


# 10-Year Targeted Review: Goals, Policies, Strategies and Actions

**Column 1: The 2020 Comp Plan and 2040 Land Use Plan Goals carried over unedited, plus one new Goal suggested by PZC.**









**Column 2: Policies carried over unedited from the 2020 and 2040 plans, plus the revised and consolidated Housing Policies.**

**Column 3: Actions and Strategies carried over unedited from the 2020 and 2040 plans, plus the revised and consolidated Housing Actions and Strategies.**

 = The original and unchanged items from the 2020 Comp Plan.
















 = Original and unchanged items from the 2040 Land Use Plan













 = Revised and consolidated Housing items from the 2020 and 2040 Plans.












2020/2040 Goal Text	Policies Implementing this Goal	Actions/Strategies Implementing These Policies
<p><b>1. Land Use &amp; Transportation</b>                       Residential Uses: A variety of housing types and densities in safe, attractive neighborhoods that offer a choice of urban, suburban, and rural lifestyles that are appropriate for northern conditions and in harmony with our natural setting.</p>	<ul style="list-style-type: none"> <li><b>27. New Centers/Corridors Policy</b>   Focus growth in targeted infill areas and along major transportation corridors.</li> </ul>	<ul style="list-style-type: none"> <li> <b>2. Comprehensive Planning:</b> Align CIP investments with Comprehensive Plans. Consider both capital costs and long-term maintenance costs (FROM 2040 1.3, 2020 4.5)</li> <li> <b>7. Alternative Commuter Transportation</b> – Although convenient, the use of single-occupant vehicles is the least efficient means of commuter transportation. Through the Long-Range Transportation Plan, the Municipality will encourage the development of alternative forms of reasonably convenient and affordable commuter transportation to reduce community dependence on automobiles during “rush hours.”</li> <li> <b>12. Capital Improvement Program Process</b> – This strategy calls for revision of the municipal capital improvement program to:                     <ul style="list-style-type: none"> <li>• Improve coordination among capital improvement programs of the Municipality, Anchorage School District, Anchorage Metropolitan Area Transportation Study, and Anchorage Water and Wastewater Utility, and possible extension of the time horizon from six to ten years; and,</li> <li>• Assign higher priorities to projects that 1) are necessary to bring an area up to an adopted municipal level of service standard; 2) are timed to support the provision of another public facility project; and 3) meet policies of and/or occur in priority areas identified in ANCHORAGE 2020. Implementation of this strategy may involve amendments to existing procedures and possible memoranda of agreement among the participating entities.</li> </ul> </li> <li> <b>26. Infill, Redevelopment, and Reinvestment Incentives</b> – The intent of this strategy is to create economic incentives for development in areas where land values are high and public services are installed or available, but where existing structures are beyond their economic life or the property is vacant. Incentives could include tax increment financing, development rights – transfer, reduced development fees, reduced parking requirements, and allowing mixed-use and mixed-density development. Implementation may result in the creation of a Development Authority or Redevelopment Agency.</li> <li> <b>35. Overlay Zone</b> – Under this strategy, land use regulations would be enacted to create unique zoning districts for specific land use regulatory incentives or restrictions. These overlay regulations apply in addition to underlying zoning district regulations. Overlay zones may be used to promote a design theme for an area, to provide incentives to promote a wanted type of development or redevelopment, or to add restrictions to prevent development that is not wanted in the location. An overlay zone may be permanent or temporary, depending on the specific zone objective.</li> <li> <b>50. Ship Creek/Waterfront District Plan</b> – Ship Creek has long been a focal point for planning, including the recent Ship Creek Master Plan and the Port of Anchorage Master Plan. Linkage of these two planning efforts and existing and planned commercial, industrial, and transportation-related land</li> </ul>

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		<p>uses in the area is vital.</p> <ul style="list-style-type: none"> <li>🏠 51. Sign Ordinance – In order to reduce sign clutter and prevent signs from dominating the appearance of the community, this strategy provides for new sign regulations in the land use code (Title 21). The regulations will address sign type, placement, size, quantity, enforcement, overlay districts, and other aspects of sign standards and regulations. Through the use of overlay zones for signage regulations, individual districts or neighborhoods have the ability to develop their own unique appearance and identity.</li> <li>⚓ 70. Strategy 1: Phasing of Growth and Investment: Make investments in targeted areas over time.</li> <li>⚓ 73. Strategy 4: Financial and Taxation Incentives: Use financial and taxation incentives to facilitate desired development or redevelopment.</li> <li>⚓ 75. Strategy 6: Targeted Area Rezonings Use new rezoning tools to implement the Comprehensive Plan or meet other community objectives.</li> <li>⚓ 77. Strategy 8: Infill Housing Development Regulations: Amend zoning, building, and offsite requirements to facilitate housing and redevelopment in infill areas.</li> <li>🏠* 83. Action 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.</li> <li>🏠* 84. Action 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.</li> <li>🏠* 85. Action 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.</li> <li>⚓ 103. Adjust future land use map designations to account for transitions from residential designations to non-residential designations. Focus housing in the areas with high demand and good access to goods and services.</li> <li>🏠* 104. Action 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.</li> <li>🏠* 105. Action 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.</li> </ul>
	<ul style="list-style-type: none"> <li>28. <b>Neighborhood Design Policy</b> ⚓ Use design guidelines in Title 21 to address public health, safety, and</li> </ul>	<ul style="list-style-type: none"> <li>⚓ 18. "Design Standards: Use design standards based on objective criteria to solve definable problems. Ensure that design criteria can be tied to health, safety, or welfare."</li> <li>🏠 27. Land Clearing Standards – Natural vegetation is highly valued by the community, but is usually removed by development. By instituting a land-clearing ordinance, it will be possible to provide incentives</li> </ul>












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	<p>welfare; this includes crime prevention, walkability, and a safe and healthy natural environment.</p>	<p>for retaining existing vegetation, preventing its unnecessary removal. New developments would require a land-clearing permit prior to removal of any vegetation on a site.</p> <ul style="list-style-type: none"> <li>🏠 28. Landscape Design Criteria Manual – This strategy is designed to improve the quality and longevity of landscape installations and maintenance practices. By improving and expanding the landscape section of the Design Criteria Manual to include all types of development, appropriate installation and maintenance will improve throughout Anchorage. The landscaping standards will reference these criteria.</li> <li>🏠 29. Landscape Ordinance – Existing landscaping standards have created some unattractive and ineffective landscapes throughout Anchorage. Trees and shrubs are often short-lived, easily damaged, unattractive, and difficult to maintain. Very little existing vegetation is retained, and developers often have problems with the inflexibility of the ordinance. This strategy provides for revisions to the landscape requirements in the land use regulations. Revisions will include a clear definition of landscape requirements, maintenance requirements, incentives for retaining existing vegetation, wider planting beds, incentives for using native species, tips for avoiding wildlife conflicts, and flexible requirements.</li> <li>🏠 30. Large Retail Establishment Ordinance – This strategy involves the preparation of an ordinance which would require proposed large retail establishments, to be defined in the ordinance, to undergo design and site plan review prior to development.</li> <li>🏠 32. Mixed Use – Zoning district regulations will be changed to allow for and encourage mixed-use development to include residential, commercial office, and/or retail uses within the same structure or on the same parcel. Mixed use is a development concept that can include the development of a tract of land, building(s), or structure(s) with a variety of different, complementary and integrated uses in a compact urban form. Such areas are designed with a pedestrian focus. They are intended to reduce dependency on the automobile and to create a sense of place.</li> <li>⚓ 34. Neighborhood or District Plans – Provide for the creation of Neighborhood or District Plans where desired and where funding is available. These plans should be for policy guidance and help refine, rather than supplant, the Comprehensive Plan.</li> <li>⚓ 35. Overlay Zone – Under this strategy, land use regulations would be enacted to create unique zoning districts for specific land use regulatory incentives or restrictions. These overlay regulations apply in addition to underlying zoning district regulations. Overlay zones may be used to promote a design theme for an area, to provide incentives to promote a wanted type of development or redevelopment, or to add restrictions to prevent development that is not wanted in the location. An overlay zone may be permanent or temporary, depending on the specific zone objective.</li> <li>⚓ 120. If desired by the community, use neighborhood overlays to create geographically-specific restrictions for specific land use characteristics.</li> <li>⚓ 121. 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. Encourage community councils to pursue this strategy through their own proposals.</li> </ul>
	<ul style="list-style-type: none"> <li>• 39. <b>Housing Variety for All Residents Policy</b> ⚓ Shape regulations to allow</li> </ul>	<ul style="list-style-type: none"> <li>• ⚓ 1. Encourage the use of small forms of housing to facilitate infill development and stability for residents.</li> <li>• ⚓ 3. Income restricted housing: Pursue strategies for the MOA to assist with production of non-market</li> </ul>

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	for a full spectrum of housing types for all income levels and lifestyles.	housing. <ul style="list-style-type: none"> <li>•  19. Infrastructure Planning: Look at projects holistically and ensure that any proposed fees or requirements are objectively defensible and align with long term development or mode share goals.</li> <li>•  26. Infill, Redevelopment, and Reinvestment Incentives – The intent of this strategy is to create economic incentives for development in areas where land values are high and public services are installed or available, but where existing structures are beyond their economic life or the property is vacant. Incentives could include tax increment financing, development rights – transfer, reduced development fees, reduced parking requirements, and allowing mixed-use and mixed-density development. Implementation may result in the creation of a Development Authority or Redevelopment Agency.</li> <li>•  52. Small Lot Housing and Small Forms of Housing—Reduce barriers to smaller types of housing. This could include lot size reform, reduced setbacks, or reforming other restrictive standards.</li> <li>•  73. Strategy 4: Financial and Taxation Incentives: Use financial and taxation incentives to facilitate desired development or redevelopment.</li> <li>•  77. Strategy 8: Infill Housing Development Regulations: Amend zoning, building, and offsite requirements to facilitate housing and redevelopment in infill areas.</li> <li>•  83. Action 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.</li> <li>•  90. Offsite Infrastructure: "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. Ensure that any offsite requirements are objective, defensible, and in line with mode share targets."</li> <li>•  91. Amend Title 21 to simplify zoning regulations for mixed-use projects.</li> <li>•  93. Establish financial and zoning incentives for housing projects to encourage high density housing in Town Centers, City Centers, and public transit corridors.</li> <li>•  94 Facilitate Targeted Area Rezones in Spenard and Midtown to incentivize housing."</li> <li>•  95. Amend Title 21 to allow more compact housing in infill areas with proximity or access to goods and services.</li> <li>•  96 Action 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.</li> <li>•  97. Continue to monitor and improve code related to ADUS.</li> <li>•  98. Action 4-8 Evaluate and monitor barriers to fair housing in Anchorage, and establish goals and actions to overcome those barriers.</li> <li>•  99. Amend Title 21 to reduce restrictions that currently deter construction of compact housing types. Reduce or eliminate lot size minimums, simplify housing types to allow more forms of small housing that are certified as safe, and encourage incremental addition to the housing stock.</li> </ul>















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		<ul style="list-style-type: none"> <li>• 100. Action 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.</li> <li>• 112. Action 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.</li> <li>• 116. Action 6-7 Facilitate one or a series of Targeted Area Rezoning in housing opportunity areas along public transportation corridors.</li> </ul>
	<ul style="list-style-type: none"> <li>• <b>41. Zoning Capacity Policy</b>  Ensure that the Municipality maintains enough zoning capacity for residential development across the Bowl.</li> </ul>	<ul style="list-style-type: none"> <li>• 70. Strategy 1: Phasing of Growth and Investment: Make investments in targeted areas over time.</li> <li>• 75. Strategy 6: Targeted Area Rezoning Use new rezoning tools to implement the Comprehensive Plan or meet other community objectives.</li> <li>• 88. Analyze and recommend amendments to the Land Use Plan Map to track where the map may not be meeting current needs. Adjust projections or housing allocations to more desirable areas as needed.</li> <li>• 102. Action 4-16 Update the 2012 Anchorage Housing Market Analysis including market trends and forecast housing needs.</li> <li>• 103. Adjust future land use map designations to account for transitions from residential designations to non-residential designations. Focus housing in the areas with high demand and good access to goods and services.</li> </ul>
<p><b>2. Land Use &amp; Transportation</b>             Commercial, Industrial, Institutional, and Transportation Uses: A balanced supply of commercial, industrial, institutional, and transportation land uses which is compatible with adjacent land uses and has good access to transportation networks.</p>	<ul style="list-style-type: none"> <li>• <b>14. Transportation Efficiency Policy</b>             Transportation and land use policies and programs shall include: a) Multi-modal and intermodal access, including commuter rail and transit service; b) Pedestrian-to-transit linkages; c) Efficient and safe freight movement; d) Congestion management and roadway improvements; e) Optimal use of parking; f) Minimization of individual and cumulative air quality impacts; g) Minimizing impacts on neighborhoods; and,h)</li> </ul>	<ul style="list-style-type: none"> <li>• 7. Alternative Commuter Transportation – Although convenient, the use of single-occupant vehicles is the least efficient means of commuter transportation. Through the Long-Range Transportation Plan, the Municipality will encourage the development of alternative forms of reasonably convenient and affordable commuter transportation to reduce community dependence on automobiles during “rush hours.”</li> </ul>

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<p>3. <b>Land Use &amp; Transportation</b>  Mobility and Access: A transportation system, based on land use, that moves people and goods safely, conveniently, and economically, with minimal adverse impact on the community.</p>	<p>Adequate snow storage. (2020 Plan Policy #30)</p> <ul style="list-style-type: none"> <li>14. <b>Transportation Efficiency Policy</b>  Transportation and land use policies and programs shall include: a) Multi-modal and intermodal access, including commuter rail and transit service; b) Pedestrian-to-transit linkages; c) Efficient and safe freight movement; d) Congestion management and roadway improvements; e) Optimal use of parking; f) Minimization of individual and cumulative air quality impacts; g) Minimizing impacts on neighborhoods; and,h) Adequate snow storage. (2020 Plan Policy #30)</li> </ul>	<ul style="list-style-type: none"> <li> 7. Alternative Commuter Transportation – Although convenient, the use of single-occupant vehicles is the least efficient means of commuter transportation. Through the Long-Range Transportation Plan, the Municipality will encourage the development of alternative forms of reasonably convenient and affordable commuter transportation to reduce community dependence on automobiles during “rush hours.”</li> </ul>
	<ul style="list-style-type: none"> <li>19. <b>Complete Streets Policy.</b>   Adopt and execute a <i>Complete Streets</i> policy to design streets to serve all users, including pedestrians, transit riders, and bicyclists, and align the design and scale of streets to be compatible with compact, accessible, and walkable land use patterns. (LUP 6.3)</li> </ul>	<ul style="list-style-type: none"> <li> 49. Residential Street Standards – The objective of this strategy is to update residential street design minimums and maximums, use traffic-calming devices, review pavement width, and include pedestrian systems in the normal streetscape. Implementation of this strategy will require amendment of the subdivision regulations, the Public Works Design Criteria Manual, snow removal procedures, and may require acquisition of appropriately sized fire and snow removal equipment.</li> <li> 113. Action 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.</li> <li> 114. Action 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.</li> <li> 118. Action 6-9 Establish a Framework Agreement between the Municipality and DOT&amp;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.</li> </ul>
	<ul style="list-style-type: none"> <li>21. <b>ROW Management Policy</b> : Manage</li> </ul>	<ul style="list-style-type: none"> <li> 12. Capital Improvement Program Process – This strategy calls for revision of the municipal capital improvement program to: • Improve coordination among capital improvement programs of the</li> </ul>










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	<p>municipal land and ROW to achieve community goals and priorities as outlined in guidance such as this plan, Assembly policy documents, other agency documents, or other statements of community priorities.</p>	<p>Municipality, Anchorage School District, Anchorage Metropolitan Area Transportation Study, and Anchorage Water and Wastewater Utility, and possible extension of the time horizon from six to ten years; and, • Assign higher priorities to projects that 1) are necessary to bring an area up to an adopted municipal level of service standard; 2) are timed to support the provision of another public facility project; and 3) meet policies of and/or occur in priority areas identified in ANCHORAGE 2020. Implementation of this strategy may involve amendments to existing procedures and possible memoranda of agreement among the participating entities.</p> <ul style="list-style-type: none"> <li>⚓ 36. ROW Management—Manage the Right of Way to address any impacts from vehicle storage in public property or needs for snow storage on public property. Actively manage curb space when necessary.</li> <li>🏠 49. Residential Street Standards – The objective of this strategy is to update residential street design minimums and maximums, use traffic-calming devices, review pavement width, and include pedestrian systems in the normal streetscape. Implementation of this strategy will require amendment of the subdivision regulations, the Public Works Design Criteria Manual, snow removal procedures, and may require acquisition of appropriately sized fire and snow removal equipment.</li> <li>🏠 53. Snow Removal – The objective of this strategy is to return to property owners the responsibility for clearing public pedestrian walkways, trails and sidewalks that border on an owner’s property. Implementation of this strategy will require amending the snow removal laws to expand requirement and enforcement beyond the Central Business District into all areas of the Municipality. The strategy could require citizens to assist in snow removal. The alternative is to increase funding for snow removal by either increased taxes for the service or redirecting funding from lower priority services to snow removal.</li> <li>🏠 57. Street Maintenance Methods – This strategy addresses implementation of both Air Quality and Water Resources Goals and focuses on street maintenance specific to snow removal and de-icing. The intent is for the Municipality to identify and evaluate alternative de-icing methods and to apply them wherever feasible. Additional items in this strategy include an aggressive approach to roadway surfacing, street sweeping at breakup, and other maintenance methods that address the reduction of non-point sources of water and air pollution associated with roads.</li> <li>🏠 58. Streetscape Standards and Guidelines – This strategy calls for completing the Areawide Streetscape Design Guidelines &amp; Standards document, which will include standards or guidelines for viewshed maintenance, pedestrian and bicycle amenities, and vegetation. The Design Criteria Manual should be revised and expanded to address impervious surfaces, roadway design, and drainage to better address run-off quality and quantity.</li> </ul>
<p><b>4. Land Use &amp; Transportation</b> 🏠                      Transportation Choices: An efficient transportation system that offers affordable, viable choices among various modes of travel that serve all parts of the community.</p>	<ul style="list-style-type: none"> <li>16. <b>Congestion Management Policy</b> 🏠                              Congestion management techniques shall be applied to maximize efficient use of the existing road system. (2020 Plan Policy #32)</li> </ul>	<ul style="list-style-type: none"> <li>[Needs Policy guidance]</li> </ul>

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	<ul style="list-style-type: none"> <li>17. <b>Public Transit Policy</b>   The Municipality shall improve public transportation service between residential areas and employment, medical, educational, and recreational centers. (2020 Plan Policy #33)</li> </ul>	<ul style="list-style-type: none"> <li> 116. Action 6-7 Facilitate one or a series of Targeted Area Rezoning in housing opportunity areas along public transportation corridors.</li> </ul>
	<ul style="list-style-type: none"> <li>20. <b>Public Investments &amp; Planning Policy</b>                       Coordinate infrastructure investments (including placemaking), CIP Planning, and collaboration with other agencies based on mode targets or other community priorities.</li> </ul>	<ul style="list-style-type: none"> <li> 2. Comprehensive Planning: Align CIP investments with Comprehensive Plans. Consider both capital costs and long term maintenance costs</li> <li> 12. Capital Improvement Program Process – This strategy calls for revision of the municipal capital improvement program to: • Improve coordination among capital improvement programs of the Municipality, Anchorage School District, Anchorage Metropolitan Area Transportation Study, and Anchorage Water and Wastewater Utility, and possible extension of the time horizon from six to ten years; and, • Assign higher priorities to projects that 1) are necessary to bring an area up to an adopted municipal level of service standard; 2) are timed to support the provision of another public facility project; and 3) meet policies of and/or occur in priority areas identified in ANCHORAGE 2020. Implementation of this strategy may involve amendments to existing procedures and possible memoranda of agreement among the participating entities.</li> <li> 71. Strategy 2: Reinvestment Focus Areas: Focus reinvestment and multiple projects in the same area to leverage investment.</li> <li> 84. Action 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.</li> <li> 85. Action 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.</li> <li> 112. Action 6-1 Update the Metropolitan Transportation Plan’s (MTP) growth allocation model to reflect the 2040 LUP land use designations.</li> </ul>
	<ul style="list-style-type: none"> <li>23. <b>ROW Design Policy</b>   Design, construct, and maintain roadways or rights-of-way to accommodate pedestrians, bicyclists, transit users, the disabled, automobiles, and trucks</li> </ul>	<ul style="list-style-type: none"> <li> 49. Residential Street Standards – The objective of this strategy is to update residential street design minimums and maximums, use traffic-calming devices, review pavement width, and include pedestrian systems in the normal streetscape. Implementation of this strategy will require amendment of the subdivision regulations, the Public Works Design Criteria Manual, snow removal procedures, and may require acquisition of appropriately sized fire and snow removal equipment.</li> </ul>

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	<p>where appropriate. (2020 Plan Policy #37)</p>	
	<ul style="list-style-type: none"> <li>• <b>24. Physical Connectivity Policy</b> 🏠 Design, construct, and maintain roadways or rights-of-way to promote and enhance physical connectivity within and between neighborhoods. (2020 Plan Policy #38)</li> </ul>	<ul style="list-style-type: none"> <li>• 🏠*115. Action 6-6 Complete the Seward-to-Glenn Highway connection alignment study as identified in the Metropolitan Transportation Plan (MTP).</li> </ul>
<p><b>5. Land Use &amp; Transportation</b> 🏠 General Land Use Issues: A forward looking approach to community growth and redevelopment.</p>	<ul style="list-style-type: none"> <li>• <b>83. State and Federal Compliance Policy</b> ⚓ Title 21 zoning code shall comply with state and federal laws and implement the Comprehensive Plan.</li> </ul>	<ul style="list-style-type: none"> <li>• [No policy needed as this will be a requirement]</li> </ul>
	<ul style="list-style-type: none"> <li>• <b>85. Sound Planning and Defining Problems Clearly Policy</b> ⚓ Planning and Land use decisions should be based on current best practices, and should focus on clearly defined problems with trackable solutions.</li> </ul>	<ul style="list-style-type: none"> <li>• 🏠47. Regional Planning – Mechanisms for regional cooperation and planning to address important land use, commerce, transportation, and environmental issues should be explored. A formal organizational framework for regional cooperation with the Municipality, the Kenai-Peninsula and Matanuska-Susitna Boroughs, and the State of Alaska should be established. Regional planning area boundaries, organizational roles, and responsibilities will need to be assigned for such a concept to work effectively. This regional focus is particularly relevant to future expansions of the Ted Stevens Anchorage International Airport, the Port of Anchorage, and the Alaska Railroad, and to increased rail transit, cargo transport land uses, and highways</li> </ul>
<p><b>6. Design &amp; Environment</b> 🏠 Neighborhood Identity and Vitality: A variety of safe, pleasant, and distinctive neighborhoods responsive to the diverse needs of residents, with good access to schools, recreation, natural areas, and community facilities.</p>	<ul style="list-style-type: none"> <li>• <b>28. Neighborhood Design Policy</b> ⚓ Use design guidelines in Title 21 to address public health, safety, and welfare; this includes crime prevention, walkability, and a safe and healthy natural environment.</li> </ul>	<ul style="list-style-type: none"> <li>• ⚓ 18. Design Standards: Use design standards based on objective criteria to solve definable problems. Ensure that design criteria can be tied to health, safety, or welfare.</li> <li>• 🏠27. Land Clearing Standards – Natural vegetation is highly valued by the community, but is usually removed by development. By instituting a land-clearing ordinance, it will be possible to provide incentives for retaining existing vegetation, preventing its unnecessary removal. New developments would require a land-clearing permit prior to removal of any vegetation on a site.</li> <li>• 🏠28. Landscape Design Criteria Manual – This strategy is designed to improve the quality and longevity of landscape installations and maintenance practices. By improving and expanding the landscape section of the Design Criteria Manual to include all types of development, appropriate installation and maintenance will improve throughout Anchorage. The landscaping standards will reference these criteria.</li> <li>• 🏠29. Landscape Ordinance – Existing landscaping standards have created some unattractive and ineffective landscapes throughout Anchorage. Trees and shrubs are often short-lived, easily damaged, unattractive, and difficult to maintain. Very little existing vegetation is retained, and developers often have problems with the inflexibility of the ordinance. This strategy provides for revisions to the landscape</li> </ul>














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		<p>requirements in the land use regulations. Revisions will include a clear definition of landscape requirements, maintenance requirements, incentives for retaining existing vegetation, wider planting beds, incentives for using native species, tips for avoiding wildlife conflicts, and flexible requirements.</p> <ul style="list-style-type: none"> <li>  30. Large Retail Establishment Ordinance – This strategy involves the preparation of an ordinance which would require proposed large retail establishments, to be defined in the ordinance, to undergo design and site plan review prior to development.                 </li> <li>  32. Mixed Use – Zoning district regulations will be changed to allow for and encourage mixed-use development to include residential, commercial office, and/or retail uses within the same structure or on the same parcel. Mixed use is a development concept that can include the development of a tract of land, building(s), or structure(s) with a variety of different, complementary and integrated uses in a compact urban form. Such areas are designed with a pedestrian focus. They are intended to reduce dependency on the automobile and to create a sense of place.                 </li> <li>  34. Neighborhood or District Plans – Provide for the creation of Neighborhood or District Plans where desired and where funding is available. These plans should be for policy guidance and help refine, rather than supplant, the Comprehensive Plan.                 </li> <li>  35. Overlay Zone – Under this strategy, land use regulations would be enacted to create unique zoning districts for specific land use regulatory incentives or restrictions. These overlay regulations apply in addition to underlying zoning district regulations. Overlay zones may be used to promote a design theme for an area, to provide incentives to promote a wanted type of development or redevelopment, or to add restrictions to prevent development that is not wanted in the location. An overlay zone may be permanent or temporary, depending on the specific zone objective.                 </li> <li>  120. If desired by the community, use neighborhood overlays to create geographically-specific restrictions for specific land use characteristics                 </li> <li>  121. 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. Encourage community councils to pursue this strategy through their own proposals.                 </li> </ul>
<p><b>7. Design &amp; Environment</b>  Housing: A balanced, diverse supply of affordable, quality housing, located in safe and livable neighborhoods with amenities and infrastructure, that reflects Anchorage's varied social, cultural, and physical environment.</p>	<ul style="list-style-type: none"> <li>  <b>45. Affordable Housing Design Policy</b>  Design attractive affordable housing that is suited to its environs. (2020 Plan Policy #60)                     </li> </ul>	<ul style="list-style-type: none"> <li> <span style="background-color: yellow;">[This item needs policy guidance: what does "attractive" mean?]</span> </li> </ul>
<p><b>8 Design &amp; Environment</b>  Northern City: Well-planned development based on a design aesthetic that creates a sense of place and incorporates Anchorage's unique northern setting.</p>	<ul style="list-style-type: none"> <li>  <b>29. Northern City Design For Public Facilities Policy</b>  Northern city design concepts shall guide the design of all                     </li> </ul>	<ul style="list-style-type: none"> <li>  21. Functional Plans – These are plans that study and recommend future needs for specific public facilities and services. Functional plans include the following examples: Areawide Trails Plan Long-Range Transportation Plan Transit Development Plan Utility Corridor Plan Anchorage Park, Greenbelt and Recreation Facility Plan Underground Utilities Implementation Plan Areawide Library Plan                 </li> <li>  40. Public Facilities Design Standards – Public facilities speak to the pride and standards of a                 </li> </ul>

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	<p>public facility projects, including parks and roads. (2020 Plan Policy #42)</p>	<p>community. Designs for public facilities currently undergo review by two commissions, but there are no special standards outlined or defined for these developments. As a result, commission reviews can be unpredictable or inconsistent. This strategy offers a tool for commissions to review all public facilities fairly and consistently, and provides guidance for the design of public facilities. It will require that public facilities set exemplary design standards. These standards would address design issues such as building scale and design, site design, landscaping, pedestrian amenities, public art, parking facilities, and site circulation.</p>
<p><b>9. Design &amp; Environment</b> 🏠                      Transportation Design and Maintenance: A safe, energy-efficient transportation system that is designed and maintained for year-round use and that respects the integrity of Anchorage’s natural and built northern environment.</p>	<ul style="list-style-type: none"> <li>• <b>18. Pedestrian Connections in Centers Policy</b> 🏠* Provide new or upgraded pedestrian and local/collector street connections in Centers and Commercial Corridors to improve access to and from surrounding neighborhoods. (LUP 6.2)</li> </ul>	<ul style="list-style-type: none"> <li>• 🏠 30. Large Retail Establishment Ordinance – This strategy involves the preparation of an ordinance which would require proposed large retail establishments, to be defined in the ordinance, to undergo design and site plan review prior to development.</li> <li>• ⚓ 31. Conduct Market Impact Assessments for public projects or large scale commercial or industrial projects.</li> <li>• 🏠 49. Residential Street Standards – The objective of this strategy is to update residential street design minimums and maximums, use traffic-calming devices, review pavement width, and include pedestrian systems in the normal streetscape. Implementation of this strategy will require amendment of the subdivision regulations, the Public Works Design Criteria Manual, snow removal procedures, and may require acquisition of appropriately sized fire and snow removal equipment.</li> <li>• 🏠* 117. Action 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 [2040] Actions Map.</li> </ul>
<p><b>10. Design &amp; Environment</b> 🏠 Economic Viability: A built environment based on design standards that sustain long-term economic viability and growth and that promote affordable residential, commercial, and industrial development.</p>	<ul style="list-style-type: none"> <li>• <b>33. Public Landmarks Policy</b> 🏠 Provide distinctive public landmarks and other public places in neighborhoods. (2020 Plan Policy #47)</li> </ul>	<ul style="list-style-type: none"> <li>• 🏠 29. Landscape Ordinance – Existing landscaping standards have created some unattractive and ineffective landscapes throughout Anchorage. Trees and shrubs are often short-lived, easily damaged, unattractive, and difficult to maintain. Very little existing vegetation is retained, and developers often have problems with the inflexibility of the ordinance. This strategy provides for revisions to the landscape requirements in the land use regulations. Revisions will include a clear definition of landscape requirements, maintenance requirements, incentives for retaining existing vegetation, wider planting beds, incentives for using native species, tips for avoiding wildlife conflicts, and flexible requirements.</li> </ul>
<p><b>11. Design &amp; Environment</b> 🏠 Harmony with Nature: An urban place that develops in harmony with its natural setting and is mindful of its natural hazards.</p>	<ul style="list-style-type: none"> <li>• <b>34. Healthy Mature Trees Policy</b> 🏠 Healthy, mature trees and forested areas shall be retained as much as possible. (2020 Plan Policy #50)</li> </ul>	<ul style="list-style-type: none"> <li>• 🏠 27. Land Clearing Standards – Natural vegetation is highly valued by the community, but is usually removed by development. By instituting a land-clearing ordinance, it will be possible to provide incentives for retaining existing vegetation, preventing its unnecessary removal. New developments would require a land-clearing permit prior to removal of any vegetation on a site.</li> </ul>
	<ul style="list-style-type: none"> <li>• <b>36. Scenic Roads Policy</b> 🏠 Design, construct, and maintain roads to retain or</li> </ul>	<ul style="list-style-type: none"> <li>• [Needs policy guidance]</li> </ul>
















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	enhance scenic views and improve the general appearance of the road corridor. (2020 Plan Policy #53)	
	<ul style="list-style-type: none"> <li> <b>51. Low Impact Development Policy</b>  Incentivize developments to incorporate “low-impact development” techniques, such as reuse or filtration and use of on-site storm water and wastewater, energy efficiency and renewable energy, urban agriculture, and parking and congestion management strategies, and protection of riparian corridors and natural open spaces. (LUP 5.4)                 </li> </ul>	<ul style="list-style-type: none"> <li>  <b>24. Groundwater Monitoring</b> – The On-Site Water &amp; Wastewater Program in the Development Services Department will continue to monitor ground- water conditions for areas of the Bowl with septic systems and wells, and identify problem areas and implementation measures to address contamination areas and sources                 </li> <li>  <b>54. Storm Water Treatment</b> – This strategy calls for the development of a program that evaluates and balances the cost and practicality of using wetlands or other areas as storm water treatment sites versus traditional piped methods. This evaluation and site identification could be undertaken as part of watershed planning efforts                 </li> <li>  <b>59. Surface Drainage Management Plan</b> – This strategy is an implementation action in direct compliance with the Municipality’s federal National Pollution Discharge Elimination System (NPDES) permit. Once impervious surfaces have been delineated and mapped for each of the Bowl’s watersheds, staff will coordinate development of an impervious Surface Drainage Management Plan. This plan will serve as an umbrella mechanism which allows staff to evaluate alternative land development scenarios and to construct site-specific (i.e., case-by-case) and watershed-wide policies for storm water and water quality management. Particular attention should be given to monitoring pesticide, parking lot, and roadway runoff.                 </li> <li>  <b>67. Wetland Retention Incentives</b> – As an alternative means of protecting wetland functions, other programs will also be evaluated to facilitate wetland retention, especially in new developments. Such methods could include an incentive program for private landowners, revised subdivision guidelines, and/or revision of relevant sections of the Design Criteria Manual.                 </li> </ul>
	<ul style="list-style-type: none"> <li> <b>67. Recycling and Recovery Policy</b>  The Municipality shall support and encourage recycling and resource recovery. (2020 Plan Policy #83)                 </li> </ul>	<ul style="list-style-type: none"> <li>[Needs policy guidance]</li> </ul>
<b>12. Design &amp; Environment</b>  Natural Open Spaces: A network of natural open spaces throughout the community that preserves and enhances Anchorage’s scenic vistas, fish, wildlife, and plant habitats and their ecological functions and values.	<ul style="list-style-type: none"> <li> <b>32. Connect Public Facilities with Green Space Policy</b>  Connect local activity centers, such as neighborhood schools and community centers with parks, sports fields, greenbelts, and trails, where feasible. (2020 Plan Policy #45)                 </li> </ul>	<ul style="list-style-type: none"> <li>  <b>43. Public Focus Centers</b> – As a means of enhancing a neighborhood’s unique identity and cohesion, the Municipality would work with neighborhoods or other geographic subareas to identify public focus centers. Activities, public or neighborhood functions, and/or public amenities could define such centers. Examples from other cities include neighborhood parks, squares, recreation centers, clock towers, or festivals. This strategy requires assistance to be provided by municipal staff.                 </li> </ul>











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	<ul style="list-style-type: none"> <li> <span style="color: blue;">48. Environmental Protection Policy</span> <span style="color: blue;">⚓</span>                      Protect and restore the natural environment as development occurs (including in the coastal zone, wetlands, or in relation to other unique natural features).                 </li> </ul>	<ul style="list-style-type: none"> <li> <span style="color: orange;">🏠</span> 8. Anchorage Coastal Management Plan – As a tool to managing wetlands and coastal resources, the Anchorage Coastal Management Plan needs to be revised to include new management and protection systems as identified in the policies in ANCHORAGE 2020. Implementation of this strategy will be accomplished with assistance from the Alaska Coastal Management Program.                 </li> <li> <span style="color: orange;">🏠</span> 9. Anchorage Coastal Wildlife Refuge Extension – To further protect important wildlife habitat and public access to Anchorage’s intertidal zone, the concept of expanding the State Coastal Refuge Boundary from Point Woronzof to Ship Creek needs to be evaluated and balanced against other community needs. Implementation will require action by the State Legislature to extend the boundary and memoranda of understanding and management agreements among affected state agencies and the Municipality.                 </li> <li> <span style="color: orange;">🏠</span> 10. Anchorage Wetlands Management Plan – The Anchorage Wetlands Management Plan is the main municipal tool that directs the management, development, and protection of Anchorage’s wetlands. The Municipality shall continue to administer the General Permits for projects in “C” wetlands, and Table 2 Management Strategies will guide projects in all wetland areas.                 </li> <li> <span style="color: orange;">🏠</span> 14. Coastal Access – To improve access to the coastal areas in the Bowl, both the North and South Extensions of the Coastal Trail need to be finalized. Both extensions will provide direct coastal access. Additional public access points to Anchorage’s coastal areas should be provided wherever practicable. Implementation will require community input and funding prioritization for acquisition, design, and construction.                 </li> <li> <span style="color: orange;">🏠</span> 20. Fire Safety Design Standards – Wildland fire hazards on our hillsides have been raised as both a community safety issue and a land use planning issue. Defensible space standards or perimeter and internal fire breaks, as they relate to subdivision design, zoning, and building placement on lots, should be required of all new development. The Anchorage Fire Department is in the process of developing fire standards that could be incorporated into planning standards. A wildland urban interface zone where improvements intermix with wildland fuels may be appropriate as an overlay zone to address defensible space concerns. New development in the zone would be designed to allow defensible space around structures and otherwise mitigate potential hazards to life and property.                 </li> <li> <span style="color: orange;">🏠</span> 23. Greenbelt Acquisition Program – Through the capital improvements program and other funding mechanisms, the Municipality will initiate a greenbelt acquisition program for all major stream corridors in the Bowl.                 </li> <li> <span style="color: orange;">🏠</span> 64. Waterbody Setbacks – In order to better manage non-point source water pollution, efforts are needed to enhance non-disturbance setbacks of all waterbodies. Revision of the Land Use Regulations (Title 21) and the creation of incentives for landowners are the most likely sources for expanding the setback program. Currently, there are no official lake setbacks, and most creeks carry a 25-foot non-disturbance zone. (Nationwide standards generally cite 100 feet as a minimum distance for effective water quality maintenance.)                 </li> <li> <span style="color: orange;">🏠</span> 65. Watershed Planning – As an implementation action for this plan and the Municipality’s federal National Pollution Discharge Elimination System (NPDES) permit, this strategy directs the production of watershed plans for all Anchorage streams. The intent is to link land use decisions with the management of water quantity and quality. Included in these plans will be impervious surface management, floodplain restoration and management, and other watershed-specific management elements.                 </li> </ul>















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		<ul style="list-style-type: none"> <li>🏠* 132. Action 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.</li> </ul>
<p>13. <b>Design &amp; Environment</b> 🏠 Water Resources: Water resources and watersheds that are protected and enhanced for their enduring viability and values.</p>	<ul style="list-style-type: none"> <li>48. <b>Environmental Protection Policy</b> ⚓ Protect and restore the natural environment as development occurs (including in the coastal zone, wetlands, or in relation to other unique natural features).</li> </ul>	<ul style="list-style-type: none"> <li>🏠 8. Anchorage Coastal Management Plan – As a tool to managing wetlands and coastal resources, the Anchorage Coastal Management Plan needs to be revised to include new management and protection systems as identified in the policies in ANCHORAGE 2020. Implementation of this strategy will be accomplished with assistance from the Alaska Coastal Management Program.</li> <li>🏠 9. Anchorage Coastal Wildlife Refuge Extension – To further protect important wildlife habitat and public access to Anchorage’s intertidal zone, the concept of expanding the State Coastal Refuge Boundary from Point Woronzof to Ship Creek needs to be evaluated and balanced against other community needs. Implementation will require action by the State Legislature to extend the boundary and memoranda of understanding and management agreements among affected state agencies and the Municipality.</li> <li>🏠 10. Anchorage Wetlands Management Plan – The Anchorage Wetlands Management Plan is the main municipal tool that directs the management, development, and protection of Anchorage’s wetlands. The Municipality shall continue to administer the General Permits for projects in “C” wetlands, and Table 2 Management Strategies will guide projects in all wetland areas.</li> <li>🏠 14. Coastal Access – To improve access to the coastal areas in the Bowl, both the North and South Extensions of the Coastal Trail need to be finalized. Both extensions will provide direct coastal access. Additional public access points to Anchorage’s coastal areas should be provided wherever practicable. Implementation will require community input and funding prioritization for acquisition, design, and construction.</li> <li>🏠 20. Fire Safety Design Standards – Wildland fire hazards on our hillsides have been raised as both a community safety issue and a land use planning issue. Defensible space standards or perimeter and internal fire breaks, as they relate to subdivision design, zoning, and building placement on lots, should be required of all new development. The Anchorage Fire Department is in the process of developing fire standards that could be incorporated into planning standards. A wildland urban interface zone where improvements intermix with wildland fuels may be appropriate as an overlay zone to address defensible space concerns. New development in the zone would be designed to allow defensible space around structures and otherwise mitigate potential hazards to life and property.</li> <li>🏠 23. Greenbelt Acquisition Program – Through the capital improvements program and other funding mechanisms, the Municipality will initiate a greenbelt acquisition program for all major stream corridors in the Bowl.</li> <li>🏠 64. Waterbody Setbacks – In order to better manage non-point source water pollution, efforts are needed to enhance non-disturbance setbacks of all waterbodies. Revision of the Land Use Regulations (Title 21) and the creation of incentives for landowners are the most likely sources for expanding the setback program. Currently, there are no official lake setbacks, and most creeks carry a 25-foot non-disturbance zone. (Nationwide standards generally cite 100 feet as a minimum distance for effective water quality maintenance.)</li> <li>🏠 65. Watershed Planning – As an implementation action for this plan and the Municipality’s federal National Pollution Discharge Elimination System (NPDES) permit, this strategy directs the production of</li> </ul>














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		<p>watershed plans for all Anchorage streams. The intent is to link land use decisions with the management of water quantity and quality. Included in these plans will be impervious surface management, floodplain restoration and management, and other watershed-specific management elements.</p> <ul style="list-style-type: none"> <li> 132. Action 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.</li> </ul>
	<ul style="list-style-type: none"> <li><b>52. Water Resources Policy</b>  Water resources and land use planning shall be integrated through the development of watershed plans for Anchorage streams. (2020 Plan Policy #68)</li> </ul>	<ul style="list-style-type: none"> <li> 55. Stream Restoration Projects – The purpose of this strategy is to promote stream channel and floodplain restoration projects throughout the Bowl. Projects should be done in conjunction with watershed plans.</li> <li> 65. Watershed Planning – As an implementation action for this plan and the Municipality's federal National Pollution Discharge Elimination System (NPDES) permit, this strategy directs the production of watershed plans for all Anchorage streams. The intent is to link land use decisions with the management of water quantity and quality. Included in these plans will be impervious surface management, floodplain restoration and management, and other watershed-specific management elements.</li> <li> 66. Wetland Acquisition Priority List – The Planning Department will coordinate a citywide process to identify, prioritize, and update a list of wetland sites that need formal protection through fee-simple acquisition or other means. To the extent practicable, these priorities should be addressed through capital improvement program planning and other acquisition methods.</li> </ul>
	<ul style="list-style-type: none"> <li><b>53. Wetlands Management Plan Policy</b>  The Municipality shall preserve the functions and values of important wetlands, and manage the proper use of low-value wetlands with General Permits, as delineated in the Anchorage Wetlands Management Plan. (2020 Plan Policy #69)</li> </ul>	<ul style="list-style-type: none"> <li> 55. Stream Restoration Projects – The purpose of this strategy is to promote stream channel and floodplain restoration projects throughout the Bowl. Projects should be done in conjunction with watershed plans.</li> <li> 65. Watershed Planning – As an implementation action for this plan and the Municipality's federal National Pollution Discharge Elimination System (NPDES) permit, this strategy directs the production of watershed plans for all Anchorage streams. The intent is to link land use decisions with the management of water quantity and quality. Included in these plans will be impervious surface management, floodplain restoration and management, and other watershed-specific management elements.</li> <li> 66. Wetland Acquisition Priority List – The Planning Department will coordinate a citywide process to identify, prioritize, and update a list of wetland sites that need formal protection through fee-simple acquisition or other means. To the extent practicable, these priorities should be addressed through capital improvement program planning and other acquisition methods.</li> </ul>
<p><b>14. Design &amp; Environment</b>  Wetlands: A system of wetlands with functions and values that are preserved and enhanced.</p>	<ul style="list-style-type: none"> <li><b>50. Fish and Wildlife Habitat Protection Policy</b>  Critical fish and wildlife habitats, high-value wetlands, and riparian corridors shall be protected as natural open spaces, wherever possible. (2020 Plan Policy #67)</li> </ul>	<ul style="list-style-type: none"> <li> 10. Anchorage Wetlands Management Plan – The Anchorage Wetlands Management Plan is the main municipal tool that directs the management, development, and protection of Anchorage's wetlands. The Municipality shall continue to administer the General Permits for projects in "C" wetlands, and Table 2 Management Strategies will guide projects in all wetland areas. <b>67. Wetland Retention Incentives</b> – As an alternative means of protecting wetland functions, other programs will also be evaluated to facilitate wetland retention, especially in new developments. Such methods could include an incentive program for private landowners, revised subdivision guidelines, and/or revision of relevant sections of the Design Criteria Manual</li> <li> 68. Wildlife Habitat Preservation and Coordination – In order to coordinate wildlife management and protection goals, the Municipality will perform a formal public review of the Living With Wildlife Plan, and</li> </ul>


















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		<p>based on the results of this review may enter into a Memorandum of Agreement with the Alaska Department of Fish and Game. Establishment of a critical wildlife habitat priority list and protection strategies for these areas would then be pursued.</p> <ul style="list-style-type: none"> <li>🏠 69. Wildlife Habitat Standards – This strategy encourages the establishment and retention of wildlife corridors between remaining large forest tracts, the Chugach Mountains, the coastal zone, and along drainages. To implement the strategy, Title 21 should be modified, where appropriate, to include incentives and guidelines for fish and wildlife habitat conservation. In addition, site selection and site plan review techniques and guidelines to cover wildlife issues in public projects should be revised.</li> </ul>
	<ul style="list-style-type: none"> <li>• 53. <b>Wetlands Management Plan Policy</b> 🏠 The Municipality shall preserve the functions and values of important wetlands, and manage the proper use of low-value wetlands with General Permits, as delineated in the Anchorage Wetlands Management Plan. (2020 Plan Policy #69)</li> </ul>	<ul style="list-style-type: none"> <li>• 🏠 55. Stream Restoration Projects – The purpose of this strategy is to promote stream channel and floodplain restoration projects throughout the Bowl. Projects should be done in conjunction with watershed plans.</li> <li>• 🏠 65. Watershed Planning – As an implementation action for this plan and the Municipality’s federal National Pollution Discharge Elimination System (NPDES) permit, this strategy directs the production of watershed plans for all Anchorage streams. The intent is to link land use decisions with the management of water quantity and quality. Included in these plans will be impervious surface management, floodplain restoration and management, and other watershed-specific management elements.</li> <li>• 🏠 66. Wetland Acquisition Priority List – The Planning Department will coordinate a citywide process to identify, prioritize, and update a list of wetland sites that need formal protection through fee-simple acquisition or other means. To the extent practicable, these priorities should be addressed through capital improvement program planning and other acquisition methods.</li> </ul>
	<ul style="list-style-type: none"> <li>• 54. <b>Aquatic Resources Protection Policy</b> The ecological and drainage functions of Anchorage’s aquatic resources shall be protected and, where appropriate, restored. (2020 Plan Policy #70)</li> </ul>	<ul style="list-style-type: none"> <li>• 🏠 64. Waterbody Setbacks – In order to better manage non-point source water pollution, efforts are needed to enhance non-disturbance setbacks of all waterbodies. Revision of the Land Use Regulations (Title 21) and the creation of incentives for landowners are the most likely sources for expanding the setback program. Currently, there are no official lake setbacks, and most creeks carry a 25-foot non-disturbance zone. (Nationwide standards generally cite 100 feet as a minimum distance for effective water quality maintenance.)</li> </ul>
	<ul style="list-style-type: none"> <li>• 55. <b>Wetlands As Ecosystem Services Policy</b> 🏠 Utilize wetlands to manage drainage and improve water quality, where appropriate. (2020 Plan Policy #71)</li> </ul>	<ul style="list-style-type: none"> <li>• 🏠 24. Groundwater Monitoring – The On-Site Water &amp; Wastewater Program in the Development Services Department will continue to monitor ground- water conditions for areas of the Bowl with septic systems and wells, and identify problem areas and implementation measures to address contamination areas and sources</li> <li>• 🏠 65. Watershed Planning – As an implementation action for this plan and the Municipality’s federal National Pollution Discharge Elimination System (NPDES) permit, this strategy directs the production of watershed plans for all Anchorage streams. The intent is to link land use decisions with the management of water quantity and quality. Included in these plans will be impervious surface management, floodplain restoration and management, and other watershed-specific management elements.</li> </ul>
<p>15. <b>Design &amp; Environment</b> 🏠 Wildlife: A wide diversity of fish, wildlife and habitats throughout the Municipality that thrives and</p>	<ul style="list-style-type: none"> <li>• 49. <b>Fish and Wildlife Protection Policy</b> 🏠 Fish, wildlife, and habitat</li> </ul>	<ul style="list-style-type: none"> <li>• 🏠 10. Anchorage Wetlands Management Plan – The Anchorage Wetlands Management Plan is the main municipal tool that directs the management, development, and protection of Anchorage’s wetlands. The Municipality shall continue to administer the General Permits for projects in “C” wetlands, and Table</li> </ul>















2020/2040 Goal Text	Policies Implementing this Goal	Actions/Strategies Implementing These Policies
<p>flourishes in harmony with the community.</p>	<p>protection methods shall be addressed in land use planning, design, and development processes. (2020 Plan Policy #66)</p>	<p>2 Management Strategies will guide projects in all wetland areas.</p> <ul style="list-style-type: none"> <li> 68. Wildlife Habitat Preservation and Coordination – In order to coordinate wildlife management and protection goals, the Municipality will perform a formal public review of the Living With Wildlife Plan, and based on the results of this review may enter into a Memorandum of Agreement with the Alaska Department of Fish and Game. Establishment of a critical wildlife habitat priority list and protection strategies for these areas would then be pursued.</li> <li> 69. Wildlife Habitat Standards – This strategy encourages the establishment and retention of wildlife corridors between remaining large forest tracts, the Chugach Mountains, the coastal zone, and along drainages. To implement the strategy, Title 21 should be modified, where appropriate, to include incentives and guidelines for fish and wildlife habitat conservation. In addition, site selection and site plan review techniques and guidelines to cover wildlife issues in public projects should be revised.</li> </ul>
	<ul style="list-style-type: none"> <li> <b>50. Fish and Wildlife Habitat Protection Policy</b>   Critical fish and wildlife habitats, high-value wetlands, and riparian corridors shall be protected as natural open spaces, wherever possible. (2020 Plan Policy #67)</li> </ul>	<ul style="list-style-type: none"> <li> 10. Anchorage Wetlands Management Plan – The Anchorage Wetlands Management Plan is the main municipal tool that directs the management, development, and protection of Anchorage’s wetlands. The Municipality shall continue to administer the General Permits for projects in “C” wetlands, and Table 2 Management Strategies will guide projects in all wetland areas.</li> <li> 67. Wetland Retention Incentives – As an alternative means of protecting wetland functions, other programs will also be evaluated to facilitate wetland retention, especially in new developments. Such methods could include an incentive program for private landowners, revised subdivision guidelines, and/or revision of relevant sections of the Design Criteria Manual</li> <li> 68. Wildlife Habitat Preservation and Coordination – In order to coordinate wildlife management and protection goals, the Municipality will perform a formal public review of the Living With Wildlife Plan, and based on the results of this review may enter into a Memorandum of Agreement with the Alaska Department of Fish and Game. Establishment of a critical wildlife habitat priority list and protection strategies for these areas would then be pursued.</li> <li> 69. Wildlife Habitat Standards – This strategy encourages the establishment and retention of wildlife corridors between remaining large forest tracts, the Chugach Mountains, the coastal zone, and along drainages. To implement the strategy, Title 21 should be modified, where appropriate, to include incentives and guidelines for fish and wildlife habitat conservation. In addition, site selection and site plan review techniques and guidelines to cover wildlife issues in public projects should be revised.</li> </ul>
<p><b>16. Design &amp; Environment</b>  Air Quality: Clear healthful air that is free of noxious odors and pollutants.</p>	<ul style="list-style-type: none"> <li> <b>25. Air Quality Compliance Monitoring Policy</b>  Monitor air quality to ensure compliance with federal standards and establish incentives to improve air quality. (2020 Plan Policy #39)</li> </ul>	<ul style="list-style-type: none"> <li> 4. Air Emissions – In an effort to address safety and health hazards of toxic air emissions, this strategy directs the identification and measurement of indoor and outdoor sources of toxic air emissions. It also calls for the development of methods to reduce exposures and emission levels. This strategy will be implemented through Department of Health and Human Services programs.</li> <li> 5. Air Quality Education – This strategy is an educational program administered by the Department of Health and Human Services and designed to improve community awareness about the impacts of individual actions on air quality. For example, a program could result in promotion of the use of engine block heaters to reduce “cold starts.” Implementation will mean development of an education program.</li> <li> 6. Air Quality Impact Update – Municipal staff will evaluate anticipated air quality impacts as part of the Long-Range Transportation Plan. Adjustments to air quality standards, regulations, and implementation measures will follow.</li> <li> 39. Point Source Management – This concept focuses on point sources of air quality emissions that</li> </ul>



















2020/2040 Goal Text	Policies Implementing this Goal	Actions/Strategies Implementing These Policies
		<p>may not be currently identified or regulated. The strategy would direct staff to monitor, delineate, and develop management guidelines and techniques for unique point sources of pollutants in the Bowl. (An example would be areas where distinct topography or proximity to known sources cause high emission concentrations.) Evaluation of the feasibility of new standards or management techniques for commercial and industrial sites would also be included.</p> <ul style="list-style-type: none"> <li>  57. Street Maintenance Methods – This strategy addresses implementation of both Air Quality and Water Resources Goals and focuses on street maintenance specific to snow removal and de-icing. The intent is for the Municipality to identify and evaluate alternative de-icing methods and to apply them wherever feasible. Additional items in this strategy include an aggressive approach to roadway surfacing, street sweeping at breakup, and other maintenance methods that address the reduction of non-point sources of water and air pollution associated with roads.                 </li> </ul>
	<ul style="list-style-type: none"> <li> <b>26. Mitigating Air Quality Impacts Policy</b>  Assess and mitigate adverse air quality impacts of major public land use and transportation decisions. (2020 Plan Policy #40)                 </li> </ul>	<ul style="list-style-type: none"> <li>  7. Alternative Commuter Transportation – Although convenient, the use of single-occupant vehicles is the least efficient means of commuter transportation. Through the Long-Range Transportation Plan, the Municipality will encourage the development of alternative forms of reasonably convenient and affordable commuter transportation to reduce community dependence on automobiles during “rush hours.”                 </li> <li>  115. Action 6-6 Complete the Seward-to-Glenn Highway connection alignment study as identified in the Metropolitan Transportation Plan (MTP).                 </li> </ul>
<p><b>17. Public Improvements &amp; Services</b>                       Community Facilities: A well-planned mix of public and institutional facilities that meet the health, education, governmental, and social service needs of all citizens.</p>	<ul style="list-style-type: none"> <li> <b>3. CBD Policy</b>  Strengthen the Central Business District’s role as the regional center for commerce, services, finance, arts and culture, government offices, and medium- to high-density residential development. (2020 Plan Policy #18)                 </li> </ul>	<ul style="list-style-type: none"> <li>[Needs policy guidance]</li> </ul>
	<ul style="list-style-type: none"> <li> <b>4. CBD Policy</b>  Locate municipal, state, and federal administrative offices in the Central Business District. (2020 Plan Policy #19)                 </li> </ul>	<ul style="list-style-type: none"> <li>[Needs policy guidance]</li> </ul>
	<ul style="list-style-type: none"> <li> <b>60. Government Facilities Selection Criteria Policy</b>  Site selection criteria for government facilities                 </li> </ul>	<ul style="list-style-type: none"> <li>  21. Functional Plans – These are plans that study and recommend future needs for specific public facilities and services. Functional plans include the following examples: Areawide Trails Plan Long-Range Transportation Plan Transit Development Plan Utility Corridor Plan Anchorage Park, Greenbelt and Recreation Facility Plan Underground Utilities Implementation Plan Areawide Library Plan                 </li> <li>  38. Percent for Art – The 1% for Art Program is part of the Anchorage Municipal Code. It requires                 </li> </ul>

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	<p>frequented by the public shall consider: a) Compatibility with nearby uses; b) Pedestrian and transit accessibility; c) Suitability to environmental conditions; d) Availability of utility infrastructure; e) Ability to enhance neighborhoods; f) Financial feasibility; and, g) Continual operations and maintenance impacts. (2020 Plan Policy #79)</p>	<p>public facility projects to budget at least 1% for public art. Since the community places value on public art, the intent of this strategy is to protect and maintain the public art program.</p> <ul style="list-style-type: none"> <li>•  41. Public Facilities Land Acquisition Program – Once the Municipality has assessed the long-term need for public facilities of all types, the policies and procedures for public facilities land acquisition will need to be updated. Park bond packages and the annual capital improvement program process are likely funding methods.</li> <li>•  42. Public Facilities Site Selection Criteria – This strategy involves the revision of site selection criteria for public facilities to assign extra points for sites that: <ul style="list-style-type: none"> <li>• Are large enough so they can be made compatible with surrounding current and projected land uses;</li> <li>• Are large enough to accommodate future additions or another planned public facility;</li> <li>• Are located near a transit route, where applicable;</li> <li>• Have existing or planned walkways connecting the facility to transit stops and surrounding residential areas, where applicable;</li> <li>• Are in compliance with environmental features; and,</li> <li>• Can achieve cost savings through co-location of the public facility with a private facility and/or other co-management agreements.</li> </ul> </li> <li>•  107. Action 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.</li> <li>•  110. Action 5-7 Determine future school site needs under the 2040 LUP and incorporate adequate school capacity, sites, and investment into the Plan.</li> </ul>
	<ul style="list-style-type: none"> <li>• <b>66. Snow Removal Efficiency Policy</b>  Identify cost-effective and land-conserving methods for snow removal, storage, and disposal. (2020 Plan Policy #82)</li> </ul>	<ul style="list-style-type: none"> <li>•  53. Snow Removal – The objective of this strategy is to return to property owners the responsibility for clearing public pedestrian walkways, trails and sidewalks that border on an owner’s property. Implementation of this strategy will require amending the snow removal laws to expand requirement and enforcement beyond the Central Business District into all areas of the Municipality. The strategy could require citizens to assist in snow removal. The alternative is to increase funding for snow removal by either increased taxes for the service or redirecting funding from lower priority services to snow removal.</li> </ul>
	<ul style="list-style-type: none"> <li>• <b>78. Year-Round Use of Schools Policy</b>  Encourage the year-round use of public schools as neighborhood and community centers. (2020 Plan Policy #89)</li> </ul>	<ul style="list-style-type: none"> <li>•  43. Public Focus Centers – As a means of enhancing a neighborhood’s unique identity and cohesion, the Municipality would work with neighborhoods or other geographic subareas to identify public focus centers. Activities, public or neighborhood functions, and/or public amenities could define such centers. Examples from other cities include neighborhood parks, squares, recreation centers, clock towers, or festivals. This strategy requires assistance to be provided by municipal staff.</li> <li>•  110. Action 5-7 Determine future school site needs under the 2040 LUP and incorporate adequate school capacity, sites, and investment into the Plan.</li> </ul>
<p><b>18. Public Improvements &amp; Services</b>  Utilities: An integrated, efficient, and cost-effective network of utilities and public improvements to meet community needs.</p>	<ul style="list-style-type: none"> <li>• <b>64. Utility Location and Design Policy</b>  Utilities shall be located and designed with balanced regard for the environment, energy conservation, reliability, visual impacts, natural hazard survivability, and</li> </ul>	<ul style="list-style-type: none"> <li>•  61. Underground Utilities – Overhead utility wires and posts impact the quality of viewsheds and prevent the healthy growth of street trees. This strategy calls for a funding program and implementation criterion to underground overhead utilities. Undergrounding of areas should be prioritized based on safety, cost feasibility, and viewshed quality.</li> <li>•  108. Action 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.</li> <li>•  109. Action 5-6 Evaluate parameters and feasibility of a storm water utility, to address management</li> </ul>

















2020/2040 Goal Text	Policies Implementing this Goal	Actions/Strategies Implementing These Policies
	cost. (2020 Plan Policy #80)	and maintenance of storm water pipe infrastructure and runoff drainage problems.
<p><b>19. Public Improvements &amp; Services</b> </p> <p>Education: A community that provides opportunities for lifelong learning through a variety of formal and informal educational programs, and through museums, libraries, and cultural activities.</p>	<ul style="list-style-type: none"> <li>• <b>59. Public Facilities for Year-Round Use Policy</b>  Design municipal facilities frequented by the public, particularly schools, to accommodate year-round multi-purpose activities. (2020 Plan Policy #78)</li> </ul>	<ul style="list-style-type: none"> <li>•  21. Functional Plans – These are plans that study and recommend future needs for specific public facilities and services. Functional plans include the following examples: Areawide Trails Plan Long-Range Transportation Plan Transit Development Plan Utility Corridor Plan Anchorage Park, Greenbelt and Recreation Facility Plan Underground Utilities Implementation Plan Areawide Library Plan</li> <li>•  38. Percent for Art – The 1% for Art Program is part of the Anchorage Municipal Code. It requires public facility projects to budget at least 1% for public art. Since the community places value on public art, the intent of this strategy is to protect and maintain the public art program.</li> <li>•  42. Public Facilities Site Selection Criteria – This strategy involves the revision of site selection criteria for public facilities to assign extra points for sites that:                         <ul style="list-style-type: none"> <li>• Are large enough so they can be made compatible with surrounding current and projected land uses;</li> <li>• Are large enough to accommodate future additions or another planned public facility;</li> <li>• Are located near a transit route, where applicable;</li> <li>• Have existing or planned walkways connecting the facility to transit stops and surrounding residential areas, where applicable;</li> <li>• Are in compliance with environmental features; and,</li> <li>• Can achieve cost savings through co-location of the public facility with a private facility and/or other co-management agreements.</li> </ul> </li> <li>•  110. Action 5-7 Determine future school site needs under the 2040 LUP and incorporate adequate school capacity, sites, and investment into the Plan.</li> </ul>
<p><b>20. Public Improvements &amp; Services</b> </p> <p>Parks, Trails, and Recreation: A sustainable and accessible system of recreational facilities, parks, trails, and open spaces that meets year-round neighborhood and community-wide needs.</p>	<ul style="list-style-type: none"> <li>• <b>38. Pedestrian Connections in Platting Policy</b>  Provide pedestrian and trail connections within and between residential subdivisions in new plats, including replats. (2020 Plan Policy #55)</li> </ul>	<ul style="list-style-type: none"> <li>• [Needs policy guidance]</li> </ul>
	<ul style="list-style-type: none"> <li>• <b>68. Open Space Acquisition Strategy</b>  Develop an acquisition strategy to secure sufficient and suitable public lands for parks, sports fields, greenbelts, open space, trails, and other public facilities based upon applicable level of service standards. (2020 Plan Policy #84)</li> </ul>	<ul style="list-style-type: none"> <li>•  21. Functional Plans – These are plans that study and recommend future needs for specific public facilities and services. Functional plans include the following examples: Areawide Trails Plan Long-Range Transportation Plan Transit Development Plan Utility Corridor Plan Anchorage Park, Greenbelt and Recreation Facility Plan Underground Utilities Implementation Plan Areawide Library Plan</li> <li>•  25. "Heritage Land Bank- The Heritage Land Bank shall pursue land management and disposal in line with the Comprehensive Plan and policy direction of the MOA. This could include more involved preparation (replatting, rezoning) of land for redevelopment."</li> <li>•  125. Action 8-2 Establish a municipal wetlands bank employing conservation easements.</li> </ul>
<p><b>21. Public Improvements &amp; Services</b> </p> <p>Arts and Culture: A community that</p>	<ul style="list-style-type: none"> <li>• <b>35. Historic Buildings</b></li> </ul>	<ul style="list-style-type: none"> <li>• [Needs policy guidance]</li> </ul>






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<p>encourages arts and cultural activities as a catalyst for education, communication, economic development, and social progress.</p>	<p><b>Conservation Policy</b>                       The Municipality shall define Anchorage’s historic buildings and sites and develop a conservation strategy. (2020 Plan Policy #51)</p>	
<p><b>22. Implementation</b>  Planning: Coordination of public development decisions and programs to implement the Comprehensive Plan and its goals and objectives.</p>	<ul style="list-style-type: none"> <li>• <b>1. Clear Public Outreach Policy</b> : Ensure that public processes are fair, predictable, and transparent.</li> </ul>	<ul style="list-style-type: none"> <li>•  60. Synchronize Zoning with Future Land Use Map Provide processes that facilitate alignment between zoning and the future land use map.</li> <li>•  80. Action 1-1 Update, maintain, and publish a land use and buildable lands inventory database, development and demographic trends data, and environmental conditions data.</li> <li>•  86. “Create a Project Review Management Service to help applicants navigate the permitting process for 2040 LUP priority projects.”</li> </ul>
	<ul style="list-style-type: none"> <li>• <b>2. Improved Public Outreach Policy</b> : Continue to improve public outreach processes and the provision of information.</li> </ul>	<ul style="list-style-type: none"> <li>•  74. Strategy 5: Development Permitting Assistance: Simplify processes for permitting and permit center users.</li> <li>•  82. Initiate a complete revision and combination of Anchorage 2020 and the 2040 LUP into a single document.</li> <li>•  86. Create a Project Review Management Service to help applicants navigate the permitting process for 2040 LUP priority projects.</li> </ul>
	<ul style="list-style-type: none"> <li>• <b>58. Public Lands for Public Facilities Policy</b>                       The first priority for uncommitted municipal lands shall be to serve documented or projected needs for municipal facilities, including schools, parks, sports fields, and open space. (2020 Plan Policy #75)</li> </ul>	<ul style="list-style-type: none"> <li>•  21. Functional Plans – These are plans that study and recommend future needs for specific public facilities and services. Functional plans include the following examples: Areawide Trails Plan Long-Range Transportation Plan Transit Development Plan Utility Corridor Plan Anchorage Park, Greenbelt and Recreation Facility Plan Underground Utilities Implementation Plan Areawide Library Plan</li> <li>•  42. Public Facilities Site Selection Criteria – This strategy involves the revision of site selection criteria for public facilities to assign extra points for sites that:                         <ul style="list-style-type: none"> <li>• Are large enough so they can be made compatible with surrounding current and projected land uses;</li> <li>• Are large enough to accommodate future additions or another planned public facility;</li> <li>• Are located near a transit route, where applicable;</li> <li>• Have existing or planned walkways connecting the facility to transit stops and surrounding residential areas, where applicable;</li> <li>• Are in compliance with environmental features; and,</li> <li>• Can achieve cost savings through co-location of the public facility with a private facility and/or other co-management agreements.</li> </ul> </li> <li>•  107. Action 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.</li> </ul>
	<ul style="list-style-type: none"> <li>• <b>84. Monitoring and Implementation Policy</b>  Monitor implementation of the comprehensive plan and update the plan as necessary.</li> </ul>	<ul style="list-style-type: none"> <li>•  11. Annual Progress Report – The objective of this strategy is to provide a method to assess the Plan’s effectiveness. Municipal staff and relevant board and commission members will collectively develop a system of quantifiable indicators to measure and guide the progress made toward implementation and achievement of Comprehensive Plan Goals. The annual capital improvement program process will be adapted to incorporate items in response to the results of each year’s set of indicators.</li> <li>•  62. University &amp; Medical District Framework Master Plan – The University &amp; Medical District</li> </ul>












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		<p>Framework Master Plan is recommended as a tool for addressing the future development of a major employment center, as depicted on the Land Use Policy Map, and surrounding area. This plan will replace the 1983 Goose Lake Plan.</p> <ul style="list-style-type: none"> <li> 79. Strategy 10: Systematic Monitoring and Amendment of this Plan Track and monitor the implementation of this plan. Seek trackable outcomes, and clear connections between problems and solutions.</li> <li> 81. Action1-2 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.</li> </ul>
	<ul style="list-style-type: none"> <li> 85. <b>Sound Planning and Defining Problems Clearly Policy</b>  Planning and Land use decisions should be based on current best practices, and should focus on clearly defined problems with trackable solutions.</li> </ul>	<ul style="list-style-type: none"> <li> 47. <b>Regional Planning – Mechanisms for regional cooperation and planning to address important land use, commerce, transportation, and environmental issues should be explored. A formal organizational framework for regional cooperation with the Municipality, the Kenai-Peninsula and Matanuska-Susitna Boroughs, and the State of Alaska should be established. Regional planning area boundaries, organizational roles, and responsibilities will need to be assigned for such a concept to work effectively. This regional focus is particularly relevant to future expansions of the Ted Stevens Anchorage International Airport, the Port of Anchorage, and the Alaska Railroad, and to increased rail transit, cargo transport land uses, and highways.</b></li> </ul>
<p><b>23. Implementation</b>  <b>Funding:</b> Development of funding strategies for efficient, effective use of public and private resources to implement the Comprehensive Plan.</p>	<ul style="list-style-type: none"> <li> <b>62. Funding Infrastructure Investments Strategy</b>  Pursue alternative strategies and funding mechanisms to support investment in infrastructure, including street networks, public transit, schools, pedestrian facilities, trail connections, parks, greenways, and maintenance and operations. (LUP 5.7)</li> </ul>	<ul style="list-style-type: none"> <li> 21. <b>Functional Plans – These are plans that study and recommend future needs for specific public facilities and services. Functional plans include the following examples: Areawide Trails Plan Long-Range Transportation Plan Transit Development Plan Utility Corridor Plan Anchorage Park, Greenbelt and Recreation Facility Plan Underground Utilities Implementation Plan Areawide Library Plan</b></li> <li> 44. <b>Public-Private Partnerships – The objective of this strategy is to encourage the public and private sectors to work together to provide cost-effective services and facilities for use by the general public. Possible partnerships include the co-location of public and private facilities within one building; or the use of non-profit organizations to help construct and/or monitor activities at certain facilities, such as sports fields.</b></li> <li> 71. <b>Strategy 2: Reinvestment Focus Areas Focus reinvestment and multiple projects in the same area to leverage investment.</b></li> <li> 72. <b>Strategy 3: Provision and Financing of Infrastructure: Build infrastructure in a way that maximizes long term efficiency and value.</b></li> <li> 90. <b>Offsite Infrastructure: 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. Ensure that any offsite requirements are objective, defensible, and in line with mode share targets.</b></li> <li> 110. <b>Action 5-7 Determine future school site needs under the 2040 LUP and incorporate adequate school capacity, sites, and investment into the Plan.</b></li> </ul>










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<p><b>24. Implementation</b>  Municipal procedures, processes, and regulations should be clear, transparent, and understandable to the general public.</p>	<ul style="list-style-type: none"> <li><b>1. Clear Public Outreach Policy</b> : Ensure that public processes are fair, predictable, and transparent.</li> </ul>	<ul style="list-style-type: none"> <li>60. Synchronize Zoning with Future Land Use Map Provide processes that facilitate alignment between zoning and the future land use map.</li> <li>80. Action 1-1 Update, maintain, and publish a land use and buildable lands inventory database, development and demographic trends data, and environmental conditions data.</li> <li>86. “Create a Project Review Management Service to help applicants navigate the permitting process for 2040 LUP priority projects.”</li> </ul>
	<ul style="list-style-type: none"> <li><b>81. Tracking and Accountability Policy</b>  Establish clear metrics for tracking outputs and outcomes for projects and initiatives.</li> </ul>	<ul style="list-style-type: none"> <li>[Needs policy guidance]</li> </ul>
<p><b>25. Housing &amp; Community Development Consolidated Plan</b>  Family: A healthy environment that provides for the emotional, physical, economic, and spiritual well-being of families and children.</p>	<ul style="list-style-type: none"> <li><b>77. Integrating Arts and Culture Policy</b>  Provide opportunities for integrating arts and culture in developments throughout the community. (2020 Plan Policy #88)</li> </ul>	<ul style="list-style-type: none"> <li> 8. Percent for Art – The 1% for Art Program is part of the Anchorage Municipal Code. It requires public facility projects to budget at least 1% for public art. Since the community places value on public art, the intent of this strategy is to protect and maintain the public art program.</li> </ul>
<p><b>26. Housing &amp; Community Development Consolidated Plan</b>  Health: A sustainable community that promotes health and well-being.</p>	<ul style="list-style-type: none"> <li><b>5. Alcohol Sales Policy</b>  Provide locational standards and criteria for retail sales/service of alcoholic beverages. (2020 Plan Policy #22)</li> </ul>	<ul style="list-style-type: none"> <li>5. <b>Alcohol Sales Policy</b> Provide locational standards and criteria for retail sales/service of alcoholic beverages. (2020 Plan Policy #22)</li> </ul>
<p><b>27. Housing &amp; Community Development Consolidated Plan</b>  Social Environment: A welcoming, culturally diverse community with opportunities for all residents to be responsible and active participants in a caring community.</p>	<ul style="list-style-type: none"> <li><b>75. Anchorage institutions Policy</b>  Support Anchorage's non-governmental, semi-governmental, healthcare, and educational institutions.</li> </ul>	<ul style="list-style-type: none"> <li>21. Functional Plans – These are plans that study and recommend future needs for specific public facilities and services. Functional plans include the following examples: Areawide Trails Plan Long-Range Transportation Plan Transit Development Plan Utility Corridor Plan Anchorage Park, Greenbelt and Recreation Facility Plan Underground Utilities Implementation Plan Areawide Library Plan</li> <li>44. Public-Private Partnerships – The objective of this strategy is to encourage the public and private sectors to work together to provide cost-effective services and facilities for use by the general public. Possible partnerships include the co-location of public and private facilities within one building; or the use of non-profit organizations to help construct and/or monitor activities at certain facilities, such as sports fields.</li> </ul>
	<ul style="list-style-type: none"> <li><b>76. Lifelong Learning Policy</b>  Support the life-long learning needs of community residents through a variety of formal and informal educational</li> </ul>	<ul style="list-style-type: none"> <li>43. Public Focus Centers – As a means of enhancing a neighborhood’s unique identity and cohesion, the Municipality would work with neighborhoods or other geographic subareas to identify public focus centers. Activities, public or neighborhood functions, and/or public amenities could define such centers. Examples from other cities include neighborhood parks, squares, recreation centers, clock towers, or festivals. This strategy requires assistance to be provided by municipal staff.</li> </ul>

















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<p><b>28. Work Force &amp; Economic Development Goals</b> 🏠 Job Opportunities: A wide variety of job opportunities that provide good income and benefits and that advance economic self-sufficiency.</p>	<p>opportunities. (2020 Plan Policy #87)</p> <p><b>12. Traded Sectors Policy</b> 🏠* Recognize industrial Traded Sectors as high priority for economic development and industrial land availability, preservation, and infrastructure investment actions. (LUP 9.4)</p>	<ul style="list-style-type: none"> <li>• 🏠* 136. Action 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.</li> <li>• 🏠* 137. Action 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.</li> <li>• 🏠* 142. Action 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</li> </ul>
<p><b>29. Work Force &amp; Economic Development Goals</b> 🏠 Diverse Economy: A diverse and stable economy, focused on clean industry, that makes the most of Anchorage’s regional, statewide, and global position and of Anchorage’s leadership opportunity for resource development.</p>	<ul style="list-style-type: none"> <li>• <b>12. Traded Sectors Policy</b> 🏠* Recognize industrial Traded Sectors as high priority for economic development and industrial land availability, preservation, and infrastructure investment actions. (LUP 9.4)</li> </ul>	<ul style="list-style-type: none"> <li>• 🏠* 136. Action 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.</li> <li>• 🏠* 137. Action 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.</li> <li>• 🏠* 142. Action 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</li> </ul>
<p><b>30. Work Force &amp; Economic Development Goals</b> 🏠 Workforce Support and Development: A mix of pre-employment education and training, on-the-job training, employee support, and ongoing educational programs to improve the employability of Anchorage residents.</p>	<p><b>75. Anchorage institutions Policy</b> ⚓ Support Anchorage's non-governmental, semi-governmental, healthcare, and educational institutions.</p>	<ul style="list-style-type: none"> <li>• 🏠 21. Functional Plans – These are plans that study and recommend future needs for specific public facilities and services. Functional plans include the following examples: Areawide Trails Plan Long-Range Transportation Plan Transit Development Plan Utility Corridor Plan Anchorage Park, Greenbelt and Recreation Facility Plan Underground Utilities Implementation Plan Areawide Library Plan</li> <li>• 🏠 44. Public-Private Partnerships – The objective of this strategy is to encourage the public and private sectors to work together to provide cost-effective services and facilities for use by the general public. Possible partnerships include the co-location of public and private facilities within one building; or the use of non-profit organizations to help construct and/or monitor activities at certain facilities, such as sports fields.</li> </ul>
	<ul style="list-style-type: none"> <li>• <b>76. Lifelong Learning Policy</b> 🏠 Support the life-</li> </ul>	<ul style="list-style-type: none"> <li>• 🏠 43. <b>Public Focus Centers</b> – As a means of enhancing a neighborhood’s unique identity and cohesion, the Municipality would work with neighborhoods or other geographic subareas to identify</li> </ul>
















2020/2040 Goal Text	Policies Implementing this Goal	Actions/Strategies Implementing These Policies
	long learning needs of community residents through a variety of formal and informal educational opportunities. (2020 Plan Policy #87)	public focus centers. Activities, public or neighborhood functions, and/or public amenities could define such centers. Examples from other cities include neighborhood parks, squares, recreation centers, clock towers, or festivals. This strategy requires assistance to be provided by municipal staff.
<b>31. Work Force &amp; Economic Development Goals</b>  Business Support and Development: A quality of life and a financial climate that encourage businesses to start up, expand, or relocate in Anchorage.	<b>75. Anchorage institutions Policy</b>  Support Anchorage's non-governmental, semi-governmental, healthcare, and educational institutions.	<ul style="list-style-type: none"> <li> 21. Functional Plans – These are plans that study and recommend future needs for specific public facilities and services. Functional plans include the following examples: Areawide Trails Plan Long-Range Transportation Plan Transit Development Plan Utility Corridor Plan Anchorage Park, Greenbelt and Recreation Facility Plan Underground Utilities Implementation Plan Areawide Library Plan</li> <li> 44. Public-Private Partnerships – The objective of this strategy is to encourage the public and private sectors to work together to provide cost-effective services and facilities for use by the general public. Possible partnerships include the co-location of public and private facilities within one building; or the use of non-profit organizations to help construct and/or monitor activities at certain facilities, such as sports fields.</li> </ul>
<b>32. General or Departmental Goals</b>  Civic Involvement: A civic community that encourages public involvement in decision-making.	<ul style="list-style-type: none"> <li><b>2. Improved Public Outreach Policy</b>  Continue to improve public outreach processes and the provision of information.</li> </ul>	<ul style="list-style-type: none"> <li> 74. Strategy 5: Development Permitting Assistance Simplify processes for permitting and permit center users.</li> <li> 82. Initiate a complete revision and combination of Anchorage 2020 and the 2040 LUP into a single document.</li> <li> 86. “Create a Project Review Management Service to help applicants navigate the permitting process for 2040 LUP priority projects.</li> </ul>
	<ul style="list-style-type: none"> <li><b>82. Level of Services for Municipal Services Strategy</b>  Adopt level of service standards for different types of municipal services.</li> </ul>	<ul style="list-style-type: none"> <li> 2. Comprehensive Planning: Align CIP investments with Comprehensive Plans. Consider both capital costs and long term maintenance costs</li> <li> 12. Capital Improvement Program Process – This strategy calls for revision of the municipal capital improvement program to:                             <ul style="list-style-type: none"> <li>• Improve coordination among capital improvement programs of the Municipality, Anchorage School District, Anchorage Metropolitan Area Transportation Study, and Anchorage Water and Wastewater Utility, and possible extension of the time horizon from six to ten years; and,</li> <li>• Assign higher priorities to projects that 1) are necessary to bring an area up to an adopted municipal level of service standard; 2) are timed to support the provision of another public facility project; and 3) meet policies of and/or occur in priority areas identified in ANCHORAGE 2020. Implementation of this strategy may involve amendments to existing procedures and possible memoranda of agreement among the participating entities.</li> </ul> </li> <li> 63. Urban/Rural Services – This concept distinguishes urban and rural service areas in the Anchorage Bowl, and the difference between the levels of service provided to those areas. Such public facilities and services may include schools, fire protection, police protection, public water and sewer services, storm drainage, parks, and roads. The intent of this strategy is to formalize the different service areas in the Bowl and to match appropriate levels of service with intensity of land use.</li> </ul>
<b>33. General or Departmental Goals</b>  Natural Hazards: Coordinated and proactive public policies, emergency plans and procedures, and educational programs	<ul style="list-style-type: none"> <li><b>56. Minimizing Development in High Hazard Areas Policy</b>  The Municipality shall</li> </ul>	<ul style="list-style-type: none"> <li> 20. Fire Safety Design Standards – Wildland fire hazards on our hillsides have been raised as both a community safety issue and a land use planning issue. Defensible space standards or perimeter and internal fire breaks, as they relate to subdivision design, zoning, and building placement on lots, should be required of all new development. The Anchorage Fire Department is in the process of developing fire</li> </ul>















2020/2040 Goal Text	Policies Implementing this Goal	Actions/Strategies Implementing These Policies
<p>that minimize the risk to the community from natural hazards and disasters.</p>	<p>minimize the incidence of new developments for human occupancy in high natural hazard areas. (2020 Plan Policy #72)</p>	<p>standards that could be incorporated into planning standards. A wildland urban interface zone where improvements intermix with wildland fuels may be appropriate as an overlay zone to address defensible space concerns. New development in the zone would be designed to allow defensible space around structures and otherwise mitigate potential hazards to life and property.</p> <ul style="list-style-type: none"> <li>  35. Overlay Zone – Under this strategy, land use regulations would be enacted to create unique zoning districts for specific land use regulatory incentives or restrictions. These overlay regulations apply in addition to underlying zoning district regulations. Overlay zones may be used to promote a design theme for an area, to provide incentives to promote a wanted type of development or redevelopment, or to add restrictions to prevent development that is not wanted in the location. An overlay zone may be permanent or temporary, depending on the specific zone objective.                 </li> <li>  92. Action 3-3 Adopt a seismic hazard mitigation overlay zone.                 </li> <li>  22. Geohazards Management – With Anchorage’s diminishing land supply, development over the life of this plan will emphasize redevelopment and place increasing pressure on remaining vacant lands. Some of the residual parcels and redevelopment target areas lie within identified geohazard zones. The Municipality and the development community should address these geohazards in order to minimize risk and damage potentials. Data and mapping updates are fundamental to addressing geohazards, especially seismic hazard zones and avalanche areas. The need for new and/or revised policies for regulatory development guidelines in Anchorage’s geohazard areas should also be evaluated.                 </li> </ul>
<p>34. <b>General or Departmental Goals</b>                       Safety: A community where people and property are safe.</p>	<ul style="list-style-type: none"> <li> <b>79. Emergency Preparedness Policy</b>                           Develop a comprehensive process to address natural and man-made emergencies and disasters to which Anchorage may be vulnerable. Results of this process should include: a) a system of coordination between agencies and a partnership of public and private sectors to ensure an efficient, community-wide response; b) emergency operations plans; and, c) long-term disaster mitigation efforts through land use, transportation and public facilities planning. (2020 Plan Policy #98)                     </li> </ul>	<ul style="list-style-type: none"> <li>[Needs policy guidance]</li> </ul>














2020/2040 Goal Text	Policies Implementing this Goal	Actions/Strategies Implementing These Policies
	<ul style="list-style-type: none"> <li>80. <b>Municipal Levels of Service for public safety Policy</b>  Adopt level of service standards for crime prevention, emergency services, and other public safety delivery systems, in order to achieve community goals for a safe living and working environment. (2020 Plan Policy #100)</li> </ul>	<ul style="list-style-type: none"> <li>[Needs policy guidance]</li> </ul>
<p><b>35. 2040 Goal</b> : <b>Plan for Growth and Livability</b> 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</p>	<ul style="list-style-type: none"> <li>31. <b>Long Term Use for Public Facilities Policy</b>  Design and build public improvements for long-term use. (2020 Plan Policy #44)</li> </ul>	<ul style="list-style-type: none"> <li> 21. <b>Functional Plans</b> – These are plans that study and recommend future needs for specific public facilities and services. Functional plans include the following examples: Areawide Trails Plan Long-Range Transportation Plan Transit Development Plan Utility Corridor Plan Anchorage Park, Greenbelt and Recreation Facility Plan Underground Utilities Implementation Plan Areawide Library Plan</li> <li> 40. <b>Public Facilities Design Standards</b> – Public facilities speak to the pride and standards of a community. Designs for public facilities currently undergo review by two commissions, but there are no special standards outlined or defined for these developments. As a result, commission reviews can be unpredictable or inconsistent. This strategy offers a tool for commissions to review all public facilities fairly and consistently, and provides guidance for the design of public facilities. It will require that public facilities set exemplary design standards. These standards would address design issues such as building scale and design, site design, landscaping, pedestrian amenities, public art, parking facilities, and site circulation.</li> </ul>
	<ul style="list-style-type: none"> <li>61. <b>Equitable Distribution of Public Services Policy</b>  Ensure that adequate public facilities such as schools and fire stations are available when and where they are needed, in an efficient and equitable distribution of services, based on long-term projections for population, student enrollment, and the location of future growth. (LUP 5.5)</li> </ul>	<ul style="list-style-type: none"> <li> 21. <b>Functional Plans</b> – These are plans that study and recommend future needs for specific public facilities and services. Functional plans include the following examples: Areawide Trails Plan Long-Range Transportation Plan Transit Development Plan Utility Corridor Plan Anchorage Park, Greenbelt and Recreation Facility Plan Underground Utilities Implementation Plan Areawide Library Plan</li> <li> 106. <b>Action 5-3</b> 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.</li> <li> 110. <b>Action 5-7</b> Determine future school site needs under the 2040 LUP and incorporate adequate school capacity, sites, and investment into the Plan.</li> </ul>
<p><b>36. 2040 Goal</b> : <b>Infill and Redevelopment</b> Infill and redevelopment</p>	<ul style="list-style-type: none"> <li>42. <b>Existing Housing Maintenance Policy</b> </li> </ul>	<ul style="list-style-type: none"> <li>[Needs policy guidance]</li> </ul>












2020/2040 Goal Text	Policies Implementing this Goal	Actions/Strategies Implementing These Policies
<p>meet the housing and employment needs of residents and businesses in Anchorage.</p>	<p>Encourage the maintenance and upkeep of existing housing in order to extend its useful life and neighborhood stability. (2020 Plan Policy #57)</p>	
<p><b>37. 2040 Goal : Centers and Corridors</b> Mixed-use, walkable commercial centers and corridors thrive within their neighborhood context, offer housing affordable to a range of incomes, and enable business growth.</p>	<ul style="list-style-type: none"> <li>• <b>27. New Centers/Corridors Policy</b>   Focus growth in targeted infill areas and along major transportation corridors.</li> </ul>	<ul style="list-style-type: none"> <li>•  2. Comprehensive Planning: Align CIP investments with Comprehensive Plans. Consider both capital costs and long term maintenance costs.</li> <li>•  7. Alternative Commuter Transportation – Although convenient, the use of single-occupant vehicles is the least efficient means of commuter transportation. Through the Long-Range Transportation Plan, the Municipality will encourage the development of alternative forms of reasonably convenient and affordable commuter transportation to reduce community dependence on automobiles during “rush hours.”</li> <li>•  12. Capital Improvement Program Process – This strategy calls for revision of the municipal capital improvement program to: • Improve coordination among capital improvement programs of the Municipality, Anchorage School District, Anchorage Metropolitan Area Transportation Study, and Anchorage Water and Wastewater Utility, and possible extension of the time horizon from six to ten years; and, • Assign higher priorities to projects that 1) are necessary to bring an area up to an adopted municipal level of service standard; 2) are timed to support the provision of another public facility project; and 3) meet policies of and/or occur in priority areas identified in ANCHORAGE 2020. Implementation of this strategy may involve amendments to existing procedures and possible memoranda of agreement among the participating entities.</li> <li>•  26. Infill, Redevelopment, and Reinvestment Incentives – The intent of this strategy is to create economic incentives for development in areas where land values are high and public services are installed or available, but where existing structures are beyond their economic life or the property is vacant. Incentives could include tax increment financing, development rights – transfer, reduced development fees, reduced parking requirements, and allowing mixed-use and mixed-density development. Implementation may result in the creation of a Development Authority or Redevelopment Agency.</li> <li>•  35. Overlay Zone – Under this strategy, land use regulations would be enacted to create unique zoning districts for specific land use regulatory incentives or restrictions. These overlay regulations apply in addition to underlying zoning district regulations. Overlay zones may be used to promote a design theme for an area, to provide incentives to promote a wanted type of development or redevelopment, or to add restrictions to prevent development that is not wanted in the location. An overlay zone may be permanent or temporary, depending on the specific zone objective.</li> <li>•  50. Ship Creek/Waterfront District Plan – Ship Creek has long been a focal point for planning, including the recent Ship Creek Master Plan and the Port of Anchorage Master Plan. Linkage of these two planning efforts and existing and planned commercial, industrial, and transportation-related land uses in the area is vital.</li> <li>•  51. Sign Ordinance – In order to reduce sign clutter and prevent signs from dominating the appearance of the community, this strategy provides for new sign regulations in the land use code (Title 21). The regulations will address sign type, placement, size, quantity, enforcement, overlay districts, and</li> </ul>

2020/2040 Goal Text	Policies Implementing this Goal	Actions/Strategies Implementing These Policies
		<p>other aspects of sign standards and regulations. Through the use of overlay zones for signage regulations, individual districts or neighborhoods have the ability to develop their own unique appearance and identity.</p> <ul style="list-style-type: none"> <li>•  70. Strategy 1: Phasing of Growth and Investment: Make investments in targeted areas over time.</li> <li>•  73. Strategy 4: Financial and Taxation Incentives: Use financial and taxation incentives to facilitate desired development or redevelopment.</li> <li>•  75. Strategy 6: Targeted Area Rezoning: Use new rezoning tools to implement the Comprehensive Plan or meet other community objectives.</li> <li>•  77. Strategy 8: Infill Housing Development Regulations: Amend zoning, building, and offsite requirements to facilitate housing and redevelopment in infill areas.</li> <li>•  83. Action 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.</li> <li>•  84. Action 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.</li> <li>•  85. Action 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.</li> <li>•  103. Adjust future land use map designations to account for transitions from residential designations to non-residential designations. Focus housing in the areas with high demand and good access to goods and services.</li> <li>•  104. Action 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.</li> <li>•  105. Action 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.</li> </ul>
<p><b>38. 2040 Goal : Neighborhood Housing</b> 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.</p>	<ul style="list-style-type: none"> <li>• <b>39. Housing Variety for All Residents Policy </b> Shape regulations to allow for a full spectrum of housing types for all income levels and lifestyles.</li> </ul>	<ul style="list-style-type: none"> <li>•  1. Encourage the use of small forms of housing to facilitate infill development and stability for residents.</li> <li>•  3. Income restricted housing: Pursue strategies for the MOA to assist with production of non-market housing.</li> <li>•  19. Infrastructure Planning: Look at projects holistically and ensure that any proposed fees or requirements are objectively defensible and align with long term development or mode share goals.</li> <li>•  26. Infill, Redevelopment, and Reinvestment Incentives – The intent of this strategy is to create economic incentives for development in areas where land values are high and public services are</li> </ul>















2020/2040 Goal Text	Policies Implementing this Goal	Actions/Strategies Implementing These Policies
		<p>installed or available, but where existing structures are beyond their economic life or the property is vacant. Incentives could include tax increment financing, development rights – transfer, reduced development fees, reduced parking requirements, and allowing mixed-use and mixed-density development. Implementation may result in the creation of a Development Authority or Redevelopment Agency.</p> <ul style="list-style-type: none"> <li>•  52. Small Lot Housing and Small Forms of Housing—Reduce barriers to smaller types of housing. This could include lot size reform, reduced setbacks, or reforming other restrictive standards.</li> <li>•  73. Strategy 4: Financial and Taxation Incentives: Use financial and taxation incentives to facilitate desired development or redevelopment.</li> <li>•  77. Strategy 8: Infill Housing Development Regulations: Amend zoning, building, and offsite requirements to facilitate housing and redevelopment in infill areas.</li> <li>•  83. Action 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.</li> <li>•  90. Offsite Infrastructure: "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. Ensure that any offsite requirements are objective, defensible, and in line with mode share targets."</li> <li>•  91. Amend Title 21 to simplify zoning regulations for mixed-use projects.</li> <li>•  93. Establish financial and zoning incentives for housing projects to encourage high density housing in Town Centers, City Centers, and public transit corridors."</li> <li>•  94 Facilitate Targeted Area Rezones in Spenard and Midtown to incentivize housing."</li> <li>•  95. Amend Title 21 to allow more compact housing in infill areas with proximity or access to goods and services.</li> <li>•  96 Action 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.</li> <li>•  97. Continue to monitor and improve code related to ADUS.</li> <li>•  98. Action 4-8 Evaluate and monitor barriers to fair housing in Anchorage, and establish goals and actions to overcome those barriers.</li> <li>•  99. Amend Title 21 to reduce restrictions that currently deter construction of compact housing types. Reduce or eliminate lot size minimums, simplify housing types to allow more forms of small housing that are certified as safe, and encourage incremental addition to the housing stock.</li> <li>•  100. Action 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.</li> <li>•  112. Action 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</li> </ul>



















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		<p>up-front infrastructure costs on private development. As part of this effort, undertake a comparison to peer group cities' revenue sources and fee mechanisms.</p> <ul style="list-style-type: none"> <li> 116. Action 6-7 Facilitate one or a series of Targeted Area Rezoning in housing opportunity areas along public transportation corridors.</li> </ul>
	<ul style="list-style-type: none"> <li><b>41. Zoning Capacity Policy</b>  Ensure that the Municipality maintains enough zoning capacity for residential development across the Bowl.</li> </ul>	<ul style="list-style-type: none"> <li> 70. Strategy 1: Phasing of Growth and Investment: Make investments in targeted areas over time.</li> <li> 75. Strategy 6: Targeted Area Rezoning Use new rezoning tools to implement the Comprehensive Plan or meet other community objectives.</li> <li> 88. Analyze and recommend amendments to the Land Use Plan Map to track where the map may not be meeting current needs. Adjust projections or housing allocations to more desirable areas as needed.</li> <li> 102. Action 4-16 Update the 2012 Anchorage Housing Market Analysis including market trends and forecast housing needs.</li> <li> 103. Adjust future land use map designations to account for transitions from residential designations to non-residential designations. Focus housing in the areas with high demand and good access to goods and services.</li> </ul>
	<ul style="list-style-type: none"> <li><b>43. Affordable Housing and Homeownership Policy</b>  Encourage more affordable housing, including home ownership opportunities for low-income residents. (2020 Plan Policy #58)</li> </ul>	<ul style="list-style-type: none"> <li> 89. Action 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.</li> </ul>
	<ul style="list-style-type: none"> <li><b>44. Mobile, Manufactured, and Relocatable Housing Policy</b>  Recognize mobile home parks, co-ops, and common ownership interests as viable, affordable housing choices and neighborhood lifestyle options. (2020 Plan Policy #59)</li> </ul>	<ul style="list-style-type: none"> <li> 33. Mobile Home Parks – Mobile home park design and development standards will be upgraded and amended, as needed, for those mobile home parks that are properly located and viable for continued use. Alternative forms of ownership and mobile home park management are potential options.</li> <li> 101. Action 4-12 Work jointly with the manufactured housing industry/community and affordable housing advocates to develop an affordable housing redevelopment displacement mitigation strategy.</li> </ul>
<p><b>39. 2040 Goal</b> : <b>Infrastructure-Land Use</b> Coordinated and targeted infrastructure investments catalyze new growth, provide an acceptable return on investment, and equitably improve safety and quality of life.</p>	<ul style="list-style-type: none"> <li><b>37. Pedestrian Connectivity Policy</b>  Design and construct neighborhood roads and walkways to ensure safe pedestrian movement and neighborhood</li> </ul>	<ul style="list-style-type: none"> <li>[Needs policy guidance]</li> </ul>





















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	<p>connectivity, and to discourage high-speed, cut-through traffic. (2020 Plan Policy #54)</p>	
	<ul style="list-style-type: none"> <li>• <b>57. Connecting Development with Infrastructure Planning Policy</b>  Connect future density with planned areas of future infrastructure development. Maximize return on public investment.</li> </ul>	<ul style="list-style-type: none"> <li>•  19. Infrastructure Planning: Look at projects holistically and ensure that any proposed fees or requirements are objectively defensible and align with long term development or mode share goals.</li> <li>•  70. "Strategy 1: Phasing of Growth and Investment: Make investments in targeted areas over time.</li> <li>•  72. Strategy 3: Provision and Financing of Infrastructure: Build infrastructure in a way that maximizes long term efficiency and value.</li> <li>•  90. Offsite Infrastructure: 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. Ensure that any offsite requirements are objective, defensible, and in line with mode share targets.</li> <li>•  106. Action 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.</li> </ul>
<p><b>40. 2040 Goal</b> : <b>Accessible Land Use</b> Anchorage coordinates transportation and land use to provide safe, efficient, and affordable travel choices.</p>	<ul style="list-style-type: none"> <li>• <b>63. Distribution of Services And Efficient Land Use Policy</b>  Distribute services such as childcare, elder care, housing services, and transitional services in ways that support efficient land use and planned development.</li> </ul>	<ul style="list-style-type: none"> <li>•  110. Action 5-7 Determine future school site needs under the 2040 LUP and incorporate adequate school capacity, sites, and investment into the Plan.</li> </ul>
	<ul style="list-style-type: none"> <li>• <b>65. Priority Snow Removal for Pedestrians Policy</b>  Prioritize snow removal to maximize pedestrian movement and safety. (2020 Plan Policy #81)</li> </ul>	<ul style="list-style-type: none"> <li>•  53. Snow Removal – The objective of this strategy is to return to property owners the responsibility for clearing public pedestrian walkways, trails and sidewalks that border on an owner's property. Implementation of this strategy will require amending the snow removal laws to expand requirement and enforcement beyond the Central Business District into all areas of the Municipality. The strategy could require citizens to assist in snow removal. The alternative is to increase funding for snow removal by either increased taxes for the service or redirecting funding from lower priority services to snow removal.</li> </ul>
	<ul style="list-style-type: none"> <li>• <b>66. Snow Removal Efficiency Policy</b> </li> </ul>	<ul style="list-style-type: none"> <li>•  53. Snow Removal – The objective of this strategy is to return to property owners the responsibility for clearing public pedestrian walkways, trails and sidewalks that border on an owner's property.</li> </ul>

2020/2040 Goal Text	Policies Implementing this Goal	Actions/Strategies Implementing These Policies
	<p>Identify cost-effective and land-conserving methods for snow removal, storage, and disposal. (2020 Plan Policy #82)</p>	<p>Implementation of this strategy will require amending the snow removal laws to expand requirement and enforcement beyond the Central Business District into all areas of the Municipality. The strategy could require citizens to assist in snow removal. The alternative is to increase funding for snow removal by either increased taxes for the service or redirecting funding from lower priority services to snow removal.</p>
<p><b>41. 2040 Goal : Compatible Land Use</b>                      Infill development is compatible with the valued characteristics of surrounding properties and neighborhoods.</p>	<ul style="list-style-type: none"> <li>• <b>7. Commercial/light industrial parks Policy</b>   Commercial/light industrial parks: a) Shall integrate safe and efficient customer and freight access to and from the industrial site; b) May include complementary uses that are compatible with surrounding uses and areas; and, c) Shall include design features such as pedestrian facilities, landscaping, and compatible signage. (2020 Plan Policy #27)</li> </ul>	<ul style="list-style-type: none"> <li>•  18. Design Standards: Use design standards based on objective criteria to solve definable problems. Ensure that design criteria can be tied to health, safety, or welfare.</li> <li>•  31. Conduct Market Impact Assessments for public projects or large scale commercial or industrial projects.</li> </ul>
	<ul style="list-style-type: none"> <li>• <b>8. TSAIA Policy </b> The area surrounding Ted Stevens Anchorage International Airport, as shown on the Land Use Policy Map, shall be designated as the West Anchorage Planning Area.                      a) A West Anchorage District Plan shall be developed for the West Anchorage Planning Area. This plan is intended to identify, address, and resolve impacts to neighborhoods, public infrastructure, and the environment from Ted Stevens Anchorage</li> </ul>	<ul style="list-style-type: none"> <li>•  34. Neighborhood or District Plans – Provide for the creation of Neighborhood or District Plans where desired and where funding is available. These plans should be for policy guidance and help refine, rather than supplant, the Comprehensive Plan.</li> <li>•  119. Action 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.</li> <li>•  133. Action 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.</li> <li>•  143. Action 10-1 Adopt an Airport Management zoning district that combines multiple zoning districts at TSAIA</li> <li>•  145. Action 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.</li> <li>•  146. Action 10-4 Resolve land use, ownership, and open space conflicts around TSAIA.</li> </ul>

2020/2040 Goal Text	Policies Implementing this Goal	Actions/Strategies Implementing These Policies
	<p>International Airport activities. b) Future airport-related industrial uses should be located to provide efficient transportation links to and from the Airport with minimal impacts to residential neighborhoods. (2020 Plan Policy #28)</p>	
	<ul style="list-style-type: none"> <li>• <b>30. Site Plan Review for Large Developments Policy</b> 🏠 Plans for major commercial, institutional, and industrial developments, including large retail establishments, are subject to site plan review. (2020 Plan Policy #43)</li> </ul>	<ul style="list-style-type: none"> <li>• 🏠 30. Large Retail Establishment Ordinance – This strategy involves the preparation of an ordinance which would require proposed large retail establishments, to be defined in the ordinance, to undergo design and site plan review prior to development.</li> <li>• ⚓ 31. Conduct Market Impact Assessments for public projects or large scale commercial or industrial projects.</li> </ul>
<p><b>42. 2040 Goal 🏠*:</b> 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.</p>	<ul style="list-style-type: none"> <li>• <b>22. New Trail Sections and Easements Policy</b> 🏠 New transportation projects and significant project upgrades shall accommodate new trail sections and easements identified in the Areawide Trails Plan. (2020 Plan Policy #36)</li> </ul>	<ul style="list-style-type: none"> <li>• 🏠 37. Pedestrian Access Plan – This is a functional plan that ensures pedestrian investments are consistent with other functional plans such as the Long-Range Transportation Plan. The Pedestrian Access Plan will evaluate pedestrian access, assess capital and maintenance needs, and develop priorities for capital and operating investments.</li> <li>• 🏠 49. Residential Street Standards – The objective of this strategy is to update residential street design minimums and maximums, use traffic-calming devices, review pavement width, and include pedestrian systems in the normal streetscape. Implementation of this strategy will require amendment of the subdivision regulations, the Public Works Design Criteria Manual, snow removal procedures, and may require acquisition of appropriately sized fire and snow removal equipment.</li> <li>• 🏠 56. Street Connectivity Standards – The objective of this strategy is to amend the municipal subdivision regulations to ensure a continuous network of streets and pathways. The use of cul-de-sacs, deadend streets, and gated communities generally increase distances that automobiles, pedestrians, and bicyclists must travel to reach their destinations. An adequate number of access points from the subdivision to adjacent higher order streets (arterials, collectors, subcollectors) should also be required to increase the efficiency of the roadway system</li> </ul>
	<ul style="list-style-type: none"> <li>• <b>46. Open Space Policies Policy</b> 🏠 Amend land use regulations and relevant plans to incorporate policies and procedures, management plans, and standards for natural open</li> </ul>	<ul style="list-style-type: none"> <li>• 🏠 23. Greenbelt Acquisition Program – Through the capital improvements program and other funding mechanisms, the Municipality will initiate a greenbelt acquisition program for all major stream corridors in the Bowl.</li> <li>• 🏠* 132. Action 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.</li> </ul>

2020/2040 Goal Text	Policies Implementing this Goal	Actions/Strategies Implementing These Policies
	<p>space. Encourage public/private collaboration methods for natural open space protection. (2020 Plan Policy #63)</p>	
	<ul style="list-style-type: none"> <li>• <b>47. Open Space Conservation Policy</b>  Promote and encourage the identification and conservation of open spaces, including access to greenbelts, Chugach State Park, Anchorage Coastal Wildlife Refuge, and Far North Bicentennial Park. (2020 Plan Policy #65)</li> </ul>	<ul style="list-style-type: none"> <li>•  14. Coastal Access – To improve access to the coastal areas in the Bowl, both the North and South Extensions of the Coastal Trail need to be finalized. Both extensions will provide direct coastal access. Additional public access points to Anchorage’s coastal areas should be provided wherever practicable. Implementation will require community input and funding prioritization for acquisition, design, and construction.</li> <li>•  23. Greenbelt Acquisition Program – Through the capital improvements program and other funding mechanisms, the Municipality will initiate a greenbelt acquisition program for all major stream corridors in the Bowl.</li> </ul>
	<ul style="list-style-type: none"> <li>• <b>69. Park Dedication Policy</b>  Municipal land acquired for or converted to long-term or permanent park or recreational uses shall be officially dedicated as parkland. (2020 Plan Policy #85)</li> </ul>	<ul style="list-style-type: none"> <li>•  48. Additional Rezone Processes—Create new rezone processes for area-wide rezones, or rezones which implement the Comprehensive Plan.</li> <li>•  131. Action 8-9 Determine which municipal parks are not yet dedicated parks for potential consideration to full dedication status.</li> <li>•  126. Action 8-4 Conduct housekeeping rezone of dedicated parks to PR district, and some T-zoned lands to PLI.</li> </ul>
	<ul style="list-style-type: none"> <li>• <b>70. Public Private Partnerships for Open Space Acquisition Policy</b>  Encourage public/private collaboration for acquisition, development, and maintenance of recreational spaces, parks, sports fields, public use facilities, and trails. (2020 Plan Policy #86)</li> </ul>	<ul style="list-style-type: none"> <li>•  21. Functional Plans – These are plans that study and recommend future needs for specific public facilities and services. Functional plans include the following examples: Areawide Trails Plan Long-Range Transportation Plan Transit Development Plan Utility Corridor Plan Anchorage Park, Greenbelt and Recreation Facility Plan Underground Utilities Implementation Plan Areawide Library Plan.</li> <li>•  122. Update regulations in rural areas to allow more flexible tools for balancing development on slopes or in higher risk areas with housing needs.</li> <li>•  123. Action 7-7 Identify development standards and incentives to mitigate impacts to wildlife near wildlife habitats.</li> <li>•  124. Action 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.</li> <li>•  129 Action 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.</li> </ul>
	<ul style="list-style-type: none"> <li>• <b>71. Joint Use and Co-</b></li> </ul>	<ul style="list-style-type: none"> <li>•  110. Action 5-7 Determine future school site needs under the 2040 LUP and incorporate adequate</li> </ul>

2020/2040 Goal Text	Policies Implementing this Goal	Actions/Strategies Implementing These Policies
	<p><b>Location of Public Facilities Policy</b>  </p> <p>Encourage public joint use, co-location, and efficient use of parks, schools, and other compatible public facilities. (LUP 5.6)</p>	<p>school capacity, sites, and investment into the Plan.</p> <ul style="list-style-type: none"> <li> 127 Action 8-5 Establish a facilities-sharing-and-maintenance partnership between municipal Parks and Recreation and the Anchorage School District.</li> </ul>
	<ul style="list-style-type: none"> <li><b>72. Equitable Access to Parks Policy</b>   Ensure all neighborhoods and communities have access to nearby parks and recreational opportunities that support well-being. (LUP 8.1)</li> </ul>	<ul style="list-style-type: none"> <li> 37. Pedestrian Access Plan – This is a functional plan that ensures pedestrian investments are consistent with other functional plans such as the Long-Range Transportation Plan. The Pedestrian Access Plan will evaluate pedestrian access, assess capital and maintenance needs, and develop priorities for capital and operating investments.</li> <li> 128. Action 8-6 Expand the Anchorage Parks and Recreation Service Area, consistent with the HDP, to include the entire Anchorage Bowl.</li> <li> 130. Action 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.</li> </ul>
	<ul style="list-style-type: none"> <li><b>73. New Trails and Pedestrian Facilities for Connectivity Policy</b>   Provide new and improved trails, greenbelts, and other pedestrian facilities as alternative travel ways connecting open spaces, neighborhoods, and centers. (LUP 8.2)</li> </ul>	<ul style="list-style-type: none"> <li> 37. Pedestrian Access Plan – This is a functional plan that ensures pedestrian investments are consistent with other functional plans such as the Long-Range Transportation Plan. The Pedestrian Access Plan will evaluate pedestrian access, assess capital and maintenance needs, and develop priorities for capital and operating investments.</li> </ul>
	<ul style="list-style-type: none"> <li><b>74. Trails in targeted focus areas Policy</b>   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. (LUP 8.3)</li> </ul>	<ul style="list-style-type: none"> <li> 37. Pedestrian Access Plan – This is a functional plan that ensures pedestrian investments are consistent with other functional plans such as the Long-Range Transportation Plan. The Pedestrian Access Plan will evaluate pedestrian access, assess capital and maintenance needs, and develop priorities for capital and operating investments.</li> <li> 71. Strategy 2: Reinvestment Focus Areas - Focus reinvestment and multiple projects in the same area to leverage investment.</li> </ul>
<p><b>43. 2040 Goal</b> : Industrial Land A sufficient, predictable, and strategically</p>	<ul style="list-style-type: none"> <li><b>6. Industrial Policy</b>  Key industrial lands, such</li> </ul>	<ul style="list-style-type: none"> <li> 78. Strategy 9: Traded Sectors Industrial Site Availability and Readiness - Facilitate continued use and development of Anchorage's industrial base.</li> </ul>

2020/2040 Goal Text	Policies Implementing this Goal	Actions/Strategies Implementing These Policies
located industrial land supply allows Anchorage's industrial employment sectors to thrive, protected from non-industrial uses that might displace them.	as the Industrial Reserves designated on the Land Use Policy Map, shall be preserved for industrial purposes. (2020 Plan Policy #26)	<ul style="list-style-type: none"> <li>  138. Action 9-6 Facilitate one or a series of Targeted Area Rezoning 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.                     </li> </ul>
	<ul style="list-style-type: none"> <li> <b>10. Industrial Land Policy</b>  Identify and preserve a suitable, predictable supply of industrial land in areas most appropriate for existing and future high-priority industrial uses. (LUP 9.1.)                     </li> </ul>	<ul style="list-style-type: none"> <li>  78. Strategy 9: Traded Sectors Industrial Site Availability and Readiness Facilitate continued use and development of Anchorage's industrial base.                     </li> <li>  138. Action 9-6 Facilitate one or a series of Targeted Area Rezoning 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.                     </li> <li>  139. Action 9-7 Create an industrial readiness program for industrial traded sector uses, which comprises fiscal incentives and a development-ready site program.                     </li> <li>  147. Action 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.                     </li> <li>  141. Allow innovative forms of industrial mixed use, including residential, in parts of Downtown, Ship Creek, Fairview, or Mountain View.                     </li> </ul>
	<ul style="list-style-type: none"> <li> <b>11. Existing Industrial Use Policy</b>  Encourage the retention and intensification of industrial uses on existing sites via reuse and redevelopment. (LUP 9.3)                     </li> </ul>	<ul style="list-style-type: none"> <li>  78. Strategy 9: Traded Sectors Industrial Site Availability and Readiness Facilitate continued use and development of Anchorage's industrial base.                     </li> <li>  138. Action 9-6 Facilitate one or a series of Targeted Area Rezoning 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.                     </li> <li>  141. Allow innovative forms of industrial mixed use, including residential, in parts of Downtown, Ship Creek, Fairview, or Mountain View.                     </li> </ul>
	<ul style="list-style-type: none"> <li> <b>13. Industrial Land Use Zoning Policy</b>  Ensure that the Municipality maintains adequate zoned capacity for industrial uses.                     </li> </ul>	<ul style="list-style-type: none"> <li>  60. Synchronize Zoning with Future Land Use Map: Provide processes that facilitate alignment between zoning and the future land use map.                     </li> <li>  134. Action 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.                     </li> <li>  135. Action 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.                     </li> <li>  140. Action 9-8 Determine methods to upgrade/extend public utilities/roads to targeted industrial lands in Anchorage Bowl.                     </li> </ul>
<b>44. 2040 Goal</b>  : <b>Anchor Institutions</b> 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	<ul style="list-style-type: none"> <li> <b>75. Anchorage institutions Policy</b>  Support Anchorage's non-governmental, semi-governmental, healthcare, and educational                     </li> </ul>	<ul style="list-style-type: none"> <li>  21. Functional Plans – These are plans that study and recommend future needs for specific public facilities and services. Functional plans include the following examples: Areawide Trails Plan Long-Range Transportation Plan Transit Development Plan Utility Corridor Plan Anchorage Park, Greenbelt and Recreation Facility Plan Underground Utilities Implementation Plan Areawide Library Plan                     </li> <li>  44. Public-Private Partnerships – The objective of this strategy is to encourage the public and private sectors to work together to provide cost-effective services and facilities for use by the general public.                     </li> </ul>

 = The original and unchanged items from the 2020 Comp Plan

 = The original and unchanged items from the 2040 Land Use Plan

 = Revised, new, or consolidated Housing items from the 2020 and 2040 Plans

2020/2040 Goal Text	Policies Implementing this Goal	Actions/Strategies Implementing These Policies
expansion.	institutions.	Possible partnerships include the co-location of public and private facilities within one building; or the use of non-profit organizations to help construct and/or monitor activities at certain facilities, such as sports fields.

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