



Site Access:

Reforming Title 21 to remove barriers to housing development and improve safety & access for all users

ANCHORAGE ASSEMBLY & MAYOR LAFRANCE: Working Together to Focus on Housing

**10,000 HOMES
IN TEN YEARS**

CONSTRUCT
AND REPAIR



CUT POLICY
BARRIERS



SYSTEMS &
PROCESSES



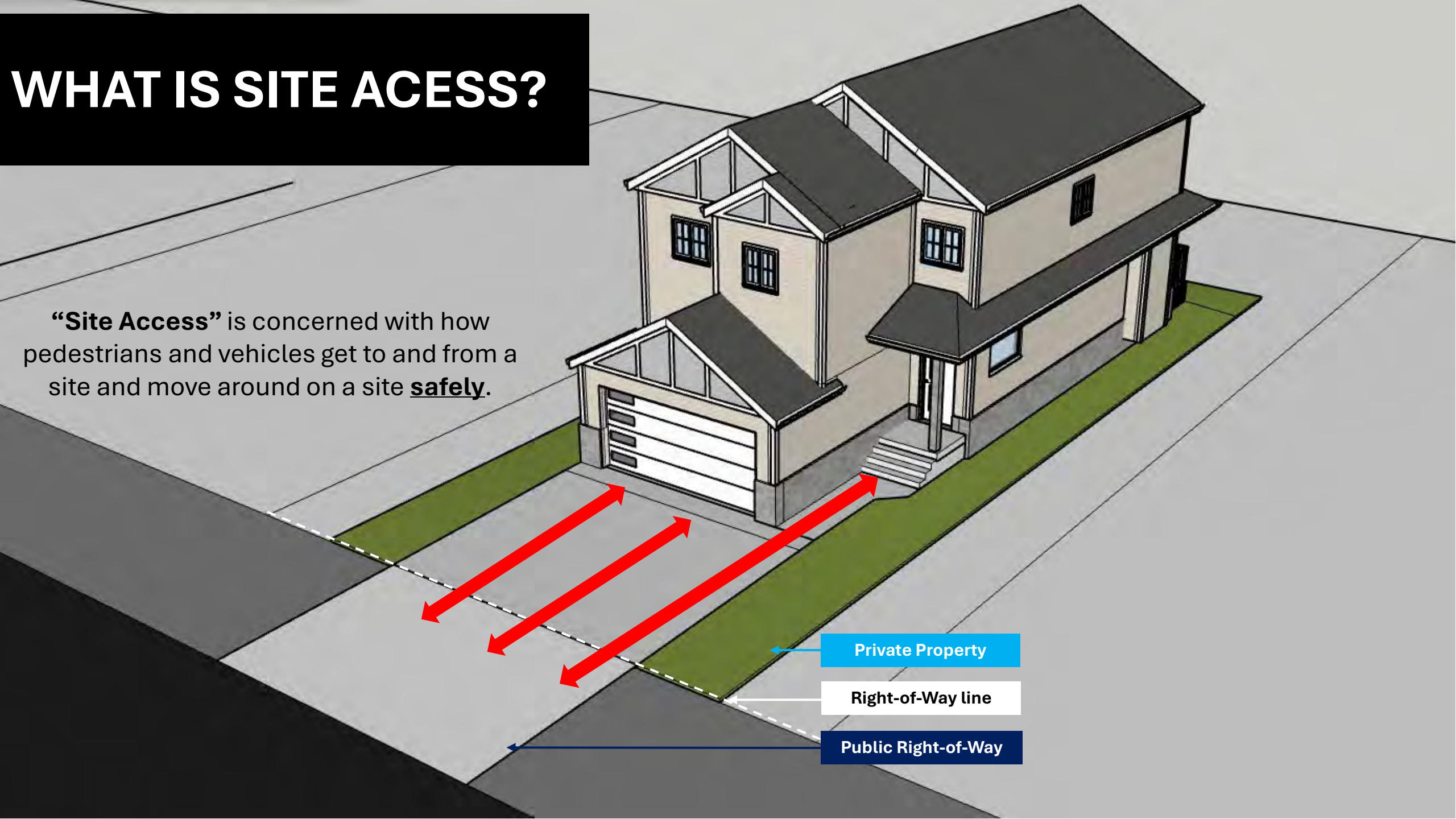
Less than **300** homes permitted in 2024
149 single-family units
27 duplex units
110 multi-family units (3+ unit projects)

52% INCREASE in the
average principal & interest for homes
purchased since 2018

24% INCREASE in
average rent prices since 2018

WHAT IS SITE ACCESS?

“**Site Access**” is concerned with how pedestrians and vehicles get to and from a site and move around on a site **safely**.



Private Property

Right-of-Way line

Public Right-of-Way



No windows facing primary street

Primary entrance difficult to see from street

Lot frontage is entirely paved = uncontrolled vehicular access

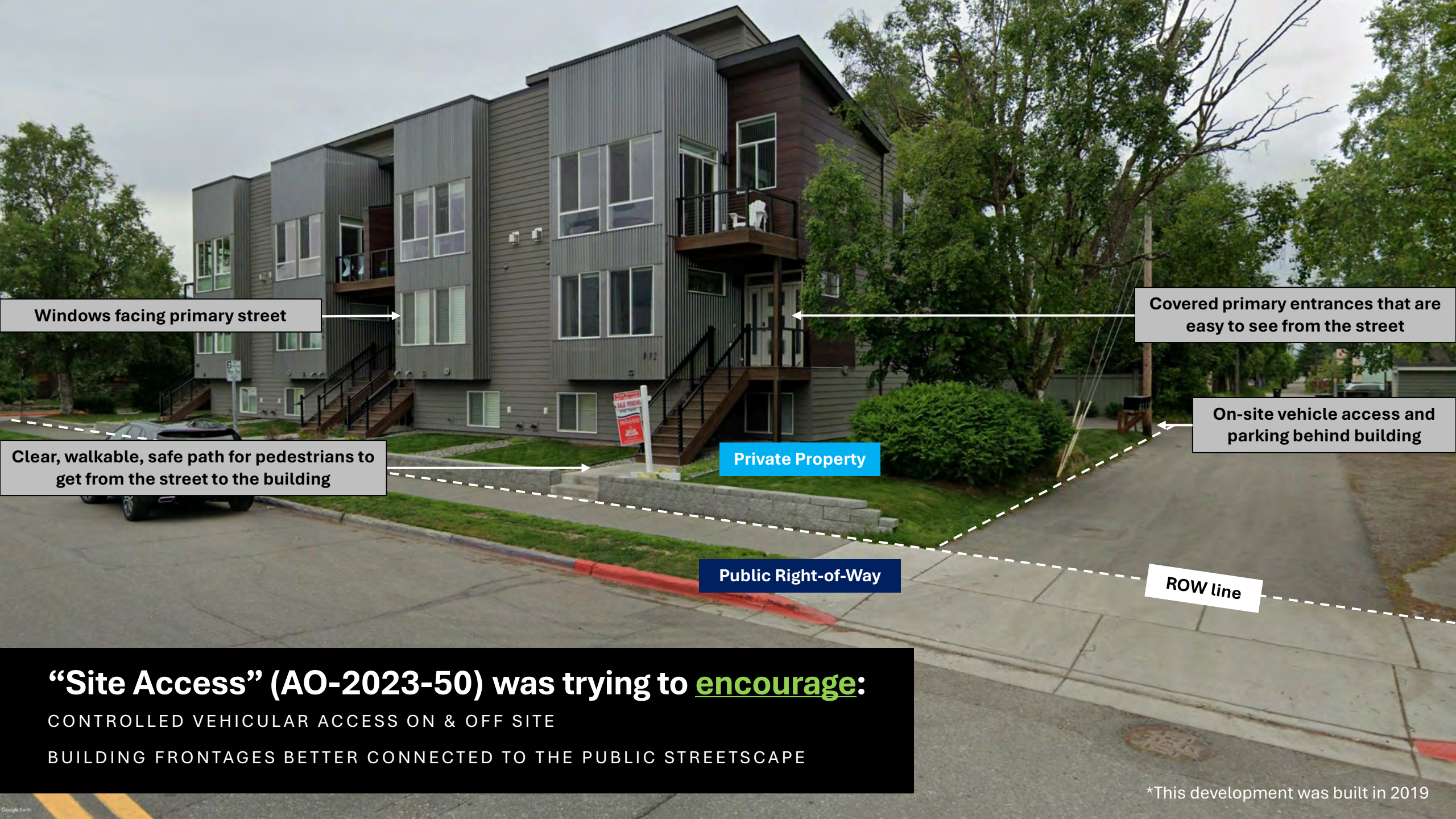
Private Property

ROW line

Public Right-of-Way

“Site Access” (AO-2023-50) was trying to prevent:
UNCONTROLLED VEHICULAR ACCESS ON & OFF SITE
BUILDING FRONTAGES DISCONNECTED FROM THE PUBLIC STREETSCAPE

*This development was built in 1985



Windows facing primary street

Covered primary entrances that are easy to see from the street

On-site vehicle access and parking behind building

Private Property

Public Right-of-Way

ROW line

Clear, walkable, safe path for pedestrians to get from the street to the building

“Site Access” (AO-2023-50) was trying to encourage:
CONTROLLED VEHICULAR ACCESS ON & OFF SITE
BUILDING FRONTAGES BETTER CONNECTED TO THE PUBLIC STREETScape

*This development was built in 2019

What happened after implementation of AO-2023-50?

AO-2023-50 made it **harder to build housing we need in Anchorage.**

CIHA Housing Projects that Fail To Meet Original Site Access



Grass Creek North - Muldoon



3600 Spenard Road - Spenard



Qevu Village - Old Seward Highway



McCain Loop - Spenard



Parking exceeds 50% of building frontage

Grass Creek North - Muldoon



Parking exceeds 50% of building frontage

3600 Spenard Road - Spenard



Parking exceeds 20% of building frontage (non-urban area)

Qevu Village - Old Seward Highway



McCain Loop Triplex - Spenard

Parking exceeds 50% of building frontage: Only one straight-in parking space for 3 households

Wilshire Street, Spenard



3-bedroom duplexes, no alley. Front parking....



... since there is no room to park on the street.

Cordova & 12th Triplexes

Complies with original site access ordinance



No front parking/more “ped friendly”....



....because of alley access

HOW ARE WE GOING TO FIX THIS?

Anchorage Assembly & Mayor LaFrance form working group



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HOW ARE WE GOING TO FIX THIS?

10,000 HOMES IN TEN YEARS

A collaboration between the Anchorage Assembly and Mayor LaFrance

DEFINING THE PROBLEM: Understand what we **DON'T** want

- Vehicle-centered frontage
- Uncontrolled vehicular access on & off site
- Unclear where pedestrians can safely travel



Private Property

Public Right-of-Way

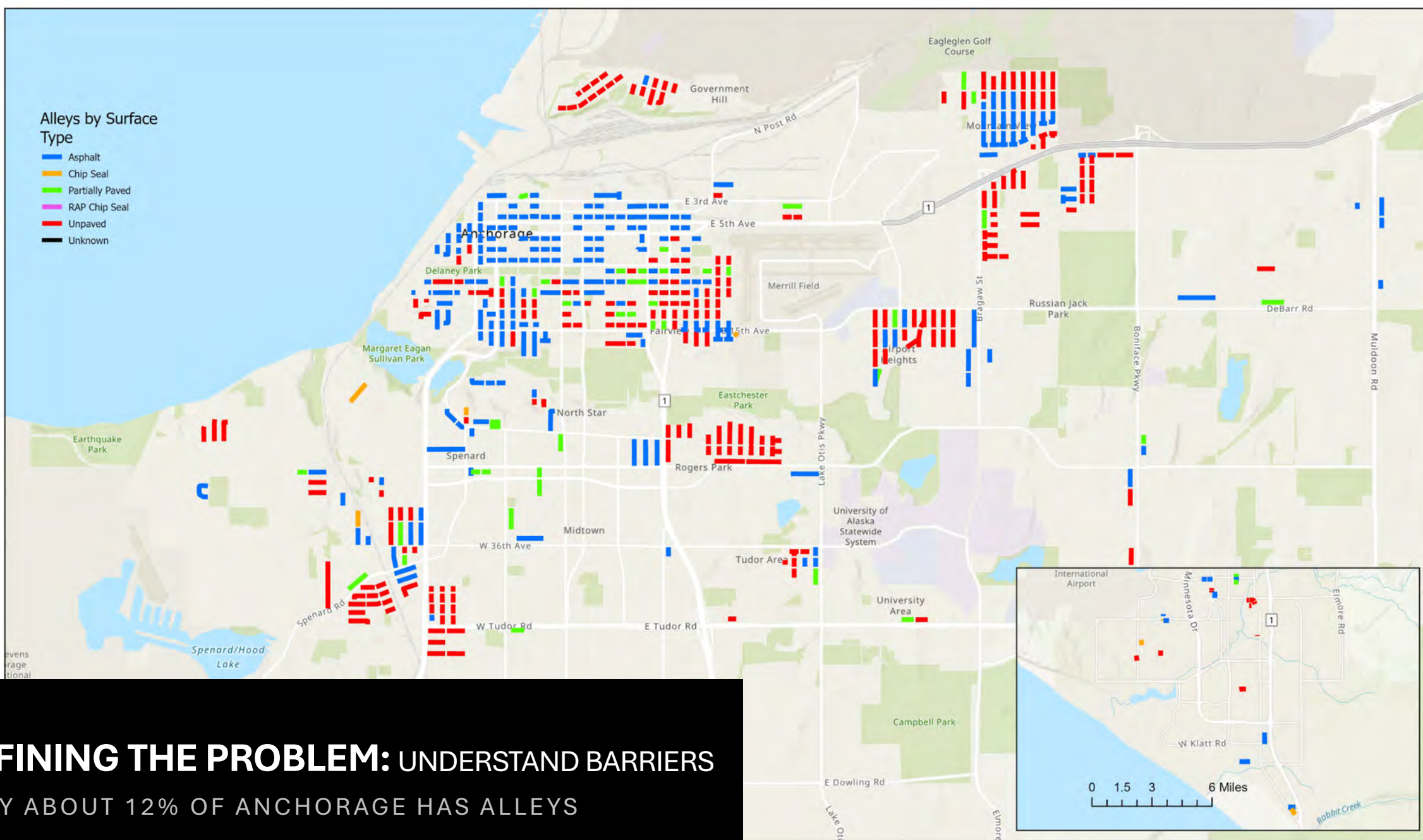
DEFINING THE PROBLEM: Understand what we **DO** want (where possible)

- People-centered frontage
- Vehicle access and on-site parking behind building
- Clear, safe path for pedestrian access to get from the street to the building
- Active right-of-way management



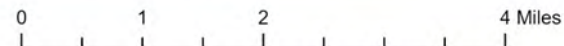
Alleys by Surface Type

- Asphalt
- Chip Seal
- Partially Paved
- RAP Chip Seal
- Unpaved
- Unknown



DEFINING THE PROBLEM: UNDERSTAND BARRIERS

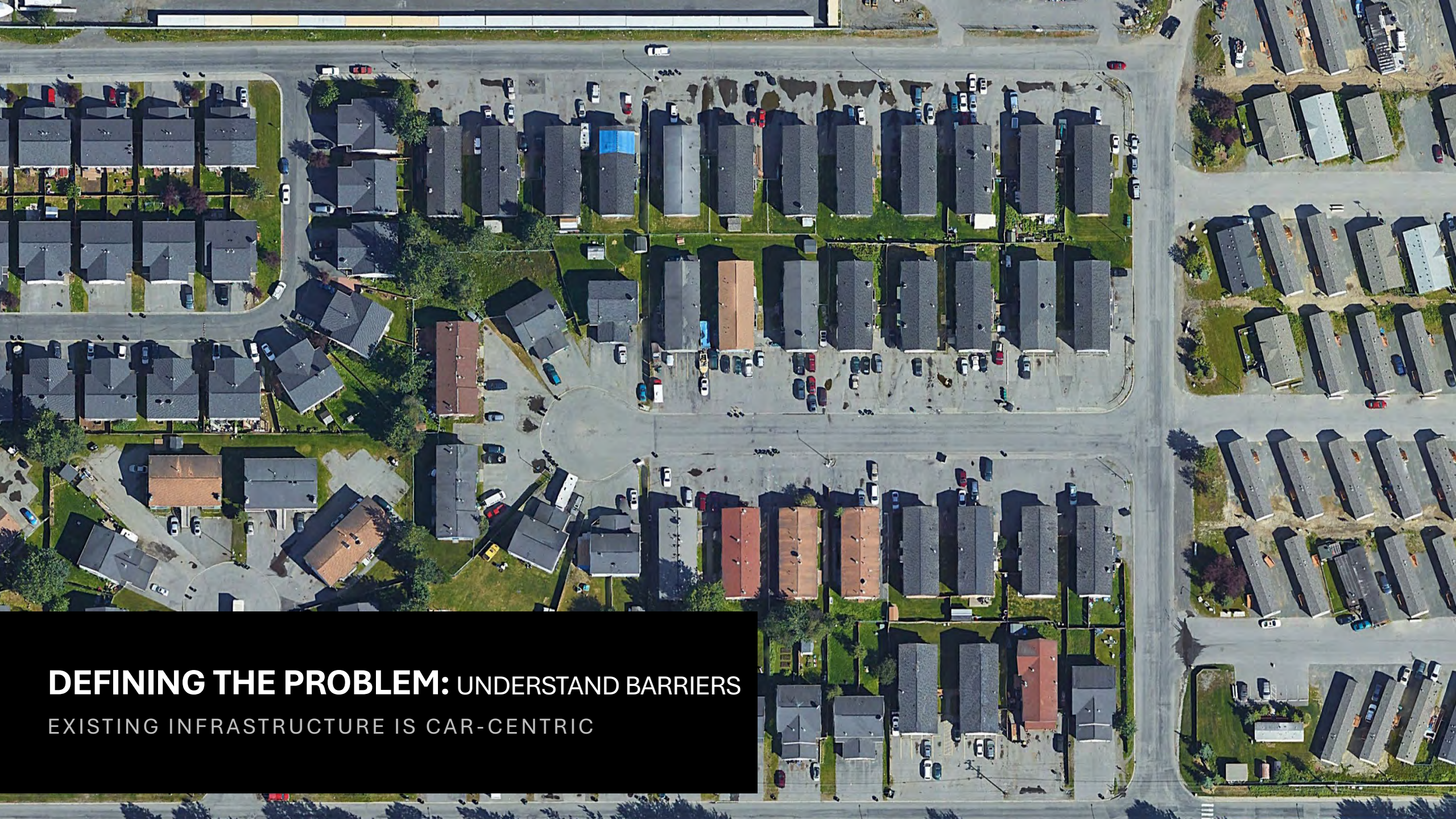
ONLY ABOUT 12% OF ANCHORAGE HAS ALLEYS





DEFINING THE PROBLEM: UNDERSTAND BARRIERS

ANCHORAGE BOWL IS LAND-CONSTRAINED



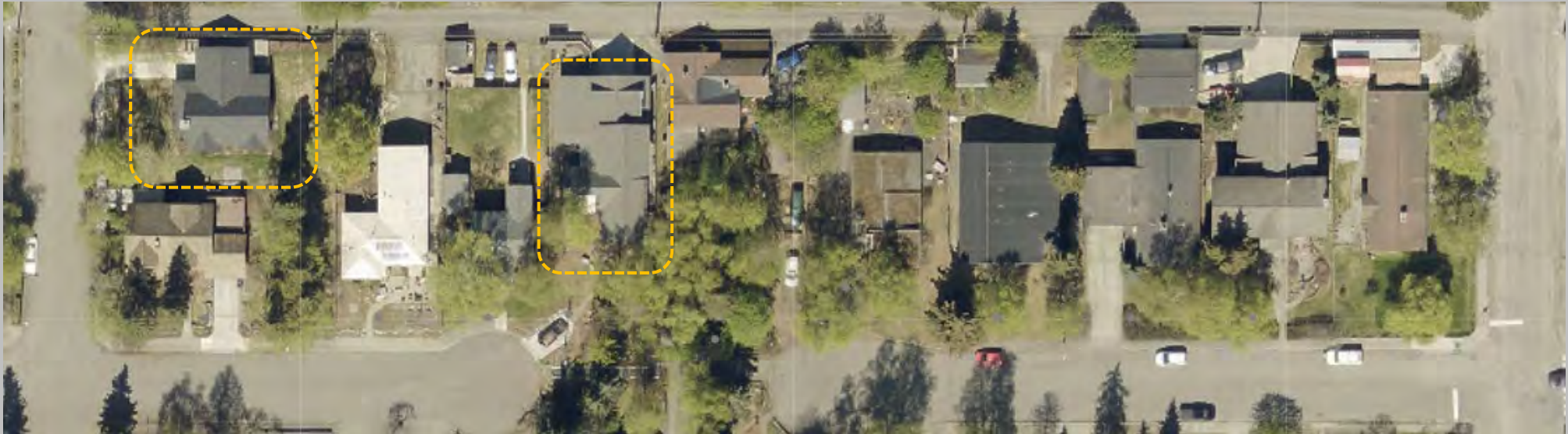
DEFINING THE PROBLEM: UNDERSTAND BARRIERS

EXISTING INFRASTRUCTURE IS CAR-CENTRIC

2012-2014



2024



W 12th Ave

DEFINING THE PROBLEM: UNDERSTAND BARRIERS

SLOW PACE OF CHANGE

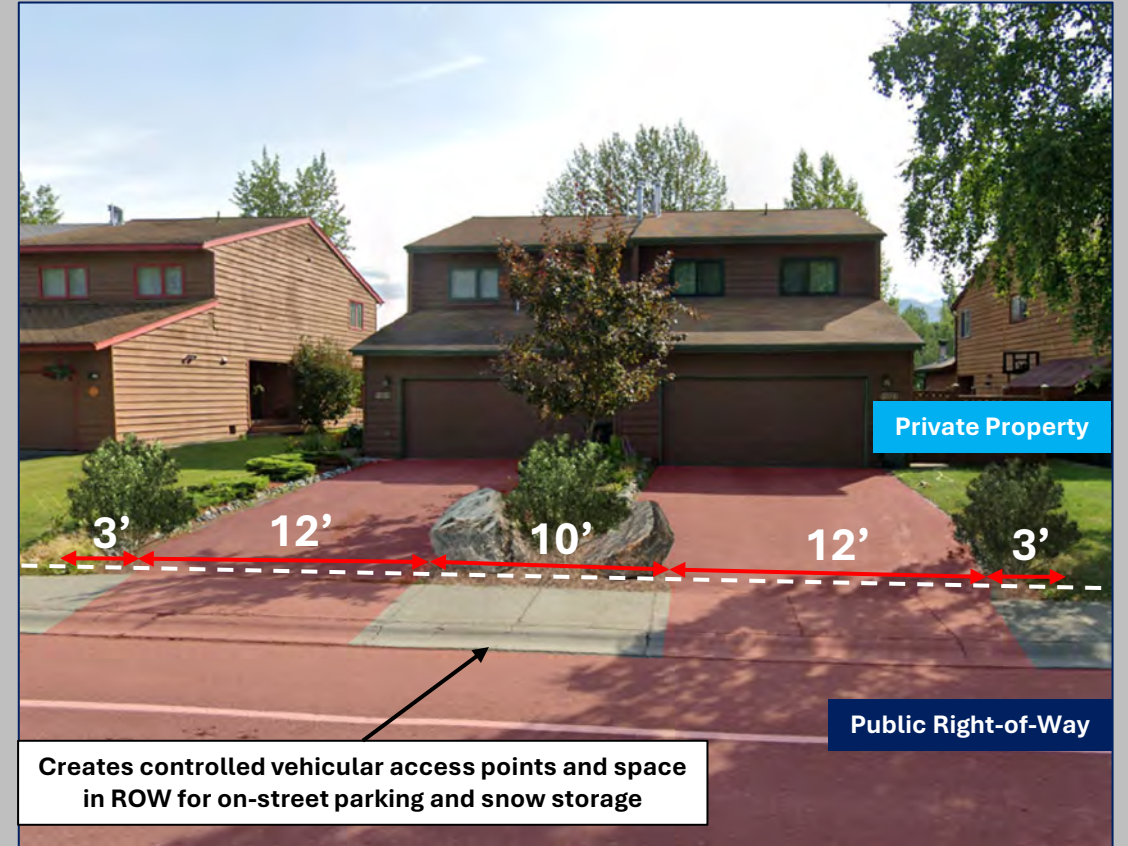
PROPOSED SOLUTIONS: ALLEYS

- Where there are useable alleys, access will be required to be taken from the alley.



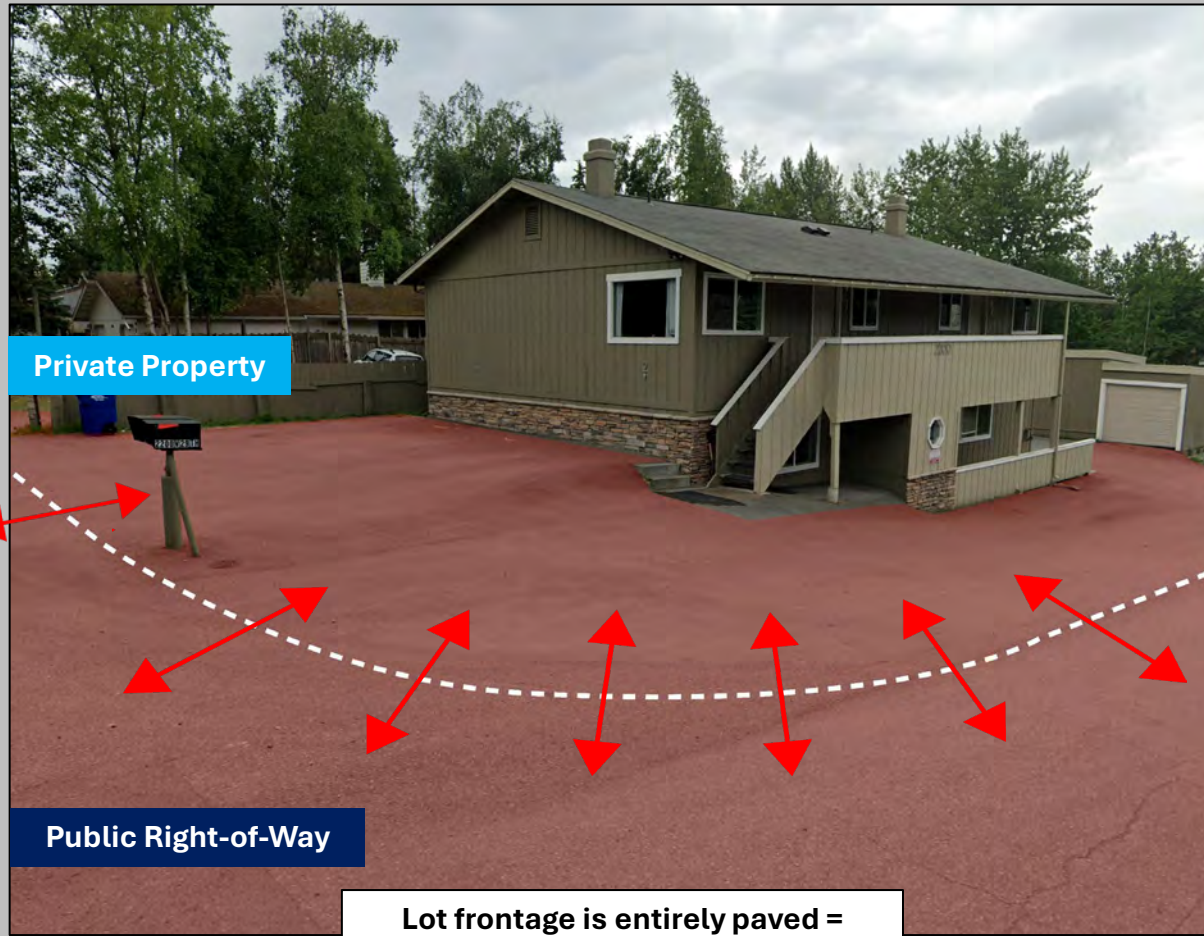
PROPOSED SOLUTIONS: DRIVEWAYS

- Where there are no alleys, driveway widths will be limited



PROPOSED SOLUTIONS: PERIMETER LANDSCAPING

- Increased landscaping requirements around small parking lots in order to protect pedestrian circulation in the right-of-way.
- Existing landscaping and dumpster screening requirements will be untouched.



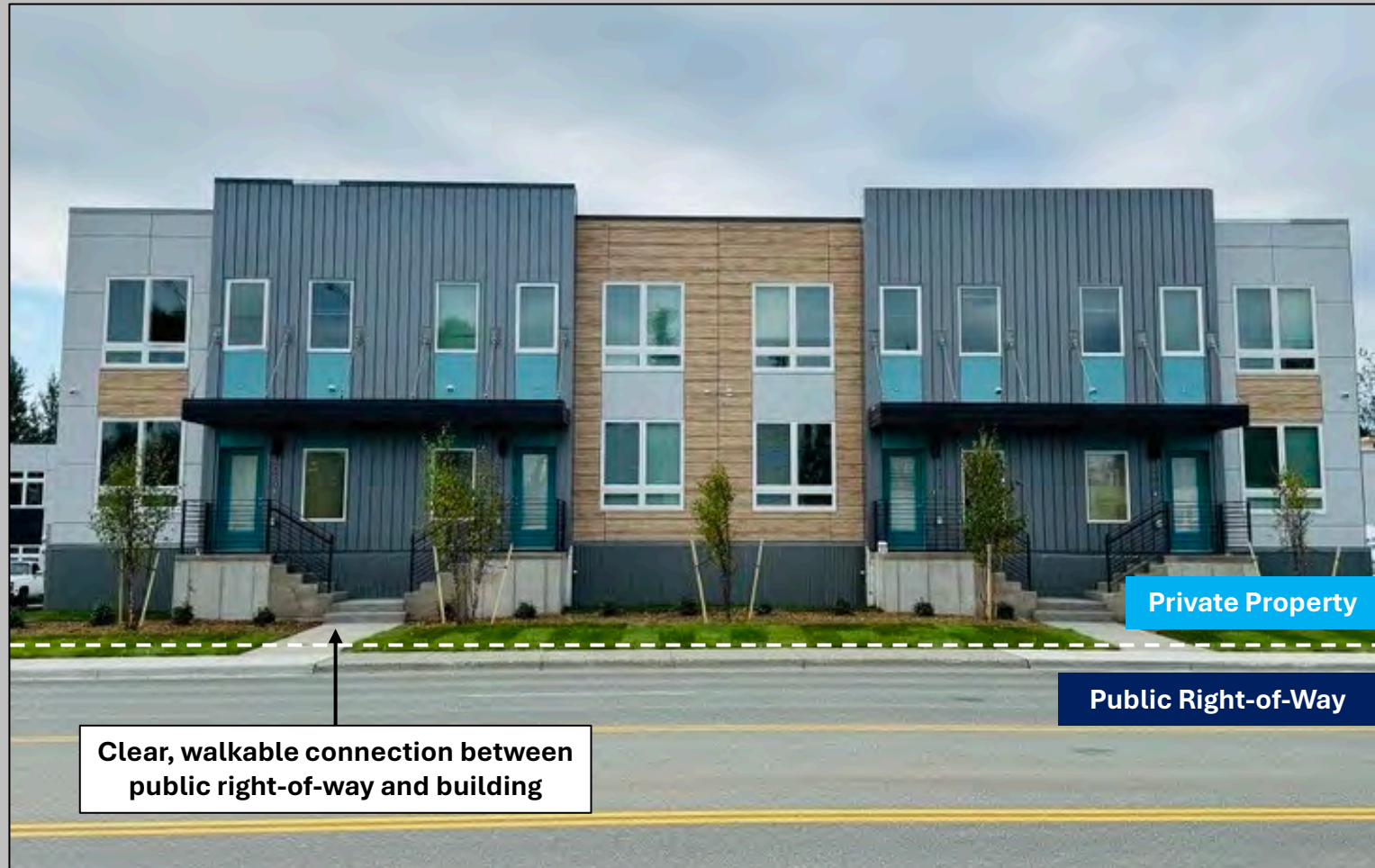
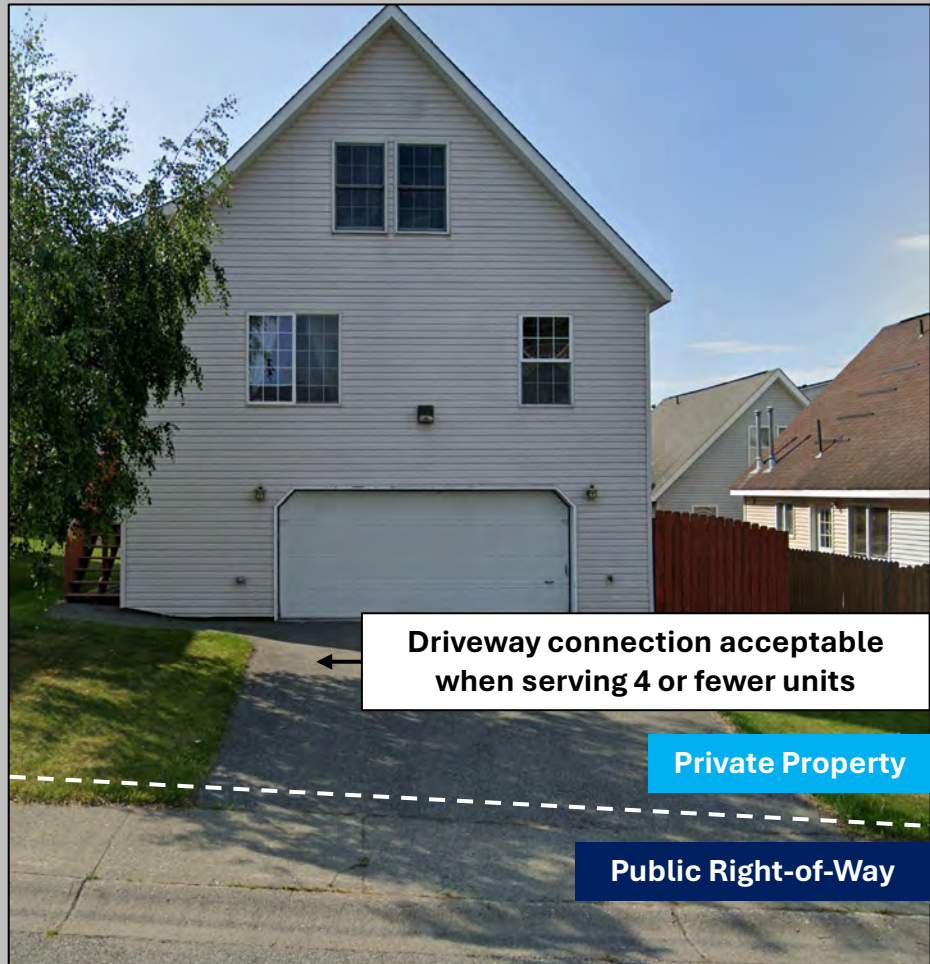
Lot frontage is entirely paved = uncontrolled vehicular access



Landscape perimeter creates a controlled vehicular access point

PROPOSED SOLUTIONS: WALKWAY CONNECTIVITY

- There should be a clear, recognizable and walkable connection between streets and buildings
- Developments with 4 or fewer units may use a driveway as a walking space



ADDITIONAL EFFORTS TO IMPROVE WALKABILITY

- Design Criteria Manual (DCM) updates
- AMATS Complete Streets
- Municipality of Anchorage Long-Range Transportation Strategy
- Active Management of Right-of-Way

NEXT STEPS

Planning and Zoning Commission Public Hearing

When: March 3, 2025 at 6:30pm

Where: Assembly Chambers of the Z.J. Loussac Library, 3600 Denali St, Anchorage

How to participate:

- Attend in person and share your public testimony
- Call or submit written comments
 - by CityView: <http://munimaps.muni.org/planning/allcomments.cfm> (case number 2025-0018)
 - by email: Anchorage2040@muni.org
 - by fax: (907) 343-7927
 - by mail: Current Planning Division