



Planning Department
MUNICIPALITY OF ANCHORAGE

2040 Land Use Plan Action Items Update

Anchorage Assembly's Community and
Economic Development Committee Meeting

August 5, 2021

2040 Land Use Plan

10 Goals Primarily Focused On:

- Ensuring available lands available for all our needs (residential, industrial, commercial, and open space).
- Housing (infill development, compact housing, incentivizing residential development, promote density in key areas, housing variety, compatibility).
- Mixed-use and walkable commercial centers.
- Infrastructure needs and cost.
- Connection between land use and transportation.
- Anchor Institutions (TSIA, Merrill Field, JBER, UMED).

94 Action Items:

- Near-term (1-3 years, including those identified as now): 70
 - *16 complete/ongoing*
 - *20 Partially complete*
 - *11 Groundwork complete*
- Mid-term (4-6 Years): 21
 - *1 complete/ongoing*
 - *3 Partially complete*
 - *1 Groundwork complete*
- Long-term (7-10 years): 3
 - *None started*

Recently Adopted Plans

Metropolitan Transportation Plan 2040 (MTP 2040)

- The MTP 2040 is AMATS approved plan, but was developed with considerable public input, including comments from the Assembly.

Spenard Corridor Plan

- This is Anchorage's first neighborhood plan that truly looks at the linkages between land use and transportation and serves as a guide to how future plans are completed. This serves as Spenard's District Plan.

Plans in Progress

Non-Motorized Plan

- This is Anchorage's Multi-Modal Plan.

Street Typologies Plan

Long Range Transportation Plan 2040

- This is Anchorage's transportation plan which reflects our goals and project priorities for our transportation network.

Chugach Way Master Plan

- This project will look at the development potential of a designated area in central Spenard to determine what infrastructure improvements will be required and to determine the associated cost with those improvements. This is an integral plan to the redevelopment of this area so that the city can look for finding opportunities for these improvements to spur reinvestment in this area which is a priority RFA.

Our Downtown, Step 2

- This is an update to the Downtown District Plan that was adopted in 2007. Updates to this plan will inform necessary updates to Title 21 to spur development in Downtown.

UMED Transportation Demand Study

- This study will look at dispersing traffic in the UMED areas through time and location as an alternative to providing more infrastructure.

Adopted Ordinances Since 2017

R-3A Zoning District

- Creation of a medium-density residential district that allows mixed-use commercial.

Unit Lot Subdivisions

- Creation of a new subdivision tool that allows for small-lot subdivisions enabling more forms of small-lot housing as an alternative to large multi-unit buildings in multifamily districts.

Accessory Dwelling Units

- Increased how large an ADU could be, allowed detached ADUs in the R-1/R-1A Districts, made the parking requirement more flexible (in some cases, eliminates it), and removed some design criteria.

AMCR 21.90 (Subdivision Standards) and AMC 21.07

- Cleaned up conflicting and duplicative provisions of Anchorage Municipal Code of Regulations and Anchorage Municipal code that were resulting in the loss of residential units and adding unnecessary cost to residential development.

Our Downtown, Step 1

- Brought the Downtown zoning district out of old Title 21 into current Title 21 which makes the code easier to understand and interpret which provides developers more certainty throughout planning for development projects.

Adopted Ordinances Since 2017

Stream Protection Setback

- Added stream protection setbacks to protect Anchorage's waterway and the wildlife that are dependent on these waterways as called for in several adopted plans.

Alternative Equivalent Compliance Amendment

- Amendment to the AEC provision in Title 21 to apply to landscaping requirements. AEC allows for an alternative design that meets the intent of the underlying requirement to be approved through an administrative process. This code provision allows flexibility and deference to site specific considerations in meeting requirements. Since this has been adopted in late 2019, there have been 5 applications for landscape approval under the AEC process.

Landscaping Installation Timing

- Extended when landscaping inspections need to be complete to receive a final certificate of occupancy and documented that the Planning Director may extend this deadline if climatic conditions permit. While a simple update, it was important in providing residential developers more certainty of when these inspections need to be complete and ensures that there is clear allowance for this date to be extended if conditions permit.

Land Reclamation Amendment

- This ordinance removed the administrative site plan review requirement for fill operations over 5,000 cubic yards that could be completed within one year. This requirement was creating a duplicative process that added cost and time to development projects.

Adopted Ordinances Since 2017

Small Area Implementation Plan

- This ordinance created a process and review criteria for creating small-scale area development plans and provides for built-in design flexibility to maximize development potential. This is a much-needed tool to fill a void of what is currently available and will be integral to the development of Reinvestment Focus Areas.

Ordinances in Progress

Reinvestment Focus Areas

- This ordinance will create a process and review standards on how to establish a Reinvestment Focus Area.

R-2 Amendment

- This ordinance is analyzing parking requirements across the Anchorage Bowl and our current transportation network, including transit and non-motorized to determine where parking reductions can be made to code without an additional review and approval process.

Parking and Site Access

- This ordinance is analyzing parking requirements across the Anchorage Bowl and our current transportation network, including transit and non-motorized to determine where parking reductions can be made to code without an additional review and approval process.
 - *Streamlines approvals of administrative reductions to minimum parking requirements.*
 - *More complete menu of parking management strategies available in title 21 to get administrative parking reductions.*
 - *Area-specific, lower parking requirements in urban neighborhood contexts and transit-supportive corridors.*
 - *Improved alternative site access for pedestrians, bicycling, ride-share, and public transit.*
 - *Encourages narrower driveways providing access into small multifamily projects (e.g., 3 to 6 units).*
 - *Proposes to allow a certain % of parking spaces to be smaller, for low parking turnover land uses like housing, offices.*

Ordinances in Progress

R-4A Mixed Use District Amendment

- R-4A is the only high-density mixed-use zoning district in Title 21. This district is needed to meet our housing needs by 2040 and to encourage transit supported development. This amendment is focused on making this district more flexible and streamlined to eliminate finance challenges currently associated with the District and to make it a more desirable and functional district.

Park Land Rezones, Part 2

- This ordinance is the final round of rezones required to get all dedicated park lands properly zoned Park Reserve (PR) District.

Upcoming Ordinances

Amend ADU Regulations

- ComPACT Housing event findings suggested should consider allowing ADU with duplex.
- Recent Sightline article supports allowing ADUs with duplexes as well as other recommendations such as eliminating owner occupancy requirement and parking requirement.
- Additional changes as appropriate.

R-1 A Lot Coverage increase

- Increase from 30% to 40%.
- Also looking at potential increase in R-1 that could make more ADUs possible.

Evaluation of Title 21 to see what code changes necessary to encourage 4-plex development over duplexes where allowed.

Current Opportunities

Development potential of Chugach Way area

- J. Jay Brooks (R-4A) and Shawn Debenham (B-3 and R-4 SL) rezones
- CIHA Spenard East project
- Chugach Way Transportation Study

Momentum from Roadmap for Recovery effort on *Our Downtown, Step 2.*

Streamlining of electronic permitting.

Omnibus code changes that support 2040 LUP initiatives by providing clarity and opportunity for streamlining entitlement process.

Use SAIP tool in targeting areas.

Develop strategy for completing TARs.