeeping gesture (e.g., a rezone simply to reflecting an existing built land use pattern in an established neighborhood), or would actually enable implementation of the plan in areas designated for "Significant" or "Moderate" growth on the "Growth and Change Map" on page 19 (e.g., a rezone that would transfer commercial retail areas out of the I-2 heavy industrial zone and industrial-trending areas out of commercial zones—to help correct and consolidate Anchorage's industrial land supply). Out of ### areas where the land use designation is not consistent with existing zoning, the review found ### areas where a rezoning would assist in implementing the Goals and Policies of the 2040 LUP: 15. # rezonings allowing for more housing opportunity 16. # rezonings that would… 17. # rezonings that would 18. # rezonings that would…. ## of these are on municipal or state-owned lands, such as the 3500 Tudor Road campus lands owned by the Municipality. These are depicted on the issue-response map on the back. <u>Adequacy of TARs</u> By comparison, the public hearing draft 2040 LUP identifies 3 of these areas for a municipally facilitated "Targeted Area Rezoning" (TAR), where the Municipality with carry out the rezoning through Actions 4-2, 9-2, and 9-3 in its Table 4 Actions Checklist (and as depicted on the Actions Map on page 67 of the draft plan). These three TARs are the most urgent priorities or opportunities: to minimize nonconforming retail	

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	(Anchorage Chamber of Commerce, CIHA, DOWL Engineering, Live.Work.Play. Housing Group, Urban Design Commission, MOA Current Planning Division; Add Tim Potter testimony to issue items)	uses in developing commercial areas currently zoned heavy industrial, and to allow for greater housing opportunity in redevelopable areas of Middle Spenard and Midtown. The public hearing draft plan discusses the Targeted Area Rezoning (Strategy 4) on page 55. It implies there will likely be more TARs than the three depicted in the Actions. However, it discusses no other rezoning incentives, such as ways to encourage individual property owners to rezone in ways that implement the Plan. Potential Additional Strategies: More TARs? Could the Municipality undertake a broader area-wide rezoning, or more aggressive program of targeted-area rezonings, to implement the 2040 LUP? The Department estimates that it could double the number of TARS shown in the public hearing draft plan, from three to six. An initial review of the likely staff resources to carry out a rezoning estimates that each TAR area would use approximately the equivalent of two or three weeks of planning staff hours. This includes the time it would take for a Long-Range Planning team to prepare the rezoning report and ordinance, interact with the property owners and public, and present to the appointed and elected officials, and for Current Planning Division to provide technical and advisory support through the process. This time is only an estimate and actual time taken will vary by TAR area. Planning Department estimates that at current staffing levels it has capacity to facilitate four to six TAR areas in the first twelve month period after adoption, depending on public support, without impact other important work program and departmental responsibilities. In other words, it would take ### years to implement the priority rezonings of the 2040 LUP using TARS alone. It would be necessary for the Municipality to provide additional funding for more TAR rezonings, or substantially curtail other planning and zoning business carried out by Planning Department for several years. Administrative Rezonings? [Jon please update this] LR team is investigating the concept of expedited rezonings, including its legality, as well as alternative means to foster the rezonings that can implement the plan. Initial research from APA indicates administrative rezonings may be illegal. We are preparing a request to Legal Department on this and related issues with rezoning assistance, and will maintain consultation with you. Other Potential Strategies: While studying the Growth and Change Map (page 19 of the Plan) data layers that show where 2040 LUP actually recommends future changes to current zoned allowed uses, to determine where in fact rezonings are necessary to implement the plan, staff also studied these areas to determine	

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		would be most effective method for encouraging rezonings in these areas. In particular, it looked at lotting patterns, ownership, and potential for neighborhood and community support. • Additional TARs Assisted by Other Agencies: Some properties are municipal properties managed by the RED/HLB. If RED/HLB or OECD provided staff support or funding to carry out rezonings of these properties, the municipal TARs program could expand from 6 to ### TARs. • Another possible strategy is to remove the minimum area requirement (1.75 ac.) from desired rezonings. Commenter suggested this as a way to encourage density on small lots without having to aggregate. The minimum area requirement is a longstanding safeguard against "spot" zoning districts contained of individual small parcels that are not compatible or consistent with the surrounding area. For example, an R-3, R-4, or B-3 district in the middle of a low density residential neighborhood. Individual small parcels also provide only limited development potential, making it unlikely that scattered individual lot rezonings to a district consistent with the new Land Use Plan would actually be adequate to implement the Plan. Also, required landscaping buffers at zoning boundaries would be problematic for these individual properties and their neighbors. Perhaps the most important shortcoming is that, in most areas identified on the Growth and Change Map, lot sizes or the ability to expand an existing adjacent zone are such that this option does not seem to solve as much problems as it might create. • Development Permitting Assistance. Implement Action 2-5, a Project Review Management Service, which assists applicants navigating the review and approval process. A discussion of this strategy is discussed in the third column of page 56 ("Strategy 9: Development Permitting Assistance). **Recommendations:** Insert the attached Zoning Reference Table into Section 3 of the plan, to occupy the page following the discussion of *Strategy 4: Targeted Area Rezonings.* Amend the language of Strategy 4: Targeted Area Rezonings, as follows: [TBD] Language amendment TBD (to discuss other rezoning incentives / ideas besides TARS. Also to discuss rezones of municipal property which are led by HLB/RED. Expedited: jump to front of the line or to a reserved spot in PZC schedule at beginning of each meeting???)	

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		Also look at Tom D's notes re other amendments to rezonings strategy on page 55. Clarify what TARs are or are not depicted on Actions Map. Must TARs be on Actions Map to get go-ahead? Add a new last sentence in the first paragraph of "Strategy 9: Development Permitting Assistance", on page 56, third column, as follows: …It could serve projects with challenging site conditions (e.g., floodplain slope, or wetlands), complex reviews, or phased permits. <u>It would serve proposed rezonings that would implement the Land Use Plan in Strategy 4 above.</u> Add a new Action to carry out TARs the following municipal properties. This Action would be led by RED/HLB…. [TBD] Add a new Action to carry out a TAR on eastern Downtown, northern Fairview….[TBD]	
8-c.	**Reinvestment Focus Area (RFA) Implementation Process.** Most comments regarding RFAs support the RFA concept as a more positive, proactive implementation component of the Land Use Plan vision. However some supporters advise that, because RFA is a big policy proposal it needs an implementation process that is more fully fleshed out before delineating and implementing specific RFAs. Provide more public process and ROI research to determine and publicize criteria for selecting the RFAs, and how they would be implemented. Candidate RFAs should be vetted through some kind of development feasibility screening process to confirm, that, in fact, the basic infrastructure to support the focused development exists or can be provided. The RFAs in the Plan should be an identifier, with a defined vetting and	**Response:** While the 2040 LUP establishes the RFA policy and general criteria, Planning staff agrees with suggestions to clarify an independent mechanism separate from adoption of the 2040 LUP to formally review, approve, and implement the priority RFAs established in the Plan. <u>Sept 2016 Public Hearing Draft Approach</u>: Based on comments from the public including from a housing focus group meetings in May regarding first draft plan, the September 2016 public hearing draft 2040 LUP made substantial progress toward revised criteria for determining RFAs, in Strategy 2 on pages 53-54. The section also refers back to/builds on the criteria listed on page 18-19. These criteria arise largely from questionnaire responses from the housing focus group meetings. Additionally, the public hearing draft used these criteria and public comments to refine its list of candidate RFA areas, and prioritize three of these areas on the Actions Map for near term implementation. Under its scheme, the public hearing draft 2040 plan seems to select and adopt the three RFAs. Assembly adoption of the 2020 Plan would seem to officially recognize these RFAs. The plan is intended to be a living document, to be monitored and amended frequently, and through amendments can change the top 2-3 RFA prioritization. Selection of RFAs under that scheme therefore uses the comp plan's own revision process to select RFAs. This avoids need for creating a new process in Title 21.	**YES** **(1-20-17)** Commissioner Barker commented that it would be good for the RFA strategy to have a formal connection with the municipal Consolidated Plan. Commissioner Robinson commented that there will be a need to identify the implementation leader for RFAs. Anchorage does not seem to have that agency or function yet.

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	implementation program to be funded and completed within a specific timeframe, such as one or two years. Another comment recommending a formal selection and implementation process suggested there needs to be criteria for selecting and approving Reinvestment Priority Areas in which this kind of program will apply. The RFA approval criteria and procedure should be set in code, in Title 21, and approved by the Assembly. The RFAs in the 2040 LUP should not be set in stone, but rather the plan be designed to be changed regularly as new information and opportunities arise. RFAs and the LUPM will not be set in stone, but will be flexible. *(DOWL Engineering, MOA Current Planning Division and Transportation Planning Division; also 2040 LUP Residential Lands Focus Group Meeting 5-12-2016, Seth Anderson; LWP Housing Group Resolution)*	However, the 2040 LUP process does not have the time and scope to thoroughly vet, prioritize, and define boundaries and implementation procedures for RFAs. Instead, it devotes two Actions, 2-2 and 2-3 on page 60 of the Actions Checklist, to implement the priority RFAs established in the Plan. A More Refined Approach: further refine the concept and criteria over coming months with PZC. Also, Action items 2-2 and 2-3 will allow the agencies to group think together and refine our means/thinking on implementing this tool. **Recommendations:** Make the following amendments to the 2040 LUP to clarify that while it establishes the RFA policy and the top candidate RFAs, a more specific, separate process to formally define, approve, and implement each RFA area is needed. 1. Amend *Strategy 2: Reinvestment Focus Areas*, by adding a new paragraph into this section in the middle of the first column on page 54 after the listed three priority RFAs, to read as follows: RFA implementation will require a new formal selection and approval process by the Assembly, which would incorporate action procedures and responsible parties. This should include a development feasibility screening process to confirm the basic infrastructure to support the focused development exists or can be provided, and include a review against the other criteria in this section. This new municipal action will serve as policy, staffing, and budget directives to guide RFA implementation and funding. 2. Amend the last paragraph of the RFA section in middle column on page 54, to add more details on guiding the RFA process, as follows: Once the Assembly adopts a new formal RFA selection and approval process, RFAs would ~~can~~ be implemented through small area plans and other strategies and actions such as ~~that will include~~ an infrastructure inventory, Return on Investment (ROI) analysis, and incentive identification. It may also include a development agreement, targeted area rezoning, and other strategies of this section. In some cases, the Municipality would sponsor traffic impact modeling or other analyses as part of feasibility determinations or for clarification of planned housing densities, other uses, or streets and access. 3. Amend Actions 2-2 and 2-3 on page 60 of the Actions Checklist as follows:	

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		2-2. Coordinate with agencies and partners to establish criteria, responsibilities, and the public/private partnership framework for the Reinvestment Focus Areas (RFAs). Identify a range of public investments, fiscal incentives, and other tools, and how they may be coordinated. Create a formal RFA selection and approval process that serves as the policy and procedure guide and funding/action directive for RFAs. **2-3.** Implement the formal RFA selection and approval process from Action 2-2 and initiate action on the priority RFAs as established in Section 3.2 of this Plan.	
8-c. addendum	**RFA Implementation Process – Agency Lead.** This addresses the identification of ACDA as a lead implementer of RFAs. *(Planning Department, ACDA)*	**Response:** Agreed. TBD – Currently subject to review. **Recommendation: TBD.** Move ACDA up to lead Responsible Agency for Action 2-2. Add ACDA as lead Responsible Agency for Action 2-3.	
8-d.	**Other Opportunity Sites Outside of RFAs.** Anchorage was selected by the Rose Foundation, as 1 of 4 cities where the Foundation would encourage and support excellence in land use decision making by providing public officials with access to information, best practices, peer networks and other resources to foster creative efficient, practical and sustainable land use policies. The Administration identified 3 locations for this analysis by the Rose Foundation: the Federal Archive site in Midtown, the Muldoon Town Center in East Anchorage, and the Farmer's Market site in Mountain View. The 2040 LUP language should be flexible enough to accommodate opportunities to leverage outside resources and potential funding to spur economic and housing development within the Anchorage Bowl, especially within the RFAs. The 2040 LUP addresses this flexibility for RFA's but should also provide for new redevelopment/reinvestment on sites in the future to	**Response:** Reinvestment Focus Areas (RFA) are locations in which there are great opportunities to spur new compact housing and business investment within targeted urban centers, mixed-use corridors, industrial employment areas, and older neighborhoods. To incentivize reinvestment in these areas, the Municipality is committed to strategically focus infrastructure investments, incentives and other Actions to catalyze infill and redevelopment in the RFAs. Future RFAs as well as other sites not anticipated by this plan should be considered and addressed in the future to respond to changing land use needs, market demands, and emerging trends. **Recommendation:** Page 54, second column, after the second full sentence on the page, insert the following: "This Plan allows for ~~The Municipality retains~~ the flexibility to encourage redevelopment/reinvestment on sites outside of RFA's in response to future land use needs, opportunities, market demands, and emerging trends."	**YES, with text amendment shown in highlights** **(12-12-16)**

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	further the city's ability to respond to housing, economic and environmental resiliency. (*Planning Dept.)*		
8-e.	**Housing Financing and Affordability Tools – Location Efficient Mortgages and AHFC Financing Program for Mixed-use Development.** The 2040 LUP should include a discussion of the Municipality encouraging lending institutions to provide Location Efficient Mortgages and the AHFC to create a mixed-use development financing program. The 2040 LUP should include an Action to "Explore how to maximize the use of Location-Efficient Mortgages in transit corridors and reinvestment areas." LEMs allow for a higher loan to value ratio because the housing unit is located where the homeowner can use mobility alternatives other than an automobile. A more transit-oriented urban development pattern with enhanced transit services can significantly reduce household costs for transportation. As transit corridors and reinvestment areas develop, the application of LEMs should be considered by lending institutions. (*Fairview Community Council)* Secondly, the 2040 LUP should include an Action to "Evaluate the development of form-based cods for primary transit corridors and reinvestment focus areas." An urban form supporting higher densities in strategic locations such as transit supportive development corridors, RFAs, etc., needs a shift from suburban-oriented "Euclidean" zoning regulations to a more urban-oriented land use regulatory framework. Form Based Codes allow more flexible design and are more results-oriented. (*Fairview Community Council)*	**Response:** Housing prices in convenient communities/neighborhoods with many job, shopping, recreation and other destinations nearby and having a wide range of accessibility options, are often higher than the surrounding less-convenient sprawling areas. Families living in these convenient areas generally save auto expenses from owning fewer cars and driving less. However the initial price of housing in these convenient areas often prevent the average family from qualifying for a mortgage. Location Efficient Mortgages (LEM) allows a mortgage lender to recognize the transportation related costs savings associated with living in convenient, high-density neighborhoods with convenient transit access by adding the auto savings onto the qualifying income of the consumer. Initial staff research suggests that LEMs are most successful in urban areas with fixed commuter rail transit. Rail transit infrastructure provides more assurance to the lending institutions than local bus or even bus rapid transit (BRT) that the high levels of transit service will remain over the long term of the LEM loan. Staff has not had time to thoroughly research the applicability of this tool in Anchorage, or consult with local lending institutions. Following adoption, it is anticipated that the Plan will be discussed with various implementers and users. As part of these meetings, the LEM financing, a mixed-use development lending program, and other potential lending tools will be discussed with local lending institutions and the AHFC as potential tools for application within Transit Supportive Development Corridors and Reinvestment Focus Areas. These discussions and further research can inform near term updates to the 2040 LUP Actions Checklist. The 2040 LUP is intended to be a "living document" that will receive regular monitoring, updates, and improvements. A near-term future update and adjustment to the 2040 LUP will benefit from further discussions with the lending industry, and provide better opportunity to identify the most effective near term tools. **Recommendation:** Add a new Action to the Table 4 Actions Checklist under Goal 2, to read as follows: **Action 2-#.** Host a joint workshop with the housing finance and mortgaging lenders and AHFC regarding implementation of the 2040 LUP, and provide a report with findings and conclusions regarding potential lending programs and practices that could coordinate with municipal policies and regulations to reduce housing costs and promote new housing choices.	**YES (as inferred by staff)** **(1-20-17)** Commissioner Barker expressed a concern regarding LEMs and supported the more general approach by staff. Robinson also voiced support for aspect of the recommended approach. There were no other comments and the Commission moved on from this item.

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		Responsible Agency: OECD, Planning, Finance, AMATS, PRIV. Time Frame: 1-3. Related Plans and Studies: HMA.	
8-f.	**Innovation Districts.** During the development and public outreach conducted for the Anchorage 2040 Land Use Plan, issues arose that merit further analysis and consideration by the Municipality. However, due to the scope, project budget, staff resources and time frame for this planning effort, the Planning Division was unable to address these at this time. One such issue/idea is for the *2040 LUP* growth forecast subsection to recognize innovation districts as possible 21st Century industrial mixed-use space, and to include an Action to support further exploration of innovation districts particularly in the industrial area of north Fairview. *(Fairview Community Council)*	**Response:** The issues suggested by the commenters, warrant further consideration and analysis due to the potential benefits they might have on encouraging infill development within the urban core and centers of the Municipality. According to the Brookings Institution, innovation districts are dense enclaves that merge the innovation and employment potential of research-oriented anchor institutions, high-growth firms, and tech and creative start-ups in well-designed, amenity-rich residential and commercial urban environments. Brookings: "These districts build on and revalue the intrinsic qualities of cities: proximity, density, authenticity, and vibrant places. Given the proximity of many districts to low-income neighborhoods and the large number of sub-baccalaureate jobs many provide, their intentional development can be a tool to help connect disadvantaged populations to employment and educational opportunities." These mixed-use districts combine innovation with great place-making and economic opportunity for disadvantaged populations. They are characterized by the heightened clustering of anchor institutions, companies, and start-ups in small geographic areas within central cities in global-trading metropolitan regions, as opposed to single-use corporate or institutional campuses. Innovation-oriented firms, inventors and researchers, and young talented workers are becoming more attracted to vibrant, urban, mixed-use districts in which the built environment of public and privately owned buildings, open spaces, streets foster connectivity and collaboration between different individuals, organizations, and land uses. The Brookings Institution has monitored the progress of the "innovation district" strategy or moniker as employed by cities and stakeholders around the world. If finds cities and institutions with growing districts based on an existing strong critical mass of institutions and urban places, cities that are conducting "deep empirical analysis" of their potential for these districts, and other cities that are applying the innovation district designation as an aspiration: > In cities like Albuquerque, N.M., Chattanooga, Tenn., Chicago, Ill., Durham, N.C., and San Diego, Calif., local leaders are using the innovation district paradigm as a platform to measure their current conditions, develop strategies for addressing gaps and challenges, and build coalitions of stakeholders that can together help realize a unified vision for innovative growth. Some of these budding districts represent typologies not outlined in our report but that are ripe for future research, including "start-up" enclaves in or near downtowns of cities that lack a major	**YES** **(1-9-17)** Commissioner Strike recommends to incorporate the second sentence of the recommendations into the PZC findings for the 2040 LUP case.

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		anchor as well as "public markets" that blend locally produced food products and crafts with maker spaces, digital design, and other innovations in the creative arts. There is one unfortunate trend in the rising use of the "innovation district" lexicon. In a number of cities, local stakeholders have applied the label to a project or area that lacks the minimum threshold of innovation-oriented firms, start-ups, institutions, or clusters needed to create an innovation ecosystem. This appears to result either from the chase to jump on the latest economic development bandwagon, the desire to drive up demand and real estate prices, or sometimes a true lack of understanding of what an innovation district actually is. The motivation for real estate developers to adopt the moniker seems clear: to achieve a price premium for their commercial, residential, and retail rents. Yet these sites are typically a collection of service-sector activities with little focus on the innovation economy. The lesson: labeling something innovative does not make it so. (*Brookings Institution*, https://www.brookings.edu/innovation-districts/) Brookings' analysis concludes that cities and their individual communities should assess the strengths and weaknesses of potential innovation districts, to identify the most promising areas and develop targeted policies and strategies. The Municipality and its stakeholders have not had the opportunity to familiarize with this approach and identify the most promising areas. For example, while mixed-use districts are a familiar concept, staff does not believe the term "innovation districts" has been used in the Fairview Neighborhood Plan or in other plans. Because the 2040 LUP and overall Comprehensive Plan is intended to be a "living document" that will receive regular monitoring, updates, and improvements, an initial update within the first year of adoption will provide better opportunity to address these issues raised by the public. **Recommendations:** No changes at this time. Future amendments or revisions to the Comprehensive Plan should budget, assign resources to incorporate the "innovation districts" approach into select mixed-use areas identified in the 2040 Land Use Plan.	
8-g.	**Hillside Conservation Subdivision Ordinance.** Add the words: following the criteria and the Built-Green Infrastructure in the HDP" to Action 7-5. The HDP has specific density bonuses and these should be respected.	**Response:** The HDP includes general concepts for new development that tie together conservation of environmental features and subdivision standards. Specifically HDP policy 14-L calls for new development standards in a Hillside Conservation Subdivision concept. The policy background offers ideas and recommendations for preserving watercourses, steep slopes, and other open space elements in subdivisions that reduce lot sizes and provide for bonus lots and other incentives. Action Item calls for the creation of this	**YES** **(1-9-17)**

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		Hillside Conservation Subdivision. It will be done as a new element in Title 21. Staff recommends adding reference to the HDP policy but not to the detail offered by the commenter. **Recommendations:** Modify Action 7-5 as follows: **7-5.** Adopt a Hillside Conservation Subdivision <u>following policy direction in the Hillside District Plan.</u>	
8-h.	**Stream Protection Setbacks Ordinance.** Action 8-3 as stated is a vague directive. Specify that setbacks should be expanded to 50 feet or greater throughout the Municipality. The intent should be clarified to avoid weakening stream setbacks, such as the existing 50 foot setbacks on Hillside. *(Nancy Pease)*	**Response:** This Action Item directs a Title 21 revision to amend the Stream Protection Ordinance, which will include several components, one of which would be changes to the actual setback widths. There is an staff team working on this action, as directed by the Assembly as part of their adoption ordinance for the Title 21 rewrite. There is no reason to attempt to pre-define the stream setback widths in the Action Item language since the new code section will be far more detailed and will include many additional elements. And the final code item will follow the usual public process before it is adopted. The Assembly made it clear that the new stream protection ordinance will include expanded setback widths. **Recommendations:** No changes.	**YES (1-9-17)**
8-i.	**Financing Utility Upgrades through Low Interest Rate Bonds.** Consider the use of a Municipal or ACDA fund to finance utility upgrades through low interest rate bonds. MOA or ACDA could offer low interest money for equity portions of developments so developers return on cost gets closer to industry acceptable returns. *(Seth Anderson)*	**Response:** Actions 2-1 and 2-4 direct the Municipality to adopt and apply economic development tools as well as advocate for revising state laws to expand municipal financial incentive tools, which could include bonds and low interest rate loans. Action 5-5 reflects multiple consultations with AWWU planners as to the most realistic near term expansion of utility financing tools available to AWWU. However, these Actions do not specifically address expanding municipal bonding capacity. Strategy 3, *Infrastructure Financing and Provision*, mentions bonding generally on page 54. Staff does not object to adding a more specific reference to bonding to clarify. **Recommendation:** Page 54, third column, third complete paragraph, amend by adding a new sentence as follows:	**YES (2-6-17)**

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		Infrastructure Financing: Available in different forms including bonds, area-specific taxes, EPA Super Funds, HUD, or privatization of some public services. For example, the Municipality or ACDA can finance parking facilities or other infrastructure with low interest rate bonds. Page 63, add a new Action 5-# which addresses expanding Anchorage's municipal or ACDA bonding capacity. *(Staff to determine exact language with lead responsible agencies.)* Responsible Agency: Finance, OECD, ACDA, SOA. Timeframe: 1-3.	
8-i. addendum	Expand 8-i. or new item to address funding mechanisms. Parks Questionnaire response B.6. – CER type funding mechanism Also address Chamber comment #3 re utilities. Chamber D-1 cmt 7	**Response: TBD** Actions 2-1 and 2-4 direct the Municipality to adopt and apply economic development tools as well as advocate for revising state laws to expand municipal financial incentive tools, which could include bonds and low interest rate loans. Action 5-5 reflects multiple consultations with AWWU planners as to the most realistic near term expansion of utility financing tools available to AWWU. However, these Actions do not specifically address expanding municipal bonding capacity. Strategy 3, *Infrastructure Financing and Provision*, mentions bonding generally on page 54. Staff does not object to adding a more specific reference to bonding to clarify. **Recommendation: TBD** Page 54, third column, third complete paragraph, amend by adding a new sentence as follows:	
8-j.	**Choice of Reinvestment Focus Area (RFA) Candidates and Near Term Priorities.** Some recommend RFAs as primarily for housing priority areas. AEDC expressed in housing focus group meeting for the 2040 LUP that it would be a major concern if RFA's are for more than just housing. The business community has not really engaged in a conversation about focusing public investments in particular areas. Recommends that focus is on housing, not economic development. Denise Knapp and LWP questionnaires in D-1. Also housing focus group questionnaires.	**Response:** TBD **Recommendation:** TBD	

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	Also should address identification		
8-k.	**Enhanced / Clarified Economic Development Incentives Financing Strategy.** This issue includes creating a new Section 3.2 strategy in part by moving content from Section 3.1 subsection C financing and taxation. It also includes clarifying Actions 2-1 and 2-4 based on our draft amendments. Adds ACDA.	**Response:** TBD **Recommendation:** TBD	
8-l.	**Infrastructure – (Bob Mintz) / Inventory (LWP) – who leads inventory action item?**		
8-m.	**Storm Water Utility.** Strong consideration should be given to moving forward to initiate a municipal storm drain utility. The Utility could play a major role in shaping our future community and fuliflinig many of the 2040 LUP goals. *(Dowl Engineering; Tim Potter; Live Work Play Housing Group)*	**Response:** Establishing a storm water utility has often been discussed through the years. As the Municipality develops and fills in, more impervious surface is created and will require a comprehensive approach to manage and treat storm water runoff. Existing stormwater infrastructure is aging and not subject of an active inventory and maintenance program. This need was also highlighted in the adopted Hillside District Plan. In response to comments by Live Work Play and others, the Sept. 2016 public hearing draft 2040 LUP emphasizes infrastructure as an important component to land use planning in the Bowl. Goal 5 and its policies address infrastructure investment and "low-impact development" techniques. Action 5-3 in the Actions Checklist Table calls for an infrastructure asset inventory that includes an assessment of storm water pipes. Action 5-6 calls for evaluating the parameters and feasibility of a storm water utility. Because of staff estimates of resources and priorities, the time estimate for carrying out this action item was 4-6 years after LUP adoption. This was not an ideal timeframe however it was not clear to Planning staff there was any movement to prioritize and pursue a storm water utility in the immediate future. The MOA and the Alaska Department of Transportation and Public Facilities (ADOT&PF) are co-permittees under an MS4 permit issued by the EPA and now administered by ADEC. The MS4 permit allows the MOA and ADOT&PF, as operators of a MS4, to discharge storm water meeting specified requirements into waters of the United States. The MS4 permit requirements are implemented through the Storm Water Management Program.	

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		Per the current MS4 permit, a Storm Water Utility (SWU) is not mandated by APDES standards; it only says funding deficiency is not an excuse to not comply. Project Management and Engineering (PM&E) agrees with this need and has forwarded a 2017 first quarter budget adjustment to the Assembly for funding to develop a SWU Implementation Plan that examines the feasibility and mechanisms to creating a SWU as a stand-alone entity. If approved, PM&E will begin work on this Plan over the next year. **Recommendation:** Revise Action 5-6 on page 63 as follows. Responsible Agency: Delete OECD to leave only PM&E as lead agency. Time Frame: Change from ~~4-6~~ to 1-3. No further changes.	
8-m.	**Action 5-2 Lead Responsible Agencies** [staff working note - identified this as a new Action in our 1-3 year Actions Status chart. (Long-Range Planning Division)]	**Response: TBD** **Recommendation: TBD**	
8-o.	**Clarified SAP Strategy.** From various comments in consultation with MOA staff and from public comments, it seemed important to clarify how the Small Area Plan mechanism would be developed and applied. *(Current Planning Division – clarified review mechanism; Huffman/O'Malley Community Council in consultation)*	**Response:** Small Area Plans were introduced as an implementation action concept in the East Anchorage District Plan. The Girdwood chapter of Title 21 includes similar concepts with the Area Master Plan and the Development Master Plan. These planning mechanisms are applied to subsections of districts, neighborhoods, or redevelopment parcels and serve as detailed master plans, land use designation guides or similar. Staff determined that this master plan approach best suits the need for carrying out land use determinations on this scale. These small area plans would not be Comprehensive Plan amendments but would rather serve as implementation actions for strategies and Action items in the 2040 LUP. In the context of the 2040 LUP, these plans are identified as key tools for implementing the plan's land use changes and new planning concepts. Staff agrees that it is important to create an Action Item that formally creates the new tool in code and outlines how it is used and approved. In general, unless a Small Area Implementation Plan leads to a significant land use designation change, these should be approved by the PZC only. This new section for Title 21 should build on concepts and details of the Chapter 9 Girdwood Area and Development Master Plan. **Recommendation:** Revise the title of ~~Small Area Plan~~ to Small Area Implementation Plan in Strategy 8 on page 56 and adjust text in the draft plan accordingly. Add the following language as a new last paragraph in Strategy 8 on page 56:	

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		Small Area Implementation Plans are not intended to be Comprehensive Plan amendments. Rather than becoming a part of the Comprehensive Plan, they serve as master plan processes similar to Area or Development Master Plans in the Girdwood chapter of Title 21, or Institutional Master Plans procedure in Title 21 for the UMED District. This master plan approach best suits the need for carrying out land use determinations on this scale. In the context of the 2040 LUP, these plans are identified as key tools for implementing the plan's land use changes and new planning concepts. Create a new Action Item (#2-__) that details the new Small Area Implementation Plan process, as a key tool for essential strategy 8: Amend Title 21 to create a Small Area Implementation Plan master planning procedure, which details what it does, where it is to be applied, approval criteria, and how one is to be adopted.	
8-p.	**Adaptive Reuse** This considers adding a new Strategy or other language that anticipates the Spenard Corridor Plan. It provides policy umbrella support for Spenard Plan strategy and broader application of his key strategy across older parts of the Bowl. Review Spenard Corridor Plan memo. It may also address historic preservation of important buildings that anchor "placemaking" in Centers and Corridors. *(Long-Range Planning Division)*	**Response:** TBD **Recommendation:** TBD	
8-q.	**Suggested Strategies: Consolidation of Small Lots.** *Chamber of Commerce #3. Current Planning letter re lot aggregation. Chamber D-1 cmt. 8*	**Response:** TBD **Recommendation:** TBD	
8-r.	**Permit fee waivers and reductions action.** We identified this as a new Action in our 1-3 year Actions Status chart. *(Long-Range Planning Division)*	**Response:** TBD **Recommendation:** TBD – Add a new Action 2-? "Permit fee waivers and reductions"	
8-s.	**Traditional Neighborhood Design Zoning Districts**	**Response:** TBD	

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	Addresses form based overlay strategy in context of Fairview's efforts. Also connects to Downtown Action 3-2. *(Fairview Community Council cmt 2, cmt 10; Long-Range Planning Division)*	**Recommendation:** TBD – Revise Action 7-4 per our Actions Status table. Add $.	
8-t.	**Action 2-6 R-3A Zoning District** Terry Schoenthal's general additional comment #4 re R-3A locational criteria clarification. Add expedited schedule. *(Current Planning and Long Range Planning Divisions)*	**Response:** TBD **Recommendation:** TBD	
8-u.	**Design Criteria Manual.** Chamber of Commerce comments that the action list needs to include a review of the DCM to ensure it is not effectively used as a separate body of law. Internal policies and procedures determined to effectively be regulations should be consolidated into a public document that would be reviewed and formally adopted by the Assembly. Any future policies with the force fo regulations should go through a similar public process before they could be enforced. *(Anchorage Chamber of Commerce)*	**Response:** An update of the Design Criteria Manual (DCM) is currently underway. The DCM presents engineering design criteria for design of infrastructure including roads, drainage features, trails, and lighting. The criteria are intended to protect public health and safety, protect property, and ensure quality maintainable results. The DCM applies to all MOA projects and private projects to varying degrees depending on project size. This is the first time the DCM has gone before the Planning and Zoning Commission for a recommendation and the Assembly for approval. The public and other interested parties will have an opportunity to review the eight elements of the DCM (streets, drainage, landscaping, trails, lighting, traffic control, public transportation, and plans and specifications) as they are developed. Information about each element will be made available on the MOA Webpage as well as provide an opportunity for the public to offer testimony on the DCM during the public hearing process. **Recommendation:** No changes.	
8-v.	**Partnerships.** *(Transportation Planning Division cmt #12 and #21; DOT&PF supplemental cmt re p. 12; supplemental cmt re p. 53 strategy 2 and strategy 8; and Long Range notes; CEA cmts #1, 6, 8)*	**Response:** **TBD** This comment is specific to building and maintaining partnerships among and between state and Municipal agencies relative to transportation planning, funding, administration and maintenance. Staff agrees this should be included in the Plan under Item E. Coordination and Partnerships. **Recommendation:** **TBD** Add content to Section 3.1 Partnership subsection, following the first sentence in the last paragraph in column three on page 52: Certain Action Items and Strategies for Plan implementation (e.g. RFAs) will rely on activating new and maintaining existing partnerships among municipal agencies. In the case of roadway construction,	

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		planning, and maintenance administration, the State of Alaska must continue to be an active partner and manager.	
8-##	**Responsible Agencies.** Sign-off on Actions. *(Public Transportation Comment #12 and Long Range staff response in email)* *Partner Agencies - Other agencies have comment and input opportunity (DOT cmt re actions 8-8, 9-1, 90-3, 9-6. – clarify that other agencies have review cmt role in the Action)*	**Response: TBD** **Recommendation:** TBD – Add to public process Section 1.3 that agencies agreed. Potentially add to Section 3.3 to confirm that agencies agreed or should be consulted on action items.	
8-##	**Actions Map Improvements.** *(PM&E cmts by Lori Schanche)*	**Response: TBD** **Recommendation:** TBD	
8-##	**Review of Listed implementation zones in section 2. May need few adjustments.**	**Response:** TBD **Recommendation:** TBD	
Part 9: Miscellaneous			
9-#	**Clarify How LUP Corridor Land Use Designations Relate to Street Typologies.** LUP corridors need to be explicitly linked to the OSHP Street Typologies. Are they the same as Street Typologies? This is a good place to introduce Street Typologies and ensure they are same." *(Transportation Planning Division cmt #10)* *Add Public Transportation Department questionnaire response)*	**Response:** TBD. **Recommendation:** TBD. Amend [Find Thede's language]. Goal 6 and in Corridor land use designations. Possibly in Section 2.1. Also in TSDC section in 2.3.	
9-# **Page 25**	**Design Principle for Transitions.** Amend the first sentence under "Design principles for relationship to surrounding neighborhoods" on page 25 of the plan, to	**Response:** TBD. **Recommendation:** Amend	

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	synthesize that statement by removing the first half of the sentence and making the remaining sentence read, "New devleopments provide a transition to existing smaller scale, lower density neighborhoods." *(Urban Design Commission)*	*Text amendment.*	
9-#	**Neighborhood Buffering from Facilities.** ." *(Fairview Community Council cmt 13)* *(JBER Cmts in D-1 should be referenced as well. Also—Action change to include TAR in 10-3.)*	**Response:** TBD. **Recommendation:** Amend *Text amendment.*	
9-#	**Sunlight Access, Viewsheds, and Shadow Impacts** *(South Addition Community Council additional comments 5, 6-7, 13) Also SACC April 21, 2016 Re***so** *Tim Steele – Assembly worksession consultation 11a.*	**Response:** TBD. **Recommendations:** TBD	
9-#	**Traditional Neighborhood Design –** *TCC comment on page 66*		
	Missing Middle webinar inspired enhancements to residential land use designation housing types		
Part 10: Site Specific – Northwest Subarea			
10-a. (was 5-a)	**Downtown Areas East of Gambell to Ingra.** The Downtown City Center designation on the 2040 LUP includes areas that are currently zoned RO and B-3 (located in the eastern downtown near Gambell Street). The downtown city center designation includes the DT	**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.	**YES, and correct the Growth and Change Map on LUP p. 19 to reflect the intended change in zoning.** **(11-14-16)**

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

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

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		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. Therefore, an increase in residential density from R-2D to R-2M zoning in this area is not recommended based on the seismic hazard risk found in Zone 5. **Recommendations:** No changes.	
10-d. Part 1	**Housing Density / Mixed-use in Spenard / Chugach Way / 36th Ave. Area. Part 1**. Request to re-examine the recommended land use designations in 3 specific sections of the area of 36th Avenue and Spenard Road, and to expand the Targeted Area Rezoning of Action 4-2 to include these areas. First request is to change the Compact Mixed Residential – Low along 36th and Wilshire between Spenard and Arctic to Compact Mixed Residential – Medium. Include the 10 lots west of Dorbrandt St. Poor soils and infrastructure make duplex or townhouse development infeasible. Large redevelopment focus in area makes medium density appropriate. Second request is to change the Compact Mixed Residential – Low along south side of Chugach Way to Compact Mixed Residential-Medium. Redevelop at medium density along the greenway supported	**Response:** Area 1 was designated for Compact Residential – Low because of the lot configuration and narrow ROWs. This designation also prioritizes single-family, compact single-family, two-family and smaller multifamily structures. The initial draft housing capacity analysis results indicated a greater land capacity deficit for these "Missing Middle" compact housing types than for stacked multifamily apartment buildings. However, information provided by the commenter indicates that at least some of the properties in question are not positioned to redevelop at the lower densities, and that higher intensities including multifamily would complement the Middle Spenard Reinvestment Focus Area objectives and investments. The "Medium" density designation does not prohibit properties from developing with lower density compact housing. Planning Department site visits and property ownership research support changing properties generally west of Wilshire from Compact – Low to Compact – Medium Designation. Area 2 research and site visits, including the existing building stock, redevelopment potential, lot sizes and patterns, support the request for some areas south of Chugach Way to be increased to Compact Mixed Residential – Medium. These include the area east/northeast of Wilson Street Park extending south to 40th Avenue. North and The Targeted Area Rezoning (Action 4-2) boundaries can be adjusted to include changed areas.	**Discussed and Tabled** **(11-14-16)** **YES** **(12-05-16)** Commissioner Spring on 11-14 stated that a special study was needed here prior to implementing higher density land use designations. The narrow ROW on Chugach and the intersection of Chugach and Arctic so close to

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	development corridor focused on Chugach Way while preserving lower densities to the south. *(Cook Inlet Housing Authority)*	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. **Recommendations:** SEE ATTACHED MAP In Area 1, Change the Compact Mixed Residential – Low designation on the south side of 36th Avenue between Spenard and Arctic (ie., along Wilshire) to Compact Mixed Residential – Medium. Remove the stipple pattern form the compact Mixed Residential – Medium designated properties along the north side of Chugach Way. In Area 2, change the 2040 LUP map to Compact Mixed Residential-Medium in the area depicted on the attached map. Adjust the boundaries of Targeted Area Rezoning (Action 4-2) to include these areas, and not include areas that are not intended to change future zoning.	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. Staff response to be provided in 10-d. Part 2 below.
10-d. Part 1. Addendum	**Housing Density / Mixed-use in Spenard / Chugach Way / 36th Ave. Area. Part 1 Addendum.** Request to change the Compact Mixed Residential – Low along south side of Chugach Way to Compact Mixed Residential-Medium. Redevelop at medium density along the greenway supported development corridor focused on Chugach Way while preserving lower densities to the south. In particular, a large lot along Fish Creek south of Chugach Way lacks water infrastructure. This is Price Sub Lot 107 A, south of Chugach Way a few lots west of Wilshire St. It will be difficult to redevelop at R-2M	**Response:** Given some extra time for analysis, staff agrees that this parcel should be included in the density upgrade to Compact Mixed Residential – Medium. It also extends lengthwise into the existing predominantly single-family R-2M zoned neighborhood to the south-southwest. Therefore a residential, medium intensity designation is the highest density that would be appropriate in the neighborhood context. This odd-shaped narrow parcel includes a section of the Fish Creek channel, which could be used in a future creek restoration / Greenway Supported Development action. Restoring the creek would add amenities to the parcel but would likely reduce the developable area. Regardless, the parcel would benefit from the flexibility of medium (R-3) density offering 3-story residential buildings on this tough challenged lot. As currently zoned (R-2M), this parcel may not be feasible for residential housing units. **Recommendations:** On Issue-Response Item 10-d map attached to the December 5, 2016 issue-response, adjust the new boundary of the Compact Mixed Residential – Medium further to the west, south of Chugach Way (Described as Area 2 above), to include this specific parcel.	**YES** **(12-05-16)** Commissioner Robinson requests further discussion with staff regarding rationale for whether to add the lots south of 36th along Wilshire east of Dorbrandt St. to the Medium designation.

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	density. It should be included in a higher density and/or mixed-use designation than Compact Mixed Residential - Low. *(Cook Inlet Housing Authority)*	Adjust the boundaries of Targeted Area Rezoning (Action 4-2) to include this specific parcel.	
10-d. Part 2	**Housing Density / Mixed-use in Spenard / Chugach Way / 36th Ave. Area. Part 2**. Request reconsideration of the Urban Residential – High with mixed-use dotted stipple pattern designation between Spenard Road and Minnesota Drive south of 31st Ave to a mix of housing and commercial. Allow for stand-alone commercial and light-industrial uses reflecting the land use pattern. Reflect changed area in revisions to boundaries of Targeted Area Rezone. *(Cook Inlet Housing Authority)*	**Response:** The area between Spenard Road and Minnesota Drive south of 31st Ave is currently zoned B-3 and consists of a variety of residential, office, and other commercial and light industrial uses in a small urban lot pattern. The Urban Residential – High land use designation with the Residential Mixed-Use Development dotted stipple pattern designation provides for future redevelopment to include commercial office and retail uses but would also require developments include residential units. Based on prevailing lot sizes this may translate to 2 or 3 dwellings or more per 6,000 square foot lot. This designation has considerable flexibility in densities and scale for new developments and redevelopment projects per the Commercial Corridor/Main Street and stipple (Residential Mixed-Use Development overlay). However it does not allow stand-alone commercial developments. Its implementation zoning (R-4A) would not provide for light industrial uses or 21st Century quasi-industrial cottage craft uses or "maker spaces". R-4A has minimum residential density requirements. Another option for the land use plan to promote more housing and mixed-use residential, while also allowing for the stand-alone commercial and "maker spaces" type industrial, would be to take the approach of the Downtown CBD land use designations. In Downtown, the stipple dot pattern overlays a mixed-use center land use designation (City Center). This part of the CBD corresponds to the Downtown Comprehensive Plan's DT-3 Residential Mixed-use District area. The 2040 LUP states on page 48 that where the Residential Mixed-use Development stipple pattern overlays Centers or Main Street Corridors, these areas are encouraged to become mixed-use urban villages that include housing. Re-designating this area as Main Street Corridor, and expanding the Spenard Main Street Corridor land use designation westward to include this area, would achieve this option. Issue-Response Map 10-d Part 2 depicts this area under Main Street land use designation with the Residential Mixed-use stipple pattern. **Recommendations:** As depicted on Issue-Response Map 10-d Part 2, change the land use designation in the area between Spenard Road and Minnesota Drive south of 31st Ave from Urban Residential – High to Main Street Corridor. Retain the Residential Mixed-use Development stipple pattern overlaying this area.	**YES (2-6-17)**

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10-d. Part 3	**Housing Density / Mixed-use in Spenard / Chugach Way / 36th Ave. Area. Part 2**. With respect to the high-density redevelopment recommendations in the Area, Commissioner Spring on 11-14 stated that a special study was needed here prior to implementing higher density land use designations. The narrow ROW on Chugach and the intersection of Chugach and Arctic so close to 36th do not have capacity without more ROW and street connections. Commissioner Strike asked how to incentivize this area to realize the potential in this area, such as a special tax district. *(PZC Commissioner Jon Spring)*	**Response: TBD** **Recommendations: TBD** **(Place holder for: On the Growth and Change Map on page 19 of the plan, outline this area in dark forest green outline to indicate a change in land use designation from the Spenard Plan. OR Change the Areas of Growth and Change Map to reflect the 2040 LUP is consistent with the Spenard Plan in this area.)**	
10-e.	**Northwood Park Subdivision-Forest Park Drive.** Most residents in this area commented that the new designation of Compact Mixed Residential – Low would allow for larger buildings and higher densities than current zoning, and raised concerns about the capacity of the site and neighborhood street to accommodate the change. *(Turnagain Community Council; Neighborhood petition with 19 signatures; Jackie Danner; Marnie and Jon Isaacs; Jordan and Susan Marshall*)	**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. Review of this issue and earlier stakeholder consultations has come across a separate parcel in this vicinity, located west of the Railroad corridor just to the north of W. Northern Lights Blvd., should be reclassified from Single and Two Family to Compact Mixed Residential – Medium. The property is currently zoned for R-3 multifamily. (LUP map references: LU-1, LU-2, EP-1 (Zoning) – all available on online LUP Map Gallery.) **Recommendations**:	**YES (11-14-16)**

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		1. Change the land use designation on the east portion of the Northwood Park Subdivision area which is zoned R-2D, from Compact Mixed Residential - Low to Single Family and Two Family. 2. Retain the Compact Mixed Residential - Low designation on the west portion (west of Fish Creek), which includes the existing R-2M lots along the Alaska Railroad corridor, as well as the R-2M zoned townhouses on Forest Park Drive. 3. Change the land use designation on the R-3 zoned parcels west of the Alaska Railroad corridor to the north of the West Northern Lights Boulevard right-of-way from Single Family and Two Family to Compact Mixed Residential – Medium.	
10-f.	**South Park Estates Manufactured Home Park and Northern Lights-Benson Corridor.** Request two of the three city blocks comprising South Park Estates mobile home park, which front on Arctic Blvd. and Benson Blvd., be changed from Urban Residential – High with mixed-use stipple, to either "City Center" or a "Commercial Corridor"—ie., a commercial designation. A commercial designation is more consistent with the surrounding lands along these corridors, particularly along Benson. The property fronting on the corridors match the location criteria for the "City Center" and "Commercial Corridor" designations as described in the 2040 LUP. The Benson portion is adjacent to the Midtown City Center area, on a corridor optimal for regional commercial. Frontage on busy auto corridors, particularly along Benson next to an electric substation and other commercial uses is not conducive to an attractive residential development. Additionally, the extent of multifamily residential development that the 2040 LUP is not cost feasible, particularly on this mobile home park site. Stacked multifamily at the medium-high densities that the draft LUP designation would require are difficult to pencil under today's market conditions. For the mobile home park, add in the need to help re-locate existing residents, remove and	**Response:** TBD Extend the land use designation "Urban Residential – High" with the dot stipple pattern "Residential Mixed-use Development on the south two blocks of South Park Estates to include the half-block fronting on Arctic Boulevard. R-4A would be the most likely available implementation zone. This plan designation and zoning supports allowing commercial buildings along Arctic and high-density and/or townhouse/duplex residential units on the interior block. After likely ROW acquisitions to increase the streets from 30' to 60' wide, these two south blocks would comprise about 3.5 acres of developable property (give-or-take). Based on R-4A minimum residential density requirements for 20 DUA, this would mean that around 70 dwelling units would be required on the interior of the two blocks if the portion fronting on Arctic were to become commercial. I think this is closer to the existing number of dwelling units (69 mobile homes?) than what our previous draft of the plan would have required. There would be no net loss of housing and the property owner could develop the block along Arctic as commercial. Refer also to issue item 4-##, addressing mobile home parks in general. Map references: Issue-Response Maps 10-d (LUP and Actions), next page. **Recommendations:** **TBD** Per the maps for issue 10-d, amend the LUP as follows: 1. Change the land use designation for the northern block of South Park Estates to "City Center". Overlay that "City Center" designation with the dot stipple pattern "Residential Mixed-use Development" Growth Supporting Feature that encourages housing but not require housing. 2. Extend the land use designation "Urban Residential – High" with the dot stipple pattern "Residential Mixed-use Development on the south two blocks of South Park Estates to include the half-block fronting on Arctic Boulevard.	

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	rebuilt the defunct utilities and streets, re-plat, and address environmental clean-up on the mobile home park. The property owner's site plan concept for the L shaped mobile home park site is to develop office/commercial buildings that front on Arctic and Benson, with parking comprising the rest of the city block behind each building. Residential multifamily with a surface parking lot would be located on the remaining city block on the interior of the site. Based on the owner's site plan concept and space used by suburban parking ratios the owner estimates that approximately 60 dwellings could fit on the middle block. There are currently 68 dwellings on the mobile home park. The entire site is zoned R-4 multifamily, except the half-block fronting Arctic is zoned B-3. *(Debenham Properties)*	3. 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). 4. 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). 5. 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). 6. Per issue response item #4-??, amend the Strategy 6: Infill Housing Development discussion by adding the following passage regarding mobile home park redevelopment mitigation: TBD 7. Per issue response item #4-??, add the following new Action 4-? to provide mobile home park relocation mitigation, as follows: TBD **(Place holder for: On the Growth and Change Map on page 19 of the plan, outline this area in dark forest green outline to indicate a change in land use designation from the XXXXX Plan. OR Change the Areas of Growth and Change Map to reflect the 2040 LUP is consistent with the XXXXXXX Plan in this area.)**	
10-g.	**Forest Park Manufactured Home Park.** Turnagain Community Council expressed that it is uncertain whether the 2040 LUP recommendation to change the Forest Park Mobile Home Court land use designation from West Anchorage District Plan's equivalent of "Single Family and Two Family" up to "Compact Mixed Residential – Low" is wise for this area. The change in designation is a	**Response:** TBD Gain of 40 DUA. **Recommendations:** Option A. Option B. Staff understands the concerns of the public however due to the location and potential housing gain at compatible scale supports option B. Option A would be acceptable as status quo.	

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	change in land use from what is allowed by current R-1 zoning. Has the park owner been contacted? The park has provided relatively low density, compatible housing next to the adjacent area. Increased density would create more traffic on Hillcrest Drive, a high-use street. Mobile home parks have provided Anchorage with affordable housing for many years. Neighbors who reside in mobile home parks may not be able to afford other forms of housing. Resident letter with approximately two dozen signatures expresses opposes the recommended change of land use designation for Forest Park Mobile Home Court. The park is consistent with the surrounding aneighborhood and character of the area, and has had a consistent business mindset since its establishment in 1948 of providing affordable housing in a quality setting. Each of 47 mobile homes is owner-occupied. The setting is green and wooded adding value to the surrounding neighborhood. The park is well kept, at full capacity with no derelict mobile homes. Homes are constantly being remodeled and upgraded to reflect a desire to keep the level of quality. The mobile home owners, ownership of this property, and many of the surrounding home owners would like to see no change in the 2040 LUP that would affect this area. A higher density designation would represent a change that is not compatible with the existing environment and character of the surrounding neighborhood. Increased traffic on a local neighborhood street is also a concern. *(Turnagain Community Council, Gregg White)*	**(Place holder for: On the Growth and Change Map on page 19 of the plan, outline this area in dark forest green outline to indicate a change in land use designation from the WADP. OR Change the Areas of Growth and Change Map to reflect the 2040 LUP is consistent with the WADP in this area.)**	
10-h.	**Fish Creek Neighborhood Correction.** Planning review found that the 2040 LUP designated an area of approximately 11 residential properties at the junction of 35th Ave., Turnagain St., and McRae Rd. where they cross	**Response:** The area is within ¼ mile of Spenard Road and the wider neighborhood context is a mix of single-family and compact "missing middle" housing typese including attached-single family, two family, townhouses, small multifamily structures, and mobile homes.	

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	Fish Creek, to Single Family and Two Family. The properties are along the SE side of McRae Rd. However, the current zoning of these properties is R-2M and range of housing types is mixed. This would correspond to a "Compact Mixed Residential – Low" designation. *(Planning Department Long-Range Planning Division)*	The West Anchorage District Plan designated these properties as "Low Intensity – Attached and Detached (>5 – 8 DUA)". The draft 2040 LUP Single Family and Two Family land use designation corresponds to the WADP. However, changing the designation to "Compact Mixed Residential – Low" would seem to better reflect the neighborhood and further housing opportunities at a compact scale near Spenard Road. **Recommendations:** Change the land use designation of the 11 or so parcels south of 35th/McRae Rd.east of Turnagain St. from "Single Family and Two Family" to "Compact Mixed Residential – Low". On the Growth and Change Map on page 19 of the plan, outline this area in dark forest green outline to indicate a change in land use designation from the West Anchorage District Plan.	
10-i.	**Spenard Residential Mixed-use.**	**Response:** TBD **Recommendations:** No changes. **(Place holder for: On the Growth and Change Map on page 19 of the plan, outline this area in dark forest green outline to indicate a change in land use designation from the Spenard Plan. OR Change the Areas of Growth and Change Map to reflect the 2040 LUP is consistent with the Spenard Plan in this area.)**	
10-j.	**AIDEA Property Comment**	**Response:** **Recommendations:** **(Place holder for: On the Growth and Change Map on page 19 of the plan, outline this area in dark forest green outline to indicate a change in land use designation from the XXXXXXX Plan. OR Change the Areas of Growth and Change Map to reflect the 2040 LUP is consistent with the XXXXX Plan in this area.)**	
10-k.	**Northwood Industrial NW of Minnesota / Int'l.** Planning review identified a correction needed and a substantive departure by the 2040 LUP from previous plans in the industrial area and neighborhood northwest of	**Response:** These areas are depicted on issue-response map 10-k. First, this item includes map corrections that adjust site specific designations where the draft 2040 LUP and the West Anchorage District Plan (WADP) were incorrect There are three I-1 zoned parcels incorrectly designated as residential and community institutional northeast of the Northwood Drive – International	

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	the Minnesota—International interchange. *(Planning Department Long-Range Planning Division)*	Airport Road intersection (south of the Spenard Recreation Center). These lots are existing light industrial uses for industrial trucking firms. Second, this item documents for PZC review that the draft 2040 LUP reclassifies a residential block that extends into the SBS industrial area along 46th and 47th Avenues from Two Family residential to Light Industrial. The residential zone extends like a peninsula into the industrial area and includes single and two family structures. The housing abuts industrial uses. The WADP reflects existing zoning. The 2040 LUP departs from the WADP and existing zoning in order to consolidate the industrial area and provide space for future industrial use. This reclassification prioritizes industrial land supply in this location due to the area's characteristics, and is in context of broader strategies for housing supply in the rest of the Bowl. The area's zoning will continue to be residential until such time as property owners come forward with proposed rezonings. **Recommendations:** As depicted on issue-response map 10-k, change the residential and institutional land use designations of the I-1 industrial parcel south of the Spenard Recreation Center to "Light Industrial / Commercial". No changes to the industrial land use classification of the residential area extending into the SBS area on 46th and 47th Avenues. Edit the "Areas of Growth and Change" Map on page 19 of the 2040 LUP to depict a forest green outline around the areas above, indicating the 2040 LUP departs from the WADP in these areas.	
10-l.	**Windemere Subdivision SE of Tudor/Minnesota.** The 2040 LUP departs from existing zoning and the WADP land use designation for the subdivision at the SE corner of Tudor Road and Minnesota Drive. It increases the residential housing classification from Single Family and Two Family to "Compact Mixed Residential – Low". *(Planning Department Long-Range Planning Division)*	**Response:** The area of Windermere Subdivision on the SE corner of Tudor/Minnesota comprises an older, urban grid style street, lot, and block pattern. It includes alley ROWs. Its lotting and block pattern resembles the older urban parts of town and differentiates it from the curvilinear R-1 single-family subdivision interior to the super-block. Windemere accesses onto Tudor Road, adjacent to Willow Crest Elementary School, and an R-2M neighborhood and small commercial are across Tudor Road. The existing zoning of Windemere is R-2A, and the housing stock is a mix of single-family, two-family and some multifamily structures. The lots in Windemere are somewhat larger than a typical Anchorage urban lot, ranging above 7,500 square feet per lot. The 2040 LUP recommendation for upgrading Windemere to "Compact Mixed Residential – Low" seeks to compliment the "Traditional Neighborhood Design" designation for this area in recognition of its platted pattern. The designation is a long term vision for the neighborhood, which may be realized later in the planning horizon following reinvestment in the local street infrastructure. It seeks to allow the neighborhood to continue to develop its mix of housing types with more compact housing opportunities in a walkable neighborhood environment near the school and neighborhood commercial.	

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		Recommendations: No changes.	
10-m.	**Arctic Heights** *(LUPM Fix #3 and Moira Sullivan's cmt)*	**Response:** TBD (Note to staff: Research the RO SL north of Tudor east of Arctic) **Recommendations:** TBD. **(Place holder for: On the Growth and Change Map on page 19 of the plan, outline this area in dark forest green outline to indicate a change in land use designation from the Spenard Plan. OR Change the Areas of Growth and Change Map to reflect the 2040 LUP is consistent with the Spenard Plan in this area.)**	
10-n.	**Downtown – Ship Creek Industrial/Mixed-use Margin (Determine if fix needed to avoid industrial loss.)**	**Response:** TBD **Recommendations:** TBD. **(Place holder for: On the Growth and Change Map on page 19 of the plan, outline this area in dark forest green outline to indicate a change in land use designation from the Ship Creek Framework Plan. OR Change the Areas of Growth and Change Map to reflect the 2040 LUP is consistent with the Ship Creek Framework Plan in this area.)**	
10-o.	**The LUP should focus downtown employment center housing efforts on CBD and on Fairveiw** *(South Addition Community Council cmt 3.)*	**Response:** TBD **Recommendations:** TBD. **(Place holder for: On the Growth and Change Map on page 19 of the plan, outline this area in dark forest green outline to indicate a change in land use designation from the XXXXX Plan. OR Change the Areas of Growth and Change Map to reflect the 2040 LUP is consistent with the XXXXXXX Plan in this area.)**	
10-p.	**Difference Between LUP and Government Hill Neighborhood Plan (Melinda Gant – D-1 p. 156)**	**Response:** TBD **Recommendations:** TBD. (Place holder for: On the Growth and Change Map on page 19 of the plan, outline this area in dark forest green outline to indicate a change in land use designation from the GH Neighborhood Plan. OR Change the Areas of Growth and Change Map to reflect the 2040 LUP is consistent with the GHNP in this area.)	

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

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			consider the impacts on street congestion. Commissioner Bailey stated that office use would bisect the residential neighborhood south of UMED into two residential areas. There are already commercial areas available to the east and west. The LUP labels the entire area as Traditional Neighborhood Development so whichever land use goes here should foster TND. Commissioner Spoerhase asked what is the currently adopted land use designation for this site: it is Office Low Intensity.
11-b.	**6-Acre Merrill Field Property Between Sitka Street and SW Corner DeBarr and Lake Otis.** The large parcel located on the southwest corner of DeBarr and Lake Otis Parkway, owned by Merrill Field, is currently used as a snow dump. The Land Use Plan Map designates the site as Commercial Corridor, with a transit supportive development overlay. Under the Commercial Corridor the	**Response:** The Land Use Plan Map serves to establish a preferred development scenario for the Bowl, including this 6 acre site. If/when the site is rezoned in the future and a development project is submitted for review, the Municipality will review the specifics of the development and require the necessary on and off-site improvements, including transportation, needed to serve the development. The Municipal Traffic Engineer requires TIAs for development projects that exceed a certain threshold of either square footage, number of employees, patrons or residents. It is likely that a TIA will be required for this site when a development project is proposed given the data of traffic accidents on Debarr road. The 2040 Plan	**Discussed and Tabled (2-6-17)** Commissioner Spring on 2-6-7 stated he plans to bring forward additional considerations for this

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	property could be rezoned to B-3, allowing office development and added traffic. The intersection of Sitka Street and Debarr is already experiencing a higher than average accident rate and office development without improvements to Debarr or the intersection of Debarr and Sitka will result in higher accident and increased delays for those exiting Sitka Street. It is questionable if the residents of Eastridge neighborhood south of the parcel know the parcel is being designated as commercial. Substantial comments will probably come when they are notified of the plan or subsequent rezoning request. Recommend leaving the parcel as Community Facility or re-designating the site as Residential Medium. *(PZC Commissioner Spring)*	recommends Debarr Road as a Transit Supportive Development Corridor, as adopted in *Anchorage 2020*. The designation comes with the expectation for infrastructure investment in and around DeBarr Road over time in order to accommodate increasing activity levels. The site was purchased and granted to Merrill Field by the FAA. The FAA grant assurance requires Merrill Field to seek FAA concurrence on the surplus and future use of this site for non-aeronautical purposes. Merrill Field is an enterprise –self-supporting agency and needs to manage its assets and its ability to increase the airport's revenue-generating opportunities. During the update of the Airport Master Plan, this site was identified as a potential surplus site to airport operations. Paul Bower, Merrill Field Airport Manager, requested a land use designation allowing office/medical office with neighborhood commercial for this parcel. A rezoning to RO was discussed to support a medical-office as a principal use, consistent with the uses further east on DeBarr, and to avoid higher traffic commercial retail uses of a B-3 District. Mr. Bower also shared that in his discussions with the community on potentially redeveloping this site for office development, the comments were generally positive. Traffic studies have been conducted and include potential recommendations on how to improve Debarr road. Once the land use designation is adopted, the Airport can then begin discussions with the FAA on the surplus and redevelopment of the site for office use. Merrill Field intends to continue owning the site and will leasing the site for redeveloping. FAA regulations make it difficult for the Airport to sell off excess land. Staff discussed the issue of the existing snow dump and Mr. Bower identified another location on Merrill Field lands that could serve this purpose. The alternative location is located away from the DeBarr corridor and has less potential for alternative income generating use. The municipal snow dump does not provide much lease income as compared to a medical office based office development. While Planning staff does not believe that residential housing is likely for airport land or a competitive alternative to medical-office returns, the Main Street Corridor designation does leave flexibility for housing developments or residential mixed-use. Overlaying this land use with the "Residential Mixed-use Development" stipple dot pattern could further promote residential use on the 2040 LUP, if that is of interest to the Commission. Office, medical, and commercial employment contributes to the objectives of a transit corridor. The Main Street Corridor land use designation provides for these uses in a development pattern that supports public transit. It provides more employment and services for the neighborhood. It also supports efficient use of land in the Bowl to address commercial and medical office needs. By contrast, a Community Facility or Institution designation would seem to perpetuate the snow dump along the transit corridor. Or it limits the	issue, including reconsideration for how Merrill Field Sitka Street Park parcel to the west is designated. Staff also received late feedback on this item from Muni Traffic Engineer concerning traffic impacts on 15th. Staff after receiving Cmr. Spring's comments will bring a revised and expanded 11-b back for deliberations. (2-6-17)

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		property to other types of public facilities or institutions. It is not clear what institutional uses might locate here. Planning staff made efforts to notify the public and neighborhoods about the 2040 LUP. It made extra efforts to reach out to Airport Heights Community Council because of land use issues in the neighborhood. The 2040 LUP planning team visited Airport Heights Community Council meetings. Airport Heights leaders participated in several regional public meetings for the LUP that highlighted their neighborhood on regional focus maps. A special consultation meeting was held for Airport Heights representatives. The proposed designation of the property to allow for medical office did not appear to be of concern. **Recommendations:** Add the RO District as a potential implementation district for the Main Street Corridor land use designation in the middle column of page 36: "B-3 or B-1B, or RO in residential-office locations, with CCO overlay or new overlay zone." No other changes.	
11-c. Revised	**Geographic Extent of Northway Town Center.** Is the Northway Mall still a viable town center? It appears that the actual town center has actually moved to the Glenn Square Mall area north of the Glenn Highway. Change the designation of Glenn Square retail area north of Glenn Highway from Regional Commercial Center to Town Center. It is much smaller than and does not feel like the other two designated regional centers (Tikhatnu Commons and Dimond Center areas). It meets the definition of a town center. It has a variety of local serving businesses including restaurants, fitness center, and retail. It is adjacent to residential to the north including a new CIHA multifamily townhouse development. Additional housing within Glenn Square was originally planned and may still be a possibility. The 2040 LUP land use designation of Mt. View Dr. as a Main Street Corridor will complement the town center development and transit service. *Anchorage 2020* also includes Glenn Square as	**Response:** Northway Town Center, straddled by commercial in all directions, a highway, and a manufactured home park, presents challenges for expanding the geographic extent of the "Town Center" designation. Too much expansion can easily overextend the Town Center commercial core. This would go against policy directives to guide compact, focused "Town Center" commercial development and preserve workforce and affordable housing opportunities near commercial cores of Town Centers. The area's growth is stymied by need for significant public investment: poor capacity in utility infrastructure including sewer and storm water infrastructure, position relative to Merrill Field runway, unsettled future alignment of a Glenn-to-Seward Highway connection, and a generally lower market demand, and need for sense of place amenities. A targeted area rezoning (TAR) of I-1 to B-3 by itself would not overcome these challenges, but staff agrees could be a first step. However, rezoning of the D-2 Zoning District Penland mobile home park to B-3 would worsen residential land deficits for "missing middle" compact housing, and housing problems, disproportionately burdening low- to moderate income workforce households and under-represented ethnic and racial groups. *Anchorage 2020* Land Use Policy Map (p. 50, Anchorage 2020) shows a circle/dot depicting Northway Town Center that includes Glenn Square and Penland Manufactured Home Community in its circle radius. *Anchorage 2020* explains that its map feature locations and use types should be interpreted as approximate. One can infer the circle includes not only a commercial/mixed-use core but also some surrounding primarily	**Glenn Square Discussed on 11-14-16** Commissioner Spring on 11-14 requested staff to consider redesignating Glenn Square be a part of Northway Town Center. It does not feel like a Regional Commercial Center like Dimond Center or Tikhatnu Commons. Anchorage 2020 originally showed it as part of a Town Center. **Discussed and Tabled**

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	part of its approximate location for Northway Town Center. *(PZC Commissioner Jon Spring)* Change the designation of the area including Penland Manufactured Home Community bounded by Penland Parkway in the north, DeBarr Road in the south, Northway Business Park Boulevard in the east, Airport Heights Drive in the west, to Town Center. Alaska Regional Hospital would expand but is constrained from expanding by current zoning and land use patterns. The Northway Town Center should be considered in connection with the UMED District to the south. *(Alaska Regional Hospital representative at public meeting)* The Medical Center designation centered on the Alaska Regional Hospital site should be reexamined. The current designation does not allow for expansion of this important medical center. Given comments above by Alaska Regional representative, additional research is needed to determine what the future requirements for medical offices and hospital expansion are in this area. Medical expansion in this area would help redevelopment, particularly the Northway Mall. Northway Mall area is an excellent location for a major health center. *(Commissioner Spring)* Concerns raised at Community Council meetings by residents expressing concern regarding potential displacement of the area's mobile home park residents. Penland Manufactured Home Community should be preserved as a residential area. Penland MHC is financially viable through the year 2040. Infrastructure investments are being made in Penland and several other mobile home parks owned/managed by the same company. *(Airport Heights Community Council; Russian Jack Park Community Council; Penland MHC management company*	residential areas. *Anchorage 2020* anticipated more detailed, area-specific plans would establish a more specific layout and extent of town center commercial cores. To implement the 2020 town center concept, the Municipality in 2002 retained a consultant (Lennertz Coyle), which developed a draft Northway Town Center master plan through a charrette-style public process. The draft plan engaged the public but the plan was not completed. The draft plan located the Town Center core north of Penland Drive. The locus was southeast of the Northway Mall. It recommended constructing a new bridge over the Glenn Highway to connect the town center to the Glenn Square Mall area. But it depicted that area as a combination of open space or undesignated future use outside the town center core. The 2016 Mountain View Targeted Neighborhood Plan designates the Glenn Square Mall as a regional commercial center. Glenn Square sits near the intersection of Mountain View Drive and the Glenn Highway, relatively isolated from Northway Town Center by the Highway. Its position in the transportation network matches that of Dimond and Tikhatnu. The existing land use anchors are all big box retail chain stores, which is consistent with a regional commercial center land use designation. Initial results of the 2040 LUP housing capacity analysis appear to indicate a need to preserve existing zoned lands such as Penland Park for "missing middle" type compact single-family, manufactured home, two-family, and townhouse style housing. Interviews with residential community leaders and Penland Park MHC managers indicate this will remain a viable manufactured home park through the year 2040. Therefore, reclassifying to mixed-use, commercial, or stacked multifamily may not be advisable. The Glenn Square Mall, the Northway Mall, Penland Mobile Home Park, and the Alaska Regional Medical Center properties would also make good candidate sites for a quick, "light" planning effort. Staff met briefly, individually with key stakeholders in this area during the LUP consultation process but additional contacts a discussion should be made to get a better sense from the property owners themselves about how they forsee this area in the future. For example, follow up contact has yet to be made with representatives from the Alaska Regional Medical center in order to understand and assess their possible expansion plans. A second example are concerns from the Penland Mobile Home Park. Staff met with the park manager and another interested stakeholder but has not had consultations with the property owner. **Recommendations:** Amend the 2040 LUP as follows: 1. Add an Action 3-## to the Actions Checklist Table, to carry out a light, quick, inexpensive version of a Small Area Plan process for the Northway Town Center area including Alaska Regional Hospital, municipal properties, Penland Manufactured Home Community. Consult with residents,	**(12-12-16)** Commissioner Spring to provide comments and suggested amendments in this area. **YES, contingent on further clarifying the scope of the area planning process in Recommendation #1** **(2-6-17)** Commissioner Robinson requests that the language of the new Action 3-# in Recommendation 1 further distinguish the scope of a "light, quick, inexpensive" planning process. Is it really an SAP? Commissioner Robinson also expressed it is important for the long range plan to show where Penland Manufactured Home Park is headed in the

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	in consultation; Penland MHC representative at public meeting). Include an Action for MOA to carry out a Targeted Area Rezoning of this area to B-3. This will make the area more competitive, given the more restrictive nature of the industrial zones in the new Title 21. *(DOWL Engineering, CITC in consultation, Commissioner Jon Spring)*	property owners, employers, and community councils to help determine appropriate land use designations and near-term amendments to the 2040 LUP. (Staff to provide clearer language in the Action statement regarding the scope of this planning process.) Responsible Agency: Planning. Time Frame: Now. Related Plans and Studies: MV. Depict the SAP on the 2040 LUP Actions Map. 2. Add an Action to the Actions Checklist Table, to "Facilitate a Targeted Area Rezoning in Northway Town Center, including rezoning I-1 zoned properties to commercial zoning" (above). Depict the TAR on the 2040 LUP Actions Map. 3. Amend the LUPM to expand the Traditional Neighborhood Design growth supportive overlay to include the Northway Town Center area between DeBarr, Glenn, Airport Hts, and Bragaw Street.	long term. It is likely to change, not remain the same in the long term. The Comp. Plan should provide guidance for what that change should be. (2-6-17)
11-d.	**Mental Health Trust and PLI Lands NE of Northern Lights and Bragaw Intersection.** Issues and questions regarding site considerations for redevelopment, including locations of roads, utilities, easements, trails, Chester Creek, and existing buildings and lot patterns. Issues and questions regarding the type of mixed-use site layout and Greenway Supported Development that would be required, relative to the request by the owner for flexibility in site and land use planning. *(Craig Driver, Alaska Mental Health Trust)*	**Response:** Planning Department staff held additional consultations with the Trust Land Office regarding the site conditions and the clarity of the land use designations. Staff clarified that the Urban Residential – High land use designation on the MHT property, with the Residential Mixed-use Development stipple dot pattern overlay provides MHT the site plan flexibility necessary to arrange commercial, mixed-use, and residential uses across the master site. Residential can be located on one part of the site, and commercial on another, for instance. Planning staff also clarified that Greenway Supported Development (GSD) allows smaller creek setbacks to encourage urban redevelopment in mixed-use centers. GSD complements redevelopment. A multi-use recreational trail running through the property aligned with Chester Creek has potential for a linear Greenway Supported Development feature. The residential mixed-use designation encourages commercial and PLI uses while overcoming a substantial housing capacity deficit, especially near major employment centers such as UMED. The MHT site represents a significant redevelopment opportunity. Designating it in a category that would allow reclassification from PLI to a zoning district implements Urban Residential – High / Residential Mixed-use. The 2040 LUP yields a substantial amount of housing and commercial potential near UMED. Initial housing capacity results indicate more than 500 housing units of capacity may result. However, the site also has challenges with existing utilities, street access and traffic impacts, and existing lot boundaries. ASD Whaley School property also sits within the interior of the site. Planning staff acknowledged that the western half of the MHT property, which the draft LUP currently depicts as University or Medical Center with a tartan green hatched overlay, should be changed to a	**YES** **(12-12-16)**

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		designation more consistent with the eastern half—Urban Residential – High with a stipple dot overlay enabling mixed-use. Staff recommends that a linear version of the GSD continue to extend through the western portion of the property, generally following the alignment of Chester Creek. The western half of the property comprises mostly class A wetlands. It is the practice of the 2040 LUP to designate privately owned lands with class A and B wetlands or other environmental constraint, in a manner consistent with their intended zoning, rather than as open space. The following changes reflect the additional consultation with TLO staff who seek to redevelop their property as residential and commercial office space. This redevelopment scheme will require up-grades to sewer and water infrastructure as well as internal road (re)alignments. TLO is especially interested in undergrounding a utility pole alignment that parallels Bragaw Road. **Recommendations:** Extend the urban residential-high land use designation with the stipple overlay pattern for Residential Mixed-use Development westward to the remaining TLO parcels located north of Northern Lights and west of Bragaw. Remove the rectangular tartan hatch pattern from this western portion, and replace it with the narrower, linear tartan hatch pattern that more closely aligns with Chester Creek. Extend the "Traditional Neighborhood Design" overlay designation to include the western portion of the TLO property. Clarify the language of the Residential Mixed-use Development Growth Supporting Feature in the 2040 LUP plan document that this feature provides the flexibility necessary to arrange commercial, mixed-use, and residential uses across the site, and does not require vertical mixed-use in commercial buildings.	
11-e.	**Glenn Muldoon Mobile Home Community** on the NE corner of Boundary Street and Muldoon Road, and SE of 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	**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. 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	**YES (11-14-16)**

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	Highway interchange with Muldoon. This proximity supports commercial zoning that provides flexible use of the Glenn Muldoon parcel in lieu of a mixture of residential and commercial use. (CIRI Land Development Company)	Anchorage District Plan intent to retain residential neighborhood areas while allowing mixed-use commercial along the Muldoon Corridor. An action item has been added to the Actions Checklist creating a variation of the R-3 residential zone which requires housing while allowing a certain percentage of total site floor area to be commercial, in a truly mixed-use setting. This will provide CIRI the flexibility to create a mixture of residential and commercial use as it requested. **Recommendations:** No further changes.	
11-f.	**Change the Municipal Snow Dump Site east of the Alaska Native Heritage Center** from Institution or Public Facility to a commercial development use designation, to reflect the private ownership. *(CIRI Land Development Company)*	**Response:** The snow dump is on a long-term lease that extends beyond the time horizon of the 2040 Land Use Plan. The anticipated use will continue to be public/institutional, specifically the snow disposal facility. This type of facility is needed and the MOA does not anticipate breaking the lease early. The Institution or Public Facility designation applies to both private and public properties, and is tied more to the anticipated future use than to ownership. For example, the ASD headquarters is located on private land and the Alaska Native Heritage Center just west of the property of concern is on CIRI owned land. Both the snow disposal facility and adjacent cultural facility are Public / Institutional uses that are anticipated to continue long term. Even if the snow disposal use were to cease, other uses such as a school, or utility, or additional cultural facility area may be the more appropriate use of the property, which does not have direct highway access. **Recommendations:** No changes.	**YES** **(11-14-16)** Commissioner Walker on 11-14 requested staff to confirm the length of the long-term lease, and to provide that as follow-up information to PZC.
11-g.	**Medium Density Residential West of Lake Otis on E. 24th.** The proposed increase in residential intensity to Compact Mixed Residential – Medium could pose traffic problems on Lake Otis. Recommend MOA Traffic Engineering review to determine if access to Lake Otis will pose a problem. *(PZC Commissioner Spring)*	**Response:** The site is a mostly vacant property along the south side of E. 24th and currently zoned R-2M and R-1. Under current zoning, it would yield around 20 additional housing units at build-out based on the 2040 LUP housing capacity analysis assumptions using key site characteristics. The 2040 LUP designates the site as Compact Mixed Housing – Medium, with the R-3 district as the primary implementation zone. The 2040 LUP housing capacity analysis finds that the site could yield around 60 housing units at build-out under the 2040 LUP implementation scenario. These 20 and 60 unit estimates should be considered a gross order-of-magnitude estimate of housing capacity, as they derive from citywide averages. Discussion with Traffic Engineer staff indicates that 60 units would be likely to trigger a requirement for a TIA to assess impacts on Lake Otis including at the intersection. Planning assumes that Traffic Engineering would likely determine that access to Lake Otis will pose a problem were the site to be rezoned and developed at R-3 densities. Typical remedies would be to reduce the number of units or provide transportation facility improvements as a prerequisite to a rezoning entitlement and or development permit.	**Discussed and Tabled** **(2-6-17)** Staff to return with plan amendment language to ensure that sites with more severe level of service inadequacies get adequate infrastructure/levels of service prior to implementing higher density land use designations than current

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		Because the 2040 LUP is a generalized land use plan for future long term growth, it only envisions and does not implement where the city will accommodate 25 years or more worth of housing. The 2040 LUP policies call for investment in streets and infrastructure in areas of designated growth, so that the areas have the capacity to accommodate such growth. Project #118 in the 2035 MTP addresses Lake Otis Parkway. The 2040 LUP also depends on future review processes that will include TIAs. To implement the housing envisioned in the plan, there will be review processes that will occur in the future. These include rezoning and development permitting. These processes address site specific traffic impacts. If these procedures determine an impact, the 2040 LUP does not override them. The 2040 LUP does not guarantee an applicant in a Compact Mixed Residential – Medium designated area will be entitled to an upzoning to R-3. It lists R-3 and secondarily R-2M as potential implementation zones. The plan establishes on pages 21 and 22 that *"The area's Land Use Designation does not imply that the most intense corresponding zoning district is recommended nor is the most appropriate. Proposed rezones should be consistent with Title 21 and Comprehensive Plan policies."* The Traffic Engineer reviews proposed rezonings and developments. Title 21 land use regulations in AMC 21.07.060C., Traffic Mitigation, mandate the Municipality to require a TIA in rezonings and other applications for development review and approval where thresholds in the Policy on Traffic Impact Analyses are met; where the PZC requires a TIA; or where increased land use intensity will result in substantially increased traffic generation or reduced level of service on affected streets. Northern Lights Boulevard is slated to become a higher frequency transit corridor. The site is located between Midtown and UMED on the Chester Creek greenbelt trail, and is within trail commuting distance of Downtown. It represents an opportunity to provide needed future housing near the major employment centers at a location that will be positioned to provide alternative accessible modes for traveling to employment, amenities, and services. There are many areas of the Bowl with poorer access relative to these land use objectives. There are other potential impacts of higher density housing. The 2040 LUP addresses issues of compatibility and character in the Medium residential land use description as well in its action items. These will be addressed in another issue response. **Recommendation:** No changes.	zoning allows. Commission discussed potentially conditioning its support for recommendations on timing higher density development with the levels of service needed to support that density. (2-6-17)
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	**Response:** There are 6 lots of existing or former residential use located in a small subdivision in the southeast corner of SE Orca and 15th avenue that are identified in the Merrill Field Master Plan for future acquisition. The purchase of these properties will further secure the area under the North/South Runway	**YES (12-12-16)**

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	have existing residential homes and they along with the other lots on SE corner of Orca St and 15th Ave. should remain as residential. Sitka Street Park should be retained as park land and no portion of it should be replaced with commercial development. *(Fairview CC)*	Protection Zone as well as accommodate the completion of Taxiway B. Runway protection zone (RPZ) is an "area at ground level off the runway end to enhance the safety and protection of people and property on the ground." (FAA 2012:8). Only 2 of the 6 parcels remain to be purchased by the Municipality. With regards to Sitka Park, this park and the adjoining open space lands are owned by Merrill Field, who has allowed the parcels to be used as park and as open space lands. The 2040 LUP PH draft map designates Sitka Park and the adjacent open space lands as Airport with the added Greenway Supported Development Overlay. These designations recognize the importance of these lands to Airport operations as well as providing the opportunity for redevelopment. Merrill Field is an enterprise - self-supported agency and needs to manage its assets and ability to increase the airport's safety and revenue-generating opportunities. **Recommendation:** No change to the underlying land use designation of Airport. **See Issue Response 3-B** which proposed to revise the name, pattern, and wording of the Greenway Supported Development Overlay for Merrill Field open space to Transportation Facility Open Land.	
11-h.	**R-2M Neighborhood NW of Northern Lights / Boniface Intersection.** Planning review marked the draft LUP designation of "Single Family and Two Family" on the western and northern portions of the residential area between Northern Lights Blvd. and Russian Jack Park west of Boniface for reconsideration, in light of the area's potential for additional housing development at its current R-2M zoned densities. *(Planning Department Long-Range Planning Division)*	**Response:** This R-2M zoned neighborhood is along the proposed 15-minute headway Northern Lights public transit route. It has vacant land and redevelopment potential and an existing mix of housing types such that the 2040 LUP applies the "Transit Supportive Development" overlay to the area. A land "Compact Mixed Residential" designation is more consistent with the existing zoning, the transit corridor, and housing objectives. However, the area's road infrastructure, accessibility, and environmental constraints may be a limiting factor, particularly in the north. Additionally, the western portion of the area primarily along Wesleyan Dr. has developed largely as single-family and single-family attached homes. Issue-Response Map 11-h identifies a portion of the "Single Family and Two Family" designated area that appears developable with close access to Northern Lights Boulevard. **Recommendations:** Change the land use designation for the half-dozen or so lots near Wesleyan Dr. identified on Issue-Response Map 11-h from "Single Family and Two Family" to "Compact Mixed Residential – Low". Identify this area on the 2040 LUP "Areas of Growth and Change Map" (page 19) as an area of "Land Use Designation Change from an Area-Specific Plan", using the forest green outline. Retain the "Single Family and Two Family" in the areas along Wesleyan Dr. that have developed in a single-family pattern, and in the northern area between 20th and 22nd subject to environmental constraints and poor road infrastructure.	

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11-i.	**Northern Lights / Boniface Neighborhood Center.** Planning review marked several draft LUP designations at the Northern Lights / Boniface neighborhood center for reconsideration. These include an R-3 residential zoned lot with existing multifamily dwellings that the LUP designated as part of the Neighborhood Center, and several lots zoned commercial that it designated as residential SE of the intersection. *(Planning Department Long-Range Planning Division)*	**Response:** These areas are depicted on issue-response map 11-h. The first property in 11-h. is a developed multifamily lot zoned R-3 on the south side of 26th Avenue, abutting that back side of the Goodwill Store strip mall. The public hearing draft 2040 LUP followed the *East Anchorage District Plan (EADP)* in designating this parcel as part of the Neighborhood Center. The Neighborhood Center is a commercial/mixed-use designation to be implemented by the B-1A and B-1B zoning districts. The 2040 LUP and EADP essentially generalized the land use designations by creating a unified block of pink color-coded area designated for future mixed-use redevelopment, rather than depicting a small enclave of medium density residential or including the property in the "Compact Mixed Residential – Low" designation to the north. The planning vision for the NE corner of the Northern Lights / Boniface intersection is a 2-3 story redevelopment with the potential for mixed-use residential housing on the upper floors or interior to the block. Adding an overlay of "Residential Mixed-use Development" white dotted stipple pattern to the entire NE corner of the Neighborhood Center would communicate that intent. It would encourage but not require residential units on the properties already zoned for commercial use, but would effectively discourage the existing residentially zoned property from simply being rezoned for office use only. The second set of properties in 11-h is located SE of the Northern Lights / Boniface intersection and was inadvertently designated in the plan as residential, although it is currently zoned commercial, and should have been designated "Neighborhood Center". **Recommendations:** Add the "Residential Mixed-use" stipple pattern overlay to all of the Neighborhood Center on the northeast corner of the Northern Lights / Boniface intersection. Change the land use designation for the two properties on Rose St. from residential to "Neighborhood Center".	
11-i.	**Helen Louise McDowell Sanctuary Parcels Missed on Grape Place.** Planning review found the draft LUP missed several municipal parks parcels at the north end of Grape Place and Eau Claire Place streets in Tudor Area Community Council. The LUP designates them as residential. *(Planning Department Long-Range Planning Division)*	**Response:** Nine of the platted lots in the residential subdivision straddling Grape Place and Eau Claire Place are municipal parks parcels in the Helen Louise McDowell Sanctuary. The 2040 LUP identified most of the Sanctuary as "Park or Natural Area", but missed these smaller platted parcels. These include the northernmost 3 lots on the east side of Eau Claire ROW, the northernmost 4 lots on the west side of Grape Place ROW, and the 2 lots just south of Winderness Park on the east side of Grape Place ROW. The parcels are a "natural resource" category municipal park. **Recommendations:** Change the land use designations of the nine parcels to "Park or Natural Area".	
11-k.	**Zamarillo Fill Site west of Lake Otis/Tudor.** The draft LUP designated an R-3 residentially zoned vacant property	**Response:** The *2040 LUP* establishes that "Commercial Corridor" areas are relatively low density strip commercial land uses and are not intended to be physically expanded at the expense of residential	

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	west of the strip mall on NE corner of Tudor and Lake Otis as "Commercial Corridor". The draft designation is not consistent with conservation of residentially zoned land base or the residential potential for this site to provide housing along a creek near UMED District employment, a transit supportive development corridor, and citywide trails system. *(Planning Department Long-Range Planning Division)*	designated areas. The site in question is vacant and zoned R-3 and could contribute compact housing capacity to help make up for projected deficits in certain compact housing types. The site is right-in / right-out only access, and is along Fish Creek next to the Tudor Area neighborhoods to the northeast. Development at R-3 densities could provided housing capacity needed in the vicinity of Midtown/UMED along the transit corridors in north Anchorage and along Lake Otis. There is a conservation easement for the creek that includes a setback. Reference: Issue-Response Map 11-k / 11-m. **Recommendations:** Change the land use designation of the developable portion of the parcel west of strip mall from "Commercial Corridor" to "Compact Mixed Residential – Medium", as depicted in issue-response map 11-k / 11-m.	
11-l.	**Neighborhood east of Lake Otis North of Tudor**	**Response:** TBD **Recommendations:** TBD. **(Place holder for: On the Growth and Change Map on page 19 of the plan, outline this area in dark forest green outline to indicate a change in land use designation from the East Anchorage District Plan. OR Change the Areas of Growth and Change Map to reflect the 2040 LUP is consistent with the EADP in this area.)**	
11-m.	**Tudor "UMED Gateway" Town Center.** The proposed town center near the northwest corner of Tudor and Elmore (east of Dale Street) is too small. According to Anchorage 2020 and the 2040 LUP, town centers should be 20-40 acres or more in size and serve between 30,000 to 40,000 residents. Tudor Center strip mall site has little potential to become such a town center. *(PZC Commissioner Jon Spring)* Why is the town center along Tudor Road located east of Dale Street? The commercial and residential activity is centered further west along Tudor Road. *(resident Campbell Park Community Council consultation)*	**Response:** TBD **Recommendations:** TBD. **(Place holder for: On the Growth and Change Map on page 19 of the plan, outline this area in dark forest green outline to indicate a change in land use designation from the UMED District Plan. OR Change the Areas of Growth and Change Map to reflect the 2040 LUP is consistent with the UMED DP in this area.)**	

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11-?	Several sites in NE Subarea may come under review pending results of housing capacity analysis. These may result in issue-items.	**Response: TBD** **Recommendation: TBD** **(Place holder for: On the Growth and Change Map on page 19 of the plan, outline this area in dark forest green outline to indicate a change in land use designation from the East Anchorage District Plan. OR Change the Areas of Growth and Change Map to reflect the 2040 LUP is consistent with the EADP in this area.)**	
Part 12: Site Specific – Central Subarea			
12-a.	**Medium Density Residential Mixed-Use at SE Corner of Old Seward Highway and 92nd Avenue.** The property owner of this site contacted Current Planning (CP) on the possibility of commercial development on this site. CP informed them about the 2040 LUP effort and that this plan when adopted, would establish land use designations for the area. The owner's property fronts on Old Seward Highway and 92nd Avenue and is currently vacant. 92nd Avenue is being improved to serve as an east west connector across New Seward Highway between Abbott Town Center and Dimond Center area. Furthermore properties north of 92nd Avenue and fronting on Old Seward Highway are designated Regional Commercial Center. Based on all these changes, the owner believes that mixed-use with commercial development is the appropriate use of the land rather than just housing development. *(Current Planning Division on behalf of property owner)*	**Response:** Compact Mixed Residential-Medium land use designation for this and adjacent properties provides for residential housing development near the Regional Commercial Center. It also recognizes the existing multifamily and single-family housing that has already been built in this neighborhood. Residents in these areas will be able to access the services and employment opportunities of the nearby Regional Commercial Center. The area south of 92nd shown in Compact Mixed Residential-Low land use designation comprises individual home lots with a mix of single-family homes and mobile homes. Most of the block fronting 92nd Avenue has been acquired by DOT&PF. Including this area in the Medium designation will allow continuation of the existing homes or higher density redevelopment consistent with the lots to the west and south. Planning staff finds that allowing commercial mixed-use can be appropriate at the busy intersection. 92nd Avenue is shown as a future Transit Supportive Development corridor in the 2040 LUP. The Transit Supportive Development corridor on 92nd Avenue affords the opportunity for future mixed used development that will have enhanced access and travel options for those residing or working along this corridor. **Recommendation:** Expand the Compact Mixed Residential-Medium designation to include the Compact-Mixed Residential – Low area on the south side of 92nd Avenue, just west of the New Seward Highway. Apply the Residential Mixed-Use Development stipple dot pattern overlay over the area to allow for mixed use development while retaining the housing land base along this Transit Supportive Development corridor.	**YES** **(12-12-16)**

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12-b.	**Heavy Industrial next to Residential Neighborhoods.** Planning review found the draft LUP redesignated a Light Industrial I-1 district abutting a residential neighborhood southeast of Minnesota/International to general Industrial. The review found a similar situation southwest of Raspberry/Arctic intersection. *(Planning Department Long-Range Planning Division)*	**Response:** The re-designation of some light industrial areas in the central Bowl to general/heavy industrial in the draft 2040 LUP reflects an effort to increase the sanctuaries of stable, protected industrial land supply. The light industrial implementation zone I-1 allows for a wide range of commercial and retail uses. In certain locations, it is subject to competition for space by commercial/retail uses. The general industrial implementation zone I-2 provides for the full range of light to heavy industrial uses with more protection from commercial uses. The re-designations to heavier industrial (dark grey) should take into account the location criterial for the Industrial land use designation and the surrounding land uses. In the cases of these two areas, the general Industrial designation is not consistent with the existing light industrial/commercial uses of the I-1 properties or the locational criteria for general industrial land use designation. It is preferable to expand the areas allowing heavy industrial use in larger consolidated areas away from established residential neighborhoods. A "Light Industrial / Commercial" designation is consistent with the existing mix of light industrial uses and existing I-1 zoning in these areas. **Recommendations:** Change the land use designation of the industrial enclaves southeast of the Alaska Railroad Corridor and International Airport Road crossing and southwest of the Arctic Boulevard and Raspberry Road intersection from "Industrial" to "Light Industrial / Commercial". *Note:* The recommended change in land use designation for the International Airport Road industrial enclave is shown in issue-response map 10-k.	
12-c.	**R-3 / R-2A Zoned Lot North of Waldron Lake.** A privately owned undeveloped lot zoned for two-family and multifamily residential along the south side of Tudor Road just north of Waldron Lake e. The parcel is part of the old Waldron family homestead but the south part is undeveloped and includes wetland areas. The southern portion should remain in its natural condition as part of the greater Waldron Lake and wetlands areas that are preserved. Please designate the wetland portion of the	**Response:** This is a privately owned property available for development. It includes the original Waldron family homestead comprising mostly undeveloped woodland and meadow. There is a "for sale" sign on the property at its Tudor Road frontage. The meander of Fish Creek and a riparian Class "B" wetland meadow run generally east-to-west through the middle of the lot, dividing it into northern and southern more upland portions. The old Waldron family homestead is on the northern portion of the parcel, closer to Tudor Road. The southern portion of the lot is undeveloped woodland just north of the Waldron Lake soccer fields. The north part of the property (mostly north of the creek) is zoned R-3 for multifamily, and the southern part of the lot (mostly south of the creek) is zoned R-2A for two-family residential. The public hearing draft	

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	parcel as "Other Open Space". *(Resident comments at public meetings)*	LUP designates the entire property as "Compact Mixed Residential – Medium". This designation's corresponding implementation zone would be R-3. So the draft LUP is consistent with the existing zoning in the north and raises the future intended intensity by two residential use categories in the south. Open Space Discussion: Many privately owned parcels that are developed or that are zoned for development include wetlands. If such a property has no conservation easement and it is not the intent of the owner to designate the property for open space, the 2040 LUP designates the parcel in the appropriate residential, commercial, industrial, or institutional land use category. The 2040 LUP provides for parks and open spaces within the residential land use designations. This means the residential designation of the parcel allows for permanent open space on the parcel even if much of the parcel is used to fulfill Anchorage housing needs. For example, the property is still subject to the wetland regulations pursuant to the Anchorage Wetlands Management Plan. In most cases, it is expected that development of the parcel would avoid the wetlands portion. Any improvements or development in the wetland would require a COE permit and mitigation. The 2040 LUP Appendix A Planning Atlas includes Map CI-7, Natural Assets, which documents the location of the A and B Wetlands as a planning factor. Housing Type Discussion: The housing capacity analysis indicates that the draft 2040 LUP provides for more apartment style multifamily housing and somewhat less of the two-family, attached single-family, and other "compact" housing types than forecasted demand. Reducing the planned intensity from large stacked apartments down to a residential designation that focuses on compact "missing middle" housing types would seem to be more consistent with Anchorage's housing needs, current zoning, and respond at least in some way to the public comment. Compact Mixed Residential – Low corresponds to R-2M implementation zoning. Reference: Issue-Response Map 11-k/11-m. Recommendations: Change the land use designation of the part of the Waldron property south of Fish Creek from "Compact Mixed Residential – Medium" to "Compact Mixed Residential – Low", as depicted on issue-response map Issue-Response Map 11-k/11-m.	
12-d.	**Housing Opportunity on Public Land SE Corner of Tudor/Lake Otis.**	**Response:** TBD. **Recommendations:** Change the land use designation of the three DOT&PF lots on SE corner of Tudor and Lake Otis from Corridor to "Compact Mixed Residential – Medium".	

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

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

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

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	review; Ted Stevens Anchorage International Airport consultation.)	**Recommendations:** Make the following two changes: 1. On the Land Use Plan Map, remove the GSD green tartan pattern overlay from the Kloep Station street maintenance facility parcel area of Airport property east of the Connors Bog, consistent with the WADP land use plan map. 2. Amend page 40, second column, second bullet, as follows: 19. Light industrial and office-warehouse activities may be accommodated on leased lots. Utility and public works facilities may also be accommodated. Uses in these areas are subject to each facility's master plans and other regulations.	
13-f.	**Industrial Overreach Northwest of Dimond / Minnesota Interchange.** Planning review found the draft LUP unintentionally extended a designated Light Industrial / Commercial area too far north to include a cul de sac of residentially zoned parcels with duplexes next to Campbell Creek Greenbelt. *(Planning Department Long-Range Planning Division)*	**Response:** The five northernmost parcels along the east side of Runamuck Place are 4 duplexes and a single-family house comprising a residential street. The current zoning for this lowland area NW of the Dimond Boulevard / Minnesota Drive interchange is R-2M, however the predominant use in the majority of that area is a mix of light industrial businesses, some of them including residences. The 2040 LUP reflects the prevailing industrial use and the need to consolidate more lands for local industrial employment. However, the northern portion of the R-2M area, abutting Campbell Creek Greenbelt, is residential with a mix of single-family homes, mobile homes, and duplexes. The 2040 LUP designates most of the residential portion as Single Family and Two Family, however it missed the six northernmost lots along the east side of Runamuck Place. **Recommendations:** Change the land use designation of the five northernmost privately owned parcels along the east side of Runamuck Place from "Light Industrial / Commercial" to "Single Family and Two Family".	
13-g.	**Kincaid Estates South End.** Planning review found the 2040 LUP has designated the south end of Kincaid Estates as a higher density land use designation than the area is developing to be, and higher than the West Anchorage District Plan called for. The south end of Kincaid Estates, basically at the NW corner of Dimond Blvd. and Sand Lake Road, is developing in a single-family and two-	**Response:** The developer considered building multi-dwelling townhomes at the southern end of Kincaid Estates during the early stages of the 2040 LUP project. In response, the draft 2040 LUP therefore proposed a "Compact Mixed Residential – Low" density of housing for this area. However, after further community review of the project, the developer opted for two-family structures. No multi-unit townhouses are planned. A "Single Family and Two Family" designation would more accurately reflect the build-out of this area.	

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

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	Development Corridor. The 2040 LUP reflected existing single-family zoning. *(Planning Department Long-Range Planning Division)*	Change the Areas of Growth and Change Map to reflect the 2040 LUP is consistent with the *WADP* in this area.	
13-j.	**Jewel Lake Town Center.** Based on its own public process, the *West Anchorage District Plan (WADP)* designated the commercial center at Jewel Lake and Dimond as a Neighborhood Center. This was a departure from the *Anchorage 2020 Land Use Policy Map* designation of Town Center in 2001. The 2016 public hearing draft 2040 LUP proposes to re-promote the area to a Town Center designation. The 2040 LUP also recommends that several blocks south of Jewel Lake Town Center, including a 2.5-acre homestead property, be designated as "Compact Mixed Residential – Low", an increase over current R-1 zoning. *(Planning Department Long-Range Planning Division)*	**Response:** TBD Reference: Issue-Response Map # **Recommendations:** Planning staff presents options A and B below. Preference is for option A. Option B is also acceptable. Option A: No changes to the land use plan map. Include a targeted area rezoning of the Jewel Lake Town Center as part of new Action 3-7 recommended in issue item 8-b. below. Action 3-7 would be a targeted area rezoning of town center areas, including Northway and Huffman town centers, and is anticipated to be done in 2018. Option B: Change the land use designation of the area designated as Town Center to "Neighborhood Center". No targeted area rezoning Actions suggested. (**Place holder for: On the Growth and Change Map on page 19 of the plan, outline this area in dark forest green outline to indicate a change in land use designation from the West Anchorage District Plan. OR Change the Areas of Growth and Change Map to reflect the 2040 LUP is consistent with the WADP in this area.)**	
Part 14: Site – Specific: Southeast Subarea			
14-a. Page 3	**Potter Valley Land Use Analysis.** Include the adopted Potter Valley Land Use Analysis among the adopted area-specific plans on the Area-Specific Plans Map on page 3. The Potter Valley Land Use Plan is a parcel-specific plan that addressed land use assignments for the first time for 18 Hillside area Heritage Land Bank lots. The PVLUP remains an element of the Comprehensive Plan and provides greater detailed direction than the HDP on these	**Response:** While most of the basic land use recommendations of the Potter Valley Land Use Analysis were incorporated into the Hillside District Plan, staff acknowledges that it is a step-down plan that provides greater detail and still remains in effect. **Recommendation:** Add Potter Valley Land Use Analysis to the area-specific plans on the Area-Specific Plans Map in the 2040 LUP. Secondly, in addition, add Potter Valley Land Use Analysis land use plan designations to Table 2. Crosswalk.	**YES to first recommendation (11-14-16)** **YES to second recommendation (12-12-16)**

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	parcels and therefore does remain relevant as a step-down plan. *(Rabbit Creek Community Council, Dianne Holmes)*		
14-b	**Hillside District Plan "Special Study Areas".** The 2040 LUP Actions Map on page 67 depicts Special Study Areas established by neighborhood and district plans. However it misses three Special Study Areas from the Hillside District Plan (HDP Map 4.1). Please include these areas. *(Dianne Holmes)*	**Response:** The 2040 LUP Actions Map depicts Special Study Areas designated in the neighborhood and district plans using a dashed light blue outline. It includes Muldoon, 3500 Tudor, and Spenard Road Special Study Areas from several plans. Although the HDP Special Study Areas depicted on Map 4.1 of the HDP are for studying future road connections rather than land use, the HDP does refer to them as "Special Study Areas". **Recommendation:** Add the "Special Study Areas" from HDP Map 4.1 to the 2040 LUP Actions Map.	**NO** **(12-12-16)** Commissioners found it would be inconsistent with the type of special study areas shown in the 2040 LUP. LUP study areas address land use and an area's future development as a whole.
14-c.	**Neighborhood North of DeArmoun Road Between Mainsail and Arboretum.** The area north of DeArmoun Raod between Mainsail and Arboretum is zoned R-6 however is subdivided similar to R-1 lot sizes. Lots are typically between 10,500 and 16,500 single-family. Suggest changing the LUP designation to be equivalent to R-1 zone use/density, so that the zoning can be changed to be compatible with the existing built neighborhood. There are still vacant lots in this neighborhood and some developed lots are undergoing additions or demo/reconstruction. Each property owner has to apply for variances because of the nonconforming lot sizes and setbacks. *(Seth Anderson)*	**Response:** The draft 2040 LUP land use designation in fact incorporates the existing lotting and built pattern of this area, which is DeArmoun #2 Subdivision, and already provides flexibility for a future rezoning from R-6 to a more representative district. The 27 lots of DeArmoun #2 Subdivision vary in size from around 0.25 to 2.9 acres but the typical size range is 0.3 to 0.4 acres. Lot densities range from 2.5 to almost 5 units per acre (some lots have more than one unit). In 2015 single-family homes (including the three most recent new residences) were the principal structure on 18 lots, single mobile homes occupied 3 more lots, and a duplex occupied one lot. The remaining five lots were vacant. The *Hillside District Plan's* Land Use Plan (Map 2.1, page 2-8, *HDP*) reflects this platted and built development density by designating DeArmoun #2 Subdivision as "*Low-Intensity Residential, 1 – 3 dwelling units per acre*". The HDP creates this niche land use designation for the several neighborhoods on Hillside that are higher density than typical R-6 large lot patterns, but that have larger lot sizes than urban single-family. The *2040 LUP* follows and generalizes the *HDP*, by including both the "*Low-Intensity Residential, 1-3 dwelling units/acre*" and "*Limited Intensity Residential 0-1 dwelling units/acre*" HDP designation in the 2040 "Large Lot Residential" land use designation. The Large Lot Residential description under "Density" on page 26 of the 2040 LUP provides density a references to HDP 1-3 dwelling units/acre category. The	**YES** **(1-9-17)**

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		Large Lot Residential description under "Zoning" on page 26 names the R-1A and R-7 zoning districts among its potential implementation zones for areas designated in the HDP for 1-3 dwellings per acre. Therefore, changing the 2040 LUP designation is unnecessary to allow for a rezoning to make single-family lot sizes. **Recommendation:** No changes.	
14-d.	**Missed Open Space Tracts on Hillside including Near Prator Road.** An undeveloped area west of Prator Road is shown incorrectly on all of the maps. This area plat 87-14 shows two large tracts A and B that are platted as "Open Space Reserve" but the LUP shows only Tract B as open space. Tract A should be reflected as open space on all of the maps. There are probably other areas with errors like this one. The Municipality should carefully review the mapping for this project in comparison with plats of undeveloped areas to ensure that other mistakes are corrected before the mapping is finalized. *(Rabbit Creek Community Council, Janie Dusel)*	**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. **Recommendation:** Change the land use designation for Tract A of plat 87-14 from "Large Lot Residential" to "Other Open Space". Determine if other similar corrections are needed to the 2040 LUPM in the Hillside area, in order to treat privately owned common open space tracts in a consistent manner on the Plan. After identifying these and tentatively designating them, determine if the resulting changes to the 2040 LUPM present clutter, and if it would be potentially better for the LUPM map design to depict common open space tracts as part of the underlying residential land use designation. Correct planning factors maps BL-1 and BL-3 as well as the buildable lands database and housing capacity analysis outputs to reflect that Tract A of plat 87-14 is not developable land. Determine if similar corrections are needed for other common open space tracts. Correct planning factors map CI-6 to reflect Tracts A and B of plat 87-14 as "Privately owned residential common open space tract" parcels. Again, determine if similar corrections are needed for other common open space tracts.	**YES (1-9-17)**
14-e.	**Horse Farm West of Alaska Zoo.**	**Response:** TBD **Recommendations:** TBD.	

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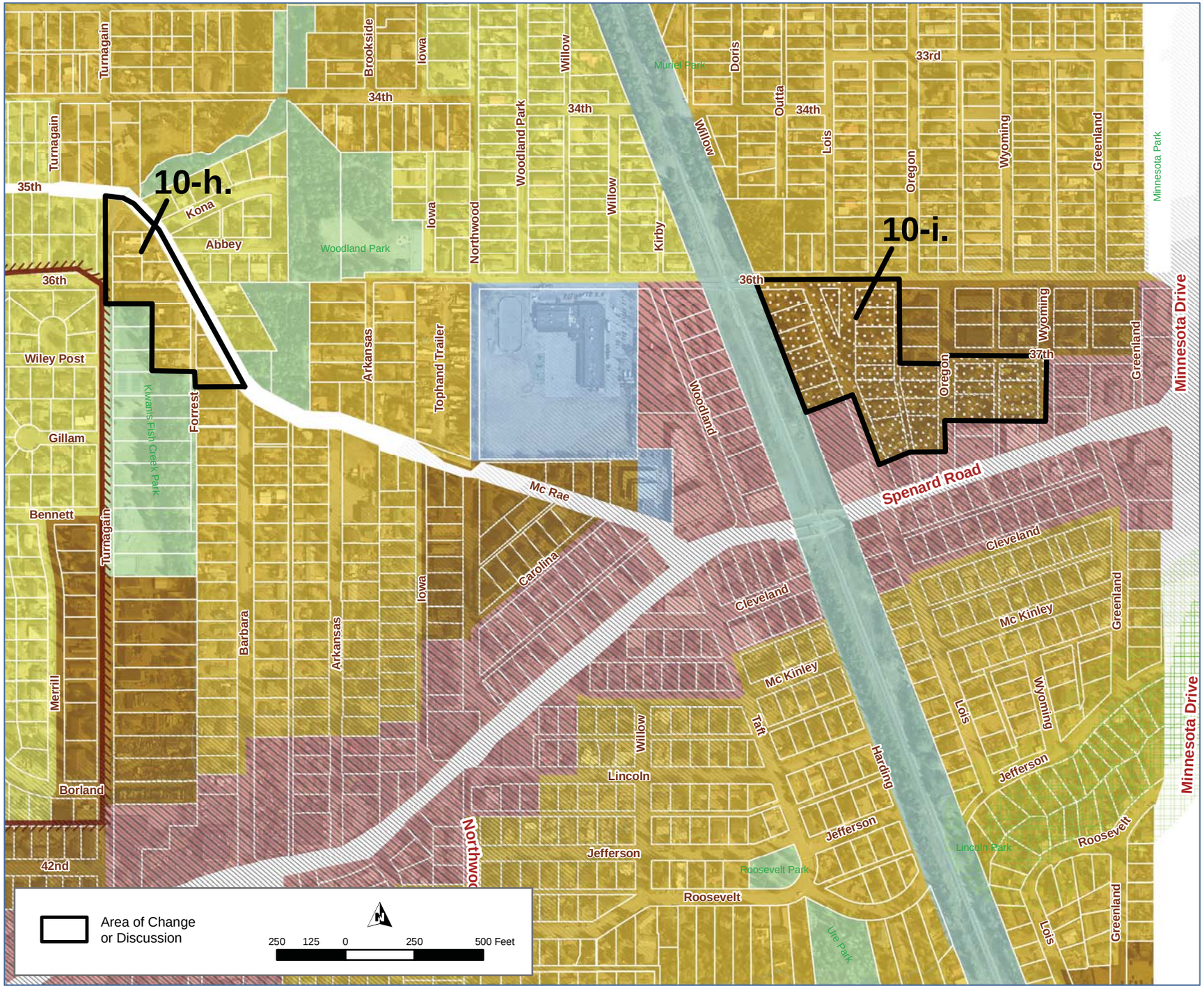
		(Place holder for: On the Growth and Change Map on page 19 of the plan, outline this area in dark forest green outline to indicate a change in land use designation from the Hillside District Plan. OR Change the Areas of Growth and Change Map to reflect the 2040 LUP is consistent with the HDP in this area.)	
14-##.	**Growth and Change Map areas of little growth or change.** *(Rabbit Creek Community Council cmts 1a 1b 1c; Huffman/O'Malley Community Council)*	**Response:** TBD **Recommendations:** TBD. **(Place holder for: On the Growth and Change Map on page 19 of the plan, outline this area in dark forest green outline to indicate a change in land use designation from the Hillside District Plan. OR Change the Areas of Growth and Change Map to reflect the 2040 LUP is consistent with the HDP in this area.)**	



Issue Response Items 10-h and 10-i

Recommended LUP Change

DRAFT

Neighborhoods

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

Centers

- Neighborhood Center

Corridors

- Commercial Corridor
- Main Street Corridor

Open Spaces

- Park or Natural Area

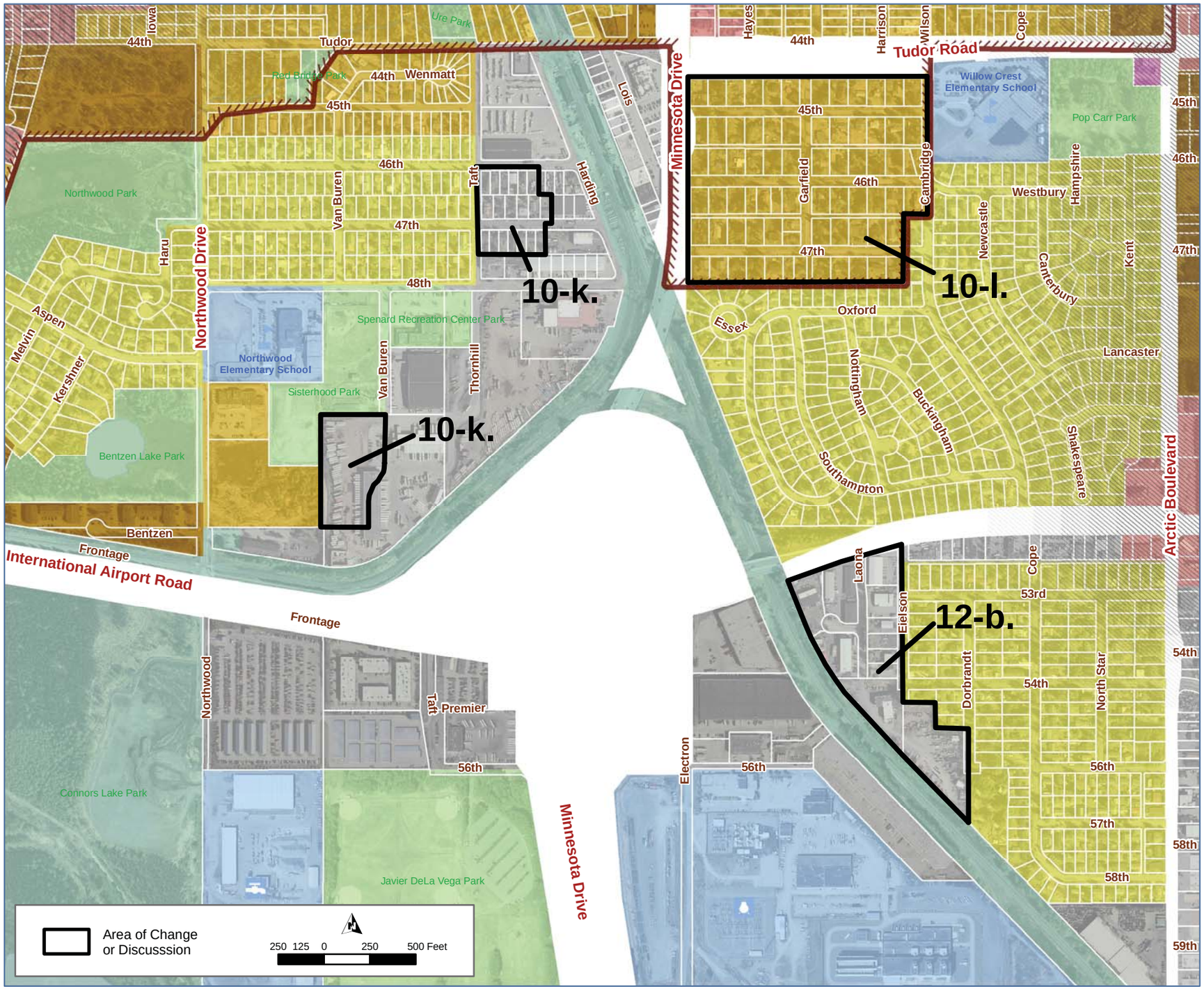
Community Facilities

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

Growth Supporting Features

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

March 8, 2017



Issue Response Items 10-k and 10-l

Recommended LUP Change

DRAFT

Neighborhoods

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

Centers

- Neighborhood Center

Corridors

- Commercial Corridor
- Main Street Corridor

Open Spaces

- Park or Natural Area

Community Facilities

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

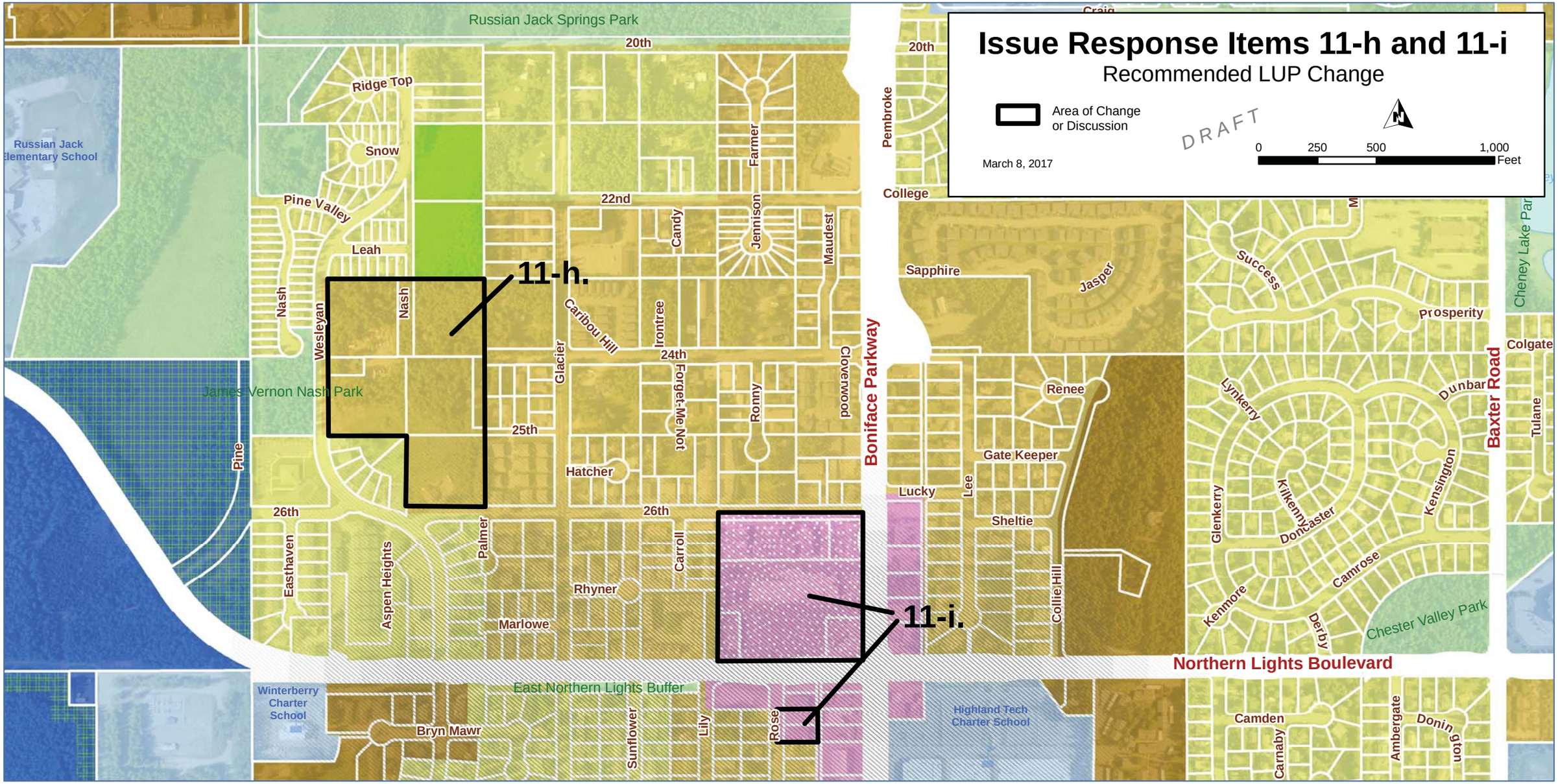
Industrial Employment Areas

- Light Industrial / Commercial
- Industrial

Growth Supporting Features

- Transit Supportive Development Corridor
- Traditional Neighborhood Design

March 8, 2017



Neighborhoods

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

Centers

- Neighborhood Center
- Town Center
- City Center

Open Spaces

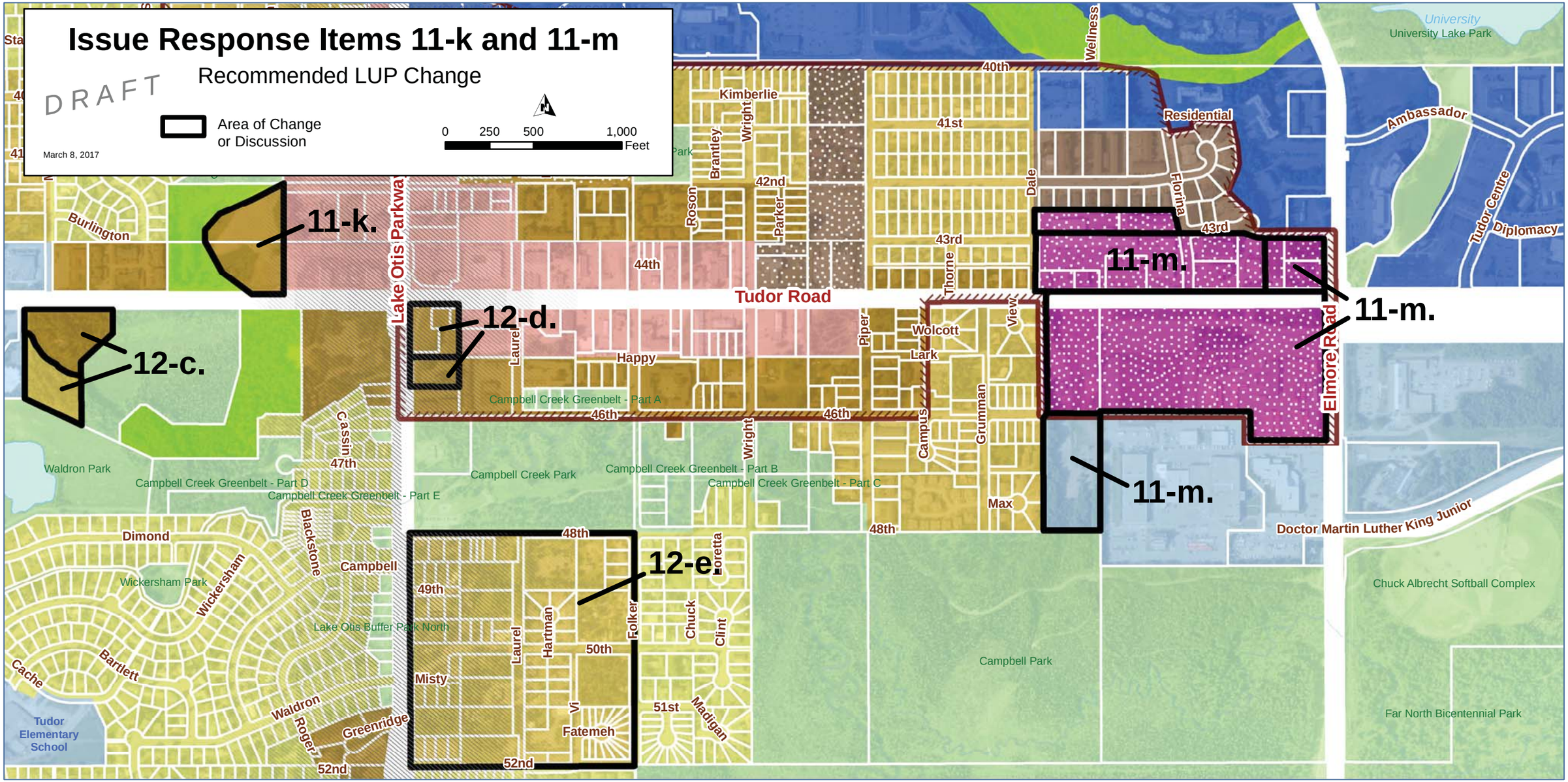
- Park or Natural Area
- Other Open Space

Community Facilities

- Community Facility or Institution
  - School
  - Utility / Facility
- University or Medical Center

Growth Supporting Features

- Transit Supportive Development Corridor
- Greenway Supported Development



Neighborhoods

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

Centers

- Neighborhood Center
- Town Center

Corridors

- Commercial Corridor

Open Spaces

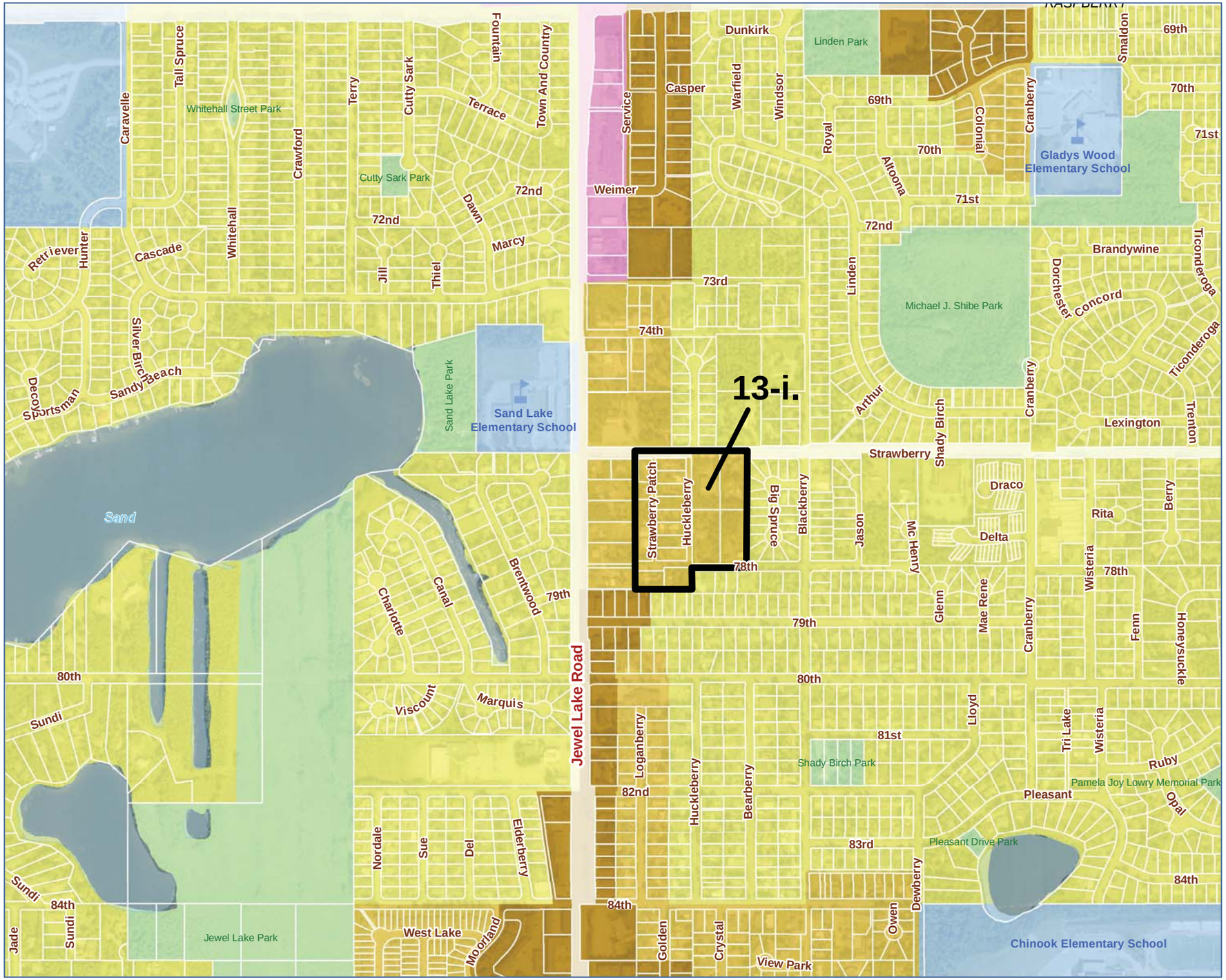
- Park or Natural Area
- Other Open Space

Community Facilities

- Community Facility or Institution
  - School
  - Utility / Facility
- University or Medical Center

Growth Supporting Features

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



Issue Response Item 13-i

Recommended LUP Change

DRAFT

Area of Change or DIscussion

Neighborhoods

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

Centers

- Neighborhood Center

Open Spaces

- Park or Natural Area

Community Facilities

- Community Facility or Institution
- School
- Utility / Facility

0 250 500 1,000 Feet

March 8, 2017