

MUNICIPALITY OF ANCHORAGE
Summary of Economic Effects -- General Government

AO Number: 2023-50

Title: AN ORDINANCE AMENDING ANCHORAGE MUNICIPAL CODE TITLE 21 CHAPTERS 21.03, REVIEW AND APPROVAL PROCEDURES; 21.04, ZONING DISTRICTS; 21.07, DEVELOPMENT AND DESIGN STANDARDS; AND 21.15, RULES OF CONSTRUCTION AND DEFINITIONS, IN ORDER TO AMEND THE SITE ACCESS DEVELOPMENT STANDARDS AND ACHIEVE COMPREHENSIVE PLAN GOALS FOR INFILL AND REDEVELOPMENT, HOUSING, AND ACCESSIBLE LAND USE.

Sponsor: **MAYOR**
 Preparing Agency: Planning Department
 Others Impacted:

CHANGES IN EXPENDITURES AND REVENUES:	(In Thousands of Dollars)				
	<u>FY23</u>	<u>FY24</u>	<u>FY25</u>	<u>FY26</u>	<u>FY27</u>
Operating Expenditures					
1000 Personal Services					
2000 Non-Labor					
3900 Contributions					
4000 Debt Service					
TOTAL DIRECT COSTS:	\$ -	\$ -	\$ -	\$ -	\$ -
Add: 6000 Charges from Others					
Less: 7000 Charges to Others					
FUNCTION COST:	\$ -	\$ -	\$ -	\$ -	\$ -
REVENUES:					
CAPITAL:					
POSITIONS: FT/PT and Temp					

PUBLIC SECTOR ECONOMIC EFFECTS:

This Title 21 amendment will consolidate and simplify municipal administration of the driveway, alley, pedestrian access, and on-site circulation site access regulations. Clear standards are anticipated to reduce municipal staff time and resources in responding to property owner and developer questions, and in administering reviews and approvals of developments. Improved pedestrian access standards will support the impact and value of the Municipality's investment in sidewalks and public transit.

PRIVATE SECTOR ECONOMIC EFFECTS:

This Title 21 amendment is anticipated to reduce site development costs, support more efficient land use, facilitate new development projects including multi-unit housing, and increase vehicle access facility design flexibility to meet market demand for housing and businesses. While some pedestrian-related standards will be increased, there is still an overall cost savings by a counterbalancing reduction of some non-pedestrian requirements, such as minimum driveway widths and multi-family on-site vehicle turnaround requirements. The amendment supports pedestrian-oriented design as an attractive feature of a thriving Municipality while being practical to real-world limitations and costs of development by allowing some exceptions to the alley access requirement and increasing pedestrian standards to a greater degree in urban neighborhoods.

Although land use regulations are only one factor in the development process, these changes could have ripple effects through the local economy over time. The increase in the amount of housing is anticipated to support the business economy with additional workforce and customer markets. The increase in development patterns that support alternative transportation and access is anticipated to reduce transportation and housing costs for households.

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MUNICIPALITY OF ANCHORAGE
Summary of Economic Effects -- General Government

AO Number: 2023-xx Title: AN ORDINANCE OF THE ANCHORAGE MUNICIPAL ASSEMBLY AMENDING ANCHORAGE MUNICIPAL CODE TITLE 21 CHAPTERS 21.03, REVIEW AND APPROVAL PROCEDURES; 21.04, ZONING DISTRICTS; 21.07, DEVELOPMENT AND DESIGN STANDARDS; AND 21.15, RULES OF CONSTRUCTION AND DEFINITIONS, IN ORDER TO AMEND THE SITE ACCESS DEVELOPMENT STANDARDS AND ACHIEVE COMPREHENSIVE PLAN GOALS FOR INFILL AND REDEVELOPMENT, HOUSING, AND ACCESSIBLE LAND USE.

Sponsor: **MAYOR**
 Preparing Agency: Planning Department
 Others Impacted:

CHANGES IN EXPENDITURES AND REVENUES:	(In Thousands of Dollars)				
	<u>FY22</u>	<u>FY23</u>	<u>FY24</u>	<u>FY25</u>	<u>FY26</u>
Operating Expenditures					
1000 Personal Services					
2000 Non-Labor					
3900 Contributions					
4000 Debt Service					
TOTAL DIRECT COSTS:	\$ -	\$ -	\$ -	\$ -	\$ -
Add: 6000 Charges from Others					
Less: 7000 Charges to Others					
FUNCTION COST:	\$ -	\$ -	\$ -	\$ -	\$ -
REVENUES:					
CAPITAL:					
POSITIONS: FT/PT and Temp					

PUBLIC SECTOR ECONOMIC EFFECTS:

This Title 21 amendment is anticipated to streamline and ease municipal administration of the Title 21 Zoning Ordinance parking, driveway, and other site access regulations. Review and approval procedures are clarified and made non-discretionary ("by-right") for administrative parking reductions. Lower minimum parking requirements and additional opportunities for administrative parking reductions will reduce the need for variance cases that require a public hearing. Clear parking, driveway, and pedestrian-related site standards are anticipated to reduce municipal staff time and resources in responding to property owner and developer questions, and in administering reviews and approvals of developments.

PRIVATE SECTOR ECONOMIC EFFECTS:

This Title 21 amendment is anticipated to reduce site development costs, enable more efficient land use, facilitate new development projects including multi-unit housing, and increase site design flexibility to meet market demand for housing and businesses. The amendment achieves these effects by removing identified regulatory barriers to construction that would be otherwise entitled by Title 21 in urban neighborhood contexts, transit-supportive development corridors, and other developments that provide features such as affordable housing, additional bicycle parking, or parking management strategies.

Although land use regulations are only one factor in the development process, these changes could have significant ripple effects through the local economy over time. The increase in the amount of housing is anticipated to support the business economy with additional workforce and customer markets. The increase in development patterns that support alternative transportation and access is anticipated to reduce transportation and housing costs for households.