

# South Addition Neighborhood Plan: 2024

## Community Comments Update Draft March 2024

Prepared for publication on SACC website as an update to the final draft published on January 11, 2024.

This update of the Final Draft of the NP will be considered for adoption on March 28, 2024 South Addition Community Council general meeting. This draft supersedes the previous version.

This update incorporates community comments received following the NP workshop in November 2023 and the discussion topics and input from the ad hoc committee presented during the March 7, 2024 work session.

*(The plan is in final Draft form with additional formatting and inclusion of figures/photographs and sections of the hazard mitigation information to be provided by MOA Long Range Planning prior to distribution for the public review process by the municipal Planning and Zoning Commission.*

*The update includes an additional section regarding the community council context and process in Chapter 1 and minor modifications in the implementation tables in Chapter 5.*

*All the changes from the previous draft are in blue underlined type with the previous version of the text in [Parenthesis.] with strikethrough also in blue type.*

# Background

## Acknowledgements

[Will be included for the P&ZC public review draft](#)

## Notes on Community Involvement

[The South Addition Neighborhood Plan Committee and engaged community members recognize the paramount importance of active public participation to create a neighborhood plan that reflects the collective vision of the residents of South Addition and shapes the future of our neighborhood.](#)

[The most direct avenue for participation in local government is through the community council system, that was set up by the municipal charter in section 8.01 with the purpose “to afford citizens an opportunity for maximum community involvement and self-determination.”](#)

[The municipal charter grants the power of establishing community councils to the Assembly, and also requires the Assembly to establish the rules and procedures by which the community councils negotiate with local government. These are found in chapter 2.40 of the municipal legislative branch title \(Municipal Title 2.\)](#)

[The South Addition Neighborhood Plan was initiated as a community council-based process with broad participation of our neighbors through several years. It is a testament to the value of direct involvement in local affairs.](#)

[The Neighborhood Plan process does not end with the adoption of the Final Draft at the community council level. The plan will become an official element of the municipal comprehensive plan and become a binding planning document only after adoption by the Assembly. The process for assembly adoption is defined in the land use code \(Municipal Title 21\) section 21.03.130. Continued engagement of community members is very important to successfully conclude the South Addition neighborhood planning process. The Neighborhood Plan committee thanks all involved and encourages continued active participation.](#)

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## South Addition Neighborhood Plan Resolution

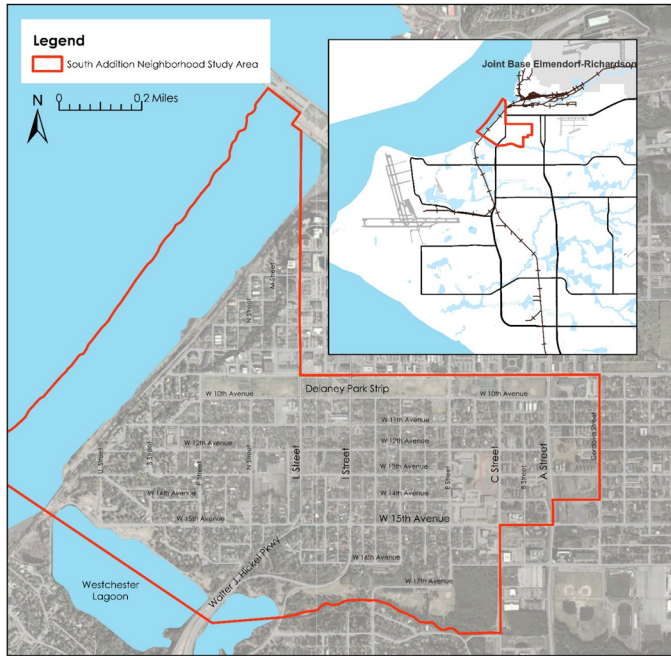
Resolution 23 – xx introduced on December 14, 2023 [to be adopted on March 28, 2024](#)

## South Addition Neighborhood Planning Area

## Study Area Boundary

South Addition neighborhood is south and west of downtown Anchorage. The neighborhood is bounded by 9th Avenue to Cordova Street on the north, Chester Creek trail on the south and as far west as the Cook Inlet and Bootleggers Cove, creating an “L” shaped of the neighborhood boundary (See Figure 1).

Figure 1: South Addition Neighborhood Study Area



# Chapter Overview

The South Addition Neighborhood Plan is organized into 5 chapters:

**Chapter 1: Neighborhood Planning Process**

A summary of the planning process that drove development of the South Addition Neighborhood Plan.

**Chapter 2: Neighborhood History**

A brief history of the South Addition neighborhood.

**Chapter 3: South Addition Today**

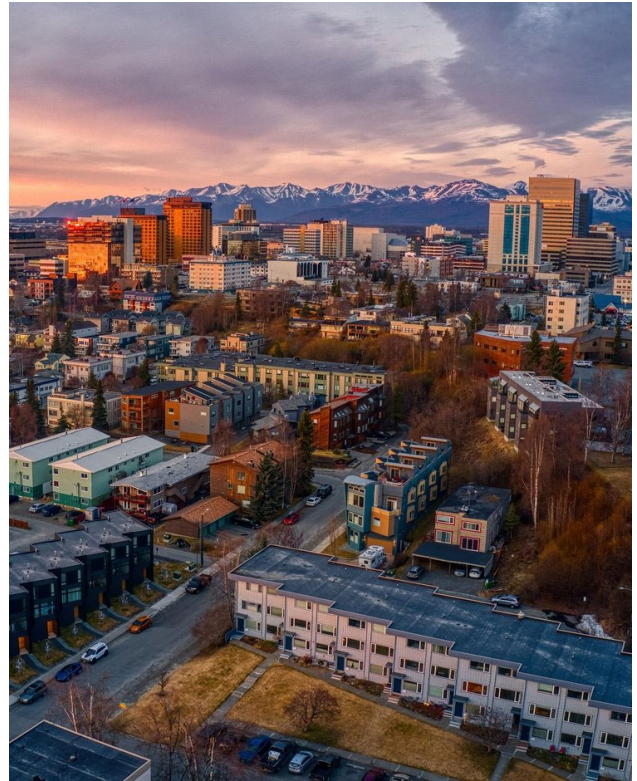
An overview of the demographic and physical characteristics of South Addition today.

**Chapter 4: Plan Framework**

An overview of the community’s vision, goals, and policy direction for the future development of South Addition.

**Chapter 5: Plan Implementation**

An implementation framework and plan for acting on the goals identified in Chapter 4.



# Executive Summary

The following is a summary of key components of the South Addition Neighborhood Plan.

## Vision

The friendly and livable South Addition neighborhood welcomes all. South Addition’s sense of place, established with development scale and physical character in the 1940’s, remains cherished. Successive generations of residents build on this foundation, bringing fresh energy and ideas. Vibrant new development coexists with established patterns to build a community where all neighbors thrive for generations to come.

## Values

To help achieve their vision, neighborhood residents have identified these value statements.

### *Neighborliness and Engagement*

We value living in a neighborhood where everyone feels welcome and supported by their neighbors. We recognize that listening and partnering as neighbors creates a strong community.

### *People-Centric Transportation and Infrastructure*

We value the sense of safety, connectedness, and peace of mind that comes from living in a neighborhood with well-designed and maintained streets, sidewalks, trails, parks, and public spaces.

### *New Development and Housing*

We value the ever-evolving characteristics of the neighborhood. South Addition has always been a special place within unceded Dena’ina land. Development in South Addition reflects over 100 years of co-creation among trailblazers, entrepreneurs, residents, developers, and policymakers. The community recognizes that additional development, particularly housing, is essential for the health of our dynamic city. Opportunities for continued investments in both affordable and market-rate housing abound in South Addition. Our community welcomes all who want to partner to implement this plan.

### *Neighborhood Design*

We value the historic character of the South Addition neighborhood that includes contemporary, compatible residential and commercial development.

## Goals

The goals of the South Addition Neighborhood Plan include the following:

**Growth and Design:** Guide development in the South Addition to maintain and enhance the character of the neighborhood.

**Access and Mobility:** Ensure safe, convenient, and easy to use streets, pathways, bike lanes and transit options.

**Parks, Natural Spaces and Sustainable Systems:** Invest in a sustainable neighborhood and ensure easy access to parks and natural spaces.

**Neighborhood Cohesion and Placemaking:** Create a vibrant community that promotes neighbor-to-neighbor connections. Work together to address neighborhood challenges.

**Neighborhood Safety, Resiliency, and Hazard Mitigation:** Minimize vulnerabilities in South Addition to neighborhood hazards and other hazards that could endanger public health and safety and economic vitality.

## Top Priority Implementation Items

The following projects/implementation items received the greatest support at the South Addition Neighborhood Plan Workshop, which brought community members together to review elements of the plan.

*(Note: Feasibility of each item below may be addressed during the formal neighborhood plan process during the Planning and Zoning Commission and Municipal Assembly public processes)*

### **Goal 1: Growth and Design**

- Utilize the historic function of alleys as a service space, including for utilities, refuse removal, and parking, to preserve street frontages and neighborhood character. *(Collaborative Project)*

### **Goal 2: Transportation & Mobility**

- Work with the Municipality and Alaska Department of Transportation to improve non-motorized and pedestrian access at 9th Avenue to the Coastal Trail and its key downtown destinations. *(Collaborative Project)*
- Implement traffic calming measures on arterial streets, such as building wider sidewalks, bulb outs, median plantings, chicanes, and other strategies whenever possible. *(Municipality-Led Project)*
- Complete the sidewalk network throughout the neighborhood with a particular focus on finishing the following areas: 9th Ave from P Street to Stolt Lane, I Street from 15th to Fireweed, E Street from 16th to Chester Creek, A Street from 15th to Fireweed, B Street from 12th to 15<sup>th</sup>. *(Municipality-Led Project)*

### **Goal 3: Parks, Natural Spaces, Sustainable Systems**

- Create and implement a Delaney Park Master Plan that includes a future vision for the Park Strip as a community and regional open space asset. *(Municipality-Led Project)*
- Host an annual neighborhood clean-up day, sustainability workshops and sustainable landscaping classes. *(Neighborhood Project)*

### **Goal 4: Neighborhood Cohesion**

- Where appropriate install additional benches, lighting, and trash receptacles to make public space more accommodating and usable. Identify recommendations for trash receptacles, such as along trails, at schools, and at Municipal parks. Add branding elements to these public amenities. *(Municipality-Led)*
- Create a communications plan and a neighborhood calendar of events for South Addition to inform and engage neighbors about events and neighborhood issues. *(Neighborhood-Led)*

### **Goal 5: Safety, Resilience, Hazard Mitigation**

- Educate and inform South Addition residents about emergency preparedness related to earthquakes, wildfires, floods and other disasters as outlined in the MOA All Hazard Mitigation Plan. *(Neighborhood Project)*

# Chapter I: Neighborhood Planning Process

## Introduction

The South Addition Neighborhood Plan is a product of the South Addition Community Council, South Addition residents, and property and business owners coming together to develop the best possibilities for the neighborhood's future. The South Addition Neighborhood Plan is adopted as a supplement to the Municipality of Anchorage's 2040 Land Use Plan, extending the goals and policies of this overarching plan.

The process to develop a neighborhood plan in South Addition began in 2015 and involved a series of meetings from 2016-2019. The latest push to develop and share a neighborhood plan began again in earnest in early 2023.

## Goals

The South Addition Neighborhood Plan provides a more detailed vision for the neighborhood and is intended to serve as a tool for future decision-making in the community.

The goals of this plan include the following:

**Growth and Design:** Guide development in the South Addition to maintain and enhance the character of the neighborhood.

**Access and Mobility:** Ensure safe, convenient, and easy to use streets, pathways, bike lanes and transit options.

**Parks, Natural Spaces and Sustainable Systems:** Invest in a sustainable neighborhood and ensure easy access to parks and natural spaces.

**Neighborhood Cohesion and Placemaking:** Create a vibrant community that promotes neighbor-to-neighbor connections. Work together to address neighborhood challenges.

**Neighborhood Safety, Resiliency, and Hazard Mitigation:** Minimize vulnerabilities in South Addition to neighborhood hazards and other hazards that could endanger public health and safety and economic vitality.

## What is a neighborhood plan?

A neighborhood plan is a statement of what the neighborhood wants to achieve and become, as well as a roadmap to reach these destinations.

## Why is it important?

Neighborhood planning is an important venue for citizens' voices to be heard and incorporated in the roles of larger plans.

## Plan Process

### 2016-2020

The South Addition Community Council worked closely with the Municipality of Anchorage to develop a draft neighborhood plan. The South Addition Community Council led several outreach efforts through the course of developing the initial draft during a four-year period.

The South Addition Community Council had its first neighborhood plan kick-off workshop on September 22, 2016 at Inlet View Elementary School. At this workshop, participants developed a list of Values and Challenges identified for the neighborhood. The South Addition Community Council held its second plan workshop on November 12, 2016. At this second workshop, participants identified Issues, Goals, Objectives, and Strategies and for five key areas: Neighborhood Character, Housing Development, Traffic and Noise, Public Safety, Walkability. Working groups then met several times through the course of Fall 2016 to Spring 2017 to discuss in greater detail the Issues, Goals, Objectives, and Strategies and developed working group reports for each key area. The South Addition Community Council Planning Committee compiled the results of the working groups and developed the South Addition Neighborhood Plan Goals and Implementation Matrix.

In Winter 2019, the South Addition Community Council conducted an existing conditions analysis, reviewed previous plans, and compiled all relevant information into a single document that became the draft plan. The spring 2020 South Addition Community Council meeting offered an opportunity for the public to discuss the revised plan, though the arrival of the COVID-19 pandemic stunted further progress.

### 2022-2023

The latest push to develop and share a neighborhood plan began again in earnest in early 2023. This phase of development involved the South Addition Community Council Executive Committee, Municipality of Anchorage Long-Range Planning, and Agnew::Beck Consulting, along with community input. On November 16, 2023, a Neighborhood Plan Workshop brought residents together to review draft components of the plan and provide feedback. The resolution for adoption was introduced on December 14, 2023.



### 2024

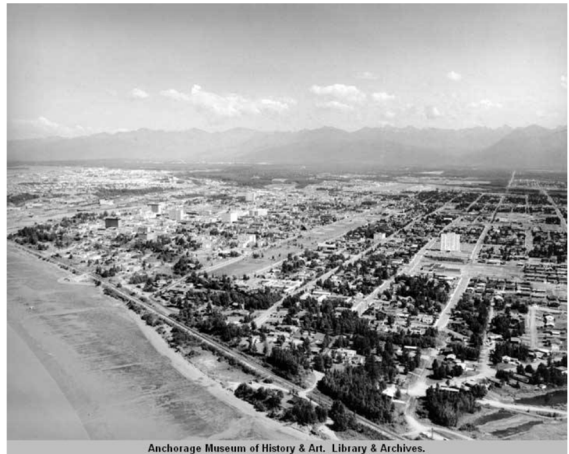
[The South Addition Community Council Neighborhood Plan Committee continued the work of coordinating community input, incorporating comments and prepared the final update for adoption on March 28, 2024.](#)



## Chapter 2: Neighborhood History

Indigenous people have traveled around Cook Inlet and Southcentral Alaska for thousands of years. The Dena'ina people used the area that is presently known today as Anchorage for their camps to hunt and fish. In 1911 the first pioneers arrived in Anchorage<sup>1</sup>. In 1914 the United States Congress enacted the Alaska Railroad Act which led to the rapid development of Anchorage. The Alaska Railroad Corporation was created near Ship Creek.

South Addition neighborhood was built on historic platting that has shaped how the homes have been built over the decades.



1. **The Original Townsite Plat** – This is the northwest corner of South Addition Community Council, known as Elderberry Triangle or Bootlegger's Cove. This area was platted in May 1915.

2. **South Addition Plat** – This was the first expansion of the original townsite and platted in August 1915 into 49 blocks, bounded by 9th Avenue, C Street, Chester Creek and the Cook Inlet. These blocks were created in larger sizes into 5 to 8.3-acre parcels so that agriculture development could occur in the outskirts of Anchorage, a small railroad town at the time.

3. **Third Addition Plat** – Platted on August 1916. This area encompasses the area east of the South Addition area and also continued Third Addition's use of large lots.

The majority of the large lots in South and Third Addition were used as homesteads, dairies, and fur farms. Wood frames and log homes were scattered throughout the neighborhood. The area retained its rural agricultural appearance until the late 1930s when World War II was a period of major physical growth in the South Addition neighborhood and more people migrated to Alaska to support the war effort. The increase in population subsequently created a housing shortage. The original lot sizes meant for agricultural development were eventually re-platted to accommodate more residential development.

New streets cut the large agricultural blocks to mimic the grid of the original plat. Development was also concentrated primarily closest to the Delaney Park Strip. Military construction of Elmendorf Field and Fort Richardson exacerbated the need for additional housing. Prefabricated housing kits became a popular solution to the wartime and post-war housing crisis. These traditional homes can be seen today. A cooperative of servicemen and their families built the 32 Minimal Traditional style homes in Third Addition in summer 1940. This portion of 11th Avenue earned the nickname "Pilot's Row" because many Alaskan pioneer pilots (Bob Reeves, Ray Peterson, Oscar Underhill, and Don Bedford) lived on 11th and Barrow Streets in the 1940s and 1950s.

Many municipal service and improvement projects occurred after World War II which also helped shape South Addition. The Delaney Park Strip was developed as a formal recreational park space by the Parks and

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<sup>1</sup> Source: <https://www.alaskahistory.org/anchorage-timeline/>.

Recreation Department in the 1950s. South Addition had land available for more schools to accommodate the dramatic increase in enrollment. Between 1947 and 1957, three elementary schools were built in South Addition. On Good Friday of 1964, disaster struck Anchorage with 8.8 magnitude earthquake. Concurrently, the discovery of oil in Prudhoe Bay, Alaska in 1968 would shape Alaska's economy and the environment of Anchorage, the state's largest city, especially the development of the Trans-Alaska Pipeline in 1974-1977. In 1975, the City of Anchorage and borough unified to become the Municipality of Anchorage. The unification would help streamline revenue from oil into many community infrastructure improvement projects, including what is known today as Westchester Lagoon. Chester Creek formed the southern boundary of South Addition which had a large tidal estuary at the mouth of the creek. Residents expressed interest in creating a lagoon out of the creek and the earthquake reconstruction provided the unique opportunity. In 1970, a tidal gate was constructed and created Westchester Lagoon which would be developed with greenway trails and become a popular tourist and local destination for year-round activities. Today, South Addition continues to grow and be a desirable place to live in, with a neighborhood character that is continually defined and shaped by its history.

# Chapter 3: South Addition Neighborhood Today

This section describes the physical characteristics as well as the characteristics of the people living within the South Addition Community Council (SACC) area.

## Neighborhood Characteristics

### Physical Neighborhood Characteristics

As one of the four original neighborhoods, South Addition is defined by its historical past. The neighborhood is designed with a traditional grid pattern of streets, separated by alleys, with smaller block sizing and sidewalks separating them from the streets. The small-scale block size enhances walkability within the neighborhood and creates a network of streets that accommodate cars, bicyclists, and pedestrians alike. The alleys provide access to garages and other parking spaces, reducing the need for sidewalk curb cuts. Residential buildings reflect the history of Anchorage's growth as it moved from the original tent city: log cabins, Craftsman-Style, Cape Cod Revival, Tudor Revival, low-rise cottages, government-built CAA/FAA duplexes, WWII-era kit ranch houses, Mid-century Modern, and more modern home designs. Walkability is one of the defining characteristics that sets South Addition apart from most of the neighborhoods in the Anchorage Bowl.

Figure 2: Identified Neighborhood Zones in South Addition



## **Bootlegger’s Cove**

*(Note: Representative photographs of each listed neighborhood area are to be included for each heading.)*

Bootlegger’s Cove is located in the northwest corner of South Addition, north and east of Delaney Park Strip. This area is sometimes known as the “Elderberry Triangle” and is closest to Anchorage’s downtown amenities. Much of the eastern border of Bootlegger’s Cove is commercial. Views of Cook Inlet, Mt. Susitna and Denali are prized in this neighborhood. Another resource is the Tony Knowles Coastal Trail (Coastal Trail) on the western boundary of the neighborhood, accessed at Elderberry Park. Housing is dense here and includes many condominium developments and apartment buildings. As it continues to be developed for density, there are fewer one- and two-story single-family houses and duplexes.

## **South Addition**

South Addition Neighborhood comprises the original South Addition plat area, bordered by the western portion of Delaney Park Strip at 9<sup>th</sup> Avenue and stretching west to S Street, wrapping around the bluff above Inlet View neighborhood and heading west at L Street to the bluff above Chester Creek neighborhood. Small one- and two-story houses and duplexes are typically set on small lots with large setbacks all around. The average setback is 15 to 25 feet from the sidewalk. Most of the lots are zoned as R-2 and R2-M, with front windows and entryways facing the street. Lawns with mature trees, shrubs and flowers add to the charm of the neighborhood. Inlet Tower Hotel and its adjoining restaurant, Park Place Condominiums, Fairweather Condominiums, Hohn Apartments, and the Anchorage Pioneers Home encompass most of the larger unit developments found here. A few small commercial properties also exist in this area, including 10th and M Seafoods and the New Sagaya City Market. Chugach Optional Elementary School and Central Middle School are on the eastern border of this neighborhood.

## **Third Addition**

Third Addition boundaries are C Street to Cordova Street and the eastern portion of the Delaney Park Strip to 15th Avenue. Land use varies within the Third Addition from residential houses on small lots to a few medium and larger-scale developments such as the Alaskan Apartments, Cook Inlet Townhomes, and City View Apartments. Like the South Addition Neighborhood, Third Addition has smaller one- and two-story homes and duplexes with large setbacks, front entryways and windows facing the street, and mature trees and other plantings. A proposed development for a second City View apartments on Cordova Street and 13th is currently being reviewed by the Municipality of Anchorage. It’s noted for the historical Pilot’s Row on East 11th Avenue between A and Cordova Streets. The Anchorage Farmer’s Market is hosted every summer at the Central Lutheran Church on 15th Avenue and Cordova Street. A small commercial center exists on the corner of 15th Street and C Street. Denali Montessori Elementary School is located in Third Addition.

## **Inlet View**

The Inlet View neighborhood is the southwest corner of the South Addition Community Council neighborhood, from 12th Avenue south to Westchester Lagoon and the west side of L Street to the Coastal Trail and Cook Inlet. Inlet View is largely residential and primarily consists of single- and two- family houses with the attributes South Addition is known for – large setbacks, landscaped front yards, and windows and entrances facing the street. The Lanie Fleischer Chester Creek Trail (Chester Creek Trail) meets the Coastal Trail at 15th Avenue and U Street. There is a prominent condominium development across from the Lagoon. Inlet View Elementary School is within this neighborhood.

## **Chester Creek**

Chester Creek encompasses the southern portion of the South Addition Community Council boundary. This is primarily below the southern bluff of South Addition and at 17th Avenue to the Community Council's southern border at Chester Creek. The Chester Creek neighborhood consists of single- and multi-family houses and is largely zoned for R2M. Valley of the Moon Park has many park amenities including playground equipment, a covered picnic area, a dog park and is bordered by Chester Creek Trail.

## **Zoning and Land Use**

South Addition's proximity to Anchorage's city center and its historical and architectural charm and amenities have contributed to South Addition being one of the most desirable neighborhoods in Anchorage. Because of this and an increased demand for housing, more new development and redevelopment have occurred in recent years. Ensuring that new construction and transitional areas are in character with existing houses can help reduce conflicts on design.

The Anchorage 2040 Land Use Plan, adopted by the Anchorage Assembly on September 26, 2017, identifies South Addition as a prime area for development. Included in the Plan is a set of guiding principles to facilitate new development within established traditional neighborhoods. The Shared Infill Design Principles would ensure that new infill development, regardless of the architectural style, is compatible with more historic and established neighborhoods such as South Addition. They are introduced in the Plan by this statement: "Importance of Urban Design. As Anchorage evolves, thoughtful urban design can help protect and enhance the characteristics of its neighborhoods and districts that make it appealing to residents, workers, and visitors alike. In a flourishing city, design can help seamlessly integrate the new with the old."

Figure 3. Current Land Use in South Addition

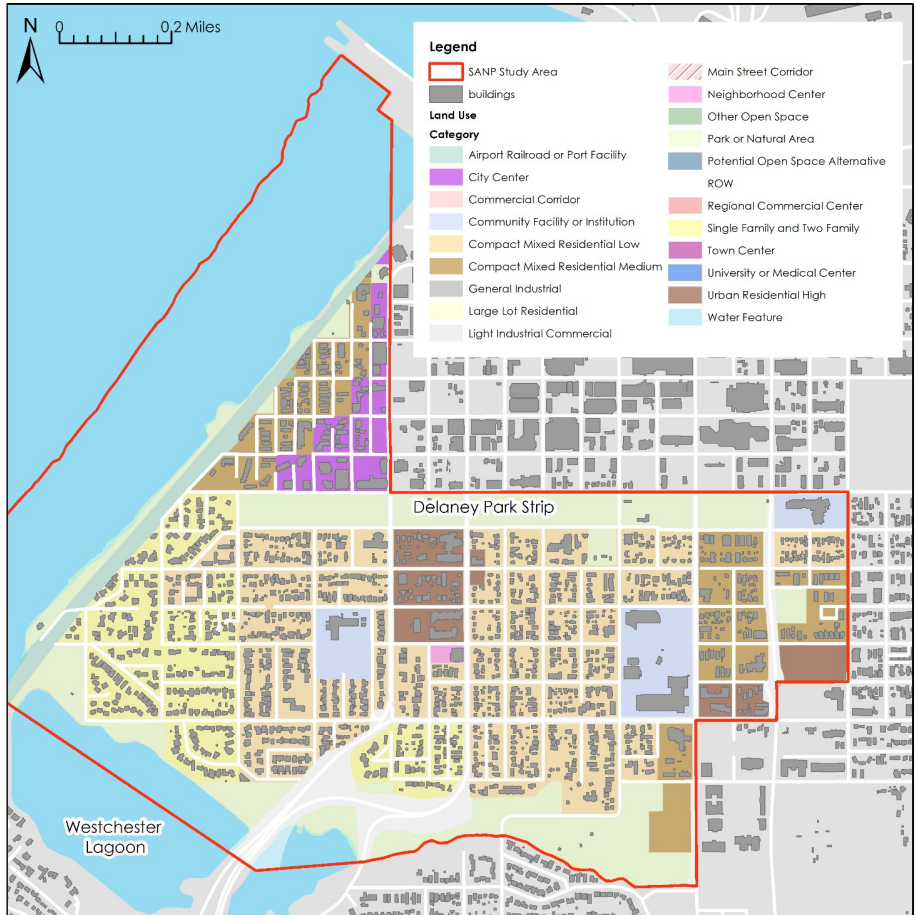


Figure 4. Zoning in South Addition

## Anchorage 2040 Land Use Plan Identified Shared Infill Design Principles

### ***Infill Design Principles for mixed-use centers and corridors:***

- A mix of uses sharing the same public streets, sidewalks, and pedestrian spaces.
- Active uses, such as retail shops and restaurants, at the ground level to provide pedestrian interest, especially at key intersections and street segments.
- Parking located beside or behind buildings in urban settings.
- Shared parking solutions among neighboring uses. Surface parking layout plans that address the possibility of transitioning to a higher- intensity use.

### ***Infill Design Principles to enhance connections and pedestrian access:***

- A connected grid of streets and pathways.
- “Complete Streets” that accommodate bicycles and pedestrians.
- Sidewalks and trails that are safe, comfortable, and attractive in all seasons.
- Building orientation and scale that frames a welcoming walking environment.
- Windows and entrances of active uses, such as stores, offices, or living spaces, address the street and public realm.
- Parking located behind building frontages, with fewer driveway curb cuts across sidewalks.

### ***Infill Design Principles for relationship to surrounding neighborhoods:***

- New developments that provide a transition to existing smaller-scale, lower-density neighborhoods.
- Incorporation of lower-intensity housing types or buildings along a shared street frontage.
- Infill and redevelopment that is compatible with height, scale, and massing of adjacent homes and the overall character of the street frontage.
- Protecting front-, side-, and rear-yard setbacks to provide open space, play space, landscaping, and sunlight access

Some newer construction and redevelopments have caused conflicts between neighbors and developers. Other new buildings in the neighborhood have been well-suited with the surrounding area. Developments conducive to these Infill Design Principles prioritize using the alley behind the house for the garage and vehicle access, and include windows and landscaping in the front, facilitating active engagement with the street. Maintaining scale through building height is also viewed as important, as is preserving flat and level sidewalks to maintain walkability of the neighborhood.

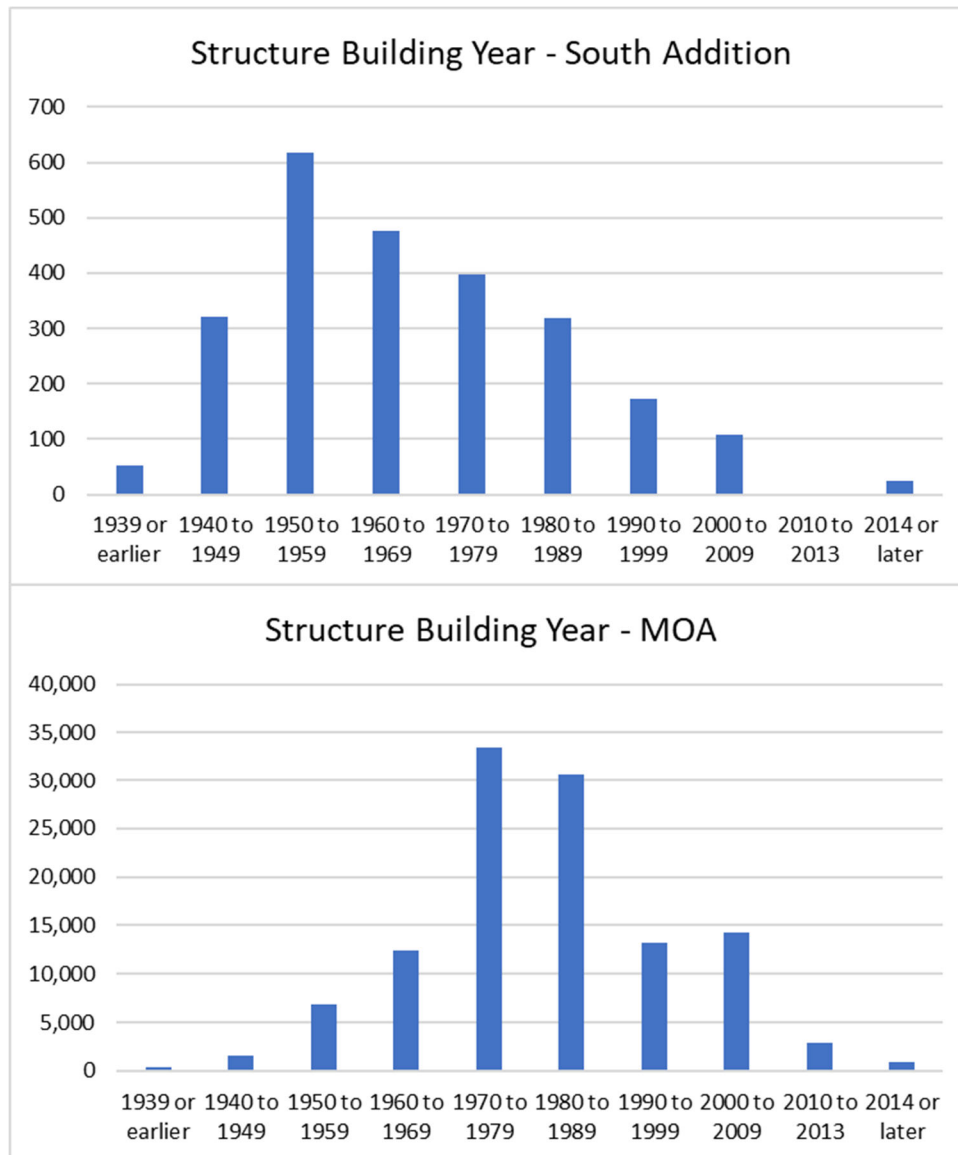
One example of a recent development that was well received by South Addition neighbors can be seen below. This multi-family building is located within the Bootleggers Cove neighborhood and matches the height, scale, and massing of other adjacent buildings which are also multi-family residences. The building orientation, with its large windows facing the street, provides a welcoming walking environment.





Figures 5-6 provide a breakdown of residential construction, comparing South Addition to the rest of the Municipality. With most building structures built prior to the 1980s in South Addition, there has been a trend of lots being remodeled to accommodate larger buildings.

Figures 5-6: Structures by Year, South Addition and Municipality



Source: ACS 2021 5-Year B25043

As the second chart shows, new housing development peaked in the 1970s and 1980s in Anchorage, when close to 70,000 new units were built. New housing development has generally declined since then, except for a slight increase in the 2000s relative to the 1990s.

New housing development in South Addition peaked a few decades earlier, in the 1950s, when over 600 units were built, and has since steadily declined. One recent trend of note is that, unlike the Municipality as a whole which saw a decrease in development after 2014, South Addition has seen more homes built after 2014 than in the three years prior.

## Utilities

The Chugach Electric Association, a corporate cooperative, acquired the Municipal Light and Power (ML&P) in 2020. In 1960, ML&P began to place new distribution lines underground. Today, a majority of the distribution system is underground. However, because many of the buildings in the SACC area were built prior to the undergrounding process, utilities remain above ground. Based on the 2019 ML&P's 5-year plan for 2019-2023 [expected to be honored by CEA?] there are goals of undergrounding some of the above-ground utility lines in South Addition. In 2018, ML&P completed the removal of overhead electric lines between 5th Avenue and 8th Avenue and between P Street and L Street. Some overhead distribution lines may never be buried due to conditions such as safety, soil conditions, and/or steep terrain.



M/N Street Alleys between 7th Avenue and 8th Avenue in Bootlegger's Cove. Poles were left up so communication lines and street lights could remain overhead. Source: ML&P 2019-2023 5 Year Plan.

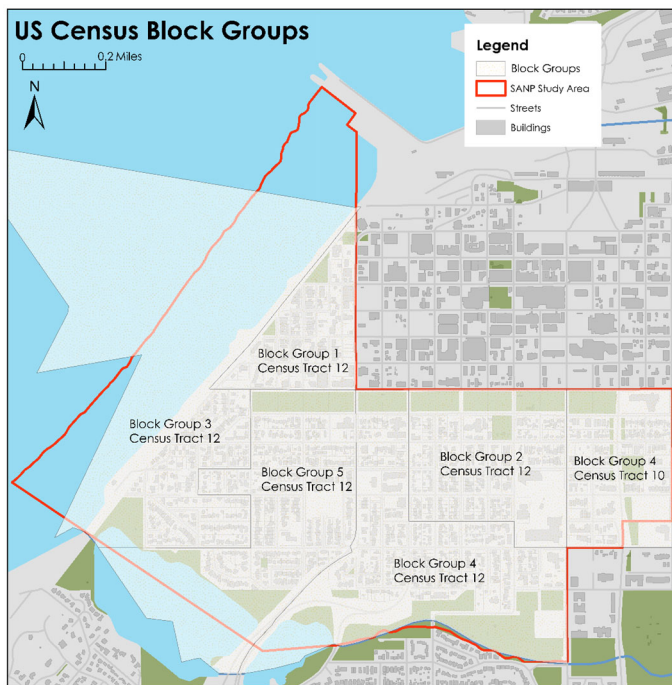
ML&P had previously identified these projects within the SACC for utility line underground overhead conductors at the following locations<sup>2</sup>: along P Street, R Street, David Place, and W. 9th Avenue; near the intersection of 10th Avenue and E Street, and along Inlet Place from W. 15th Avenue to W. 12th Avenue. This project will be constructed in coordination with the an AWWU water rehabilitation project.

<sup>2</sup> ML&P Final 2019-2023 5 Year Plan. (<https://www.mlandp.com/Portals/0/pdf/Final2019-20235-yearplan.pdf>)

## Demographics

The US Census Bureau has many measures of determining population and population change in areas including the U.S. Census and the American Community Survey (ACS). ACS takes a population sample to determine incremental changes between Decennial census counts. Population in neighborhoods can be determined using census tracts, census blocks, and census block groups. The census block is the smallest geographic unit for which the U.S. Census Bureau tabulates 100 percent data. It is the smallest subdivision of a census tract. A census block group is a cluster of census blocks within a census tract (or group of blocks). South Addition population demographics will be primarily analyzed at the 2021 census block group level using ACS data. In total, there are six block groups that make up the neighborhood. Figure 7 indicates where the block groups are located.

Figure 7: U.S. Census Block Groups in South Addition



According to the 2021 ACS data, South Addition's most recent population estimate is 4,630. South Addition, generally speaking, is less diverse than the population found in the Anchorage Bowl. South Addition block groups have a lower percentage of racial and ethnic minority individuals (ranging from 6% to 20.6%) compared to the Anchorage Bowl (49.2%), except for Block Group 2 (55.4%) and Block Group 4 (49.9%) of Census Tract 12. Table 1 provides a specific breakdown by Census Block Group.

Table 1. Race Distribution by Census Block Group for the Municipality of Anchorage and South Addition Neighborhood

Race Distribution by Census Block Group								
Geography	White	Black	American Indian or Alaska Native	Asian	Native Hawaiian and Other Pacific Islander	Other	Two Or More Races	Hispanic or Latino
<b>Municipality of Anchorage</b>	60.3%	5.4%	7.2%	9.7%	2.9%	2.7%	11.8%	9.5%
<b>Block Group 4 Census Tract 10</b>	50.1%	0%	31.4%	13.4%	0%	0%	5.1%	0%
<b>Block Group 1 Census Tract 12</b>	81.3%	0%	5.9%	12.7%	0%	0%	0%	1.9%
<b>Block Group 2 Census Tract 12</b>	61.7%	0%	1.3%	11.3%	0%	14.3%	11.5%	17.1%
<b>Block Group 3 Census Tract 12</b>	90.1%	0%	0.4%	5.8%	0%	0%	3.6%	3.5%
<b>Block Group 4 Census Tract 12</b>	85.2%	0.6%	1.1%	9.1%	0%	1.1%	3.0%	2.0%
<b>Block Group 5 Census Tract 12</b>	94.8%	0%	1.0%	1.9%	0%	0%	2.2%	1.0%
Source: 2017-2021 ACS 5-Year Estimates, Table B03002.								

The average household income in the Municipality of Anchorage is nearly \$89,000. Household income is higher in South Addition, especially in Block Groups 2, 3, 4, and 5 of Census Tract 12. This consists of most of the original South Addition, Chester Creek, and Inlet View neighborhood subareas. However, Block Group 1 in Census Tract 12 has lower average household income and Block Group 4, Census Tract 10 is not available at this time (Table 2).

Table 2. Estimated Median Household Income in the past 12 months by Census Block Group for the Municipality of Anchorage and South Addition Neighborhood

Estimate Median Household Income in the past 12 months (in 2017 inflation-adjusted dollars)	
Geography	Income
Municipality of Anchorage	\$88,871
Block Group 4 Census Tract 10	-
Block Group 1 Census Tract 12	\$75,556
Block Group 2 Census Tract 12	\$165,125
Block Group 3 Census Tract 12	\$148,125

<b>Block Group 4 Census Tract 12</b>	<b>\$127,109</b>
<b>Block Group 5 Census Tract 12</b>	<b>\$181,538</b>
Source: 2017-2021 ACS 5-Year Estimates, Table B19013.	

In the Municipality of Anchorage, there are approximately 63% owner-occupied housing and 37% renter-occupied housing. There are larger proportions of renter-occupied housing units in Block Group 4, Census Tract 10, and Block Groups 1, 2 and 4 of Census Tract 12. The large tracts of renter-occupied housing are primarily attributed to multi-family homes and apartments such as City View, Inlet Tower, and Park Place found in these parts of the neighborhood. In comparison, there are more owner-occupied homes found in Block Groups 3 and 5 of Census Tract 12. Table 3 provides a breakdown of the total population in occupied housing units.

Table 3. Total Population in Occupied Housing Units, by Census Block Group for the Municipality of Anchorage and South Addition Neighborhood

<b>Total Population in Occupied Housing Units</b>					
<b>Geography</b>	<b>Total Units</b>	<b>Owner Occupied</b>	<b>Percent</b>	<b>Renter Occupied</b>	<b>Percent</b>
Municipality of Anchorage	288,674	181,465	62.9%	107,209	37.1%
Block Group 4 Census Tract 10	582	335	57.6%	247	42.4%
Block Group 1 Census Tract 12	809	235	29.0%	574	71.0%
Block Group 2 Census Tract 12	672	396	58.9%	276	41.1%
Block Group 3 Census Tract 12	741	641	86.5%	100	13.5%
Block Group 4 Census Tract 12	852	369	43.3%	483	56.7%
Block Group 5 Census Tract 12	683	563	82.4%	120	17.6%
Source: 2017-2021 ACS 5-Year Estimates, Table B25008.					

Although the average rent in Anchorage for 2022 was \$1,314, all but one block group in South Addition are higher than this average. Only Block Group 4, Census Tract 10 has lower a lower rent average (\$1,076).

Table 4. Median Gross Rent by Census Block Group for the Municipality of Anchorage and South Addition Neighborhood

<b>Geography</b>	<b>Median Gross Rent</b>
Municipality of Anchorage	\$1,350
Block Group 4, Census Tract 10	\$1,076
Block Group 1, Census Tract 12	\$1,655
Block Group 2, Census Tract 12	\$2,133
Block Group 3, Census Tract 12	\$1,449
Block Group 4, Census Tract 12	\$1,446
Block Group 5, Census Tract 12	\$1,831
Source: 2017-2021 ACS 5-Year Estimates, Table B25064.	

When comparing gross rent estimates as a percentage of the household income, only three block groups were below the municipal average of 28.6%. Of note, Block Group 5, Census Tract 12 which estimated that gross rent was over 50% of the household income in that area of South Addition. This block group has the second highest grossing rent averages in the neighborhood yet contains one of the lower rates of renter-occupied homes (17.6%).

Table 5. Median Gross Rent as a Percentage of Household Income by Census Block Group for the Municipality of Anchorage and South Addition Neighborhood

Geography	Percentage of Median Gross Rent of Household Income (Estimate)
Municipality of Anchorage	28.7%
Block Group 4, Census Tract 10	49.8%
Block Group 1, Census Tract 12	35.4%
Block Group 2, Census Tract 12	20.4%
Block Group 3, Census Tract 12	15.1%
Block Group 4, Census Tract 12	16.8%
Block Group 5, Census Tract 12	50.0+%

Source: 2017-2021 ACS 5-Year Estimates, Table B25071.

Table 6 indicates the average household size by renter or owner. Household sizes in South Addition are smaller for both renter-occupied homes and owner-occupied homes when compared to the Municipality of Anchorage. All homes average greater than 1-person occupancy in South Addition.

Table 6. Average Household Size by Occupation Type for the Municipality of Anchorage and South Addition Neighborhood

Geography	Total	Total: Owner occupied	Total: Renter occupied
Municipality of Anchorage	2.71	2.8	2.57
Block Group 4, Census Tract 10	1.76	2.7	1.2
Block Group 1, Census Tract 12	1.51	1.45	1.53
Block Group 2, Census Tract 12	2	2.08	1.89
Block Group 3, Census Tract 12	2.37	2.47	1.85
Block Group 4, Census Tract 12	2.11	1.78	2.45
Block Group 5, Census Tract 12	1.85	2.02	1.32

Source: 2017-2021 ACS 5-Year Estimates, Table B25010.

## Neighborhood Assets

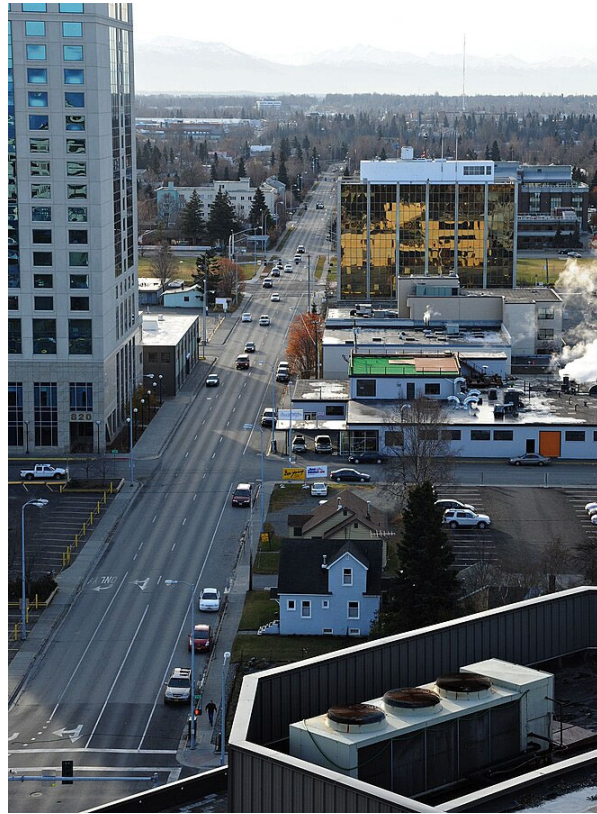
### Transportation

Transportation options and mobility is a highly valued aspect of South Addition. Roads, transit, and active transportation (bike and pedestrian) opportunities will be discussed in the following section.

## Roads

Annual Average Daily Traffic (AADT) provides an average of the total count of vehicles over a given road segment during one 24-hour period.<sup>3</sup>

Figure 6 indicates AADT counts for roadways in South Addition. In general, most streets have low levels of traffic, except for A, C, I and L streets. The Port of Anchorage generates significant truck traffic that use downtown streets such as A and C Street and L Street to move goods around the city and the region.<sup>4</sup> Although these roads are critical to the movement of freight and high productivity of the city's economy, they do limit connectivity among the neighborhoods. Residents are particularly concerned for pedestrian movement between these couplets, especially to access schools such Central Middle School and Inlet View Elementary School, as they are in close proximity to these high- capacity roadways. In addition, West 15th Street between A Street and C Street experiences some congestion during peak period hours.<sup>5</sup> Beyond these major roadways, most of the streets within South Addition experience modest levels of activity.

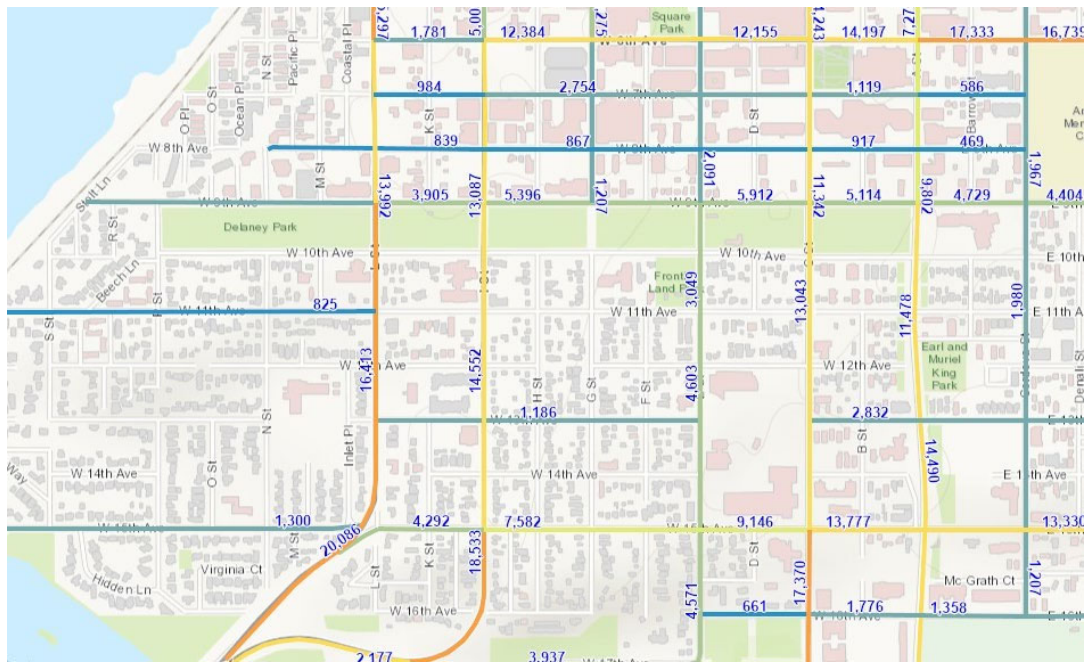


<sup>3</sup> Alaska Department of Transportation & Public Facilities., [http://dot.alaska.gov/stwdplng/transdata/traffic\\_AADT\\_map.shtml](http://dot.alaska.gov/stwdplng/transdata/traffic_AADT_map.shtml)

<sup>4</sup> AMATS Freight Plan.

<sup>5</sup> <http://www.mtp2040.com/assets/mtp-2040-public-review-draft-chapter-5-to-end.pdf>

Figure 8: Annual Average Daily Traffic for South Addition Streets



Source: Alaska Department of Transportation & Public Facilities. [http://dot.alaska.gov/stwdplng/transdata/traffic\\_AADT\\_map.shtml](http://dot.alaska.gov/stwdplng/transdata/traffic_AADT_map.shtml)

## Bicycle and Pedestrian Access

The Municipality of Anchorage has an award-winning greenbelt system with over 120 miles of multi-use trails. The Coastal Trail and Chester Creek Trail provide bicycle, ski and pedestrian access to most of these parks and trails in the Anchorage Bowl. Older neighborhoods such as South Addition are more likely to have complete streets with sidewalks when compared to other parts of the Anchorage Bowl.<sup>6</sup> Walkability, the grid street system, and multi-use trail access are some of the most valued aspects of South Addition. There are also numerous on-street bike facilities found around South Addition.<sup>7</sup> Figure 7 provides specific locations of all bike facilities.



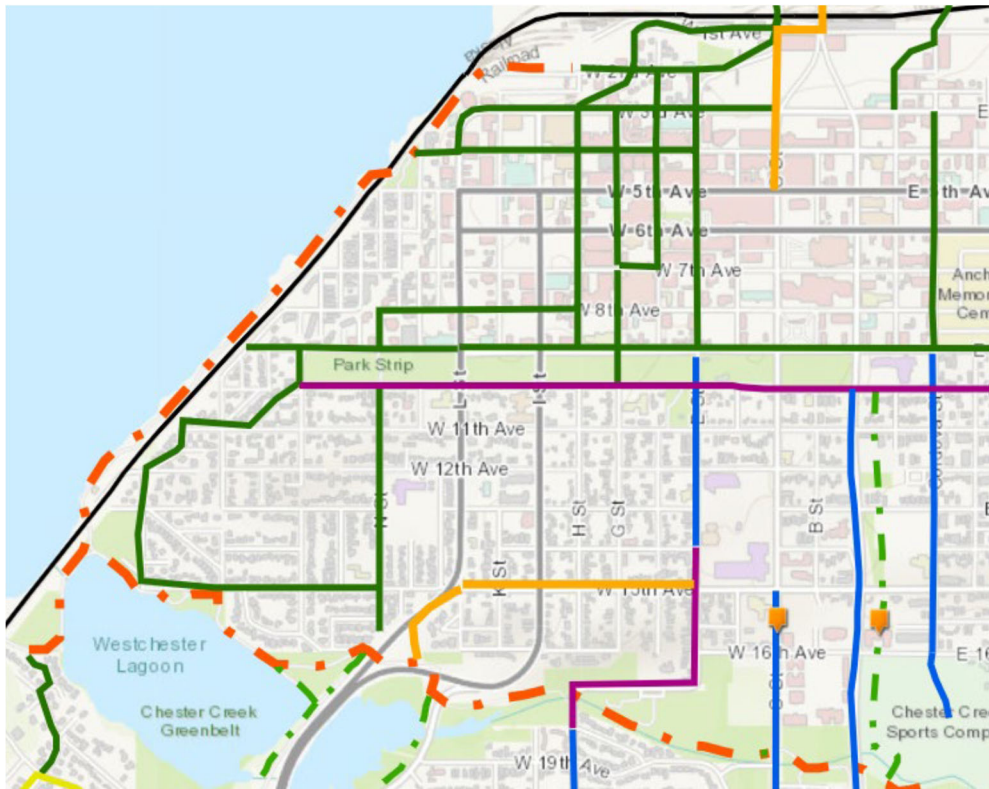
<sup>6</sup> Anchorage Metropolitan Transportation Plan 2040. <http://www.mtp2040.com/assets/mtp-2040-publicreview-draft-cover-to-chapter-4.pdf>

<sup>7</sup> Anchorage Land Use Plan 2040.

<https://www.muni.org/Departments/OCPD/Planning/Documents/Anchorage%202040%20Land%20Use%20Plan/Anch2040%20LUP-Narrative%20Section%201.1.pdf>



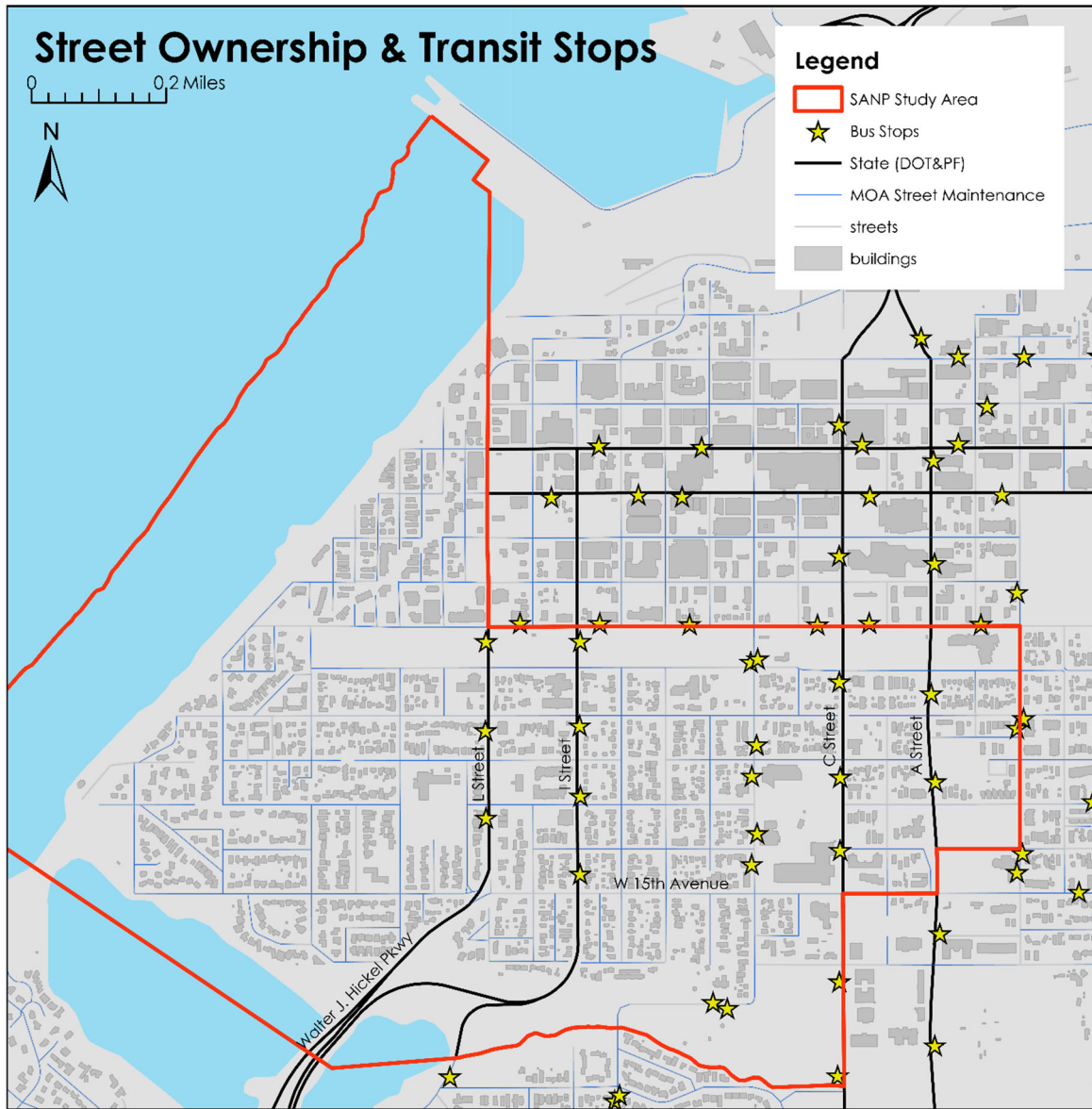
Figure 9: Bike and Pedestrian Access in South Addition



## Transit

Transit is operated by the Municipality of Anchorage through the People Mover bus system. Due to South Addition's proximity to the downtown People Mover transit center, many bus stops can be found in the neighborhood. Frequency and routes may change, and updates can be found on the People Mover website. Figure 8 provides a location of these stops.

Figure 10. Street Ownership and Transit Stops



## Parks and Open Space

South Addition is flanked by a number of green spaces and trails valued by the neighborhood, Anchorage and visitors to the City. There are 10 parks and green spaces located within the South Addition. As mentioned earlier, multi-use trails within South Addition expands access from the neighborhood to parks and green spaces beyond South Addition borders.

- The iconic **Delaney Park Strip**, one block wide and 13 blocks long, flanks the north boundary of South Addition. The Delaney Park Strip began as a firebreak between the original township and adjoining forest. It was later used as a landing strip for pilots of 1915 Anchorage, a golf course, and now a municipal park. It is well-used year-round, popular for Municipal-wide events such as the Juneteenth celebration, Governor's Picnic, sled dog rides during February's Fur Rendezvous celebration, the antique car show, 4th of July and Pride parades. Soccer games, kite-flying, and physical fitness classes keep the Park busy all year. The Park Strip is a natural break between the residential development of South Addition and the business district of Downtown Anchorage.
- **Frontier Land Park** is located on the corner of 10th Avenue and E Street, across the street from the Delaney Park Strip. The park includes a large accessible playground and plaza, a small sledding hill, and picnic tables. It is currently closed while undergoing upgrades to the landscape, playground equipment and other amenities.
- **Coffey Park** is a small neighborhood park located along L Street and Coffey Lane. This pocket park has one picnic table, a trash can, some trees and a small lawn within its vicinity.
- **The Earl and Muriel King Park** in Third Addition has no amenities, but upgrades are currently being considered.
- **Valley of the Moon Park** is located in the southwest section of South Addition and is part of the Chester Creek greenbelt trails. The park is known in the community for its playground, with a rocket ship climbing structure, swings and other play equipment, open playfields, picnic tables, a covered picnic area, benches, and a dog park. It's a highly desirable urban location for various community events throughout the year.
- **Westchester Lagoon** was created after the 1964 earthquake when the Municipality decided to transform part of the Chester Creek watershed (originally known as Chanshtnu, from the indigenous Dena'ina word meaning Grass Creek) into a lagoon as part of an urban renewal program. In 1975 the Municipality decided to make the lagoon a waterfowl sanctuary and built man-made islands in the middle for nesting waterfowl. The Lagoon is a popular destination year-round for various activities like fat tire biking, ice skating, kayaking, and canoeing.
- The **Margaret Eagan Sullivan Park** adjoins Westchester Lagoon and was recently remodeled with upgraded playground equipment.
- The **Coastal Trail** is 11 miles long, starting from downtown Anchorage at 2nd Avenue, following the coast to Westchester Lagoon and heading west to Kincaid Park and Chalet, the cross-country ski area. The Coastal Trail is popular for its views of Cook Inlet, Mount Susitna (Sleeping Lady), Denali (Mt. McKinley), the Chugach Mountain Range, and Fire Island. Recreational opportunities include cross-country skiing, biking, walking, and running.



- **Elderberry Park**, the most prominent park in Bootleggers Cove, is a popular access point to the Coastal Trail. The park was acquired from the U.S. government in 1917 and has a small playground and plaza, in addition to the Oscar Anderson House Museum located within its green space boundaries. The Municipality recently developed a master plan for the park to facilitate increased access to the Coastal Trail for heavy tourism traffic and regular recreation users.



- **Nulbay Park**, a pocket park in Bootlegger’s Cove, is located next to the railroad and the Coastal Trail with a sandbox and minimal playground equipment. It also has picnic tables and benches.
- **Resolution Park** and Captain Cook Monument are located in the northernmost point of SACC, above Bootlegger’s Cove, at the bend of West 3rd Avenue and L Street. This park is valued for its sweeping views of Cook Inlet, Mt. Susitna (Sleeping Lady) and Denali on a clear day.

## Schools

South Addition has four public neighborhood schools located within its vicinity.

- **Inlet View Elementary School** is located at Inlet Place and West 12th Avenue
- **Chugach Optional Elementary School** is located on 12th Avenue and E Street
- **Central Middle School** is located on 15th Avenue and E Street
- **Denali Montessori Elementary School** is located on 9<sup>th</sup> Avenue and Cordova Street

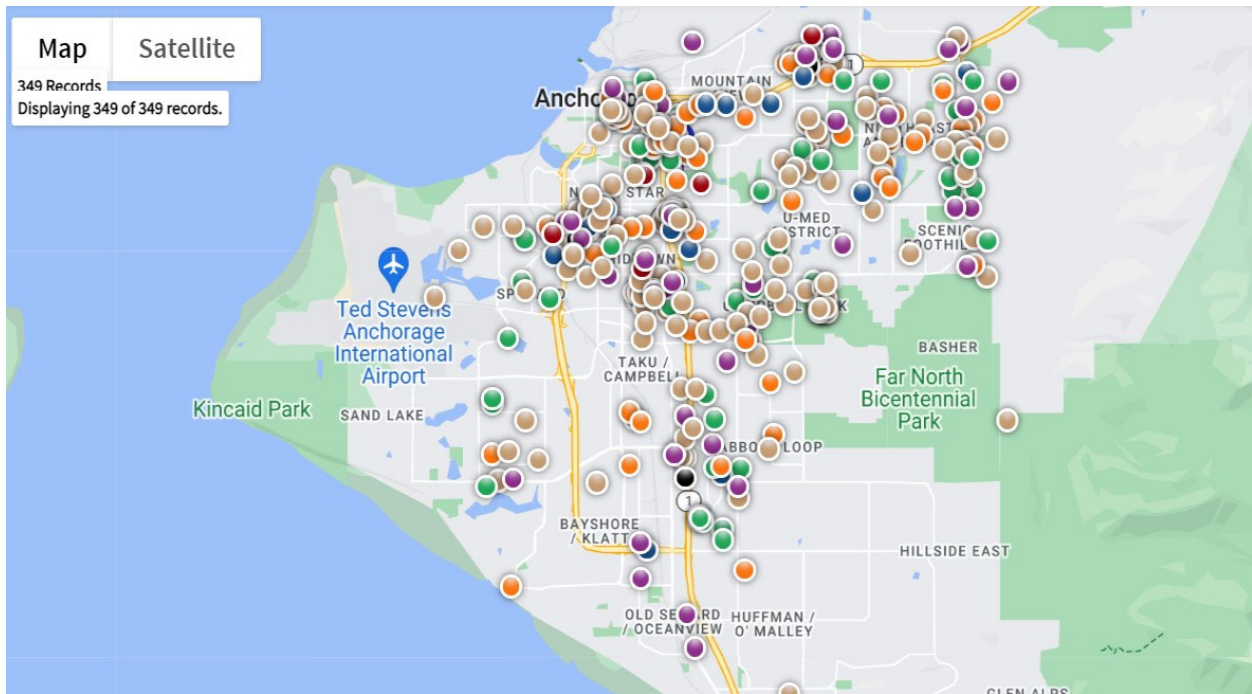
A school efficiency and viability study conducted by the Anchorage School District<sup>10</sup> identified that Inlet View Elementary school had the highest utilization rates in the Anchorage School District and will continue to be utilized.

Two older school buildings (Inlet View and Central Middle School) in the South Addition neighborhood may require significant upgrades and improvements in the near future and should be considered as neighborhood supported projects.

## Neighborhood Safety

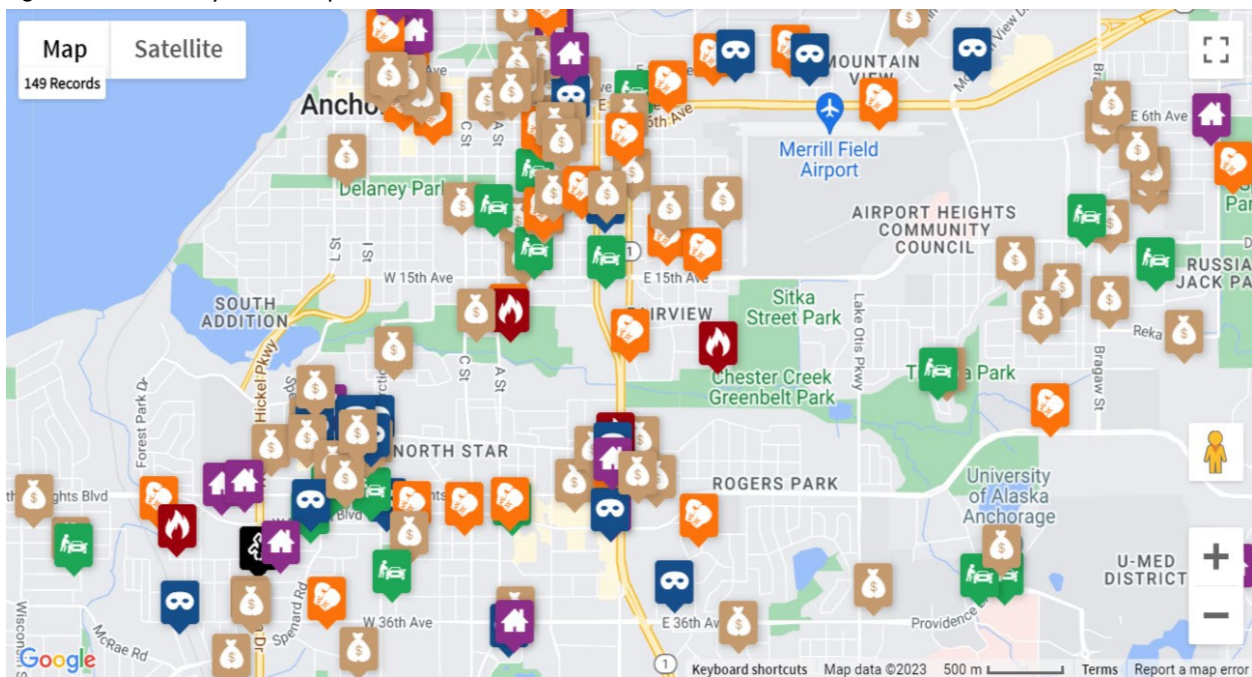
The community crime map shared by the Anchorage Police Department shows a concentration of crime in certain areas of the Municipality, with downtown, Midtown, and the East and Northeast sides of the city seeing higher rates of crime than other areas.

Figure 11. Community Crime Map, 2022



Crime rates in South Addition are lower than the adjacent downtown, Fairview, and Within South Addition, crime rates also vary: Third Addition, Chester Creek, and Fire Island saw more instances of crime in 2022 than Bootlegger's Cove and Inlet View. Crime rates in South Addition are lower than in adjacent neighborhoods of downtown, Fairview, and North Star.

Figure 12. Community Crime Map, 2022, Focused View



## Fire Protection and Emergency Preparedness

*(This section will be provided by the Municipal Planning Department Long Range Planning Division for inclusion)*

## Future Land Use Plan Map

The South Addition Neighborhood Plan is a policy document designed to guide future development decisions in the South Addition neighborhood planning area. As such, it outlines general goals, objectives, and implementation strategies for land use and public facilities and services.

The South Addition Future Land Use Plan Map is intended to capture South Addition's long-term vision for future development. It provides a visual representation of the Neighborhood Plan's goals and objectives and is used in conjunction with them to guide anticipated development. It lays out the preferred land development pattern for the next 20 years.

### **Relationship to Other Elements of the Comprehensive Plan**

The Future Land Use Plan Map builds on the *Anchorage 2040 Land Use Plan's* designations, and coordinates with adjoining area-specific plans including the *Fairview Neighborhood Plan* and the *Downtown District Plan*. It also builds on the existing land uses and development patterns in South Addition. However, it is more than a picture of existing uses or the consequences of projected growth. In addition to considering present growth patterns, it makes recommendations for the location of future land uses, intensities, and physical characteristics, based on the goals and objectives.

The land use designations in the Future Land Use Plan Map align within the citywide land use designations of the Anchorage 2040 Land Use Plan. Each South Addition land use designation below includes a cross-reference to a corresponding 2040 LUP Land Use Designation. South Addition's designations are tailored to provide more area-specific, in-depth development guidance to address the local needs and characteristics of South Addition. Where they differ from or refine the 2040 guidance, this section notes that change.

### **Relationship to Land Use Regulations and the Zoning Map**

The Future Land Use Plan Map provides a visual representation of long-term policies. It is not a zoning map or a detailed blueprint for development projects. Rather, in conjunction with the Goals and Objectives of this Chapter and the other applicable elements of the Municipality of Anchorage Comprehensive Plan, it is a policy guide and basis for future zoning changes and other development decisions.

The Municipality's Title 21 Land Use Regulations establish rules regarding development. These regulations are applied as zoning districts on the Official Zoning Map, which delineates zoning district boundaries in South Addition and elsewhere in the Municipality. Future amendments to Title 21 regulations, zoning changes, and other land use decisions are intended to conform to the South Addition Neighborhood Plan and other elements of the Comprehensive Plan.

Each South Addition land use designation below identifies one or more corresponding zoning districts which may be used to implement it.

### **The Land Use Designations**

The Future Land Use Plan Map is a visual framework for growth and development in South Addition through the year 2040 and beyond. It identifies different Land Use Designations to illustrate the location, intensity, and urban form of categories of future land use and development in South Addition. Each Land Use Designation includes a range of appropriate land uses, intensities of use, and its physical characteristics that together define its urban form. These designations fit within an overall structure of 3 place types that define South Addition's physical environment.

## Types of Places and Land Use Designations in South Addition

Place Type	Land Use Designation
<b>Residential Neighborhoods</b>	Bootlegger's Cove Residential; Inlet View/Chester Creek Residential; South Addition Residential – Low Scale; South Addition Residential – Medium-to-High Scale; Third Addition Residential
<b>Commercial Centers</b>	Neighborhood Commercial; Downtown Park Strip North/L Street West
<b>Community Spaces and Facilities</b>	Park or Open Space; School or Community Institution; Public Facility or Utility; Railroad Utility Corridor; Street or Alley

### Residential Neighborhoods

*(Note: each area designation below will have additional work completed by planning staff to include finalized content in preparation for the Planning and Zoning Commission public review draft release.)*

The five Residential Neighborhoods comprise most of South Addition's land area and define the neighborhood. They also reflect the diversity of places that make up South Addition. These neighborhood areas range from lower-intensity areas characterized by single- and two-family homes with accessory dwelling units to higher-intensity areas that feature medium- to high-rise apartments. Although South Addition is one of the smallest community councils by area, it provides the greatest variety of urban downtown living opportunities at all income levels and household sizes, with some of the city's highest concentrations of residences in some parts of the neighborhood.

#### **Residential Neighborhoods - Shared Design Characteristics**

The variety of residential neighborhood areas in South Addition share a set of design principles that support its urban neighborhood environment. Following are the intended physical characteristics common to South Addition's Residential Neighborhood Land Use Designations. These are adapted from the Anchorage 2040 Land Use Plan (pages 34-35).

- Residential living spaces and front porches and stoops facing the street and sidewalk, with windows and entries that address the public realm.
- Parking, garages, and driveways located mostly behind buildings or on the side, with limited interruptions to pedestrian street frontage by single-car wide driveways and garages in front of only a minority of the building façade.
- Driveway curb cuts across sidewalks preserving the level walking surface without changes in grade affecting pedestrians.
- Refuse and recycling containers, utility boxes and overhead utility lines, and passenger loading facilities located in the back or on the side of residences, instead of out front.
- Shared parking solutions between multi-unit developments and adjoining commercial, and managed public on-street parking at the curbside.
- Landscaped yards, courtyards with amenities, and walkways to front entries, and in front of residences.
- Usable outdoor areas for residents.
- Stairwells and other rooftop enclosures and parapet walls placed and sized to reduce visual bulk and shadowing impacts.



### ***Bootleggers Cove Residential***

- (note: This would fall within the 2040 LUP “Compact Mixed Residential – Medium” land use designation with more tailored guidance for SA incorporating 2040 TND overlay, and address natural hazard issues affecting this area.)

### ***Inlet View/Chester Creek Residential***

- This would be in areas most affected by slopes and topography or known natural hazards such as flooding or seismically induced ground failure hazard.
- This would fall within the 2040 LUP “Single-family and Two-family” land use designation with more tailored guidance for SA incorporating 2040 TND overlay, and address natural hazard issues affecting this area.
- Uses: Single-family detached and attached homes; Two-family uses; Accessory dwellings.

### ***South Addition Residential, Low-Scale***

- (e.g., in areas of SACC between E and I Streets; e.g., in Pilots Row)
- This would fall within the 2040 LUP “Compact Mixed Residential - Low” land use designation with more tailored guidance for SA incorporating 2040 TND and TSDC (transit corridor) overlays.
- Uses: Single-family detached and attached homes, two-family homes, and 3- and 4- unit homes on standard urban lots. Multi-unit residential more units on larger lots. Townhouse residential units on individual small lots, attached to each other at the lot line. Accessory units to single-family, two-family, and townhouse units. Small lot cottage homes allowed on smaller sized lots.
- Building heights:
- Housing density:
- Implementation zoning:

### ***South Addition Residential, Medium-to-High Scale***

- (e.g., between I and L Streets north of 12<sup>th</sup> Avenue)
- This would fall within the 2040 LUP “Urban Residential - High” land use designation with more tailored guidance for SA incorporating 2040 TND and TSDC overlays, possibly encouraging mixed-use in certain locations consistent with the 2040 residential mixed-use development overlay.

### ***Third Addition Residential***

- (e.g., most areas east of C Street)
- This would fall within the 2040 LUP “Compact Mixed Residential – Medium” land use designation with more tailored guidance for SA incorporating 2040 TND overlay.
- Concept draft language adapted from an SACC Resolution: Third Addition serves as a transitional neighborhood to the designated high-density, mid-to-high rise Fairview neighborhood east of Cordova Street. Third Addition provides mixed-use and mid-rise apartment housing opportunities between 13<sup>th</sup> Avenue and 15<sup>th</sup> Avenue.
- This may be similar to the Bootleggers Cove designation. Another option could be to merge them into *Bootleggers Cove and Third Addition Residential, Medium-Scale*

## **Commercial Centers**

South Addition offers a small-scale corner commercial services within its neighborhood...

### ***Commercial Centers - Shared Design Characteristics***

- Active uses, such as retail shops, restaurants, personal services, and health services, at the ground level facing the street sidewalk.
- Windows and entrances of active uses include stores, offices, or mixed-use living spaces comprise most of the street-facing building façade wall and address the street and public realm.
- Motor vehicle parking, garages, and driveways located behind buildings or on the side, with minimal interruptions to or pedestrian street frontage.
- Any driveway curb cuts across sidewalks preserving the level walking surface without changes in grade affecting pedestrians.
- On-site refuse collection, utility, and goods loading facilities located in the back or on the side screened from the pedestrian environment.
- Shared bicycle and motor vehicle parking solutions among neighboring uses and managed community parking in public facilities or on the curbside.
- Entrance walkways, people spaces, furniture and amenities, bicycle parking provided in front or near the sidewalk.

### ***Neighborhood Commercial***

- *(e.g., existing B-1A areas)*
- This would fall within the 2040 “Neighborhood Center” land use designation with more tailored guidance specific to the scale and intent of B-1A scale and design in SA.

### ***Downtown Park Strip North/L Street West***

- *(i.e., the area of SACC overlapping with the Downtown Plan)*
- This would fall within the 2040 “City Center” land use designation and coordinate with the tailored designations for this area in the Downtown Plan; it would address the seismically induced ground failure hazard more than did the Downtown Plan.

## **Community Spaces and Facilities**

### ***Park or Open Space***

- This would mostly correspond to the 2040 LUP Park or Natural Area designation, which is municipal parkland, but may also include some state open spaces.

### ***School or Community Institution***

- *(e.g., Inlet View ES, Chugach ES, Denali ES, Central MS, and church properties)*
- This would fall within the 2040 LUP Community Facility or Institution designation, but focus on institutions providing community assemblies and activities rather than facilities.

**Public Facility or Utility (e.g., MOA Emergency Operations Center; Utility Stations)**

- This would fall within the 2040 LUP Community Facility or Institution designation, but focus on facilities such as utilities rather than community activity centers.

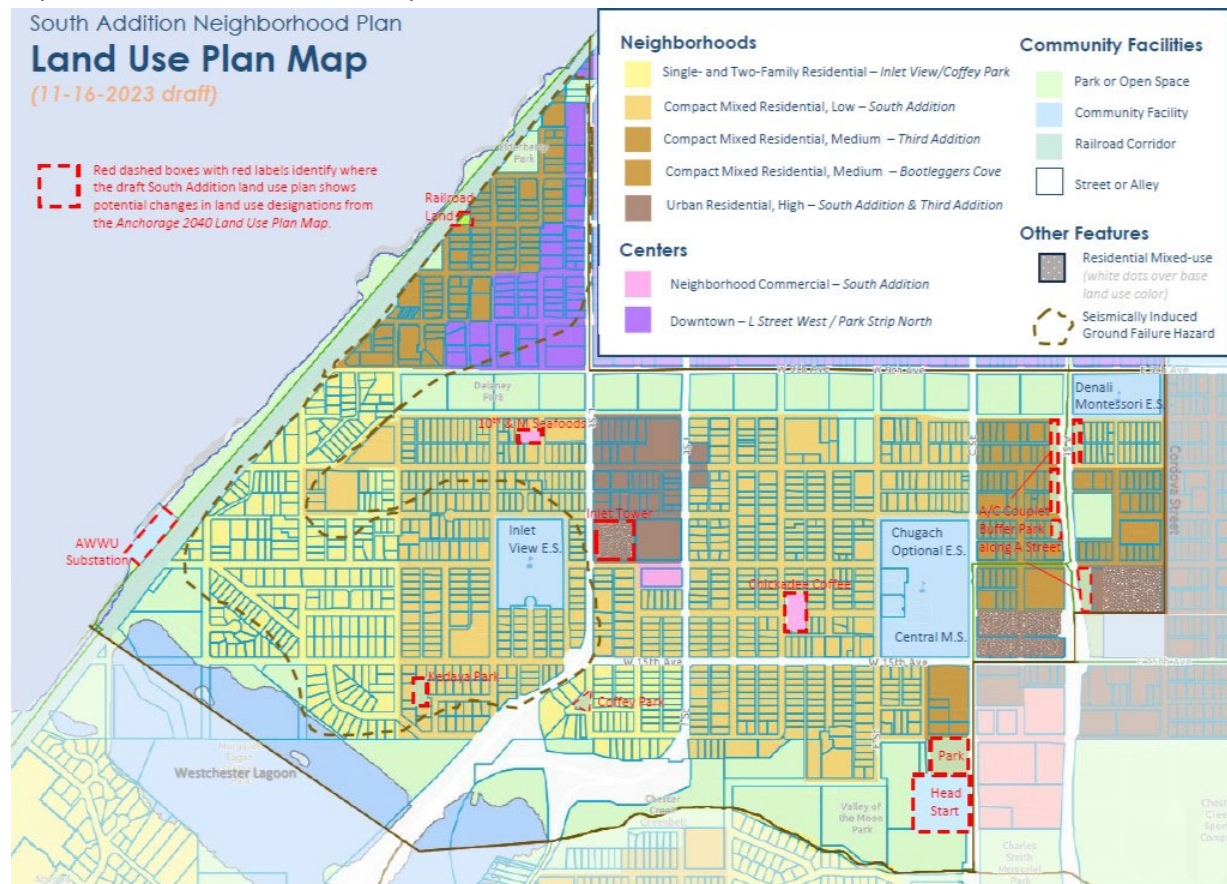
**Railroad Utility Corridor**

- This is the railroad ROW, and would fall within the 2040 LUP Airport, Port, or Railroad Facility land use designation
- Another option would be to include this in the Public Facilities land use designation

**Street or Alley**

- This would treat public street ROWs as a land use, and possibly coordinate with another map that has guidance for the usage and streetscape for different street types in SACC.

Map 1. South Addition Land Use Plan Map



# Chapter 4: Plan Framework

## Introduction

This chapter documents the community’s vision, goals, and policy direction for the future development of South Addition. It first establishes Neighborhood Vision and Values statements that articulate the overall aspiration for South Addition, and the most cherished characteristics of the community’s identity. The Vision and Values are followed by a series of overarching Goals and Objectives that set the foundation for the more specific strategies and actions that appear in the subsequent chapter.

Goals describe in broad terms the desired future condition or direction in 5 overarching goal areas, consistent with the Neighborhood Vision and Values. Objectives are more specific policy direction or achievements of particular ends, constituent to the Goals. Goals and Objectives provide ongoing policy guidance and are generally open ended as to timeframe. More specific strategies and actions that identify the means and timeframes to carry out the Goals and Objectives are provided in Chapter 5, Implementation.

The last section of this Chapter 4 presents a Future Land Use Plan Map for South Addition. The Future Land Use Plan Map is a visual representation of the Goals and Objectives to be used in conjunction with them to guide anticipated development across the neighborhood. It lays out the preferred land development pattern for the next 20 years, and its land use designations supplement the Goals and Objectives with more specific guidance as to the uses, intensities, and physical characteristics of development.

## Neighborhood Vision & Values

### Vision

The friendly and livable South Addition neighborhood welcomes all. South Addition’s sense of place, established with development scale and physical character in the 1940’s, remains cherished. Successive generations of residents build on this foundation, bringing fresh energy and ideas. Vibrant new development coexists with established patterns to build a community where all neighbors thrive for generations to come.

### Values

To help achieve their vision, neighborhood residents have identified these value statements.

#### *Neighborhoodliness and Engagement*

We value living in a neighborhood where everyone feels welcome and supported by their neighbors. We recognize that listening and partnering as neighbors creates a strong community.

#### *People-Centric Transportation and Infrastructure*

We value the sense of safety, connectedness, and peace of mind that comes from living in a neighborhood with well-designed and maintained streets, sidewalks, trails, parks, and public spaces.

#### *New Development and Housing*

We value the ever-evolving characteristics of the neighborhood. South Addition has always been a special place within unceded Dena’ina land. Development in South Addition reflects over 100 years of co-creation

among trailblazers, entrepreneurs, residents, developers, and policymakers. The community recognizes that additional development, particularly housing, is essential for the health of our dynamic city. Opportunities for continued investments in both affordable and market-rate housing abound in South Addition. Our community welcomes all who want to partner to implement this plan.

### *Neighborhood Design*

We value the historic character of the South Addition neighborhood that includes contemporary, compatible residential and commercial development.

## Goals and Objectives

### Goal Area 1: Growth and Design

*Guide development in the South Addition to maintain and enhance the character of the neighborhood.*

#### **Objectives**

- **1.1** Encourage infill development that is compatible in scale with the existing pattern of neighborhood development and offers more units of housing per acre.
- **1.2:** Promote developments that frame South Addition’s welcoming walking environment with visible front building entries, front yards with landscaping and walkways, street-facing windows, and active interior spaces such as stores, offices, and living rooms that orient toward the public street realm.
- **1.3:** Leverage South Addition’s urban grid of streets and alleys by locating driveways, parking, garages, garbage collection, and utility functions along the alleys, and limiting the size and frequency of front driveways and garages that would interrupt South Addition’s streetscapes, sidewalks, and curbside appeal.
- **1.4** Encourage developments to encumber less parcel area and building space for parking, to align with South Addition’s historically compact development patterns.
- **1.5** Preserve and protect vintage buildings worth enhancing by adaptive reuse and protect historic buildings and structures as able.
- **1.6** Encourage partnerships with utilities providers to underground all overhead electrical and telecommunications lines in South Addition, prioritizing major streets, street improvement project opportunities, and alleys.
- **1.7** Encourage vegetation and landscaped spaces that support and enhance the visual appeal of South Addition’s residential street frontage, provide for stormwater and snow management, and create usable yard spaces for residents.
- **1.8** Use the South Addition Future Land Use Plan Map as a framework to guide Municipal decisions on future development patterns and growth, such as zoning changes, public facilities, and land use regulation amendments.

### Goal Area 2: Access and Mobility

*Ensure safe, convenient, and easy to use streets, pathways, bike lanes and transit options.*

- **2.1** Reduce the number of serious and life-threatening vehicle/pedestrian and bicycle crashes to zero and improve overall roadway safety for all users.
- **2.2** Apply Complete streets principles for the I/L and A/C couplets to reduce speed, offer convenient and safe multimodal transportation options and to allow safe crossings at intersections.
- **2.3** Improve pedestrian connectivity to key destinations, including South Addition’s schools and neighborhood parks, Westchester Lagoon, the Coastal Trail, the Chester Creek Greenbelt and Valley of the Moon Park, the adjoining employment centers of Downtown and Midtown, and public transit services.
- **2.4** Complete the neighborhood sidewalk and pathways network where there are gaps, missing links, and neighborhood streets.
- **2.5** Expand public transportation options and transit ridership.
- **2.6** Prioritize having roadways, sidewalks and pathways in South Addition that are well maintained, clear, and accessible year-round including in winter.

### Goal Area 3: Parks, Natural Spaces and Sustainable Systems

*Invest in a sustainable neighborhood and ensure easy access to parks and natural spaces.*

#### **Objectives**

- **3.1** Improve and protect parks and open space assets that provide a wide range of functions including interfaces with nature, spaces for a diversity of events and activities.
- **3.2** Prioritize the preservation of viewsheds to mountains and downtown Anchorage from key public spaces such as parks.
- **3.3** Establish and promote a diverse urban forest and lush tree canopy.
- **3.4** Improve the quality of outdoor lighting to eliminate light trespass and glare, provide safe and visible travel routes, and preserve seasonally dark (starry) skies in the neighborhood.
- **3.5** Encourage new housing and other infill development to incorporate sensitive design, placement, and massing that preserves sunlight access at important times for neighboring usable outdoor spaces, interior living spaces, and solar energy potential.
- **3.6** Encourage design and programming that helps the South Addition Neighborhood maintain a quiet environment with limited noise pollution, including from motor vehicle traffic, that impacts residents and area wildlife.
- **3.7** Establish South Addition as a leader in sustainable neighborhood design with a focus on sustainable stormwater management practices and the integration of alternative energy.

### Goal area 4: Neighborhood Cohesion and Placemaking

*Create a vibrant community that promotes neighbor-to-neighbor connections. Work together to address neighborhood challenges.*

#### **Objectives**

- **4.1** Build strong neighborhood relationships and easily accessible leadership structures that empower residents to make meaningful progress towards implementation of the neighborhood plan. Engage South Addition residents, property owners, and businesses when making land use decisions.

- 4.2 Build and support neighborhood programming and events that support community gatherings and neighborhood connectivity.
- 4.3 Enhance the existing pattern of neighborhood commercial centers by considering commercial redevelopment and targeted expansions of existing commercial centers.
- 4.4 Create a neighborhood that is welcoming to all, feels safe and is free of crime.
- 4.5 Showcase the South Addition’s development throughout the neighborhood and create an inventory of cultural and natural resources as well as notable examples of the built environment.
- 4.6 (Re)establish the neighborhood tree inventory and publish a historic/notable tree guide.

## Goal area 5: Neighborhood Safety, Resiliency, and Hazard Mitigation

*Minimize vulnerabilities in South Addition to natural hazards and other hazards that could endanger public health and safety and economic vitality.*

- 5.1 Incorporate the Goals and Objectives of the Municipality of Anchorage *All Hazards Mitigation Plan* in decisions affecting neighborhood land use, development, public investments, and services.
- 5.2 Guide the growth, development, and construction of housing, employment, public facilities, and other land use activities in ways that minimize risks to life safety and property from natural hazards.
- 5.3 Improve disaster preparedness of the South Addition community including its residents, businesses, and other organizations.
- 5.4 Encourage development and environmental design choices that reduce opportunities for crime, and promote a safe, secure neighborhood, where residents more easily get to know one another, have a sense of ownership and control of their neighborhood street block and properties, have clear and visible travel routes, and clear transitions from public to private spaces.
- 5.5. Provide better access to supportive housing, shelter, and mental health and other needed services for South Addition residents addition to crime prevention efforts in greenbelts and public spaces.

# Chapter 5 – Implementation

These actions and projects when implemented will help the South Addition Neighborhood achieve its vision, goals, and objectives. The lists below designate actions the neighborhood, Municipality, and other partners can take to ensure progress is made towards the plan goals.

Actions are specific tasks that carry out the Goals and Objectives. They identify projects, programs, or strategies, are assigned to responsible actors, and given a time frame. Actions may involve one or a variety of tools, such as regulatory changes, capital improvements, or financial incentives. While some action statements are simple, others provide more detail and guidance.

The action tables are laid out by the five goals identified in Chapter 4, with subdivisions for primary/lead actor. Each action in the tables identifies the timeframe to begin implementation, a list of specific agencies and partners to help carry out the action, and the level of effort involved. Some Actions also cross-reference related activities recommended in other adopted municipal plans. Actions are not currently ordered in terms of relative priority.

## Primary Actors

Projects and actions in this document have been assigned one of three primary actor designations, indicating that the designated actor should under normal circumstances serve the lead role in initiating and developing the project action.

1. **Neighborhood** – Refers to both the South Addition Community Council and any individual residing in the neighborhood. Projects that are primarily led by the neighborhood can be initiated and developed without significant collaboration from any agency and have the potential to be quick and easy to implement actions for the neighborhood.
2. **Municipality of Anchorage** – Since the neighborhood is encompassed and served by the Municipality of Anchorage, they are responsible for leading many of the initiatives and policies that will shape the future of South Addition including code and regulatory functions.
3. **Collaborative Projects** – While all projects are at some level a collaborative effort, these projects refer to larger scale implementation efforts that necessitate a wide range of involvement from stakeholders and agencies. These projects can include roadway designs, private property acquisition and redevelopment, and projects that directly impact schools.

Each action provides a more detailed list of municipal agencies or other partners most likely to help carry out the action. Figure 5.1 provides a key to the names and acronyms of actors listed in the actions.

Figure 5.1. Key to Lead Actors in the Implementation Table	
<b>Lead Neighborhood Actor</b>	Description
<b>SACC</b>	South Addition Community Council
<b>Municipal Agencies</b>	<b>Description</b>
<b>AHPC</b>	Anchorage Historic Preservation Commission
<b>APD</b>	Anchorage Police Department



<b>ASD</b>	Anchorage School District
<b>AWWU</b>	Anchorage Water and Wastewater Utility
<b>DevServ</b>	Development Services Department
<b>GAC</b>	Geotechnical Advisory Commission
<b>HLB/RED</b>	Heritage Land Bank/Real Estate Department
<b>OECD</b>	Office of Economic and Community Development
<b>Parks</b>	Parks Department
<b>OEM</b>	Office of Emergency Management
<b>Planning</b>	Planning Department
<b>Public Works</b>	Public Works / Project Management and Engineering / Maintenance Departments
<b>Traffic</b>	Traffic Engineering Department
<b>Transit</b>	Public Transportation Department
<b>Other Agencies or Partners</b>	<b>Description</b>
<b>ACDA</b>	Anchorage Community Development Authority
<b>AEDC</b>	Anchorage Economic Development Corporation
<b>AHFC</b>	Alaska Housing Finance Corporation
<b><a href="#">ACFP</a></b>	<a href="#">Alaska Community Forestry Program</a>
<b>AMATS</b>	Anchorage Metropolitan Area Transportation Solutions
<b><a href="#">APF</a></b>	<a href="#">Anchorage Park Foundation</a>
<b>Business</b>	Private Businesses and Other Establishments
<b>DOT&amp;PF</b>	Alaska Department of Transportation and Public Facilities
<b>Developers</b>	Real Estate Developers
<b>Owners</b>	Property Owners
<b>Railroad</b>	Alaska Railroad
<b>Utilities</b>	Utilities generally include some or all of AWWU, Chugach Electric Association, Enstar, etc.

## Timeframe

1. **Near-Term** – Projects that have been identified throughout the planning process as priority actions that can be initiated quickly or as soon as possible. Projects in this category should take about 1 to 3 years to complete.
2. **Medium Term** – Projects that are impactful but may take additional effort or resources, represent subsequent steps in the implementation program, or may not warrant the same level of immediacy as Near-Term actions based on their expected impact to the neighborhood. Actions in this category should take about 3 to 6 years to complete.
3. **Long Term** – Projects that are very large in scale and that may require significant additional planning and/or public engagement. Their impacts need to be carefully thought out. These projects may also require external events or initiatives for them to become relevant or possible. Actions in this category should take place within 7 to 10 years until the next update of this plan.

## Related Plans

Whenever relevant and appropriate additional plans and reports have been identified in the implementation tables. This helps provide additional context and guidance for neighborhood plan action items. Figure 5.2 provides a key to the names and acronyms of the plans and reports referenced in the implementation tables.

<b>Figure 5.2. Key to Plans and Studies in the Implementation Table</b>	
<b>Acronym</b>	<b>Plan or Report Name</b>
2020	Anchorage Bowl Comprehensive Plan—Anchorage 2020
2040	Anchorage 2040 Land Use Plan
AHMP	All Hazard Mitigation Plan
Downtown	Downtown District Plan
FVNP	Fairview Neighborhood Plan
MTP	AMATS Metropolitan Transportation Plan
NMP	AMATS Non-Motorized Plan
ONHPP	Original Neighborhoods Historic Preservation Plan
Park	Anchorage Bowl Park, Natural Resource, and Recreation Facility Plan
Seismic	Anchorage Seismic Risk Assessment (2010)

# Turning Goals & Objectives into Actions

## Goal area I: Growth and Design

Guide development in the South Addition to maintain and enhance the character of the neighborhood.

Neighborhood Led Projects and Actions – Growth and Design			
Project or Action	Expected Timeframe	Lead Actors	Related Plans
I-6 [H] Advocate for the development of Accessory Dwelling Units and conduct educational outreach to neighbors about the benefits of ADU's in the neighborhood; and reference municipal applicant guidance materials.	Medium	<b>SACC,</b> Planning	2040
I-2 Establish a neighborhood led land use, housing, and urban design review committee	Short	SACC	
I-3 Work with developers to ensure that all new development applications showcase how this project integrates into the South Addition neighborhood and desired design standards	Medium	Developers, Owners, SACC	
I-4 Support the update/expansion or replacement of existing schools to accommodate the planned growing number of families who will live in South Addition.	Short	SACC, ASD	Planning
I-5 Encourage and organize neighbors to provide public testimony at Planning and Zoning Commission and Anchorage Assembly meetings in support of projects that align with neighborhood values and goals	Short	SACC	2040
<del>I-6 Support nonprofits that provide housing assistance and emergency housing to individuals living in South Addition through fundraisers, advocacy efforts, and volunteering.</del>	Short	SACC	
I-1 [7] Create a visual and detailed guidebook of neighborhood design elements that promotes the existing character of the South Addition, consult neighborhood residents on final guidebook elements to ensure widespread support. Organize a design competition or other means to generate example designs.	Medium	<b>SACC,</b> Planning	

Municipality Led Projects and Actions – Growth and Design			
Project or Action	Timeframe	Actors	Related Plans
I-8 Develop a neighborhood overlay district to align future development with neighborhood design desires without compromising economic viability. Review and adopt new standards for residential, commercial, and open spaces in this overlay design process. Examine the need to adjust the height limits in multifamily and commercial zoning districts (e.g., R3	Medium	Planning, SACC	2040, FVNP, ONHPP

and RO) to allowing a potential fourth story as part of the overlay district discussion.			
I-9 Establish the Reinvestment Focus Areas (RFAs) for Third Addition and western Fairview, and western Downtown, as recommended in the Anchorage 2040 Land Use Plan.	Short	Planning, Developers	2040
I-10 <del>Modify [Reform]</del> the zoning rules to allow for small-lot and small-scale multi-unit housing <del>[on urban lots to provide "missing middle" housing]</del> that fits with the intended scale, walkability, and design of the neighborhood.	Short	Planning, SACC, Developers	2040
I-11 Set maximum allowed lot sizes for new single-family and duplex homes in multifamily zones to promote efficient use of lands meant to provide more housing opportunities near Downtown.	Medium	Planning, SACC, Developers	2040
I-12 Evaluate the feasibility and identify appropriate locations for the development of neighborhood <del>[serving commercial activity]</del> centers <u>defined in the 2040 LUP, that fit the existing scale and character of the neighborhood</u> and consider adjusting zoning accordingly <u>for the areas below:</u> [Include sites such as:] <ul style="list-style-type: none"> <li>• 13<sup>th</sup> Street, between A Street and Cordova</li> <li>• 11<sup>th</sup> and 12<sup>th</sup> Street between L and I Street</li> </ul>	Long	Planning, SACC, Owners	2040, ONHPP
I-13 Recognize and regulate Short-term Rentals (STRs) as a type of use, like Bed-and-Breakfasts and allowed residential uses. Accompany this code amendment with guidance/informational materials for property owners.	Short	Assembly, OECD, Planning, Owners	
I-14 Modernize and expand the residential parking permit programs to reduce congestion, provide on-street parking supply, coordinate with street maintenance, and improve the pedestrian environment.	Short; Ongoing	Planning, ACDA	
I-17 Focus the annual CIP alley paving and improvement program by prioritizing alley segments most likely to support infill housing development and encourage pedestrian-friendly site design.	Short; Ongoing	Public Works; Planning, SACC	2040
I-18 Maintain an updated land use, housing, and buildable lands inventory from the South Addition Neighborhood Plan process, available to the public.	Short; Ongoing	Planning, OECD	2040
I-19 Increase financial incentives for infill, redevelopment, and adaptive reuse projects that meet design compatibility criteria meeting the goals of the Comprehensive Plan and Neighborhood plans.	Medium	OECD, AHFC, ACDA	2040
I-20 Survey and nominate all or a part of the potential "east" and "west" districts to the Local Landmark Register, as recommended in the Original Neighborhoods Historic Preservation Plan.	Medium	Planning, AHPC, Owners, SACC	ONHPP

Projects and Actions Led by Other Partners – Growth and Design			
Project or Action	Timeframe	Actors	Related Plans
I-21 Encourage only the <a href="#">[Facilitate] rezonings that meet the intent of [fulfill]</a> the Comprehensive Plan and <a href="#">adhere to the</a> South Addition Neighborhood Plan.	Ongoing	Owners, Developers, Planning	2040
I-22 Partner with developers to construct high quality, mixed-income housing that is consistent with neighborhood design standards.	Short	Developers, Owners, SACC	
I-23 Continue to work with CEA to underground utility lines including – Along P St., R Street, David Place, W. 9 <sup>th</sup> Ave, Inlet place from W 15 <sup>th</sup> Ave to W 12 <sup>th</sup> Ave and near the intersection of 10 <sup>th</sup> Ave and E St.	Medium	CEA, Telecom, Planning, PM&E, DOT&PF	
I-24 Utilize the historic function of alleys as a service space, including for utilities, refuse removal, and parking, to preserve street frontages and neighborhood character.	Ongoing	Utilities, SWS, Owners, Developers	2020, ONHPP
I-25 Nominate historic and cultural Landmarks identified during previous public processes and historic surveys to Anchorage's Local Landmark Register and the National Historic Register.	Ongoing	Owners, ARR, AHPC	ONHPP
I-26 Survey and nominate Block 13 (Pilot's Row) as a historic district on Anchorage's Local Landmark Register	Short	Owners, AHPC	ONHPP
I-27 Facilitate the adaptive reuse of older structures, or, if necessary to save or enhance the resource, relocation of historic resources	Ongoing	Owners, Planning, DevServ	2040, ONHPP

## Goal Area 2: Transportation and Mobility

Ensure safe, convenient, and easy to use streets, pathways, bike lanes and transit options.

Neighborhood-Led Projects: Transportation and Mobility			
Project or Action	Timeframe	Key Actors	Related Plans
<a href="#">2-1 Advocate for Complete Street studies for 15<sup>th</sup> Avenue, the I and L Streets couplet, and the A and C Streets couplet to initiate redesigns that address high speeds, high traffic noise, and assures safe pedestrian access along and across. Accelerate efforts to receive funding by 2025.</a>	<a href="#">Short</a>	<a href="#">Private businesses, SACC</a>	<a href="#">NMP</a>
<a href="#">2-2 [H] Add bike service and repair stations at key public spaces to encourage biking and non-motorized transportation throughout the neighborhood.</a>	Short	Private businesses, SACC	NMP
<a href="#">2-3 [Z] Advocate for the creation of neighborhood wide traffic calming with an emphasis on high traffic intersections and roadways near heavily used activity centers, specifically:</a>	Medium	SACC	

2-4 <del>{3}</del> Implement a neighborhood wide bicycle and pedestrian safety and encouragement campaign.	Short	SACC	
2-5 <del>{4}</del> Conduct an annual survey of neighbors regarding their commuting and travel behaviors, transportation needs and perceptions of safety.	Short	SACC	
2-6 <del>{5}</del> Report street, sidewalk and intersection deficiencies to the Municipality of Anchorage and the Alaska Department of Transportation and Public Facilities.	Short	SACC, Residents	

<b>Municipality-Led Projects: Transportation and Mobility</b>			
Project or Action	Timeframe	Key Actors	Related Plans
<del>2-6</del> <a href="#">Strategically expand transit operations to support targeted infill and redevelopment, including R3 zoned lands with a focus area in South Addition between A and Cordova Streets.</a>	<del>Medium;</del>	<del>Transit, Public Works, DOT&amp;PF</del>	<del>2040</del>
2-7 <del>{6}</del> Design transportation infrastructure projects that retain or restore the historic street grid of South Addition and adjoining neighborhoods	Medium; Ongoing	AMATS, Public Works, DOT&PF	ONHPP, 2040
2-8 <del>{7}</del> Reform the <a href="#">Design Criteria Manual</a> <del>local street design criteria</del> for urban neighborhood streets to emphasize separated sidewalks, snow storage capacity, and pedestrian accessibility, then carry out a street and sidewalk improvement program.	<del>Short</del> <del>{Medium};</del> Ongoing	Public Works	<del>NMP</del>
2-9 <del>{8}</del> Improve bicycle parking and security throughout the neighborhood through the installation of additional bike racks.	Short	Public Works, Parks, SACC	NMP
2-10 <del>{9}</del> Complete the sidewalk network throughout the neighborhood with a particular focus on finishing the following areas: <ul style="list-style-type: none"> <li>• 9<sup>th</sup> Avenue, from P to Stolt Lane</li> <li>• I Street, from 15<sup>th</sup> to Fireweed</li> <li>• E Street, from 16<sup>th</sup> to Chester Creek</li> <li>• A Street, from 15<sup>th</sup> to Fireweed</li> <li>• B Street, from <del>11<sup>th</sup></del> <del>{12<sup>th}}</sup></del> to 15<sup>th</sup></li> </ul>	Medium	Public Works, AMATS, Parks	NMP
2-11 <del>{10}</del> Construct a new enhanced shared roadway connection for bicyclists on 13th Avenue from Nelchina Street to S Street (with a segment being on 12th Avenue between A and <del>E</del> <del>{G}</del> Streets)	Medium	Public Works, Traffic, DOT&PF, AMATS	NMP
2-12 <del>{11}</del> Improve the funding for <a href="#">prompt roadway and walkway snow removal and establish a clear and predictable management plan of on-street parking for efficient plowing operations.</a> <del>[advocacy for enforcement of snow removal parking restrictions and work with residents to clear snow and ice to ensure streets are cleared efficiently.]</del>	Short	MOA	
<del>2-12</del> Create and implement a South Addition subarea plan under the Anchorage Vision Zero Action Plan.	<del>Medium</del>	<del>MOA</del>	

2-13 Improve and add additional pedestrian crossing infrastructure like crosswalks, HAWKS, Rapid Overhead Flashing Beacons, etc. along key streets and roadways to increase pedestrian mobility and safety.	Medium	Public Works, Traffic, DOT&PF	
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<b>Collaborative Projects: Transportation and Mobility</b>			
Project or Action	Timeframe	Key Actors	Related Plans
2-14 <del>{15}</del> <del>[Work with the Municipality and Alaska Department of Transportation to improve]</del> Establish non-motorized and pedestrian access at 9 <sup>th</sup> Avenue to the Coastal Trail and its key downtown destinations	Medium	AMATS, Railroad, Public Works	NMP ??
2-15 <del>{16}</del> Improve <a href="#">pedestrian access and ensure adherence to the safe routes to schools program guidelines</a> and install additional school crossings at key locations, including C Street between 11 <sup>th</sup> and 13 <sup>th</sup>	Short	Public Works, Traffic, DOT&PF, ASD	
2-16 <del>{17}</del> Implement traffic calming measures on arterial streets, such as building wider sidewalks, bulb outs, median plantings, chicanes, and other strategies whenever possible. Specific actions could include <ul style="list-style-type: none"> <li>• Narrowing lanes and widening sidewalks on A and C streets between 9<sup>th</sup> and 16<sup>th</sup></li> <li>• Signal controlled street intersections for an east-west pedestrian connection south of 9<sup>th</sup> Avenue, on A Street at 11<sup>th</sup>, 13<sup>th</sup> and C Street at 12<sup>th</sup></li> <li>• Signal controlled street intersections for a new east-west pedestrian connection on 16<sup>th</sup> Avenue, at A and C Streets.</li> <li>• Add a landscape barrier on the south sidewalk from 15th Avenue&amp; I Street to where it joins the trail along L St to the bike trail</li> </ul>	Long	DOT&PF, AMATS, Public Works	NMP
2-17 <del>{18}</del> Construct separated bikeways on the following arterial and collector streets as called for in the Non-Motorized Plan (NMP) <ul style="list-style-type: none"> <li>• C Street, from Downtown to Midtown</li> <li>• 15<sup>th</sup> Avenue, from Ingra St. to N Street</li> <li>• E Street, W. 17<sup>th</sup>, and Arctic Blvd., between Downtown and Fireweed Lane</li> <li>• Cordova Street north of 15<sup>th</sup></li> <li>• L Street, north of 13<sup>th</sup></li> <li>• M Street, from 5<sup>th</sup> Ave to Elderberry Park</li> </ul>	Short, Ongoing	DOT&PF, Public Works, Traffic	NMP
2-18 <del>{19}</del> Encourage People Mover bus ridership by working with MOA Public Transportation Dept. to increase the frequency of stops and improved routes based on community feedback.	Medium	Transit, SACC	

## Goal Area 3: Parks, Natural Spaces and Sustainable Systems

*Invest in a sustainable neighborhood and ensure easy access to parks and natural spaces.*

Neighborhood-Led Projects: Parks, Natural Spaces, and Sustainable Systems			
Project or Action	Timeframe	Key Actors	Related Plans
3-1 Organize neighborhood volunteers to maintain natural spaces, pollinator gardens and other community open spaces in conjunction with efforts from the Anchorage Parks Department	Short	SACC, Parks <a href="#">APF</a>	
3-2 Educate neighbors about the importance of a healthy tree canopy, how to maintain existing trees and where to plant additional trees. <a href="#">Establish a Walking Guide to Notable Neighborhood Trees using the tree inventory/database created by the Alaska Community Forestry program.</a>	Short	SACC <a href="#">ACF program</a>	
3-3 Host an annual neighborhood clean-up day, sustainability workshops and sustainable landscaping classes.	Short	SACC <a href="#">APF</a>	
3-4 Create a community tool library for residents to check-out landscaping equipment to better maintain their homes and public spaces.	Short	SACC <a href="#">APF</a>	

Municipality-Led Projects: Parks, Natural Spaces, and Sustainable Systems			
Project or Action	Timeframe	Key Actors	Related Plans
3-5 Work with the State of Alaska to inventory, maintain and improve upon the tree canopy in South Addition.	Short	MOA	
3-6 Create and implement a Delaney Park Master Plan that includes a future vision for the Park Strip as a community and regional open space asset.	Medium	Parks	Park
3-7 Create and implement a plan to and protect sunlight access at the Delaney Park Strip to minimize shadowing cast by structures outside the park.	Short	Planning, Parks	
3-8 Implement improvements at park sites throughout the South Addition Neighborhood as identified in park improvements and master plans and as identified through neighborhood engagement.	Medium	Parks <a href="#">APF</a>	



3-9 Adopt a dark skies ordinance to improve night sky views and reduce neighborhood glare and light trespass. Work to improve existing lighting fixtures to reduce light pollution.	Medium	Planning, Developers, SACC	
3-10 Create and implement a South Addition noise plan related to traffic noise, with viable enforcement mechanisms.	Medium	Public Works, DOT&PF, SACC	

## Goal area 4: Neighborhood Cohesion and Placemaking

Create opportunities for positive neighbor-to-neighbor connections and create collaborative partnerships to address neighborhood challenges and make meaningful improvements to the South Addition. Enhance the South Addition Neighborhood through the creation of vibrant community spaces and celebration of the area’s rich history and culture.

Municipality-Led Projects: Parks, Natural Spaces, and Sustainable Systems			
Project or Action	Timeframe	Key Actors	Related Plans
4-1 Work with the Municipality of Anchorage to create gateway signage, street sign toppers, wayfinding signs and other branding elements to help strengthen South Addition’s brand and identity.	Medium	SACC, Public Works, DOT&PF	
4-2 Create a neighborhood events and communication committee <del>[to help plan events and distribute information.]</del> <a href="#">to create a communications plan and a neighborhood calendar of events for the South Addition Neighborhood to inform and engage neighbors about events and neighborhood issues.</a>		SACC	
4-3 Organize neighborhood-serving events such as block parties, movie nights, National Night Out Events, neighborhood clean-up days, etc.	Short	SACC, Parks	
<del>4-4 Create a communications plan and a neighborhood calendar of events for the South Addition Neighborhood to inform and engage neighbors about events and neighborhood issues.</del>	<del>Short</del>	<del>SACC</del>	
4-5 Support the installation of new public art and beautification efforts, <del>[whenever possible integrate and call out to the]</del> <a href="#">and highlight</a> South Addition’s rich history and unique character <a href="#">through art.</a>	Short	SACC, Public Works, Parks	
4-6 Review and update the South Addition Neighborhood Plan every 5 years to ensure that the vision, goals, and actions are still representative of community and neighbor interests.	Long	SACC, Planning	2020, 2040

Municipality Led Projects and Actions – Neighborhood Cohesion and Placemaking			
Project or Action	Timeframe	Key Actors	Related Plans
4-7 <del>[Where appropriate]</del> Install additional benches, lighting and trash receptacles to make public space more accommodating and useable. Add branding elements to these public amenities.	Medium	Parks, Transit, Public Works	

Municipality Led Projects and Actions – Neighborhood Cohesion and Placemaking			
Project or Action	Timeframe	Key Actors	Related Plans
4-8 Improve <a href="#">adherence to Dark Sky principles of existing street lighting, reduce glare and light trespass and</a> install new lighting at key locations on streets and in alleyways throughout the neighborhood.	Medium	Public Works	
4-9 Increase Anchorage Police Department presence in the South Addition and change patrol zones to expand more frequently into the neighborhood. Increase crime prevention / CPTED efforts within parks and greenbelts.	Short	APD, SACC	

## Goal Area 5: Neighborhood Safety, Resiliency, and Hazard Mitigation

*[Educate and inform the public to minimize vulnerabilities to natural and other hazards and mitigate the impacts of such hazards in South Addition](#)*

Neighborhood Led Projects and Actions – Safety, Resilience, and Hazard Mitigation			
Project or Action	Timeframe	Key Actors	Related Plans
5-1 Educate and inform South Addition residents about emergency preparedness related to earthquakes, wildfires, floods and other disasters as outlined in the MOA All Hazard Mitigation Plan	Short	SACC	All Hazard Mitigation Plan
5-2 Create a neighborhood emergency support and advocacy group to maintain emergency preparedness plans and participate in any updates to MOA plans related to hazard mitigation	Short	SACC	All Hazard Mitigation Plan
5-3 Create a communications network with neighbors to report outages to Chugach Electric and educate neighbors on the benefits of lighting and motion detectors.	Short	SACC	

<b>Municipality Led Projects and Actions – Safety, Resilience, and Hazard Mitigation</b>			
Project or Action	Timeframe	Key Actors	Related Plans
5-4 In discretionary land use decisions such as rezonings, zoning code amendments, conditional use approvals, and changes to the land use plan amendments, consider natural hazards and avoid locating more people and property in areas where they would be at most risk.	Short; Ongoing	Planning, OECD, PZC, Assembly	2020, 2040, AHMP
5-5 Amend the land use regulations to place limitations on critical and sensitive land uses such as public and community facilities, medical facilities, or high-density housing in areas with the greatest hazards for seismically induced ground failure and flooding.	Medium	Planning, OECD, PZC, GAC, Assembly	2020, 2040, AHMP, Seismic
5-6 Continue to update and revise the All Hazard Mitigation plan with specific recommendations for individuals and neighbors.	Medium	OEM	All Hazard Mitigation Plan
5-7 Educate individuals and businesses about hazards, disaster preparedness and mitigation	Short	OEM, DevServ, GAC, Planning	All Hazard Mitigation Plan
5-8 Increase the availability of supportive housing, shelters, and other needed social services in South Addition residents.	Medium	MOA	
5-9 Guide the growth, development, and construction of housing, employment, public facilities, and other land use activities in ways that minimize risks to life safety and property from natural hazards.	Medium	MOA	All Hazard Mitigation Plan

<b>Collaborative Projects and Actions – Safety, Resilience, and Hazard Mitigation</b>			
Project or Action	Timeframe	Key Actors	Related Plans
5-10 Reduce vehicle speeds on A and C Streets, and I and L Streets, to 20-25 MPH to make new roadway improvements to create a safe multi-modal street environment.	Medium	DOT&PF, Traffic	Downtown
5-11 Improve disaster preparedness of the South Addition community including its residents, businesses, and other organizations.	Medium	MOA, SACC	All Hazard Mitigation
5-12 Incorporate the Goals and Objectives of the Municipality of Anchorage All Hazards Mitigation Plan in decisions affecting neighborhood land use, development, public investments, and services.	Medium	MOA, SACC	

# Appendices

- *Appendix A:* Anchorage 2040 Land Use Plan Alignment
- *Appendix B:* Review of South Addition Design Considerations
- *Appendix C:* Public Engagement Process & Results (could be an attachment of 12/14/23 memo)
- *Appendix D:* Supportive maps that are too detailed for the main body of the plan