



PZC Cases 2026-0034 and 2026-0035

Uses in the B-3 Zone

June 1, 2026 PZC Work Session

What problems are these proposals trying to solve?

- Discourage car-centered uses in B-3
- Encourage more housing, and more flexibility in housing in B-3
- Maintain a balance of zoning that supports light industrial/commercial uses/businesses?
- Meeting the intent of the sponsors

space for commercial users; the soft-industrial uses merging into a B-3 building will become more difficult and exacerbate the problem. They also discussed that while seeing a number of businesses run out of these spaces, are they sure self-storage is how they want to define the garage condo spaces?

CHAIR SPINELLI opened the hearing to public testimony. The following individuals testified:

LAQUITA CHMIELOWSKI, DOWL
LINDA ARDEN

There was no rebuttal testimony.

VICE CHAIR KRISHNA commented that she would not support the conditional use of parking lots. It is hard to know without data on how many properties this might affect. She would support moving forward with added amendments or holding a work session.

COMMISSIONER GARDNER would be particularly interested in additional information about potential effects. It was interesting to see the data on the housing built in the B-3 and to have something comparable for the uses that are planning to push the conditional use and their potential locations in the context of the concern about pushing into industrial areas. A discussion on that additional information would be helpful.

COMMISSIONER PULICE felt the intent of this case is basically a policy change to prevent self-storage and storage lots from impacting the B-3 ability to develop residential development. In the overall goal, it is a good thing; however, he did not know if he could support eliminating parking lots and parking structures. These are important in the B-3 District.

CHAIR SPINELLI noted that the public hearing was still open.

VICE CHAIR KRISHNA requested the following additional information be provided at the work session:

1. Overall guidance on the goals of the B-3 District in general and the uses they would like to support within the district.

COMMISSIONER MILLS requested further clarification or definition of the following:

1. Who the conditional use applies to because the intent of the B-3 is for commercial use.

CHAIR SPINELLI commented that there is no such thing as residential self-storage versus commercial self-storage versus hazardous waste in code. The building code does define those differences. He would like the following information provided:

1. An expanded definition of when one rises to the level of qualifying as self-storage versus traditional commercial or warehouse space.

COMMISSIONER PULICE would like information as to how many uses will fall under auto-oriented retail uses because it seems like everything will.

VICE CHAIR KRISHNA moved in Case 2026-0034 to postpone to a date uncertain and to direct staff to schedule a work session. The public hearing is still open. COMMISSIONER GARDNER seconded.

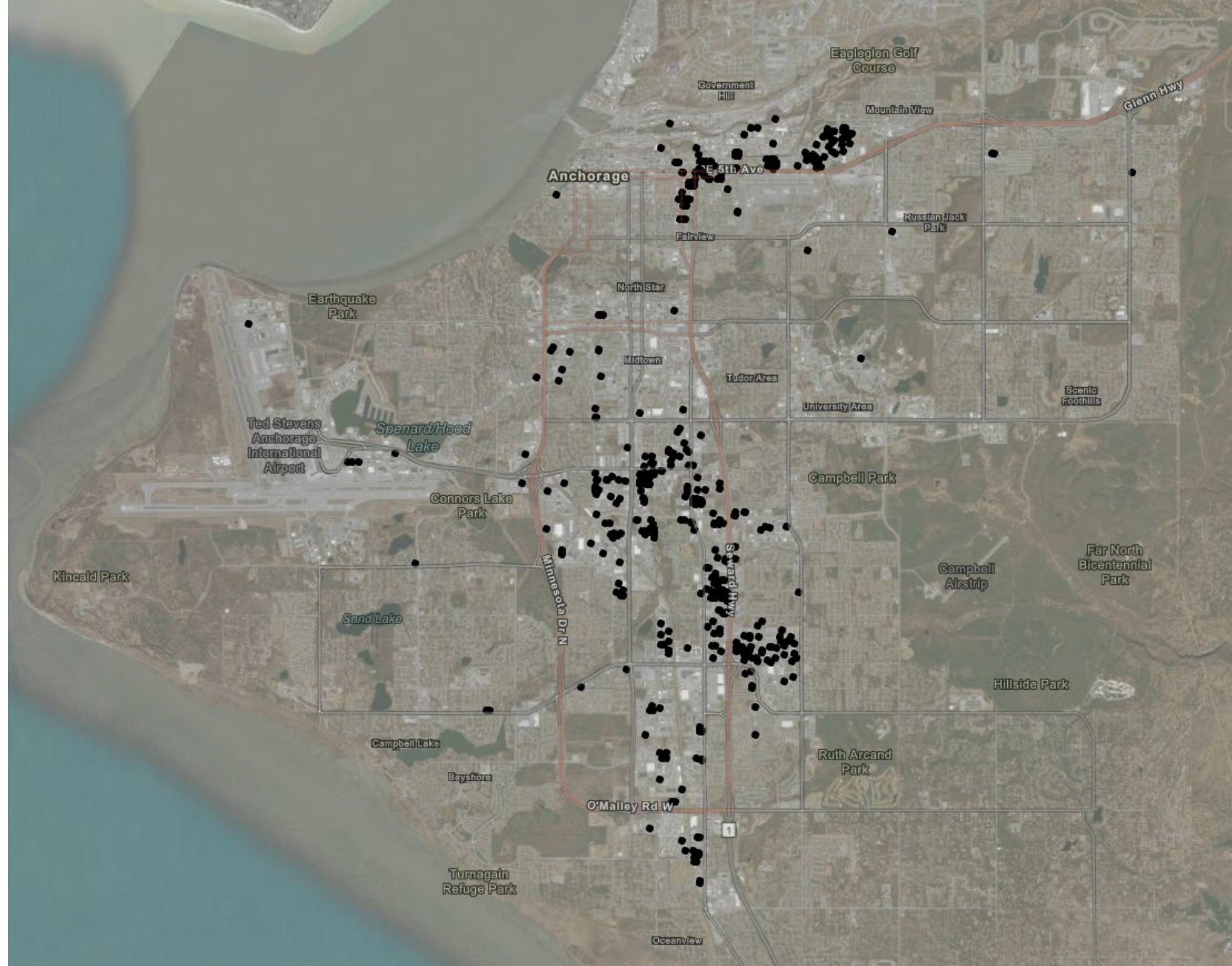
April 13, 2026 PZC Questions:

- Questions about potential effects
- Questions about parking on separate lots (business development)
- Wanted data on how many properties this would affect
- Uses for conditional, as well as locations

Proposed Conditional Uses by District

Vehicle Storage

Zoning District	#	%
I-1	293	61.4%
B-3	116	24.3%
I-2	39	8.2%
All Others	29	6.1%



Proposed Conditional Uses by District

Parking Lots (50+ Spaces, Surface)

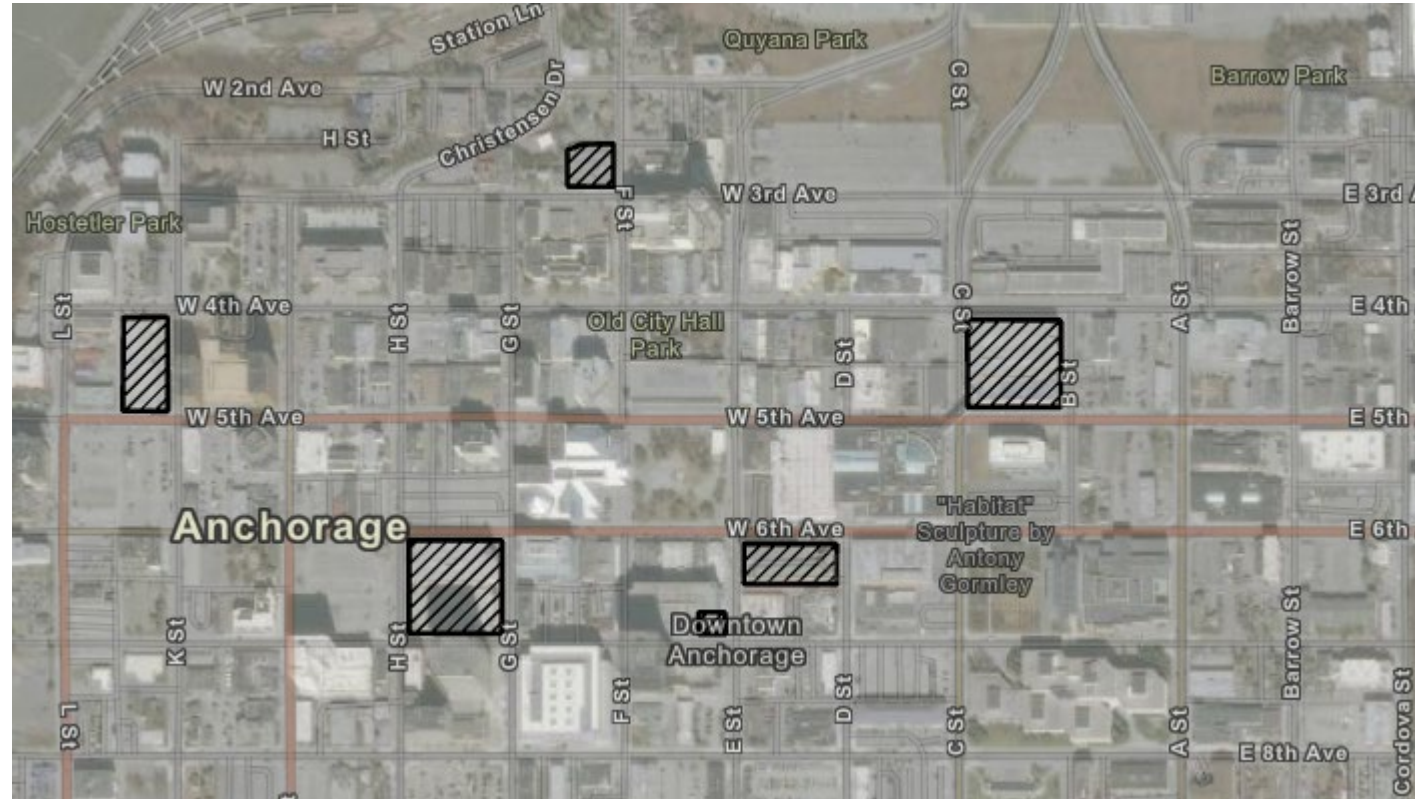
Zoning District	#	%
B-3	72	53.3%
I-1	13	9.6%
B-3 SL	9	6.7%
PLI	9	6.7%
All Others	29	23.7%



Proposed Conditional Uses by District

Parking Lots (50+ Spaces, Structure)

Zoning District	#	%
B-2A	2	28.6%
B-2B	2	28.6%
B-2C	2	28.6%
TR (At Airport)	1	14.3%



Link to Map of Parcels

- [Map Viewer](#)

Why aren't we getting "town centers" from our B-3 zoning?



Aerial Perspective of the Abbott Town Center Core

A bird's-eye view looking east across the rooftops of the Town Center Core's mix of shops, residences and offices. The 'L'-shaped commons opens views from passing drivers to storefronts, provides local access with on-street parking and a central community gathering place.

Difficult questions: plans vs investments

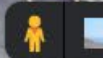
Figure 3-5. Actions Checklist

#	Action	Responsible Agency	Time Frame	Related Plans and Studies
Goal 3	Mixed-use, walkable commercial centers and corridors thrive within their neighborhood context, offer housing affordable to a range of incomes, and enable business growth. Actions 2-1 to 2-7, 4-2, 5-1 to 5-3, 6-2 to 6-5, and 6-8 are also integral to this Goal.			
3-1	Amend Title 21 to simplify zoning regulations for mixed-use projects relative to commercial or other projects.	Planning	Now	AB Comp Plan, UMED, FV, MV, DTP, EADP
3-2	Amend Title 21 to reformat the B-2A, B-2B, and B-2C Downtown zoning district regulations from the old Title 21 to include in current Title 21, in a simpler “form-based code” style of district. Primarily refresh existing regulations to a more transparent format. Incorporate only limited substantive revisions, anticipating that Action 3-9 will help implement the <i>Downtown Comprehensive Plan</i> .	Planning, OECD, PRIV	1-3	DTP
3-3	Adopt a seismic hazard mitigation overlay zone.	Planning	1-3	AB Comp Plan, DTP, Seismic
3-4	Establish financial and zoning incentives for housing projects to meet or exceed a minimum housing density in Town Centers, City Centers, and high-frequency public transit corridors.	OECD, Planning, ACDA, Finance	1-3	
3-5	Revise the Title 21 Commercial Center Overlay zoning district to more effectively implement and apply to Neighborhood Centers, Town Centers, and Main Street Corridors.	Planning	1-3	AB Comp Plan, FV, GH, UMED, MV, EADP, WADP
3-6	Conduct a limited, expedited Small-area Implementation Plan for Northway Town Center area including Alaska Regional Hospital, municipal properties, and the Penland Manufactured Home Community, possibly as part of a near-term amendment to the <i>2040 LUP</i> . Consult with residents, property owners, employers, and community councils to help determine appropriate land use designations consistent with the <i>Comprehensive Plan</i> and recommend amendments to the <i>2040 LUP</i> .	Planning	1-3	AB Comp Plan, MV
3-7	Facilitate a set of Targeted Area Rezoning in the designated Town Center areas of Northway, Huffman, Creekside, Tudor/UMED, and/or Jewel Lake Town Centers, as a prerequisite to encouraging commercial and mixed-use development in these centers.	Planning	1-3	AB Comp Plan, WADP, EADP, HDP, MV, UMED, CLA, ILA



Alaska Statewide
Auto Sales
Used car dealer

Speedway Express





ABBOTT TOWN CENTER
Municipality of Anchorage

CONTENTS

Charrette Drawings Package with Executive Summary

Phasing and Timeline Matrix

Development Guidelines with Code Matrix

Regulating Plan

Architectural Guidelines

Final Charrette Powerpoint Presentation

Appendices Including:

- Project Schedule
- Town Center Criteria
- Opportunities and Constraints
- Public Involvement Process
- Confidential Interview Summaries
- Public Visioning Summaries
- Town Center Public Meeting Posters
- Town Center Planning Process
- Implementation Strategy

- Lennertz Coyle & Associates**—Town Planners
Bill Lennertz, Laurence Camar, Ken Pirie, Chris Ross, Lewis Villegas
- Seth Harry**—Retail Consulting & Urban Design
- Dowl Engineering**—Civil Engineering
Tim Potter
- Leland Consulting Group**—Economics & Marketing
Rene Akre—Northern Design



New Planned Residential Development

West of the Town Center Core, along the Seward Highway, a wooded parcel of land is slated for residential development. The master plan shows an alternative subdivision pattern that inserts public greens between alley-loaded single-family homes. A new street connection to Abbott Road on the north edge of this area will provide a vital connection to the Town Center



Neighborhood Center

Presently, a mobile home park occupies a large site along Seward Highway. While the plan does not call for redevelopment of the site, in 20 years, a neighborhood center could be inserted into the mobile home site, with a new park and civic buildings.



TOWN CENTER CORE

The currently vacant parcels on the north side of Abbott Loop Road south of the Ice Rink and Chili's Restaurant could become the Core of the Abbott Town Center. One scenario proposes a Town Center Commons arranged along Abbott Loop Road, fronted by a mix of retail, office and higher-density residential uses 'spanning' Abbott Road at a new signalized 4-way intersection. The Commons features a public building, or a small-scale restaurant or tea-room, with potential views of Denali to the North. All buildings are oriented to maximize passive solar heating. A new network of roads crosses this site, weaving the new development into surrounding neighborhoods.



Redeveloped Light Industrial Area & Campbell Creek Greenway

A mix of vacant and light industrial parcels could be redeveloped with residential properties fronting onto a public park protecting a restored Campbell Creek.



Redeveloped Light Industrial Area

This area, currently a mix of mobile homes and light industrial uses, could be redeveloped over time, incrementally, to become an affordable residential neighborhood including workshops and a variety of housing types.



LENNERTZ COYLE & ASSOCIATES, LLC
TOWN PLANNERS

ABBOTT TOWN CENTER
ILLUSTRATIVE PLAN ELEMENTS



ABBOTT TOWN CENTER
Municipality of Anchorage

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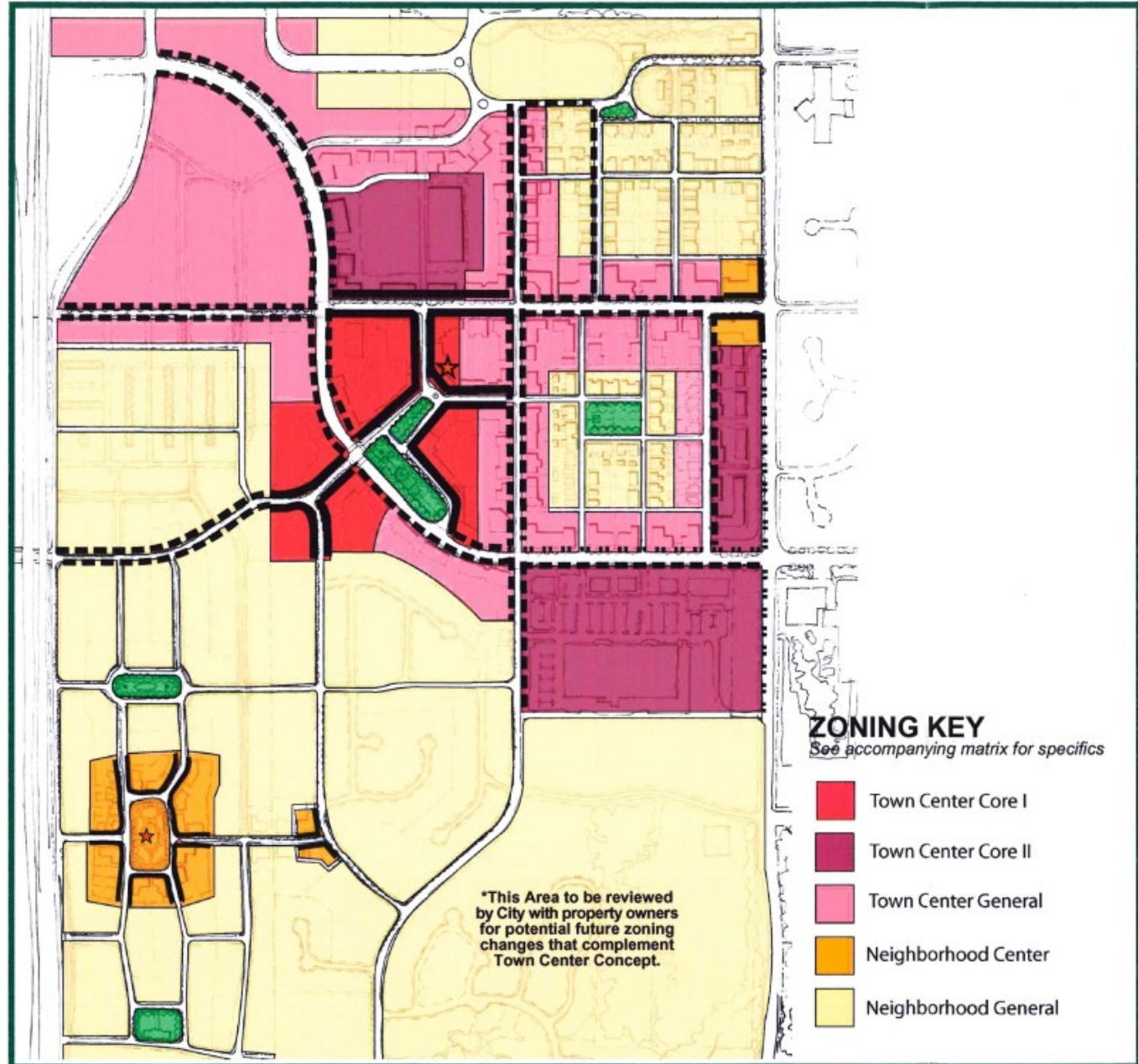
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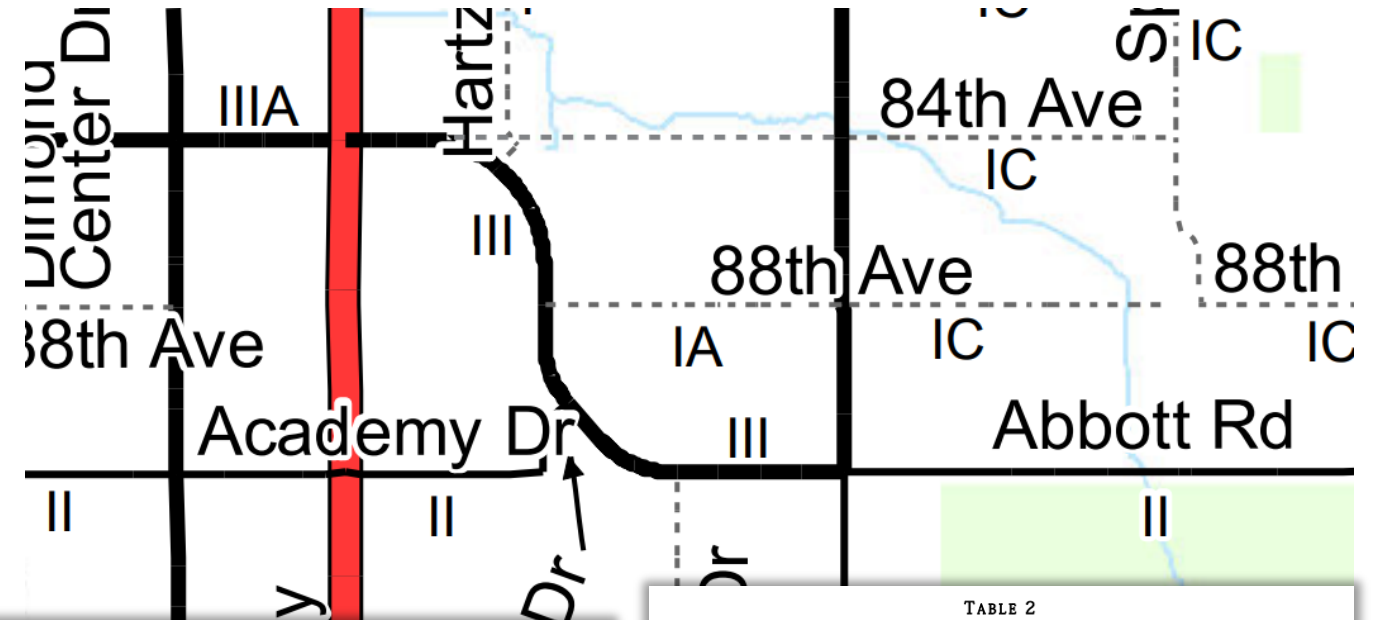
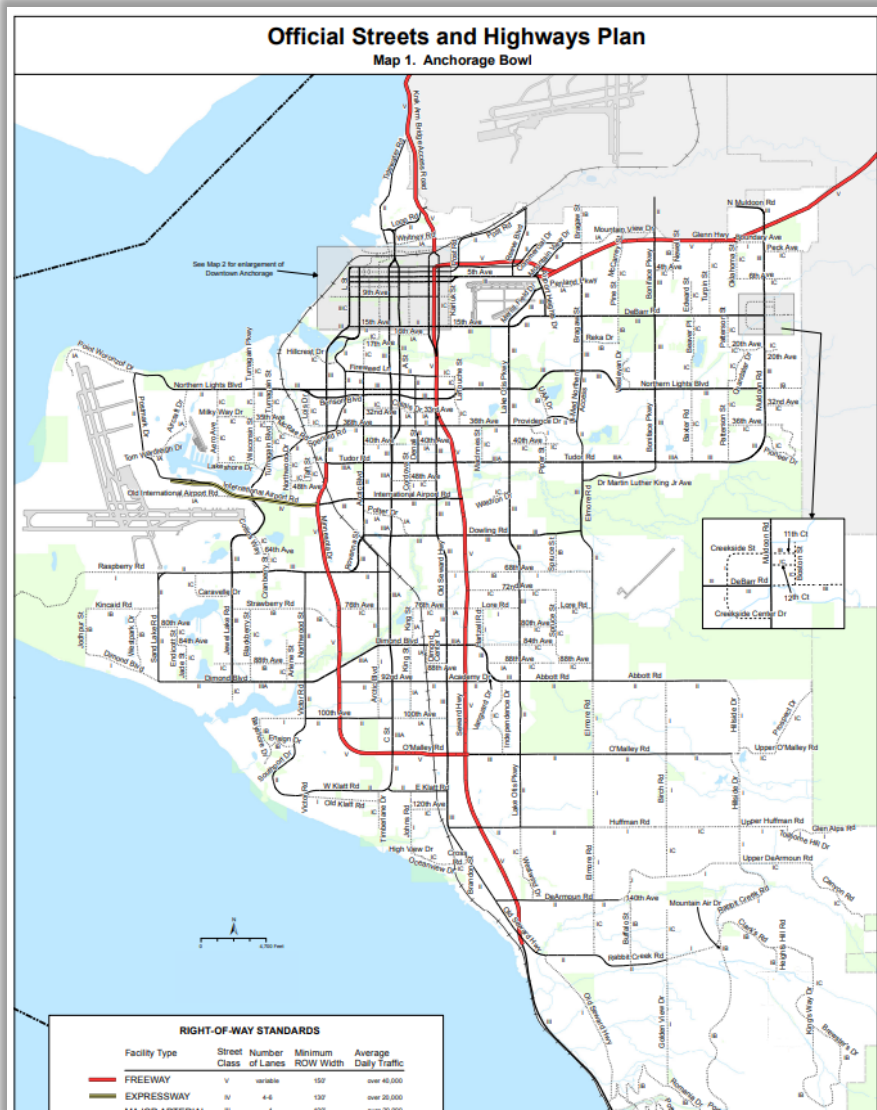
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Official Streets and Highways Plan



RIGHT-OF-WAY STANDARDS

Facility Type	Street Class	Number of Lanes	Minimum ROW Width	Average Daily Traffic
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Source: AO 2014-63, June 2014

Municipality of Anchorage
Community Development Department
Planning Division
Transportation Planning Section
4700 Elmwood Road
Anchorage, AK 99507
(907) 343-7991

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* Country Lane		1 - 2	30' - 50'	

^(a) average number of vehicle trips per day
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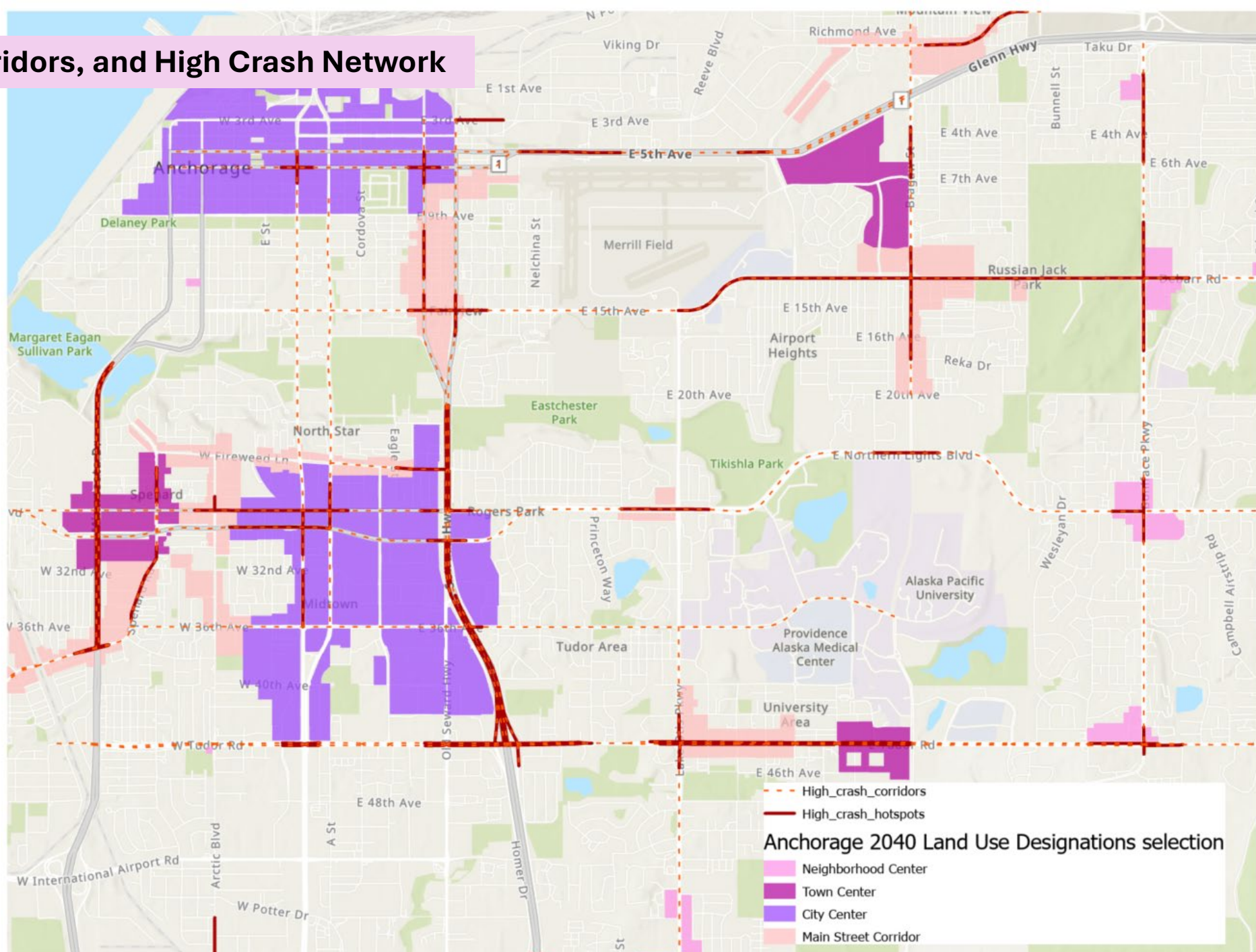
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Anchorage, Alaska



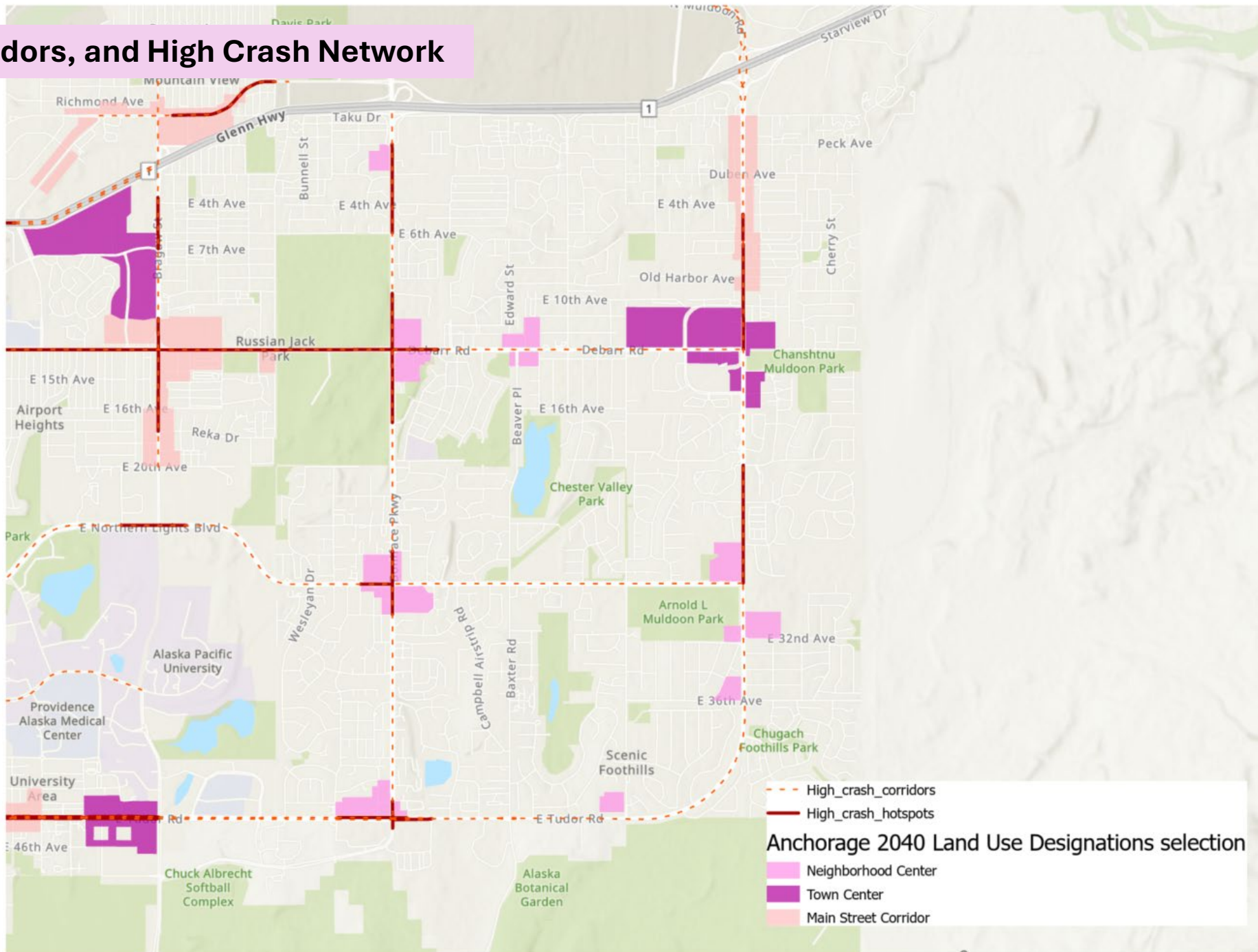
161 S103
Nijmegen, Gelderland



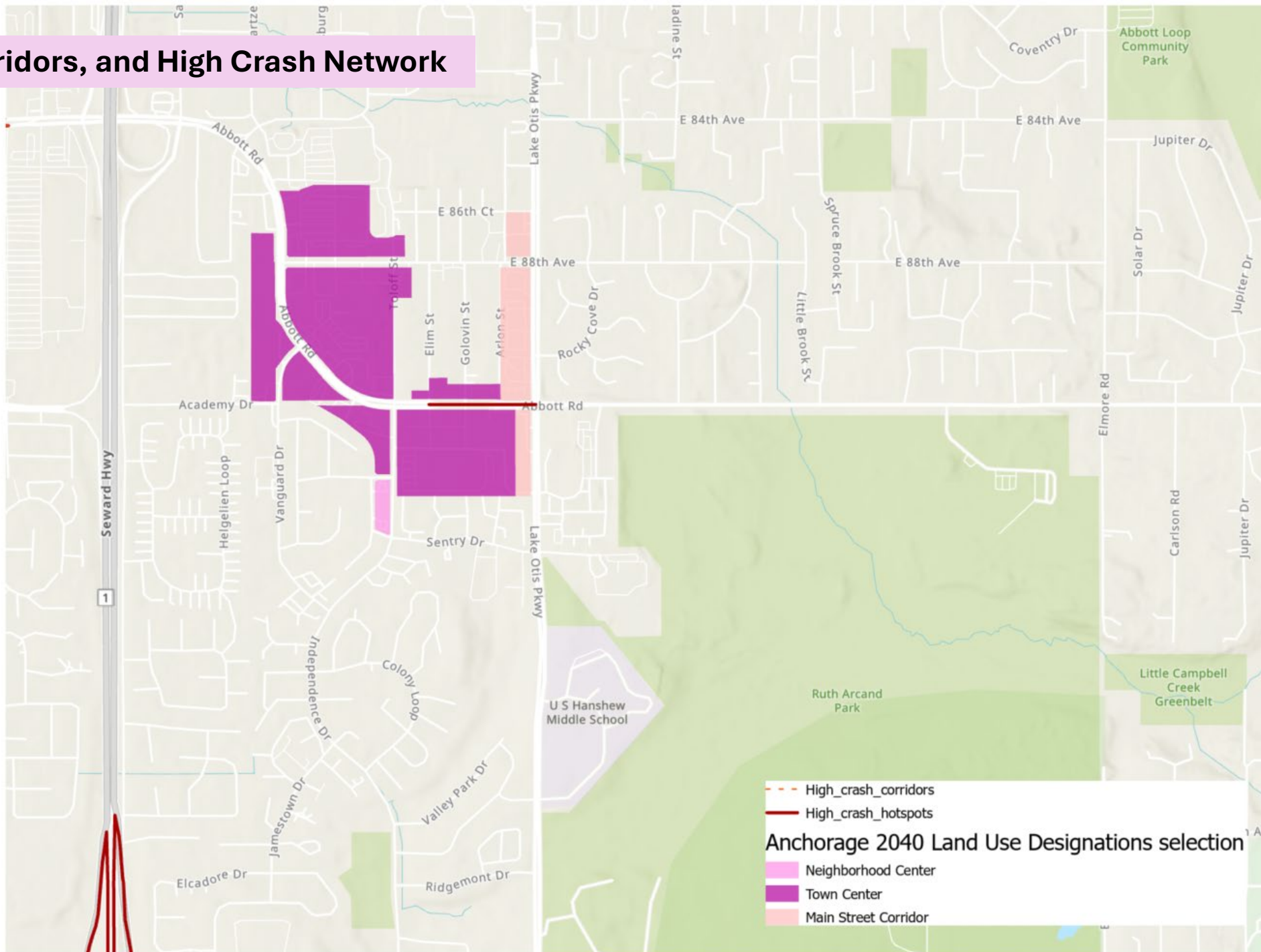
Centers, Corridors, and High Crash Network



Centers, Corridors, and High Crash Network



Centers, Corridors, and High Crash Network



STATE OF ALASKA

DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES



REVISIONS		
NO.	DATE	DESCRIPTION
1	2-12-07	UPDATED STD. DRAWINGS

PROPOSED HIGHWAY PROJECT
FM-0506(2)/59397

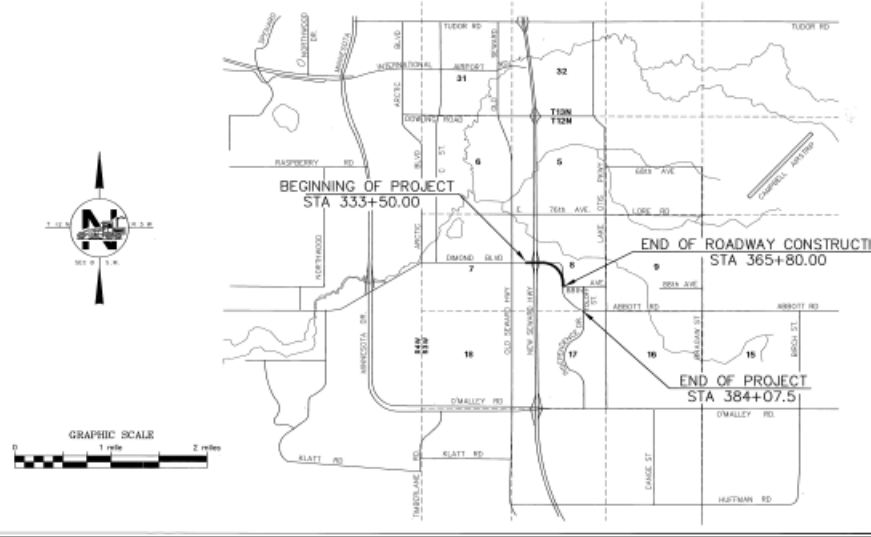
ABBOTT ROAD

NEW SEWARD HIGHWAY
TO EAST 88TH AVENUE

GRADING, DRAINAGE, PAVING,
SIGNING, STRIPING, & ILLUMINATION

AS BUILT PLANS

ABBOTT ROAD DESIGN DESIGNATION



	New Seward Hwy to East Dimond Blvd.	East Dimond Blvd. to East 88th Ave.
A.D.T. 1992	23,000	16,700
A.D.T. 2015	39,000	29,600
D.H.V.	9.57%	9.57%
D.	40% / 60%	40% / 60%
T.	4.84%	4.84%
V.	45 MPH	45 MPH
E.A.L. 2007	2,174,000	1,624,000

PROPOSED HIGHWAY REHABILITATION PROJECT
ABBOTT ROAD PAVEMENT PRESERVATION
NEW SEWARD HIGHWAY TO 88TH AVENUE
0506004/56728
 PAVING, SIGNING, AND STRIPING

AS BUILT PLANS



PROJECT SUMMARY		
ROADWAY SECTION	WIDTH (FT)	LENGTH (MI)
ABBOTT ROAD	69-93	0.34

DESIGN DESIGNATION			
ROADWAY SECTION	FUNCTIONAL CLASS	AADT (2012)	SPEED
ABBOTT ROAD	14	35,780	40 MPH

PROJECT ENGINEER: JAMES LOMBARDO
 CONTRACTOR: GRANITE CONSTRUCTION, INC.
 BEGIN DATE: JUNE 23, 2015
 END DATE: SEPTEMBER 15, 2015



Planned 35,780 cars per day for 2012, design speed of 40 mph

PROPOSED HIGHWAY PROJECT
AMATS: ABBOTT RD REHAB - PHASE I
PROJECT NO. 0506005/Z591900000
 GRADING, DRAINAGE, PAVING, SIGNING & STRIPING, SIGNALIZATION

M&O STATION: ANCHORAGE



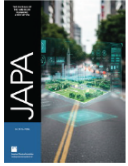
ABBOTT RD; LAKE OTIS - ELMORE	54'	1.0 MI
ABBOTT RD; ELMORE - JUPITER	54'	0.25 MI

ROADWAY SECTION	DESIGN DESIGNATIONS					
	A.A.D.T. 2012	A.A.D.T. 2026	DESIGN SPEED	DHV 2012 %	TRUCKS %	DIR. SPLIT %
ABBOTT RD; LAKE OTIS - ELMORE	14,430	20,669	50 MPH	10.7	3.15	40/60
ABBOTT RD; ELMORE - JUPITER	10,564	15,132	50 MPH	10.7	3.15	40/60



Planned 15,000-20,000+ cars per day for 2012, Design speed of 50mph

CENTRAL REGION
 FEBRUARY 2016



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Land Use and Road Safety: Understanding the Persistence of Vulnerable Road User Deaths and Injuries in the United States

Eric Dumbaugh & Jonathan Stiles

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To link to this article: <https://doi.org/10.1080/01944363.2026.2635948>



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“The neighborhood unit not only embedded the functional classification system into community design practice in the United States, but it also promoted the relocation of household-supporting retail and commercial uses outside of communities, and onto the automobile-oriented arterial highways that surround them (see Figure 1)...

*...This development pattern and the corresponding land use configurations are so embedded into U.S. land development practice that **most grocery, restaurant, and pharmacy chains have made locating on an arterial with traffic volumes of 20,000 vehicles per day or greater a core feature of their site selection process.**”*

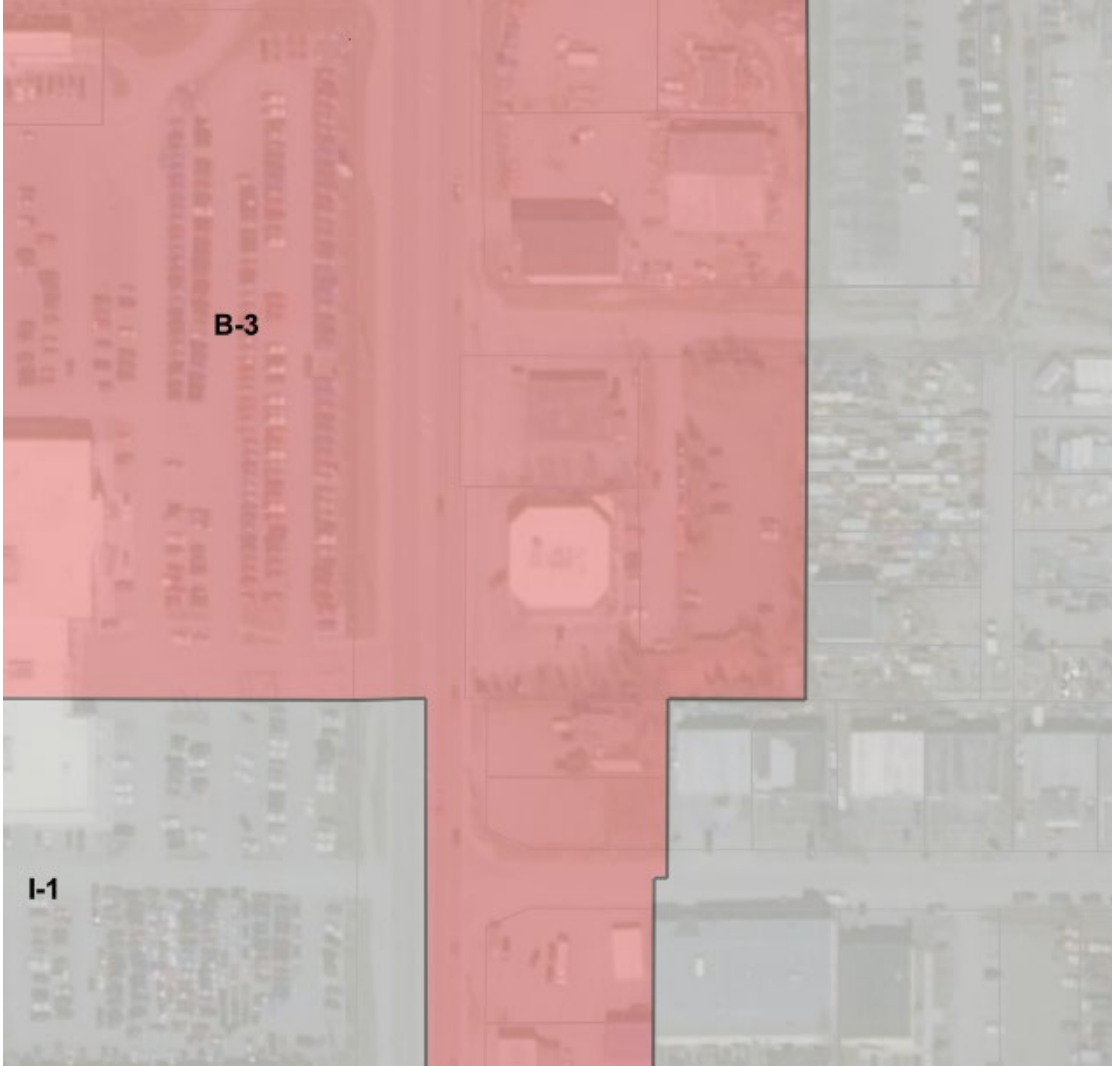
B-3 in two different contexts

Seward & 70th: B-3 zoning and roads for automobiles

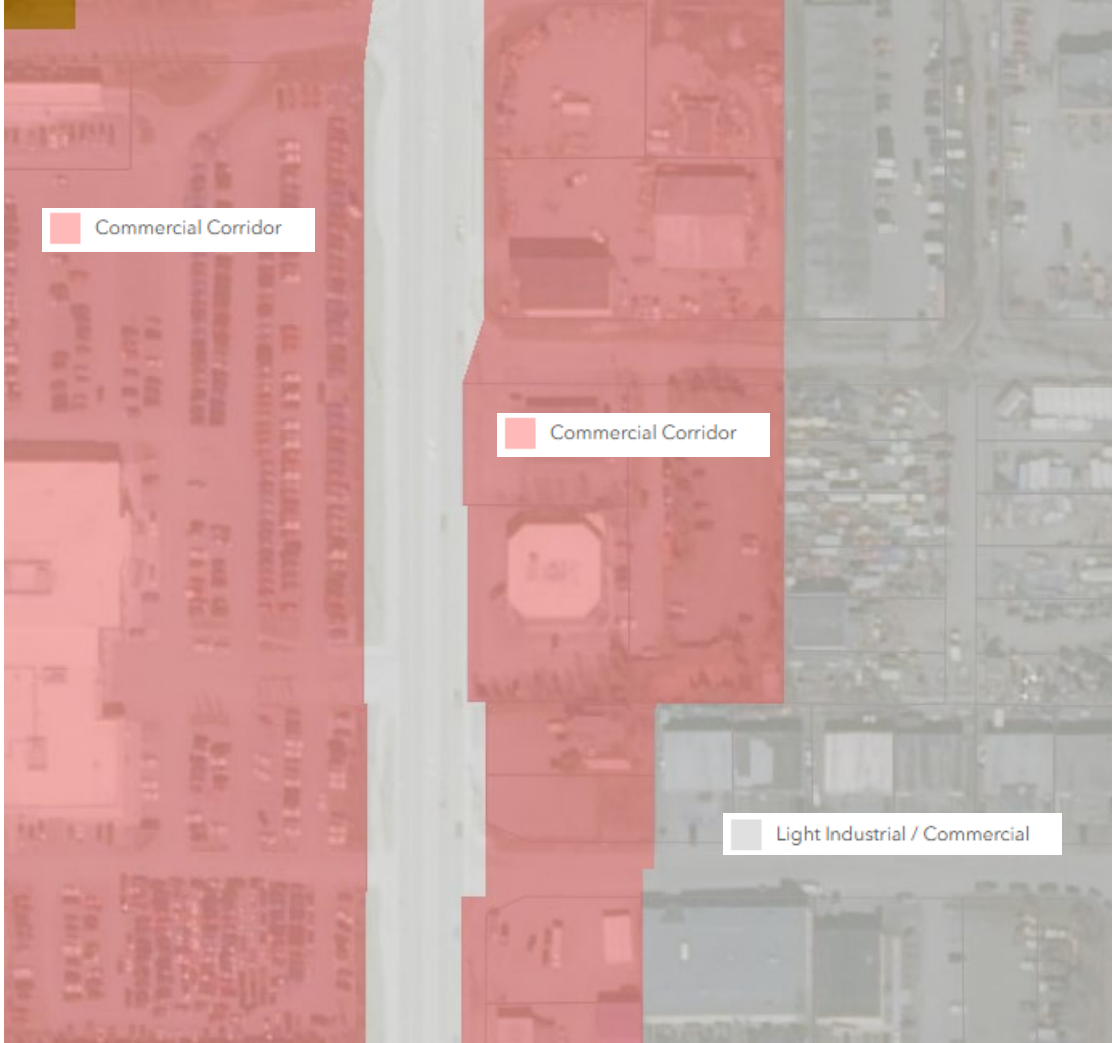


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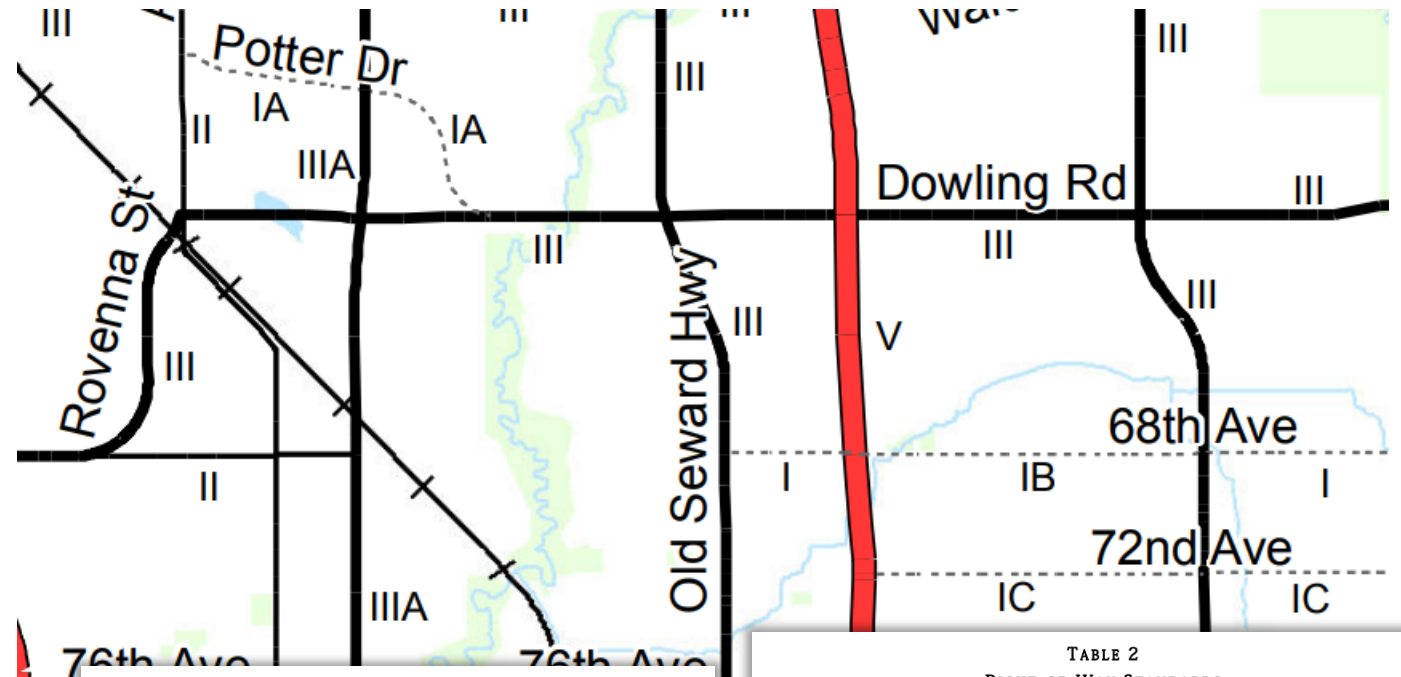
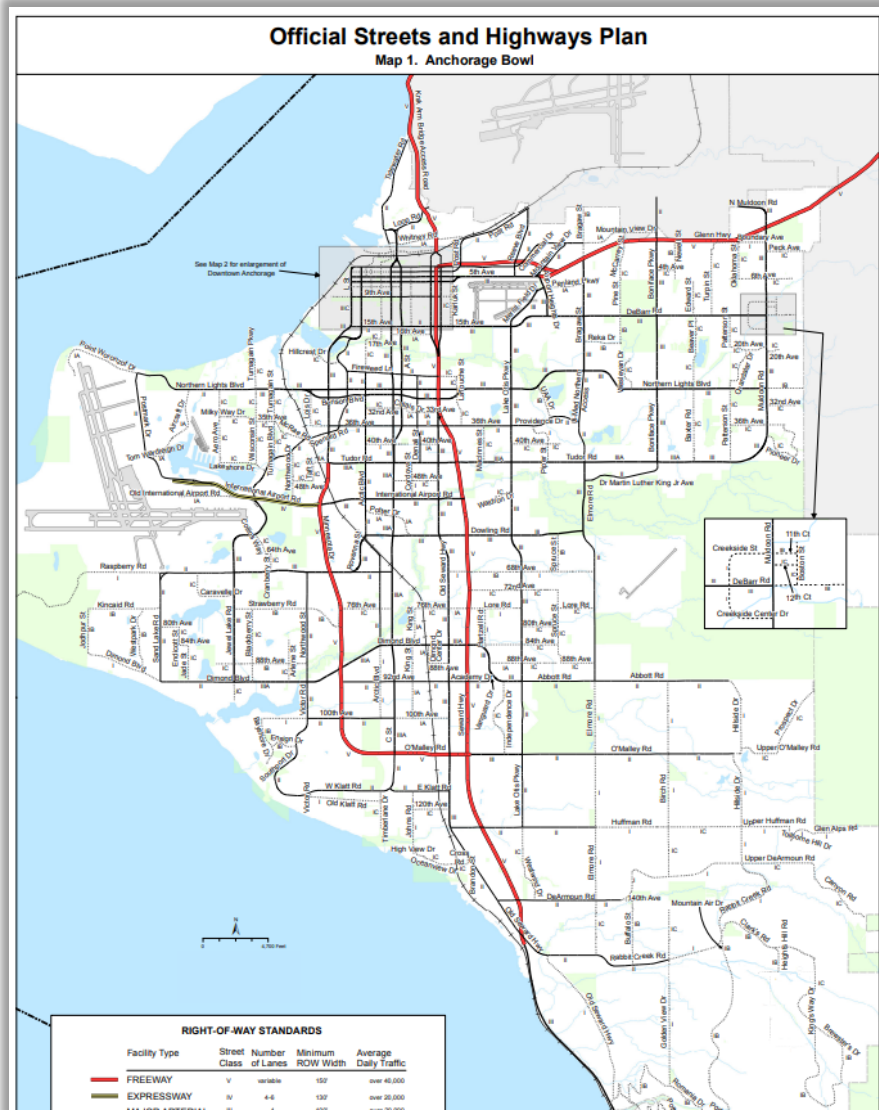
ZONING



FUTURE LAND USE MAP



Official Streets and Highways Plan



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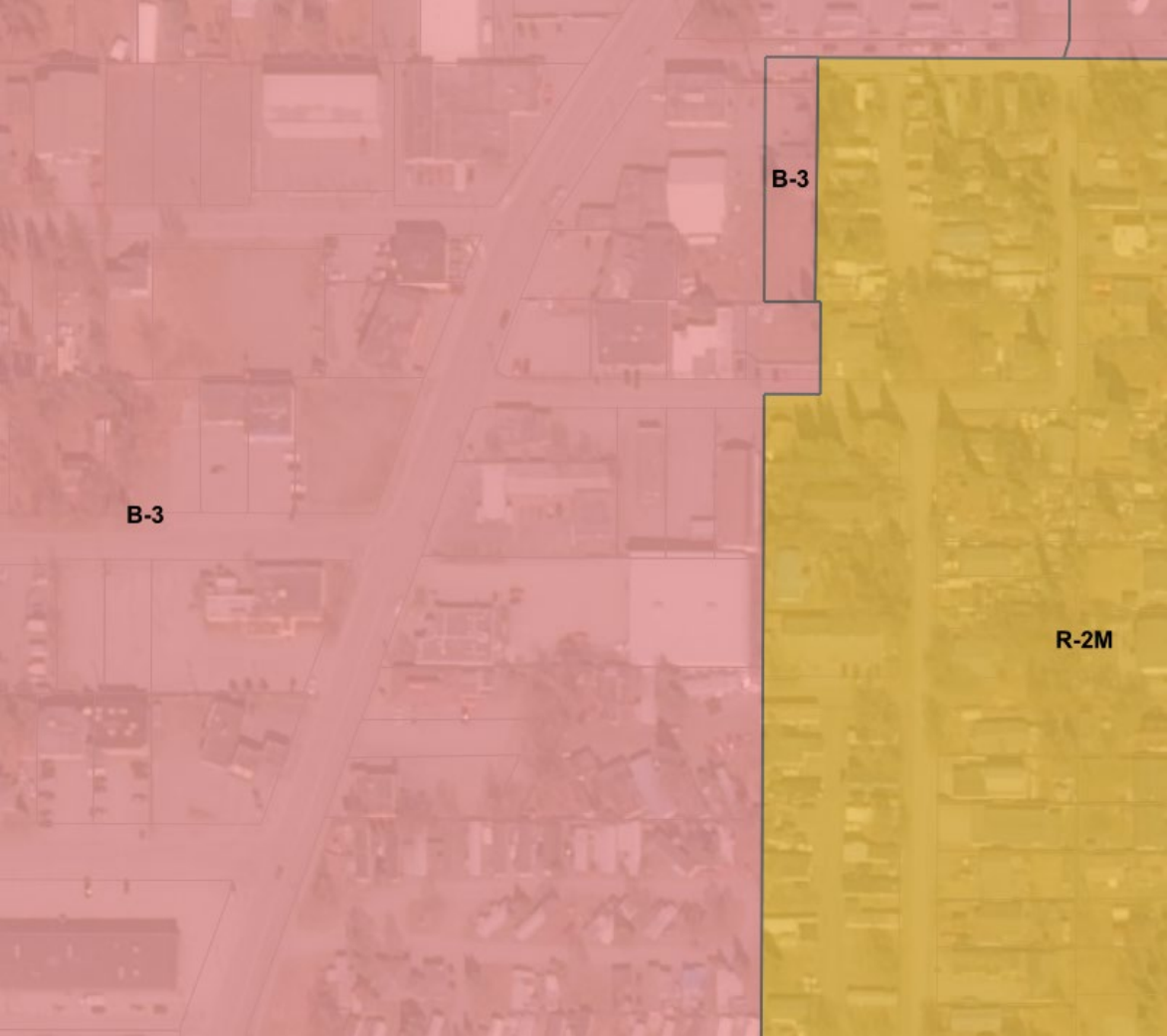
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Spenard: B-3 zoning, planned mixed land use, and roads for automobiles

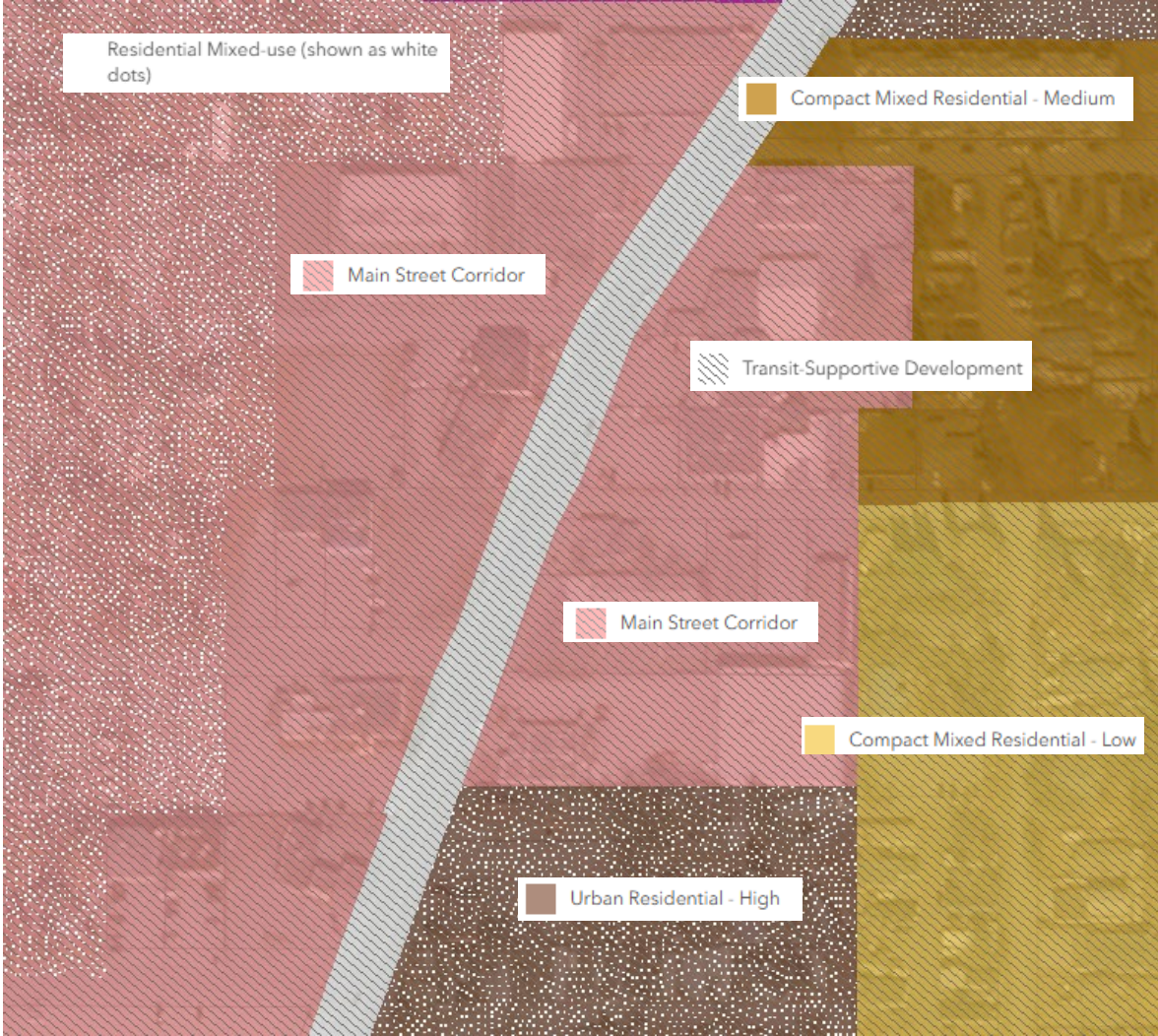


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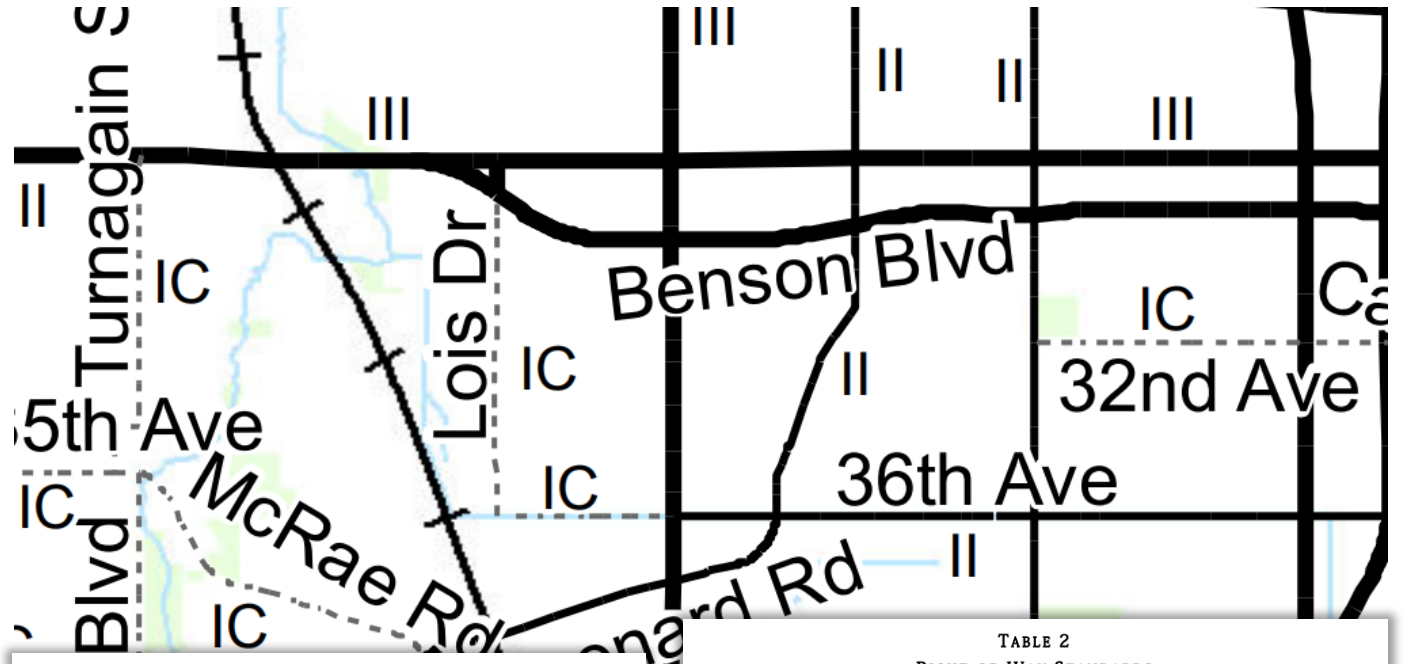
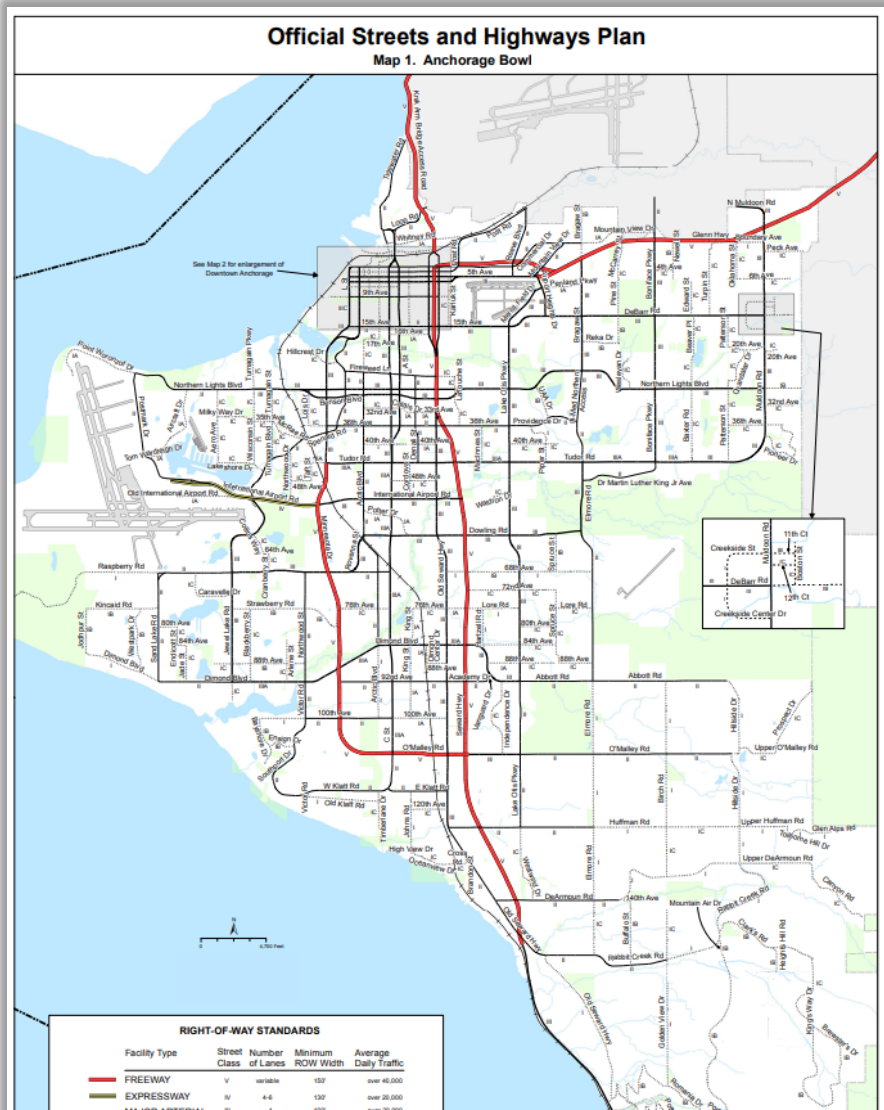
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Feedback from the community on public roads

Wednesday, February 5, 2025

Subject: Letter to Assembly on Functional Classifications of Roadways in Spenard

Dear Anchorage Assembly,

We, the members of the Spenard Community Council (SCC), are writing to urge the reclassification of key roadways in Spenard.



The Official Streets and Highways Plan (OSHP) sets the rules for how roads are classified and what standards may be applied to them in the Design Criteria Manual (DCM). The DCM has not been updated since 2007 and the OSHP has not been updated since 2014 (AO 2014-63). Section 21.03.070 of Title 21 calls for the community to review and reassess the comprehensive plan and its elements every 10 years "in order to make it consistent with economic and demographic trends, recent and proposed land use decisions, and adopted studies and plans."

The following requests also align with the Department of Transportation & Public Facilities (DOT&PF) review of Functional Classifications, which is currently ongoing (<https://dot.alaska.gov/stwdplng/fclass/>).

Spenard Road

The SCC has had continued difficulties getting Alaska Department of Transportation & Public Facilities and muni Project Management & Engineering to implement the Spenard Corridor Plan as intended, based on the explanation that Spenard Road is an arterial. Spenard Road is classified as a Minor Arterial in the OSHP, but only carries at most 7,720 vehicles per day. The OSHP calls for arterials to be roads carrying 10,000 to 20,000 vehicles per day.

We request that the Assembly fulfill the code and amend the OSHP to change the designation of Spenard Road from a Minor Arterial to some sort of designated collector. This would allow the plan to be implemented as intended.

Fireweed Lane

We request the Assembly to do the same with Fireweed Lane between Spenard Road and the Seward Highway, which is also designated as a minor arterial yet should be a collector. Fireweed Lane sees even less traffic.

Minnesota Drive

The DOT&PF has recently launched "Minnesota Drive / I & L Street Corridor Plan," which is at the request of the community and AMATS to better plan for the roadway, the land use, and how people travel along the corridor. Currently, the high speeds and incompatible "expressway" design of Minnesota Drive create a dangerous and deadly corridor through Spenard that does not serve our community and divides our

Spenard Road

The SCC has had continued difficulties getting Alaska Department of Transportation & Public Facilities and muni Project Management & Engineering to implement the Spenard Corridor Plan as intended, based on the explanation that Spenard Road is an arterial. Spenard Road is classified as a Minor Arterial in the OSHP, but only carries at most 7,720 vehicles per day. The OSHP calls for arterials to be roads carrying 10,000 to 20,000 vehicles per day.

We request that the Assembly fulfill the code and amend the OSHP to change the designation of Spenard Road from a Minor Arterial to some sort of designated collector. This would allow the plan to be implemented as intended.

Fireweed Lane

We request the Assembly to do the same with Fireweed Lane between Spenard Road and the Seward Highway, which is also designated as a minor arterial yet should be a collector. Fireweed Lane sees even less traffic.

Minnesota Drive

The DOT&PF has recently launched "Minnesota Drive / I & L Street Corridor Plan," which is at the request of the community and AMATS to better plan for the roadway, the land use, and how people travel along the corridor. Currently, the high speeds and incompatible "expressway" design of Minnesota Drive create a dangerous and deadly corridor through Spenard that does not serve our community and divides our

How to resolve these conflicting sets of priorities?

Range of options:

- Change land use rules Muni-wide
- Change land use rules through geography-specific zones (overlays
- Change land use rules through different Land Use Plan designations and new zones
- Create use-specific standards by geographic area
- Create zone-specific standards by geographic area

How to resolve these conflicting sets of priorities?

**These are issues that may need to be
resolved by a comprehensive plan**

Excerpts from Original Presentation

2023

Business/Economy

An express car wash boom is coming to Anchorage

By Alex DeMarban

Published: November 27, 2023



A car moves through the Pink Elephant Splash & Dash Car Wash Express on Tuesday, Nov. 21, in South Anchorage. Pink Elephant is the only express, conveyor-belt car wash in Anchorage, at least for now. (Loren Holmes / ADN)

2024

Business/Economy

Man-caves, she-sheds and business space: A wave of garage condos hits Anchorage

By Alex DeMarban

Published: August 12, 2024



Spinell Homes is constructing The Garage at Lake Otis, a garage condo project at 5605 Lake Otis Parkway. (Marc Lester / ADN)

PZC Case 2026-0034:

Review and amendments to AO 2025-63



PZC Case 2026-0035:

Expanding uses in B-3 and simplifying the definition of mixed-use



Timeline

- **Spring 2025:** Assembly introduces and discusses AO 2025-63
- **Summer 2025:** Assembly refers item to Planning Department & PZC
- **Autumn 2025:** Additional discussions with sponsors, expanded policy guidance
- **Spring 2026:** More discussion

Comments

- General support or no objection
- One comment stating that making larger parking lots a conditional use could affect development

PZC Case 2026-0034:

Review and amendments to AO 2025-63

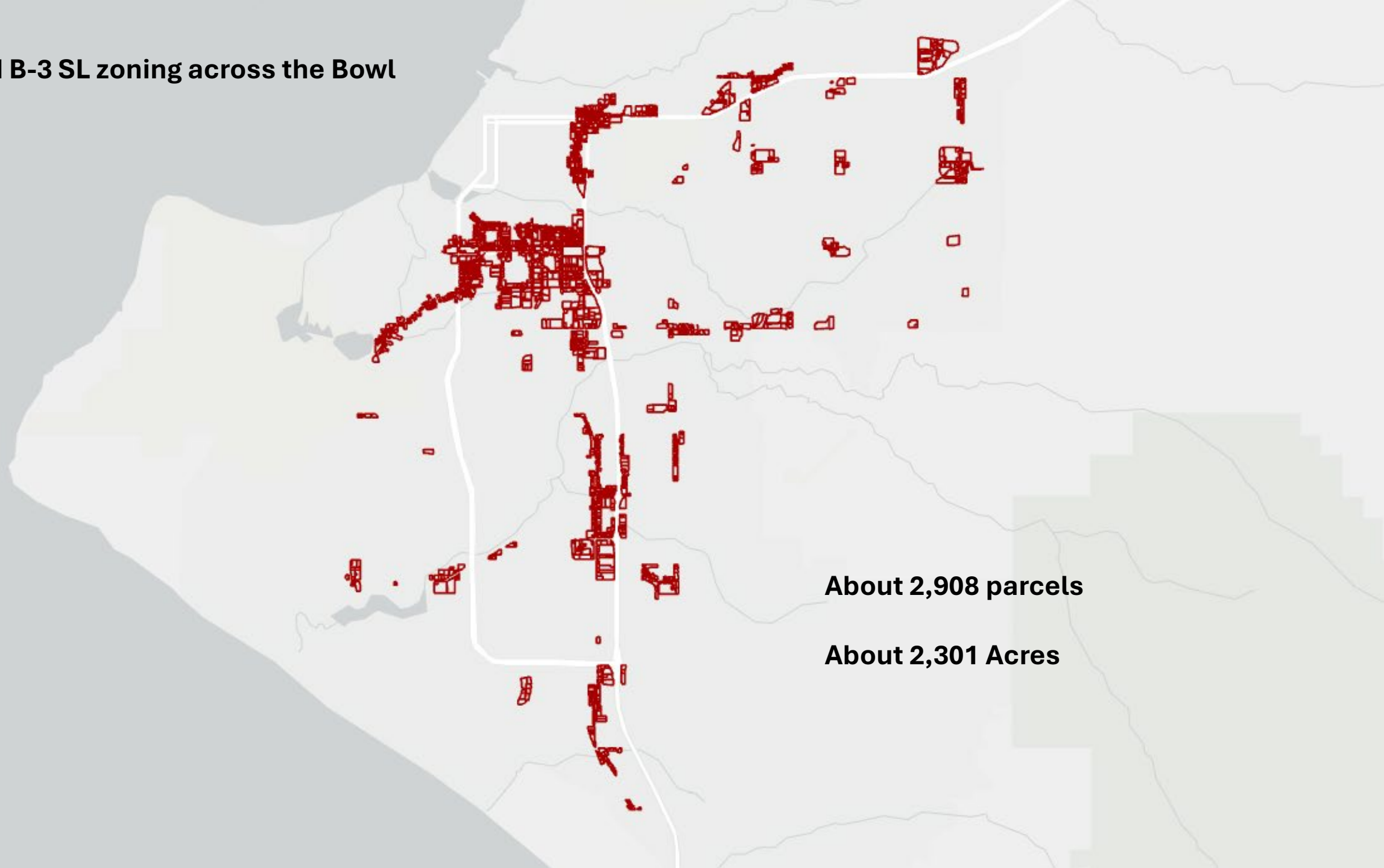
- Update the purpose statement of B-3
- Limiting self-storage, storage yards, and large parking lots to Conditional, rather than permitted uses

PZC Case 2026-0035:

Expanding uses in B-3 and simplifying the definition of mixed-use

- Allow all forms of housing (aiming for shop-houses)
- Clean up the definition of Mixed-Use Development
- Eliminate lot sizes in B-3 and allow multiple structures on a lot.

B-3 and B-3 SL zoning across the Bowl



About 2,908 parcels

About 2,301 Acres

PZC Case 2026-0034:

Review and amendments to AO 2025-63

- Change purpose statement of B-3
- Limiting self-storage, storage yard, and large parking lots to Conditional, rather than permitted uses

PZC Case 2026-0035:

Expanding uses in B-3 and simplifying the definition of mixed-use

- Allow all forms of housing (aiming for shop-houses)
- Clean up the definition of Mixed-Use Development
- Eliminate lot sizes & restrictions on number of structures in B-3

Questions?



Thank you

