



Municipality of Anchorage
Planning Department
Memorandum



Date: October 4, 2023
To: Craig Lyon, Director
From: Ryan Yelle, Long-Range Planning Manager
Subject: Update on Anchorage 2040 Land Use Plan Progress

This memo and attached spreadsheet provide an assessment of the progress that has been made to date to implement the goals of *Anchorage 2020* and the *Anchorage 2040 Land Use Plan*. Policy 91 of *Anchorage 2020* requires the Planning Department to “*Monitor progress toward Anchorage 2020 implementation and adjust priorities as warranted.*” The *Anchorage 2040 Land Use Plan* (LUP), the land use supplement to *Anchorage 2020* identified numerous action items necessary to accomplish the goals of the LUP to meet the land use needs of the Municipality through year 2040. Of the 94 action items identified in the *Anchorage 2040 Land Use Plan*, 57 ($\approx 61\%$) have been completed, partially completed, or are on-going efforts. The remaining 37 items ($\approx 39\%$) are either incomplete or outside of the Planning Department’s scope. Many of the items deemed incomplete have had some related progress, but they remain incomplete because additional funding and/or resources may be necessary to fully achieve them.

A status summary of the LUP action items is included below:

Overall Summary of 2040 LUP Figure 3-5, Actions Checklist Status

Completed: 17
Partially Completed: 33
On-going: 7
Incomplete: 32
Outside of Scope: 5

Please note that the action items and associated timeframe for completion are based upon the assumption of five full-time senior planners within the Long-Range Planning Division. Currently, Long-Range Planning has two full-time senior planners, and one administrative support staff. Despite staff and resource limitations, the Planning Department has been able to achieve a large amount of progress within or very close to the originally planned timeframes of each item.

2040 LUP Figure 3-5. Actions Checklist with Progress Status

#	Action Item	Original Time Frame (Years)	Funds Necessary?	Progress Status (as of September 2023)
Goal 1	Plan for Growth and Livability: Anchorage achieves residential and commercial growth, which improves community resiliency and citizens' quality of life as it supports their vision for the future expressed in the Comprehensive Plan.			
1-1	Update, maintain, and publish a land use and buildable lands inventory database, development and demographic trends data, and environmental conditions data.	Now		Partial. This item was intended to result in a living, interactive lause database that could be accessed by the Public. To date, this type of map has not been created. Planning staff is currently utilizing housing and land use data compiled as part of the Anchorage 2040 Land Use Plan. This data is sound, but real-time data is in constant flux due to economic conditions. Funding to update this data is pending approval from the State of Alaska and Anchorage Assembly (CDBG-DR).
1-2	Identify key indicators of progress on issues addressed by the 2040 LUP, monitor progress, and report to the Planning and Zoning Commission on 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, Fair Housing Plan) and area-specific plans.	Now		On-going. Key indicators have not yet been determined. However, Planning staff is constantly evaluating the conclusions reached within the LUP to align with community needs. This is done through evaluations of land use entitlement applications (i.e. Site Plan Reviews, Rezones, Conditional Use, Subdivisions, etc.) and as development issues arise. Long-Range Planning's work program is amended as necessary to address concerns.
1-3	Use Actions 1-1 and 1-2 to inform regular updates and improvements to this Plan, including its implementation Actions.	1-3		On-going. It is the practice of staff within the Department to keep running lists of identified issues within the Comprehensive Plan that conflict with current priorities. This list will be referenced during the next comprehensive plan update.
1-4	Initiate a complete revision of the <i>Anchorage 2020–Anchorage Bowl Comprehensive Plan</i> .	1-3	\$\$	Incomplete. Work on this item has not begun. Additional resources and funding will be necessary to successfully accomplish this task.
Goal 2	Infill and Redevelopment: Infill and redevelopment meets the housing and employment needs of residents and businesses in Anchorage.			
2-1	Revise state laws to expand municipal tax incentive tools for economic development, and adopt local economic development tools, including improved tax abatement, tax increment financing (TIF), bonding capacity, and other programs to catalyze growth and redevelopment that advances policy objectives for housing, development, and neighborhood compatibility.	Now	\$	On-going. This item is largely out of the control of the Planning Department. However, various tax incentives have been established via AO 2014-71(S) As Amended (this AO will sunset on July 22, 2024 unless extended by Assembly), AO 2019-12, As Amended, AO 2020-103, and AO 2021-65.
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.	Now	\$	Complete. The RFA entitlement was created via AO 2022-62(S) in October 2022. However, due to its recent adoption, it remains untested as no formal RFAs have been established to date.
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.	1-3	\$	Partial. The RFA selection and approval process was adopted by the Assembly via AO 2022-62(S) in October 2022. However, due to its recent adoption, it remains untested as no formal RFAs have been established to date.
2-4	Identify and implement appropriate ways to modify, simplify, or waive procedural requirements and application fees for certain permit reviews, while maintaining the integrity of those review processes, for projects in Reinvestment Focus Areas and for proposed rezonings that conform to and implement the 2040 LUP.	1-3		Incomplete. Planning staff has discussed this item many times internally since the adoption of the 2040 LUP. To date, no formal progress has been made.

2040 LUP Figure 3-5. Actions Checklist with Progress Status

#	Action Item	Original Time Frame (Years)	Funds Necessary?	Progress Status (as of September 2023)
2-5	Create a Project Review Management Service to help applicants navigate the permitting process for 2040 LUP priority projects, such as compact housing and adaptive reuse of older buildings, and developments in Reinvestment Focus Areas.	1-3	\$	Deemed Unnecessary. Planning staff has and continues to conduct this service for developers in their daily work. It has been determined that this position is no longer necessary and the budget can be maintained with current positions.
2-6	Amend Title 21 to create a medium-density residential district that allows mixed-use commercial in an integrated neighborhood setting. Require projects to prioritize residential use and meet or exceed an established minimum housing density. Promote mixed-use development that is compatible with the surrounding neighborhood. Direct this district to locations next to Centers or Corridors.	Now		Complete. The R-3A (Residential Mixed-Use District) was created via AO 2017-176, As Amended in January 2018. To date, one 6.2-acre parcel has been rezoned to this district, but is not yet developed.
2-7	Adopt and apply an adaptive reuse ordinance to promote reuse of older structures, consistent with life safety standards.	1-3		Partial. The Anchorage Assembly adopted AO 2023-30 in March 2023 which exempted existing buildings being converted into multifamily dwellings from the residential design standards as a means to alleviate redevelopment costs without compromising life safety standards. Additionally, required parking minimums were eliminated via AO 2022-80(S) (November 2022) this may increase the development potential on a given site resulting in more housing provided.
2-8	Analyze and recommend amendments to the Land Use Plan Map changing public and institutional lands to a residential designation that permits compact mixed housing to be developed in the future.	4-6	\$	Incomplete. Although a formal study has not been conducted, Planning evaluates the appropriateness of converting these lands into residential uses as proposal arise.
2-9	Explore the potential of expanding Anchorage's use of "Transfer of Development Rights" (TDR) as a tool to assist plan implementation including supporting Action 4-18 and other Actions that may benefit.	4-6	\$	Complete. The latest Downtown code rewrite (AO 2023-43) made this action item obsolete.
2-10	Host a joint workshop with the housing finance and mortgaging lenders and AHFC regarding implementation of the 2040 LUP. Provide a workshop 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.	1-3		Incomplete. Planning has not had the ability to pursue this workshop due to a lack of staff capacity.
2-11	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.	1-3		Complete. Small-Area Implementation Plan (SAIP) process established via AO 2021-46(S) in June 2021. To date, this process remains untested as no formal SAIPs have been dedicated. Additionally, a reconnaissance study to explore development potential for Chugach Way has been completed.
2-12	Reform the system for requiring off-site public infrastructure improvements to be more flexible and enhance certainty in the development approval process. Flexibility may include a lower level-of-service (LOS) standard for off-site transportation improvements in delineated Reinvestment Focus Areas where alternative transportation modes such as transit and pedestrian access exist. Retain the objective to provide adequate public facilities.	1-3	\$	Incomplete.
Goal 3	Centers and Corridors: Mixed-use, walkable commercial centers and corridors thrive within their neighborhood context, offer housing affordable to a range of incomes, and enable business growth.			
3-1	Amend Title 21 to simplify zoning regulations for mixed-use projects relative to commercial or other projects.	Now		Complete. The R-4A (Multifamily Residential Mixed-Use District) was recently amended via AO 2023-42 in August of 2023 to simplify its regulations with the intent to make it competitive with commercial districts. Further amendments to be considered as issues are identified.

2040 LUP Figure 3-5. Actions Checklist with Progress Status

#	Action Item	Original Time Frame (Years)	Funds Necessary?	Progress Status (as of September 2023)
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 Downtown Comprehensive Plan.	1-3		Complete. The "Old" Title 21 regulations for the downtown districts were incorporated into Title 21 via AO 2020-38 in April 2020. Downtown code was further rewritten via AO 2023-43 (April 2023).
3-3	Adopt a seismic hazard mitigation overlay zone.	1-3		Incomplete. These action item has not been accomplished. Funding to update the seismic hazard maps is pending approval from the State of Alaska and Anchorage Assembly (CDBG-DR).
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.	1-3		Partial. Tax incentives have been established via AO 2014-71(S) As Amended (this AO will sunset on July 22, 2024 unless extended by Assembly), AO 2019-12, As Amended, AO 2020-103, and AO 2021-65.
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.	1-3		Incomplete.
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 2040 LUP. Consult with residents, property owners, employers, and community councils to help determine appropriate land use designations consistent with the Comprehensive Plan and recommend amendments to the 2040 LUP.	1-3		Incomplete.
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.	1-3		Incomplete.
3-8	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. Consider including a provision that the areas appropriate for small commercial be highlighted first by an Area-specific Plan or Small-area Implementation Plan.	1-3		Partial. Certain small-scale non-residential uses may be allowed within approved SAIPs and PUDs.
3-9	Complete a comprehensive update to the downtown zoning regulations, establishing new DT districts, as part of a targeted plan review and update to the Downtown Comprehensive Plan with an analytical report of issues and conditions.	4-6	\$	Complete. Land use regulations affecting Downtown were updated via AO 2020-38 (April 2020) and AO 2023-43 (April 2023). Additionally, "Our Downtown: Anchorage Downtown District Plan" was adopted by the Assembly via AO 2023-22 (April 2023)
Goal 4	Neighborhood Housing: Anchorage's neighborhoods provide a range of places to live, meeting the housing needs of residents at all income levels, household sizes, interests, ages, abilities, and races and ethnicities.			
4-1	Expand regulatory user guidance/assistance materials for residential uses, including for ADUs, and other desired use types.	Continuous.	\$	On-going. Self-help guides are published online and available at Planning Counter and Permit Counter

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#	Action Item	Original Time Frame (Years)	Funds Necessary?	Progress Status (as of September 2023)
4-2	Facilitate a Targeted Area Rezoning in the vicinity of Central Spenard Reinvestment Focus Area, with coordinated targeted area re-platting assistance or small-area plans on some portions, and expansion of the Midtown Deteriorated Properties Tax Abatement designated area as shown on the Actions Map to specifically incentivize housing.	Now	\$	Partial. There have been two recent upzones within the identified Central Spenard Reinvestment Focus Area, and redevelopments by CIHA. These actions were evaluated and supported by the Planning Department.
4-3	Amend Title 21 to allow parking reductions by right for residential uses; offer greater reductions in RFAs and other key development areas.	Now		Complete. Parking minimums eliminated via AO 2022-80(S) (November 2022)
4-4	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, such as for building massing and scale, lot coverage, setbacks, and vehicle access. Determine appropriate measures through a public process including collaboration with neighborhoods and stakeholders.	1-3		Partial. R-2M height and design standards amended via AO 2022-36 (April 2022)
4-5	Review site and utility engineering design criteria for infill housing and explore amendments to standards and procedures to reduce infrastructure costs while preserving safety and engineering objectives.	1-3	\$	Partial. The Planning Department is exploring options to reduce costs for off-site infrastructure installation in support of residential development.
4-6	Amend Title 21 and other regulations for internal site circulation for vehicles, parking courtyards, and private lanes for compact infill housing.	1-3		Complete. Private Streets and Driveways regulations amended via AO 2019-132 (December 2019). Site access regulations amended via AO 2023-50, As Amended. Further amendments to be considered.
4-7	Amend Title 21 to ease restrictions that currently deter construction of accessory dwelling units (ADUs). Determine appropriate measures through a meaningful, collaborative public process and include development standards for neighborhood compatibility.	Now		Complete. ADU regulations have been amended three times over the last 5 years via AO 2022-107 (January 2023), AO 2022-67 As Amended (July 2022), and AO 2018-43(S) As Amended (June 2018).
4-8	Evaluate and monitor barriers to fair housing in Anchorage, and establish goals and actions to overcome those barriers.	4-6/ Continuous		Incomplete. The Anchorage Health Department implements programs to further this item, but a formal evaluation or study of this item has not been completed.
4-9	Encourage the construction of accessory dwelling units (ADUs) through a permit review assistance program, applicant guidance materials, improved tracking of ADU development trends, and public information.	4-6		Complete. The Planning Department and Development Services have published guidance materials to help the public interpret applicable land use regulations. Any new permits for ADUs are being tracked by Planning staff.
4-10	Amend Title 21 to reduce restrictions that currently deter construction of compact housing types; and expand provisions that allow for compact housing types, including small-lot housing, cottage houses with shared courtyards, townhouses, and small-scale garden apartments. Determine appropriate measures through a meaningful, collaborative public process and make subject to site development standards including standards for neighborhood compatibility.	1-3		Partial. Unit-Lot Subdivision option created via AO 2017-75 As Amended (May 2017)
4-11	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.	4-6		Incomplete.
4-12	Work jointly with the manufactured housing industry/community and affordable housing advocates to develop an affordable housing redevelopment displacement mitigation strategy.	1-3		Partial. The Assembly appropriated funds for a Manufactured Housing Community Feasibility Study in Spring 2023. Planning staff are currently looking for a contractor to complete work beyond the Department's capacity. Work is anticipated to begin in Fall 2023, and be finalized by Spring 2024.

2040 LUP Figure 3-5. Actions Checklist with Progress Status

#	Action Item	Original Time Frame (Years)	Funds Necessary?	Progress Status (as of September 2023)
4-13	Research and pre-approve housing construction plans that specifically promote desired new forms of compact housing development for walkable infill neighborhood contexts. Review existing municipally pre-approved plans to determine forms of housing that may be more appropriate to pre-approve primarily in suburban contexts, and replace those with pre-approved variations more appropriate in urban neighborhood environments.	4-6	\$	Partial. Development Services has a catalog of pre-approved housing plans available for the public. However, these plans are mostly for single-family homes and duplexes. Additional plans for 3-plexes and greater should be purchased by the MOA or could be donated by local drafters in order to compile the necessary catalog to fully implement this action item.
4-14	Require minimum densities for new single-family in multifamily zones in areas that are near Town and City Centers and are designated for public infrastructure investment or incentives for housing, such as Reinvestment Focus Areas.	4-6		Partial. Minimum residential densities are required within the R-3A and R-4A zoning districts, but this is not universal across all other residential or commercial districts. Additionally, only Attached Single-Family homes on lots less than 2,000ft ² are allowed within the B-2C.
4-15	Prepare a special study/small-area implementation plan for the Tudor Road land use and transportation corridor between Lake Otis Parkway and Elmore Road, including the 3500 Tudor Road mixed-use redevelopment and public facilities campus.	1-3	\$	Incomplete. However, the groundwork to facilitate this redevelopment has been done through a rezone of the Tudor/Elmore Municipal campus from PLI to B-3 SL (TED Project).
4-16	Update the 2012 Anchorage Housing Market Analysis including market trends and forecast housing needs.	4-6	\$	Partial. Housing needs assessment and buildable lands capacity was updated as part of the 2040 LUP. A holistic study of all housing types has not been conducted. Planning staff will be conducting this review once the pending CDBG-DR funds have been approved by the State of Alaska and Anchorage Assembly.
4-17	Amend Title 21 to allow small-lot subdivisions enabling more forms of small-lot housing as an alternative to large multi-unit buildings in multifamily districts.	Now		Partial. Unit-Lot Subdivision option created via AO 2017-75 As Amended (May 2017). Additional evaluation of our alternative subdivision types could further this action item. One important note is that lot size minimums were eliminated within the R-4A district.
4-18	Adopt a housing impact mitigation program to ensure that any losses of housing units or residential land to rezonings or ROW acquisitions are offset by additions in an appropriate location.	4-6	\$	Incomplete.
4-19	Adopt a low-density compact housing district that allows a modest increase in density above the R-2D two-family district, of up to 3 to 4 residential units per structure, while retaining the prevailing lotting pattern and built scale within existing neighborhoods. Avoid lot aggregation of whole blocks or construction of eight-plexes, which is already allowed in the R-2M zone.	4-6		Incomplete. However, a future amendment to the R-2D may be able to accomplish this.
Goal 5	Infrastructure--Land Use: Coordinated and targeted infrastructure investments catalyze new growth, provide an acceptable return on investment, and equitably improve safety and quality of life.			
5-1	Refine the criteria used for the review of capital projects to be included in the CIP to promote implementation of the capital priorities identified in the 2040 LUP, functional plans, and neighborhood and district plans.	Now		Complete: CIP Scoring Criteria amended to include RFA and other 2040 LUP Infill directives. Planning staff is currently working on the Long-Range Transportation Strategy that determine community priorities and values for transportation projects. This document will influence the MTP.
5-2	Develop and incorporate a method for estimating and including Return on Investment (ROI) in criteria used to prioritize capital projects and transportation projects in the CIP, TIP, and other programs within RFAs.	1-3		Outside of Planning's Scope.
5-3	Develop and maintain an updatable asset inventory of the condition and capacity of Anchorage's infrastructure, including water, wastewater, storm water, roads, alleys, sidewalks, public transit, schools, energy utilities, and "green infrastructure" such as parks, wetlands, riparian corridors, and natural drainageways—especially in areas designated for growth. A street inventory includes the identification of needed additional local and collector street connections, intersection and access improvements, and pedestrian connections.	1-3	\$	Partial. Watershed Management Services is undergoing planning efforts to survey the condition of existing stormwater infrastructure to determine necessary improvements. Planning staff is currently working on the <i>Downtown Streets Engineering Study</i> that will provide the community with an evaluation of current conditions of our Downtown roads and facilities to determine necessary improvements.

2040 LUP Figure 3-5. Actions Checklist with Progress Status

#	Action Item	Original Time Frame (Years)	Funds Necessary?	Progress Status (as of September 2023)
5-4	Develop an enhanced measure of school facility capacity relative to long-term projections for student enrollment and designated housing growth, as a means to coordinate planning for future school facility needs with land use planning and allocation of growth.	Now		Complete. A joint effort of ASD, ISER, and Planning yielded a model which was used to inform ASD CIP decisions. ISER recommended improvements.
5-5	Expand existing programs by which AWWU may finance or provide infrastructure ahead of development within the water and wastewater service area, to include reimbursement of AWWU costs.	1-3	\$	Partial. Planning is working to explore options with AWWU to reduce infrastructure costs associated with residential development.
5-6	Evaluate parameters and feasibility of a storm water utility, to address management and maintenance of storm water pipe infrastructure and runoff drainage problems.	1-3	\$	Complete: <i>The Stormwater Utility Findings Report and Recommendations</i> was completed in January 2019 and issued recommendations to address the parameters within this action item.
5-7	Determine future school site needs under the 2040 LUP and incorporate adequate school capacity, sites, and investment into the Plan.	1-3		Partial. The model developed for Action 5-4 was used to forecast school capacity needs in 2040 LUP. Needs further refinement with ASD and ISER to consider attendance rates, school site needs, and population forecast post-pandemic. School capacity maps with 2016 attendance and 2040 population forecast data is included in the LUP Atlas.
5-8	Document the up-front utility infrastructure costs borne by private development that inhibit housing development in Anchorage. With utilities, explore infrastructure finance tools that address up-front infrastructure costs on private development. As part of this effort, undertake a comparison to peer group cities' revenue sources and fee mechanisms.	1-3	\$	Partial. This effort is just getting underway. Planning is working to explore options with utility providers to reduce infrastructure costs associated with residential development.
5-9	Document the cost of parking structures for high-intensity development in Downtown and Midtown Anchorage that inhibits private development of housing and mixed-use. Explore how other cities' parking districts and development authorities have facilitated private development through public-private partnership	1-3	\$	Incomplete.
Goal 6	Accessible Land Use: Anchorage coordinates transportation and land use to provide safe, efficient, and affordable travel choices.			
6-1	Update the Metropolitan Transportation Plan's (MTP) growth allocation model to reflect the 2040 LUP land use designations.	1-3		Complete. The growth allocation model was updated within the 2040 MTP and current drafting of the 2050 MTP.
6-2	Adopt a policy and municipal street design criteria for "Complete Streets" and urban and mixed-use Street Typologies to serve all users and reflect adjacent land use patterns. Apply these in priority Reinvestment Focus Areas.	1-3		Partial. AMATS adopted a "Complete Streets Policy" in 2018. Additionally, the following objective is included within the purpose of an RFA within AMC 21.03.116 "Coordinate infrastructure investments such as streets, walkways, and utilities (as allowed by tariffs) to create a cohesive, integrated, and yet diverse urban place to offer a high quality of life"
6-3	Adopt a Transit-supportive Development Corridor/Transit-oriented Development implementation plan.	1-3	\$	Partial. A report was prepared as part of the 2040 MTP. No further action has been taken.
6-4	Adopt a Street Typology map that reflects and integrates existing and future land uses, and a procedure for determining typologies as part of individual street improvement projects.	1-3		Partial. An RFP for the AMATS Street Typology is out for review. However, this will be an AMATS plan and will not be included as part of the Comprehensive Plan unless adopted by the Assembly.
6-5	Adopt a Transit-oriented Development (TOD) overlay to support and regulate TOD uses, necessary infill intensities, and related projects.	1-3	\$	Incomplete. A Transit Supportive Development growth supporting feature is included within the LUPM and has been applied to several major corridors. However, a follow-up zoning tool such as an overlay has not been incorporated into code. Some of these elements were addressed through AO 2023-50 (Site Access).

2040 LUP Figure 3-5. Actions Checklist with Progress Status

#	Action Item	Original Time Frame (Years)	Funds Necessary?	Progress Status (as of September 2023)
6-6	Complete the Seward-to-Glenn Highway connection alignment study as identified in the Metropolitan Transportation Plan (MTP).	1-3	\$	Partial. Midtown Congestion Relief Final Study Report published by AK DOT&PF on April 2020. Additional study for the final connection between the Seward and Glenn highways is needed.
6-7	Facilitate one or a series of Targeted Area Rezoning in housing opportunity areas along public transportation corridors.	1-3		Incomplete. Several properties within these areas have been upzoned by the landowner. However, not every parcel identified within these areas has been rezoned in accordance its designation within the LUPM.
6-8	Develop a phasing and prioritization program for additional local and collector street connections, intersection and access improvements, right-of-way width, and pedestrian connections that are needed to support infill and redevelopment in neighborhoods, centers, and corridors targeted to experience growth and change, including in Special Study Areas identified along Lake Otis and Tudor near the UMED District, along northern Muldoon Road, and other areas shown on the Actions Map.	4-6	\$	Incomplete. AMATS adopted a "Complete Streets Policy" in 2018. Opportunity projects are evaluated on a case-by-case basis by AMATS in accordance with their established policies.
6-9	Establish a Framework Agreement between the Municipality and DOT&PF regarding the designation and improvement of streets or street segments where greater emphasis will be placed on multi-modal, "Complete Street" design. Potential ways to achieve these streets will be identified, which may include ownership transfers and other case-by-case solutions.	1-3/ Ongoing	\$	Partial. AMATS adopted a "Complete Streets Policy" in 2018. Opportunity projects are evaluated on a case-by-case basis by AMATS in accordance with their established policies. Planning staff is currently working on the Downtown Streets Engineering Study that will provide the community with an evaluation of current conditions of our Downtown roads and facilities to determine necessary improvements.
Goal 7	Compatible Land Use: Infill development is compatible with the valued characteristics of surrounding properties and neighborhoods.			
7-1	Adopt measures that buffer residential and recreation land uses adjacent to TSAIA that are compatible with FAA policies for airport land and that align with standards and policies in the WADP, as part of the Airport Management Zoning District (Action 10-1).	Now		Incomplete.
7-2	Incorporate neighborhood compatibility standards in compact housing amendments in Actions 3-4, 4-3, 4-4, 4-6, 4-7, and 4-10.	Now/ 1-3		Partial. Elements of this item were addressed through AO 2022-36 R-2 Revisions (April 2022), and AO 2023-50 Site Access (August 2023)
7-3	Adopt and apply compatibility criteria in the economic development tools (Action 2-1) and other incentives to ensure consistency with the 2040 LUP and Neighborhood and District Plans, and compatibility with desired neighborhood character while supporting infill and redevelopment.	1-3		Partial. The creation of both RFA (Reinvestment Focus Area) and SAIP (Small-Area Implementation Plan) establishes approval criteria for each entitlement that factors in neighborhood compatibility.
7-4	Adopt one or more Traditional Neighborhood Design zoning districts or overlay zones for urban neighborhoods, which reflect adopted plans and incorporate "form- based" regulations. Structure the form-based code to accommodate neighborhood differences and characteristics while staying consistent and simple in format. For example, this action includes helping to implement the "City Center" and "Mixed-use (a.k.a., Main Street) Corridor" land use designations in the Fairview Neighborhood Plan area.	1-3	\$	Partial. Many elements of this were addressed as part of AO 2023-50 (Site Access).
7-5	Facilitate a Targeted Area Rezoning in areas of eastern Downtown and northern and central Fairview currently zoned RO, B-3, and R-4, as a prerequisite to downtown- oriented and mixed-use main street development that is consistent with the Downtown and Fairview Plans and implementing the form-based district from Action 7-4.	1-3		Incomplete.
7-6	Adopt a Hillside Conservation Subdivision ordinance following the policy direction in the Hillside District Plan.	4-6		Incomplete. The need to evaluate the alternative subdivision types has been identified as a priority item for Planning.

2040 LUP Figure 3-5. Actions Checklist with Progress Status

#	Action Item	Original Time Frame (Years)	Funds Necessary?	Progress Status (as of September 2023)
7-7	Identify development standards and incentives to mitigate impacts to wildlife near wildlife habitats.	7-10		Partial. Title 21 includes additional review criteria for wildlife management corridors, but not sensitive wildlife habitats as a whole.
Goal 8	Open Space and Greenways: Anchorage maintains, improves, and strategically expands parks, greenbelts, riparian corridors, and trail corridors to enhance land values, public access, neighborhoods, and mixed-use centers.			
8-1	Pursue financial resources including state and federal grants and bonding to fund feasibility findings, engineering, acquisition, and restoration projects for creek corridors, high-priority linear Greenway-supported Development designations, and wetlands.	Ongoing	\$	On-going. This item is evaluated on an as-needed basis as projects arise.
8-2	Establish a municipal wetlands bank employing conservation easements.	1-3		Complete. Changes in the regulatory structure of federal wetlands management has impacted the necessity of a wetland bank. However, wetlands identified within the Anchorage Wetlands Management Plan require approval prior to any disturbance.
8-3	Adopt stream protection setbacks in Title 21.	1-3		Complete. Stream protection setbacks were established via AO 2018-67 (S-1) (October 2018)
8-4	Conduct housekeeping rezone of dedicated parks to PR district, and some T-zoned lands to PLI.	1-3		Partial. Phase 1 (Central) of the Parks Rezone Project was completed in June 2021 via AO 2021-45. Further work on this has been put on hold due to limited staff capacity.
8-5	Establish a facilities-sharing-and-maintenance partnership between municipal Parks and Recreation and the Anchorage School District.	1-3		Outside of Planning's Scope.
8-6	Expand the Anchorage Parks and Recreation Service Area, consistent with the HDP, to include the entire Anchorage Bowl.	1-3		Outside of Planning's Scope. This was included as a ballot measure in 2017, but failed.
8-7	Prepare a Small-area Implementation Plan for the block between 100th Avenue, Minnesota Drive, and C Street to integrate the open space and future development in a cohesive land use pattern across the public and private parcels.	1-3	\$	Incomplete.
8-8	Update the Anchorage Bowl parks plan and include analyses of designated infill and redevelopment areas and underserved neighborhoods to pursue methods to resolve park and natural area deficiencies. Address viewshed assessment and protection in the plan.	4-6	\$	Outside of Planning's Scope.
8-9	Determine which municipal parks are not yet dedicated parks for potential consideration to full dedication status.	4-6		Partial. A list of parks and their dedication status is being compiled as part of the parks rezone project. Further research is needed to finalize this list.
8-10	Conduct valuation and ecological studies of the natural economy of Anchorage's ecosystem to determine current watershed and wetland functions, economic value, and land use development impacts.	4-6	\$	Incomplete.
Goal 9	Industrial Land: A sufficient, predictable, and strategically located industrial land supply allows Anchorage's industrial employment sectors to thrive, protected from non-industrial uses that might displace them.			
9-1	Designate TSAIA land on Raspberry Road for airport/logistics industry use as part of Action 10-1 to create an airport zoning district.	Now		Incomplete.

2040 LUP Figure 3-5. Actions Checklist with Progress Status

#	Action Item	Original Time Frame (Years)	Funds Necessary?	Progress Status (as of September 2023)
9-2	Facilitate a Targeted Area Rezoning of selected south "C" Street I-2 zoned lands to B-3, PCD, and I-1 as a prerequisite to implementing industrial use protections in the I-2 district.	Now		Incomplete. Deadline for this TAR is December 2027.
9-3	Facilitate a Targeted Area Rezoning of selected Abbott Town Center I-2 zoned lands to B-3 and I-1 as a prerequisite to implement industrial use protections in the I-2 district.	Now		Incomplete. Planning staff reached out to property owners within this corridor to gauge interest in rezoning their properties to B-3. Very little interest was shown from property owners and this item wasn't pursued further.
9-4	Amend Title 21 commercial allowed-use entitlements in the industrial zoning districts in consideration of findings of the 2015 Anchorage Industrial Lands Assessment (ILA). This includes easing restrictions on some non-industrial uses and other supportive uses found in I zones, while increasing limitations on uses found problematic by the ILA. For example, expand allowances for technical/professional service office uses. Clarify industrial sector allowed-use categories in Title 21 to reflect Anchorage industrial land use patterns and business trends.	1-3		Incomplete.
9-5	Carry out the recommendations of the Anchorage Industrial Lands Assessment report (2015) and the 2040 LUP Appendix C: Traded Industry Sectors Analysis report to identify geographic clusters of industrial traded sector uses along with their supply chain sectors. Determine the characteristic site needs of these sectors. Recommend priorities to protect, incentivize, and support these sectors into the future.	1-3	\$	Incomplete.
9-6	Facilitate one or a series of Targeted Area Rezonings of commercial and industrial areas that implement the 2040 LUP to provide more consolidated, stable, and appropriately located land supply of commercial and industrial uses.	1-3		Incomplete. There have been rezones of commercial and industrial properties throughout Anchorage since the adoption of the 2040 LUP. Each adopted rezone has been deemed compliant with the 2040 LUP.
9-7	Create an industrial readiness program for industrial traded sector uses, which comprises fiscal incentives and a development-ready site program.	4-6	\$	Incomplete.
9-8	Determine methods to upgrade/extend public utilities/roads to targeted industrial lands in Anchorage Bowl.	4-6	\$	Outside of Planning's Scope.
9-9	Allow innovative forms of "live-work" industrial mixed use in parts of Downtown, Ship Creek, Fairview, Mountain View, etc.	4-6		Partial. Elements of this item were addressed through the recent Downtown Code Rewrite via AO 2023-43 (April 2023).
9-10	Expand brownfield remediation assistance programs for industrial reuse by traded sector firms. Apply for loans and grant incentives to expand brownfield remediation programs.	7-10	\$	On-Going. The MOA Brownsfields Program works to identify and remediate contaminated sites within all zoning districts.
Goal 10	Anchor Institutions: The community supports its anchor institutions and facilities and recognizes the important local and statewide benefits they provide, while mitigating adverse impacts associated with development and expansion.			
10-1	Adopt an Airport Management zoning district that combines multiple zoning districts at TSAIA. Incorporate actions 7-1 and 9-1.	Now		Partial. A draft Airport Management District Zone has been developed (PZC Case # 2016-0148).
10-2	Amend Title 21 to allow for implementation of the master-planned, mixed-use "UMED Village" established in Section 3.2 of the <i>UMED District Plan</i> , and to encourage institutional master planning and coordination generally in the PLI District.	1-3		Incomplete.

2040 LUP Figure 3-5. Actions Checklist with Progress Status

#	Action Item	Original Time Frame (Years)	Funds Necessary?	Progress Status (as of September 2023)
10-3	Develop an airport interface compatibility (AIC) overlay zone for areas next to TSAIA, Merrill Field, and JBER to address noise, runway/aircraft protection zones, public safety, compatibility of land use and intensities of use, and airport special functions. Apply the AIC on areas next to these airports' runways.	4-6		Incomplete.
10-4	Resolve land use, ownership, and open space conflicts around TSAIA.	7-10	\$	Partial. These issues are resolved on an as-needed basis.
10-5	Conduct a Targeted Area Rezoning of multifamily and other designated lands within the JBER Accident Potential Zone (APZ) to appropriate residential, commercial, or light industrial districts to guide future development within an APZ.	4-6		Incomplete.