



Anchorage Land Use Plan Map Update – Vision

**Carol Wong Manger, Tom Davis Project Manager and many
others working hard to listen to the community.
Hal Hart AICP Planning Director**

May 9th 2017



Vision: the bowl will evolve to a more urban form and function. Anchorage needs to tie land use and density changes with transportation planning and alternative travel modes.

- The plan also anticipates changes in the transit system service delivery and that the two plans will reinforce one another.
- The plan assumes that that future strategic road upgrades, new pedestrian trails and connections, and improved transit service are essential to and directly tied to the land uses, density increases and commercial growth outlined in the plan.

Anchorage 2040 LUP Update

April 19, 2017

PZC still working through public comments.

Commissioners and staff are addressing all issues raised.

Chamber's written/meeting comments are shaping changes.



2040 LUP Review Timeframe



as of April 19, 2017

Early Stakeholder Consultations
April 2015 – January 2016

Community Discussion Draft
March – August 2016 Review

Public Hearing Draft
Sept 25–Nov 7 Review / PZC Hearing

Planning & Zoning Commission
November 2016 – May/June 2017

ASSEMBLY: Introduction, Public Review Period, Public Hearing, Deliberations, and Final Action

10 PZC deliberation meetings held so far.

April 10 draft “Comment Issue-Response” available.

PZC reviewed 150 issues and changed plan in half.

PZC to review 30 more items, then deliberate overall.

Upcoming PZC deliberations are on May 1 and 8.

Chamber's Comments Received



Item List from *2040 LUP Comment/Issue Response Table* (April 10 draft).

Issue 1-a. Provide Enough Land Capacity for Housing, Commercial, and Industrial

Issue 1-l. Acquire Additional Land for Urban Development

Issue 2-h. Make More Efficient Use of Lands

Issue 7-a. Consolidate Industrial Lands

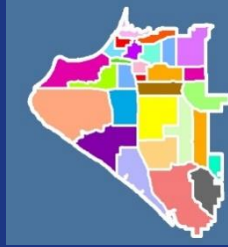
Issue 8-b. Need a Stronger Rezoning Implementation Strategy

Issue 8-i. Work with Utilities to Promote Development

Issue 8-u. Review the Municipal Design Criteria Manual (DCM)

Google "Anchorage 2040 Land Use Plan". Go to 2040 LUP documents. Scroll down.

2040 Growth Forecast

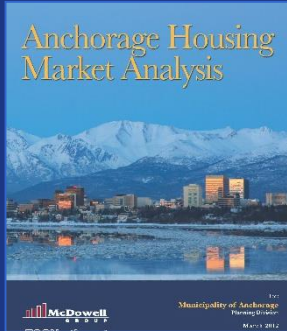


Low-to-Medium/High 'Range' Scenarios, 2015 - 2040

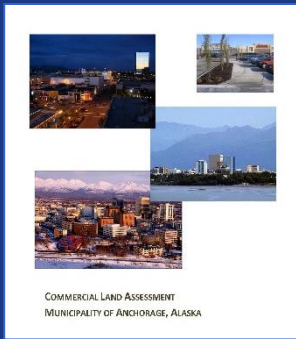
| | Low | Baseline | Medium/High |
|---------------------------|--------|----------|-------------|
| Population (Bowl) | 15,000 | 37,000 | 45,000 |
| Households (Bowl) | 9,000 | 18,000 | 21,000 |
| Employment (Municipality) | 15,000 | 35,000 | 44,000 |

Medium/High Scenario is a 0.9% avg. annual growth rate, 2015 – 2040.

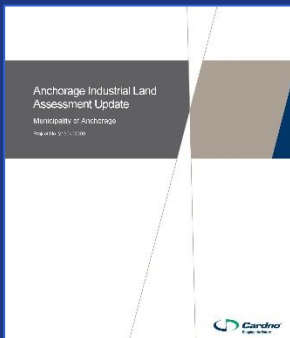
Forecast Land Needs



Housing Market Analysis - 2012



Commercial Lands Assessment - 2012



Industrial Lands Assessment - 2015

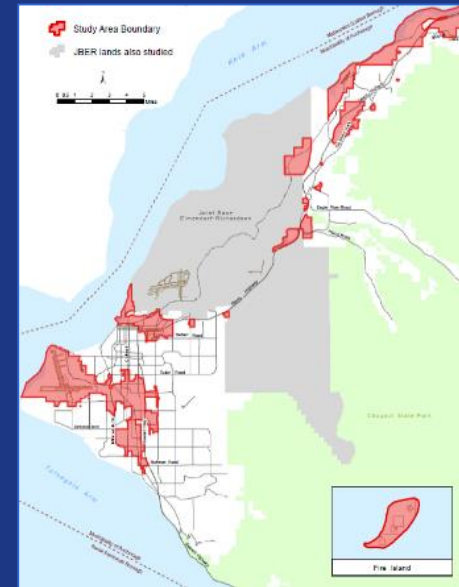
Findings

Residential
Land Deficit:
50% Deficiency

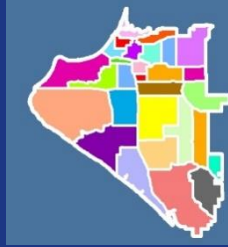
Industrial
Land Deficit:
25% - 50%

Commercial
Deficiencies in
- Midtown
- Dimond

Vacant Land Capacity



Space for Housing

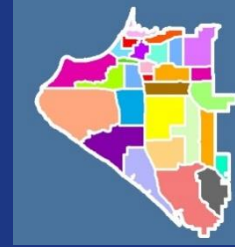


Public Hearing Draft 2040 LUP Housing Capacity, 2015-2040 (DRAFT)

| Structure Type | Buildable Land Capacity (Dwellings) | Projected Housing Demand | Sufficiency (capacity - demand) |
|-------------------------|-------------------------------------|--------------------------|---------------------------------|
| Large Lot Single Family | 1,676 | 840 | 836 |
| Single Family | 3,559 | 7,140 | (3,581) |
| “Compact” Single Family | 2,187 | 1,050 | 1137 |
| Two Family / Duplex | 2,741 | 3,780 | (1,039) |
| Townhouse | 2,158 | 1,680 | 478 |
| Multifamily / Other | 9,336 | 6,510 | 2,826 |
| Total | 21,657 | 21,000 | |

Draft 2040 LUP provided a slim surplus for housing overall, and a larger apartment space surplus. Need to find more space for compact single-family.

Space for Commercial/Industrial

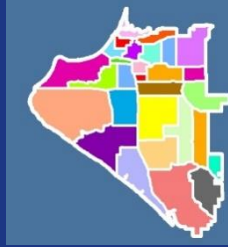


Draft 2040 LUP Net Acres of Buildable Land, 2015-2040 (DRAFT)

| Sector | Bowl Net Acres Buildable Land | MOA Land Demand (Historical Densities) | MOA Land Demand (Future Densities) |
|-------------------|-------------------------------|--|------------------------------------|
| Commercial | 920 (total) | 820 | ? |
| Commercial Vacant | 570 | | |
| Commercial Redev. | 350 | | |
| UMED PLI | 180 | | |
| Industrial | | | |
| Industrial Vacant | 250 | 680 | ? |
| Industrial Redev | 240 | | |
| Airport/RR Lands | 90 | | |

Draft 2040 LUP is closing in on its objective for sufficient commercial land. Commercial land adequacy will depend on compact redevelopment, at higher densities (ie., Bldg Floor-to-Land-Area-Ratio, or FAR) than historical averages.

Consolidate Industrial Lands

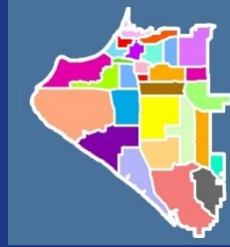


Draft 2040 LUP:

- Expands industrial zoning in northern Boniface
- Identifies opportunities for industrial use on Airport lands
- Reclassifies industrial zoned lands to commercial on N. and S. C Street
- Reclassifies industrial zoned lands to commercial mixed-use in 3 Town Centers
- Recommends stronger protection of more existing industrial use areas

2040 LUP industrial land adequacy will depend on protecting consolidated industrial zones, using available airport and railroad lands, and on Chugiak-Eagle River.

Acquisition of Additional Land



Draft 2040 LUP Net Acres of Buildable Land, 2015-2040 (*DRAFT*)

| Example Sites | Acres Buildable Land | Reclassification by 2040 LUP |
|-------------------|----------------------|------------------------------|
| 3500 Tudor (MOA) | 20 | From PLI to Mixed-use |
| State MHT TLO | 35 | From PLI to Mixed-use |
| South Park MHP | 4 | From housing to commercial |
| Airport /RR Lands | 90 | From facility to industrial |

Analysis indicates there is also a need to reserve some buildable land capacity for future public/institutional needs as the city grows.

New Policy: Work with MSB and State, Federal, military, and native corporation landowners to provide adequate room to grow.

Rezoning: Vision, Plan, and Action



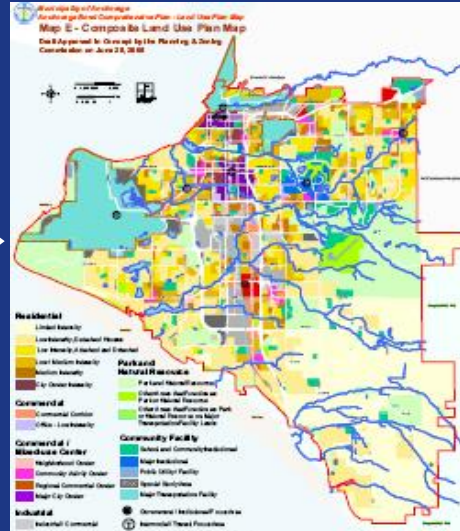
Comprehensive Plan

2020 Policy Map



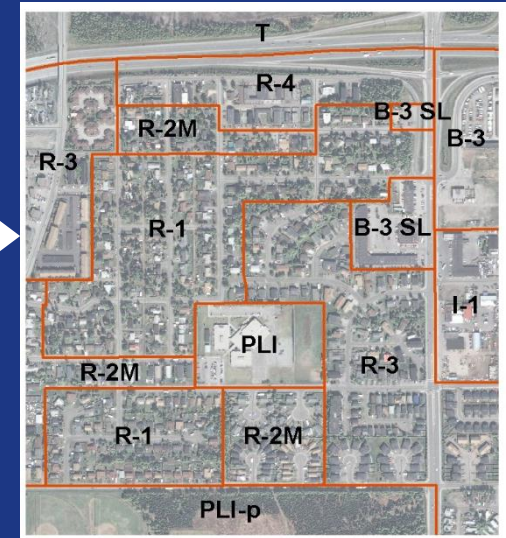
VISION that sets overall direction for growth.

Land Use Plan Map



BLUEPRINT to guide future use, intensity, and character of growth throughout town.

Zoning Map



ACTION that implements the Plan by regulating use.

Stronger Rezoning Strategy



Issue-Response: Triple the # of Targeted Area Rezonings. 22 Candidate Areas:

2040 LUP Issue-Response Item 8-b.: Targeted Area Rezoning (TAR) Candidate Working Prioritization List (DRAFT)

| LUP Action Number | Target Area Rezoning | Districts Rezoning Summary | Remove noncompliance with I-2 in commercial areas (3 pts) | Immediate Term Housing Development Opportunity (worth 2 pts) | Community and Owner Support / Acceptance (1 or 2 pts) | Industrial Lands Consolidation / Increase | Transfer of I-1 to I-2 to protect and grow industrial opportunities | Commercial/ mixed-use development; reduce nonconformities | Future Housing Development Potential | Protect public safety and \$ from hazards | Supports a Policy Area or RFA | Size / Difficulty | Total Points | Year |
|-------------------|----------------------------------|----------------------------------|---|--|---|---|---|---|--------------------------------------|---|-------------------------------|-------------------|--------------|------|
| 4-2 | Middle Spenard / Midtown | Rezones R-2M, R-4, B-3 to R-4A | 0 | 2 | 1 | 0 | 0 | 1 | 1 | 0 | 1 | 2 | 8 | 2017 |
| 9-2 | Abbott TC | Rezones I-2 and I-1 to B-3/CCO | 3 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 7 | - |
| 9-1 | South C Street | Rezones I-2 to B-3 and I-1 | 3 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 6 | - |
| new 3-7 | Northway TC | Rezones I-1 to B-3/CCO | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 5 | 2018 |
| new 3-7 | Huffman TC | Rezones I-1 and B-4 to B-3/CCO | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 4 | - |
| new 3-8 | E. Downtown / N. Fairview | Rezones RO and B-3 to DT-2 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 4 | - |
| new 9-7 | Industrial-Commercial A-TAR | Transfers between I-1, I-2, B-3 | 0 | 0 | 3 | 6 | 5 | 4 | 1 | 1 | 2 | 11 | 25 | 2019 |
| | <i>North Anchorage (Phase 1)</i> | | | | | | | | | | | | | |
| | Ship Creek Industrial | Rezones I-1 and B-3 to I-2 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 1 | 4 | - |
| | Boniface Industrial TAR | Rezones B-3 and R-4 to I-1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 2 | 3 | - |
| | Midtown C St. / Old Sew. | Rezones I-1 to B-3; B-3 to I-1 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 3 | - |
| | MT. View Drive | I-1 and R-4 to B-3/?; R-4 to R-3 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 2 | - |
| | <i>South Anchorage (Phase 2)</i> | | | | | | | | | | | | | |
| | Dimond Blvd. / King St. | Rezones I-1 to I-2 and B-3 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 2 | - |
| | Dimond Center South | Rezones I-1 to B-3 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 2 | - |
| | Dimond/Minnesota | R-2M to I-1 and R-3 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 3 | - |
| | Potter / C St. Industrial | Rezones I-1 to I-2 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 2 | - |
| | S. Old Seward Industrial | Rezones B-3 to I-1 and I-2 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 1 | 2 | - |
| | Cinnabar Industrial | Rezones I-1 to I-2 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 1 | - |
| | New Seward Industrial | Rezones B-3 to I-1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | - |
| new 6-6 | Transit Corridor A-TAR | Variety of transfers | 0 | 0 | 1 | 0 | 0 | 2 | 4 | 0 | 3 | 4 | 14 | 2020 |
| | Creekside TC / TSDC | I-1 and R to B-3/CCO and R-3A | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 1 | 4 | - |
| | Jewel Lake Road TSDC | R-1/R-5 to R-2M; R-2m to R-3 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 2 | 4 | - |
| | Lake Otis TSDC sites | generally upzones | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 3 | - |
| | Mental Health Trust TLO | PLI to R-4A | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 3 | - |
| 10-3 rev. | JBER APZ 1 | Rezones R-3 and -4 to R-2M | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | - |

| Tasks and Estimated Staff Time Needed to Carry out 1 TAR | Outreach to Owners | Prepare Rezone Application | Enter/ Route Case & Agency Review | Mail Notices Publish Ad | Field questions / community mtgs. | Staff Report | Rezoning Maps | PZC & Assembly Mtgs. | PACE / Zoning Map | TOTAL | FTE | Adj. FTE |
|--|--------------------|----------------------------|-----------------------------------|-------------------------|-----------------------------------|--------------|---------------|----------------------|-------------------|------------|--------------|-------------|
| Long Range Division | 48 | 8 | 4 | 0 | 34 | 36 | 0 | 12 | 4 | 146 | 0.073 | 0.1 |
| Current Planning Division | 2 | 4 | 12 | 12 | 12 | 4 | 0 | 4 | 4 | 54 | 0.027 | 0.05 |
| GIS | | | | | | | 12 | | 12 | 24 | 0.012 | 0.05 |
| TOTAL STAFF | | | | | | | | | | 224 | 0.112 | 0.15 |

Also: Reduce Barriers to Proposed Rezonings. Provide Applicant Assistance.



Transportation Investment

- The on going Spenard Transportation Corridor project this is an opportunity to improve an important live, work, play area and small business incubator and represents a generational multi-modal opportunity.

For more information contact: Thede Tobbish



Commercial and Main Street Corridors

- The plan recognizes that we have existing businesses along key corridors
 - Commercial with stand alone stores or multi-tenant strip malls
 - Intersections of arterials or collectors convenient for customers employees and
 - Not intended to be physically expanded at the expense of residential or Industrial designated areas.



Main Street Corridor

- These are designated when the businesses are providing for commercial area within a neighborhood. These can evolve as pedestrian oriented, transit served “main streets”. Spenard Road.

Next Actions Upon Adopting Plan



Issue-Response Item 8-a. Work Flow Summary of Near Term Actions (DRAFT)

1. Reinvestment Focus Areas (RFAs)
2. Midtown Targeted Area Rezoning
3. I-2 to B-3/I-1 Targeted Area Rezoning
4. Housing + Mixed-use Code Changes
5. Reinvestment Incentives
6. Updating Downtown Dev. Code
7. Infrastructure Actions

| | 2017 | 2018 | 2019 | 2020 |
|--|------------------------------|----------------------------------|--------------------|------------------------------|
| | "Now" Actions | 1-3 Year Actions | | |
| 1. Reinvestment Focus Areas (RFAs) | 2-2, 4-2, 9-2, 9-3 | 2-3, 3-8 | 3-7, 2-9 | 9-7, 8-6, 10-3 |
| 2. Midtown Targeted Area Rezoning | 4-3, new 4-1, old 4-1 | 4-8, 4-6, 4-4, 4-5, 4-7 | | |
| 3. I-2 to B-3/I-1 Targeted Area Rezoning | 2-6, 3-1, 3-2, 3-3 | 7-1, 9-1, 10-1 | 7-4, 9-5, 2-7 | 10-2, 10-3, new 3-6, new TDR |
| 4. Housing + Mixed-use Code Changes | 2-4 | 2-1, 2-10, 7-3, 2-5, 5-2, 2-8 | 3-4 | new 6-5 |
| 5. Reinvestment Incentives | 8-3, 8-5, 5-1, 5-4, 1-1, 6-2 | 8-4, 5-5, 1-2, new 1-3, 8-1, 6-3 | 5-6, 5-3, 6-1, 9-6 | 2-8, 1-4, 8-2, 6-6 |
| 6. Updating Downtown Dev. Code | | | | |
| 7. Infrastructure Actions | | | | |
| | = Planning Department | = AMATS | = Other Department | |