

South Addition Neighborhood Plan



Table of Contents

1. Introduction.....	3
2. Purpose and Goals	4
2.1. Study Area Boundary	6
2.2. Organization of the Draft SANP	7
3. Neighborhood History	8
4. Existing Relevant Plans.....	10
5. Existing Conditions	13
5.1. Physical Neighborhood Characteristics	13
Zoning and Land Use.....	18
Utilities	23
Transportation	24
Parks/Open Space	28
Historic Resources	30
Schools.....	32
5.2. People and Demographics	33
6. Public Process	38
6.1. Outreach Efforts	38
7. Community Vision.....	40
7.1 Enhance Neighborhood Character	40
7.2. Connect People to Places	42
7.3. Preserve Community Green Spaces	43
8. Plan Implementation.....	44
8.1 Develop Neighborhood Overlay District(s)	44
8.2 Encourage Accessory Dwelling Units.....	49
8.3 Encourage small-scale, commercial development.....	52
8.4. Maintain a safe walking and biking experience year-round	54
Next Steps.....	57

Figures

Figure 1. South Addition Neighborhood Study Area.....	6
Figure 2. Identified South Addition Neighborhood Zones.	14
Figure 3. South Addition Land Uses.	18
Figure 4. South Addition Zoning.....	19
Figure 5. Number of Structures Built by Year within South Addition vs. Municipality of Anchorage.....	20
Figure 6. Annual Average Daily Traffic for South Addition Streets.....	25
Figure 7. Bike and Pedestrian Access in South Addition.....	26
Figure 8. Street Ownership and Transit Stops.....	27
Figure 9. Opportunities for Historic Districts in South Addition.....	31
Figure 10. US Census Block Groups in South Addition.....	33
Figure 11. Identified Potential Historic Districts.....	45
Figure 12. South Addition Neighborhood Zones and Subareas.....	46
Figure 13 Areas that Qualify for ADUs in South Addition.....	51

Tables

Table 1 Relevant Existing Plans.....	10
Table 2 Race Distribution by Census Block Group.....	34
Table 3 Median Household Income in the Past 12 Months.....	35
Table 4 Total Population in Occupied Housing Units.....	35
Table 5 Median Gross Rent.....	36
Table 6 Median Gross Rent as Percent of Household Income.....	36
Table 7 Average Household Size by Occupation Type.....	37
Table 8 Enhance Neighborhood Character Priorities and Actions.....	40
Table 9 Connect People to Places Priorities and Actions.....	42
Table 10 Preserve Community Green Spaces Priorities and Actions.....	43

1. Introduction

SPACE FOR HANS TO WRITE INTRO

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 South Addition Neighborhood Planning process began at the September 2016 public kick-off by the South Addition Community Council. The plan included contributions from many residents of South Addition, businesses, and property owners. Residents participated in community workshops held by South Addition Community Council where they identified key neighborhood features and improvements which were incorporated into this plan.

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.

2. Purpose and 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:

- Identify compatible infill housing that complement the neighborhood values
- Enhance and maintain neighborhood character
- Foster safe and connected streets



A view of Westchester Lagoon in South Addition from Margaret Eagan Sullivan Park.

Most importantly, the development of the South Addition Neighborhood Plan lays the groundwork for developing future overlay districts within the neighborhood, which supports the priorities listed above.

More about the planning process can be found in **Section 6: Public Process**.

In June 28, 2016 residents and community members came together to develop the purpose and goals for the South Addition Neighborhood Plan¹. The purpose and goal of this plan was the following:

1. Consider the qualities that residents and users of the area value about South Addition while accommodating future development.
2. Identify unique neighborhood characteristics of South Addition that are valued by residents and visitors alike, such as the residential scale and street scape as well as the desirable street grid pattern with paved sidewalks and alleys, to help guide planned future growth and development that enhances the valued characteristics of the area.
3. The Anchorage 2020 Comprehensive Plan allocates a portion of Anchorage's estimated overall growth to be absorbed by South Addition. The scale of new development is central to the impact of growth on the South Addition neighborhood. The Neighborhood Plan will provide guidance as to the character and location of future growth.
4. Identify infrastructure needs for estimated growth and maintenance and recommend priorities.
5. Identify transportation issues and needs, including the quality of road and street systems to reduce congestion, noise, increase safety and support reasonably expected growth while maintaining neighborhood character. Address major

¹ Purpose & Goals of South Addition Neighborhood Plan, July 2016.
<http://communitycouncils.org/download/10282.pdf>

transportation corridors in and through South Addition and transportation plans and projects that could impact South Addition.

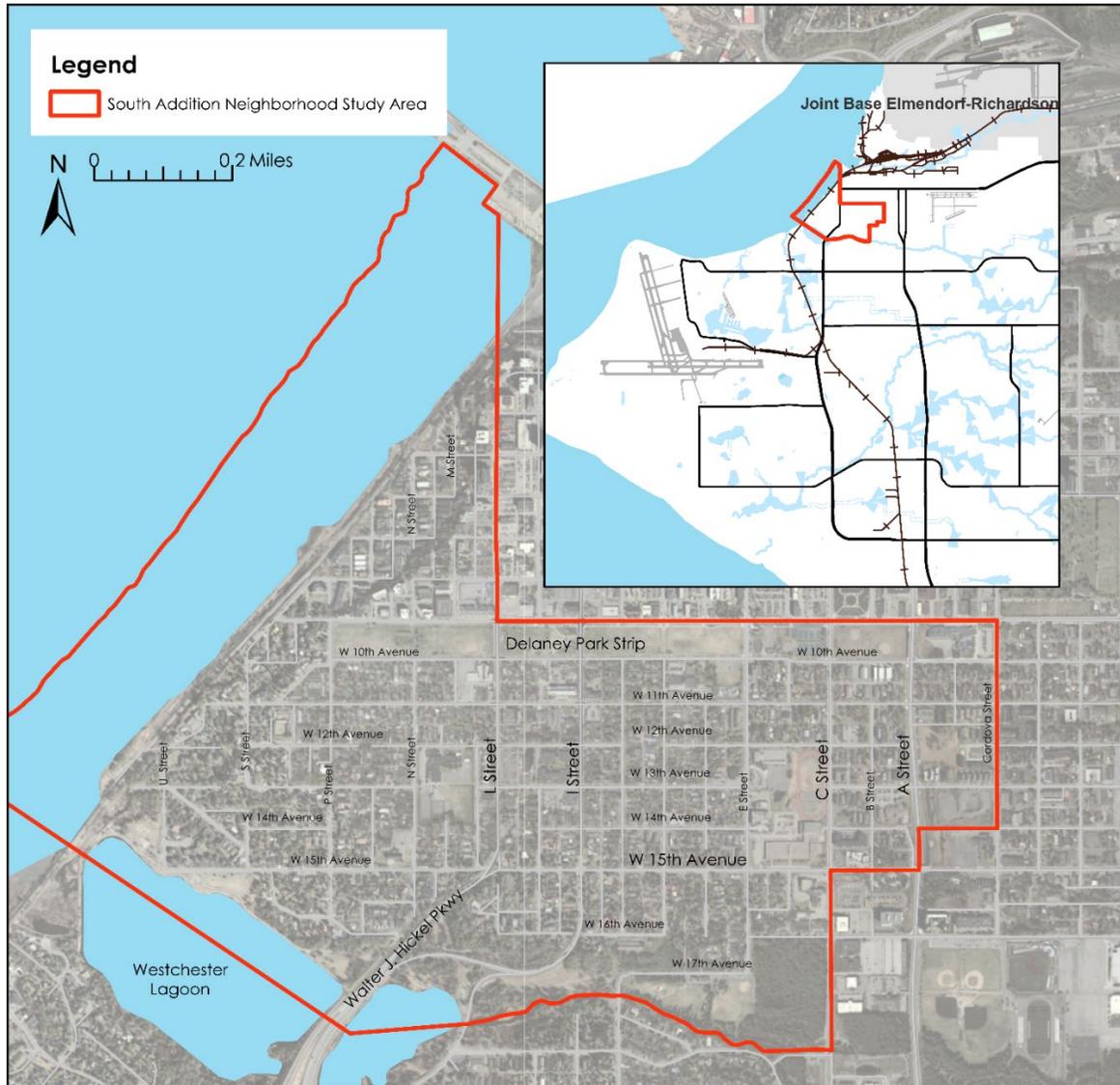
6. Develop public safety strategies and recommendations that support safety in South Addition for pedestrian, bike and automobile transportation.
7. Include South Addition's unique and popular recreation areas and trails, including the Delaney Park Strip, Westchester Lagoon Park, Tony Knowles Coastal Trail, Valley of the Moon Park and Lanie Fleischer Chester Creek Bike Trail. Address the increased use, parking, competing uses and safety these areas and trail access and connectivity.
8. Consider recommendations from the Historic Preservation Plan.
9. Identify ways to maintain the overall integrity and health of the South Addition environment, including mature trees and landscapes, natural vegetation, daylight, water quality, wildlife habitats, and access to open space in addition to maintaining the parks and trails.
10. Incorporate additional issues and goals that are identified in the public process.



2.1. 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.



2.2. Organization of the Draft SANP

The SANP is organized into 8 chapters:

- **Chapter 1** – Introduction
- **Chapter 2** – Purpose and Goals – Provides the vision for the SANP study area and overview of the report.
- **Chapter 3** – Neighborhood History – Describes the historical context of South Addition neighborhood.
- **Chapter 4** – Existing Plans and Policies – Lays out existing plans which are relevant to the South Addition neighborhood and provide critical information which are updated and incorporated into this plan.
- **Chapter 5** – Existing Conditions- Describes the existing physical neighborhood characteristics such as land use, housing, transportation and park amenities and provides some data on the current neighborhood residents.
- **Chapter 6** – Public Process – Describes the process for gathering comments and input from the community.
- **Chapter 7** – Community Vision – Provides the detailed outcome identified for the South Addition neighborhood as a result from the workshops and working groups
- **Chapter 8** – Plan Implementation – This section delves into the priority items identified under Chapter 7 and how these items can be implemented.

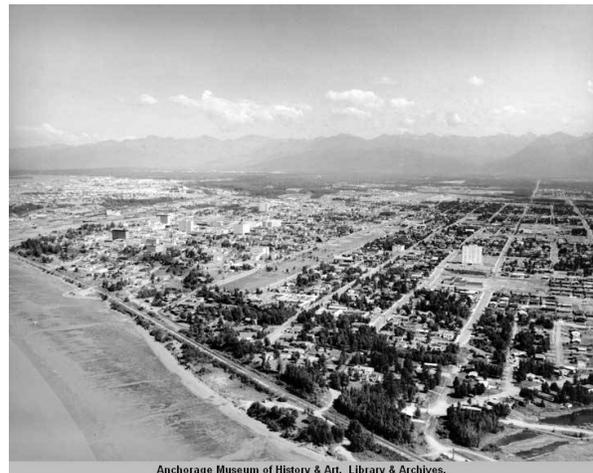
3. Neighborhood History

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 Anchorage². 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



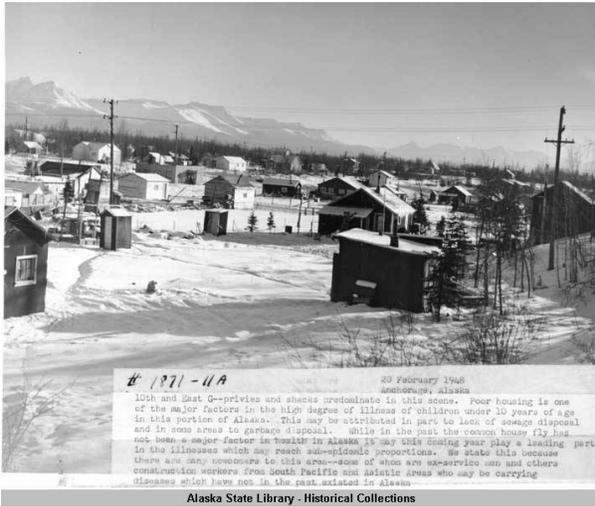
An aerial view of South Addition and Downtown Anchorage from Knik Arm in 1968. The Delaney Park Strip in the center and Alaska Railroad tracks running along coast. Source: Alaska's Digital Archives.



Delaney Park Strip circa 1930s. The strip served as a fire break, golf course, and airport. Source: Anchorage Historic Neighborhoods Plan.

² Source: <https://www.alaskahistory.org/anchorage-timeline/>.

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.



Homes located on 10th Avenue and G Street IN 1948.
Source: Alaska's Digital Archives.

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.

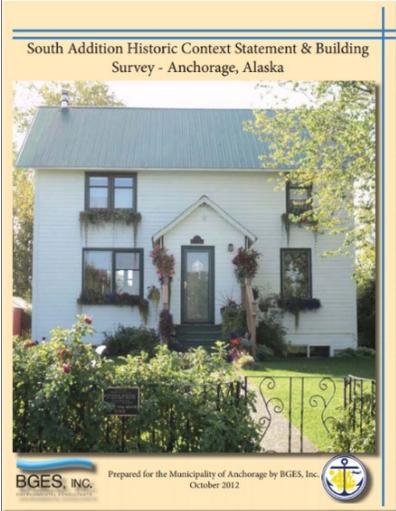
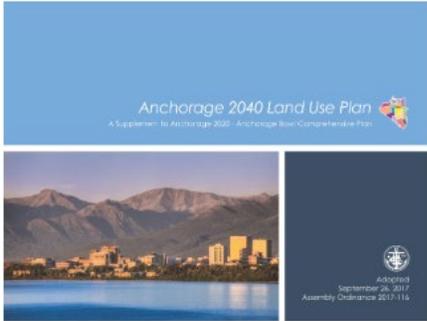
Many municipal service and improvement projects occurred after World War II which also helped shaped South Addition. The Delaney Park Strip was developed as a formal recreational park space by the Parks and Recreation Department in the 1950s. South Addition had land available for more schools to accommodate 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.

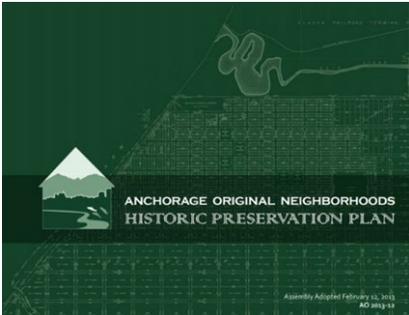
4. Existing Relevant Plans

South Addition has been involved in past and ongoing planning processes with the Municipality of Anchorage. Table 1 summarizes these relevant documents and how the information gathered for these existing and draft plans are incorporated or relevant to the South Addition Neighborhood Plan.

Table 1 Relevant Existing Plans

Document	Overview	Relevance to the SANP
<p>South Addition Historic Context Statement, 2012</p>	<p>The South Addition Historic Context Statement was prepared for the MOA in 2012. The document presents the neighborhood, its historic themes, and how these themes have contributed to the neighborhood's physical development.</p>	<p>The statement is intended to support the identification and evaluation of historic properties in South Addition. Protection for historic sites and properties within the neighborhood could help limit the potential for drastic changes or call for specific design standards to adhere to older structural designs in the neighborhood.</p>
	<p>Overview</p> <p>The Anchorage 2040 Land Use Plan was developed by the MOA and adopted Fall 2017. The Land Use Plan is a guide for future land uses and development patterns across the Anchorage Bowl, and provides goals, policies, and strategies relevant to achieving these patterns and meeting future population and economic forecasts.</p>	<p>Relevance to the SANP</p> <p>The plan is a general plan that provides guidance for the entire Anchorage Bowl, which includes South Addition. However, it does not provide guidelines on form and scale specific to the neighborhood, which kickstarted the need for developing the South Addition Neighborhood Plan to define this in greater detail for the South Addition community.</p>
<p>Anchorage 2040 Land Use Plan, 2017</p>		

Anchorage Original Neighborhoods Historic Preservation Plan, 2013



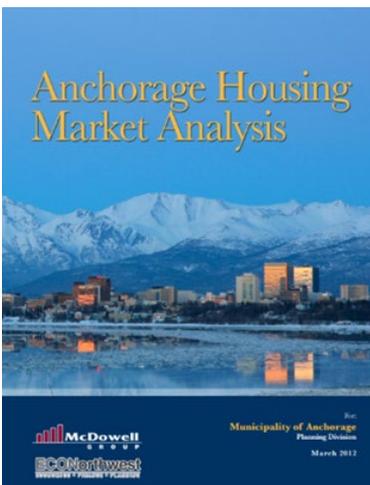
Overview

The Anchorage Original Neighborhoods Historic Preservation Plan outlines the plans for each of the historic neighborhoods (South Addition, Fairview, Government Hill and Downtown) in Anchorage and provide a guideline for maintaining and preserving the historic character of these neighborhoods. The plan identifies key historic resources and other community assets that are important to the existing neighborhood character.

Relevance to the SANP

Because South Addition is an historic and one of Anchorage's original neighborhoods, the plan contains important data on the buildings and the homes in the neighborhood. A downtown Anchorage Historic Survey was also conducted in 2011-2012 by the plan which lists neighborhood properties that might be potentially eligible for the National Register of Historic Places.

Anchorage Housing Market Analysis, 2012



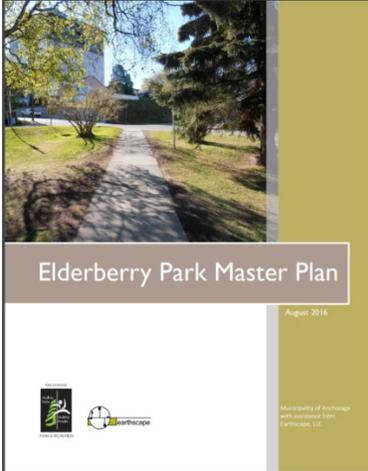
Overview

The Anchorage Housing Market Analysis was developed to help determine the future of the housing market in the Anchorage Bowl. The study conducts an analysis of the current land available for new residential construction, determines what policy, financial, market, and physical barriers exist and need to be changed in order to allow room for more compact housing development, and provides insight the housing market with future projections as they relate to population growth and demand.

Relevance to the SANP

The report specifically discusses the neighborhood of South Addition and how there is more room for redevelopment in older neighborhoods. Although the study was conducted at the city-wide scale, the study highlights recommendations and items which readily apply at the neighborhood scale.

Elderberry Park Master Plan, 2016



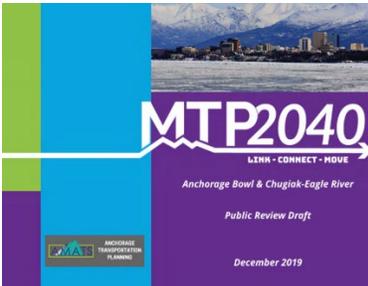
Overview

The Elderberry Park Master Plan was developed to help improve circulation within the park, improve visibility and historic context of the Oscar Anderson House, improve interpretive and wayfinding signage as well as access to the Tony Knowles Coastal Trail.

Relevance to the SANP

The report identifies several recommendations to the popular park destination, including a new alignment for accessing the Tony Knowles Coastal Trail at the end of M Street, improved viewpoints with an overlook, additional interpretive signage and better visibility of the Oscar Anderson House. This aligns with the SANP's interest in maintaining strong sense of neighborhood character as well as preservation of open spaces.

2040 Metropolitan Transportation Plan DRAFT, 2020



Overview

The 2040 Metropolitan Transportation is the blueprint document for future regional transportation improvements. The plan identifies transportation and mobility needs, opportunities, policies, and strategies needed to support a multi-modal transportation system.

Relevance to the SANP

The plan identifies widening Chester Creek Trail from Westchester Lagoon to Goose Lake (MTP Project #500).

5. Existing Conditions

This section describes the existing conditions of the South Addition neighborhood which include physical characteristics as well as the characteristics of the people living within the neighborhood.

5.1. Physical Neighborhood Characteristics

South Addition neighborhood, in general, is defined by the traditional neighborhood development shaped by its past with alleyways, smaller block sizing, and grid pattern. The small-scale block sizes enhance walkability within the neighborhood and creates a network of streets that accommodate cars, bicyclists, and pedestrians alike. Sidewalks and curb strips exist on most streets as do alleyways which provide access to car ports and garages. Walkability is one of the defining characteristics that sets South Addition apart from most of the neighborhoods in the Anchorage Bowl. The Anchorage 2040 Land Use Plan specifically identifies South Addition as a prime area for development due to its walkability and proximity to downtown.

South Addition can be classified as five sub-areas: South Addition Plat, Third Addition Plat, Bootlegger's Cove, Inlet View, and Chester Creek³ (See Figure 2: Neighborhood Zones). Each subarea has a distinct and unique character which can be contributed to each area's unique history. Physical neighborhood characteristics of the subareas are described in detail below.

South Addition values
traditional
neighborhood design



A sidewalk along H Street. The sidewalk is level and safe for pedestrians. The landscaped strip between the sidewalk and the curb provides the pedestrian a sense of safety from the vehicle traffic on the street.

³ Original Neighborhoods Historic Preservation Plan, 2013.

<https://www.muni.org/Departments/OCPD/Planning/Publications/Historic%20Preservation%20Plan/00-Anchorage%20HPP-Complete.pdf>

Figure 2. Identified South Addition Neighborhood Zones.



Source: Anchorage Original Neighborhoods Historic Preservation Plan.

Bootlegger's Cove

Bootlegger's Cove is located in the northwest corner of South Addition, north and east of Delaney Park Strip. This area is also sometimes known as the "Elderberry Triangle" is closest to Anchorage's downtown amenities. Much of the eastern portion of Bootlegger's Cove is largely commercial. Views of Cook Inlet from these bluffs are prized in this neighborhood. Another resource is the Tony Knowles Coastal Trail, which can be accessed through Elderberry Park. The west side of Bootlegger's Cove is classified as compact mixed residential.



An aerial view of Bootlegger's Cove.



Fire Island Bakery on 14th Avenue is a popular destination in the neighborhood for both residents and non-residents alike.



Ocean Place Condominiums is a recent development in Bootlegger's Cove with parking located underneath the building.

Fire Island

South Addition comprises of the original South Addition plat area, directly south of the Delaney Park Strip. Small buildings and structures are typically set on the lots with large setbacks all around. In South Addition, the average setback is 15 to 25 feet from the sidewalk. There are many sidewalks that are separated by tree planting zones. There are many mature street trees in the neighborhood on various property. Most of the lots are zoned as R2-M, and there are a variety of uses found within this zone, institutional uses such as the First Baptist Church and Inlet View Elementary School. The area between I and L Street, and 10th and 13th Street is identified for high intensity urban residential uses. The Inlet Tower, Park Place Condominiums, Fairweather



The Inlet Tower is located on 12th and L Street.

Condominiums, and the Pioneer Home encompass many of the larger unit developments found in the neighborhood. Some small commercial properties also exist in this area, including Fire Island Bakery, 10th and M Seafoods, and the New Sagaya City Market.

Third Addition

Third Addition consists of E Street to Cordova Street and 11th Street to 15th Street. Similar to the Fire Island subarea, land use varies within the Third Addition subarea from compact residential uses to medium and larger-scale developments such as the Alaskan Apartments, Cook Inlet Townhomes, and City View Apartments. A development for a second City View apartments on Cordova Street and 13th is currently being reviewed by the Municipality of Anchorage.

The Anchorage farmer's market is hosted at the Central Lutheran Church on 15th Street and Cordova Street. Denali Montessori Elementary School and Central Middle School are located in Third Addition. A small commercial center exists on the corner of 15th Street and C Street.

Inlet View

The Inlet View subarea is the southwest corner of the South Addition neighborhood from 11th Street south to Westchester Lagoon and N Street to the Tony Knowles Coastal Trail in the west. Inlet View is largely residential, and primarily consists of single-family homes with some two-family buildings. The most common access point to Westchester Lagoon for South



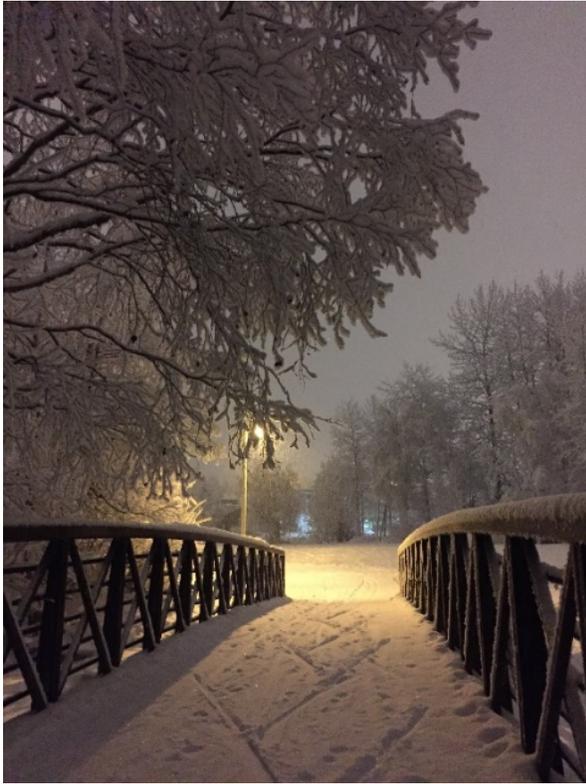
City View apartments is located on 14th and C Street.



Cook Inlet Townhomes is located on Cordova Street and 12th Street.



Westchester Lagoon in the winter is a popular ice-skating destination for residents in the Anchorage Bowl.



The Chester Creek Trail is lit in some parts of the trail resource and used year round.

Addition residents and the larger Anchorage community is located at the corner of West 15th Avenue and U Street.

Sidewalks are separated from the street by the tree-planting zone. Garage parking is most commonly accessed through rear-alleys in this sub-area of the neighborhood. A variety of homes can also be found, including log-style homes, ranch style houses, to more modern home designs.

Chester Creek

Chester Creek encompasses the southern portion of the South Addition Community boundaries. This primarily consists south of 15th Avenue until Chester Creek. Like Inlet View, most of the Chester Creek subarea consists of single-family homes and largely zoned for R2M. Alleyways and a variety of home styles are also found within this neighborhood. Valley of the Moon Park on West 17th Avenue has many park amenities including a dog park and provides access to Chester Creek Trail.

Zoning and Land Use

Figure 3 and Figure 4 indicate the existing land uses within South Addition as well as the zoning prescribed by the Municipality of Anchorage.

Figure 3. South Addition Land Uses.

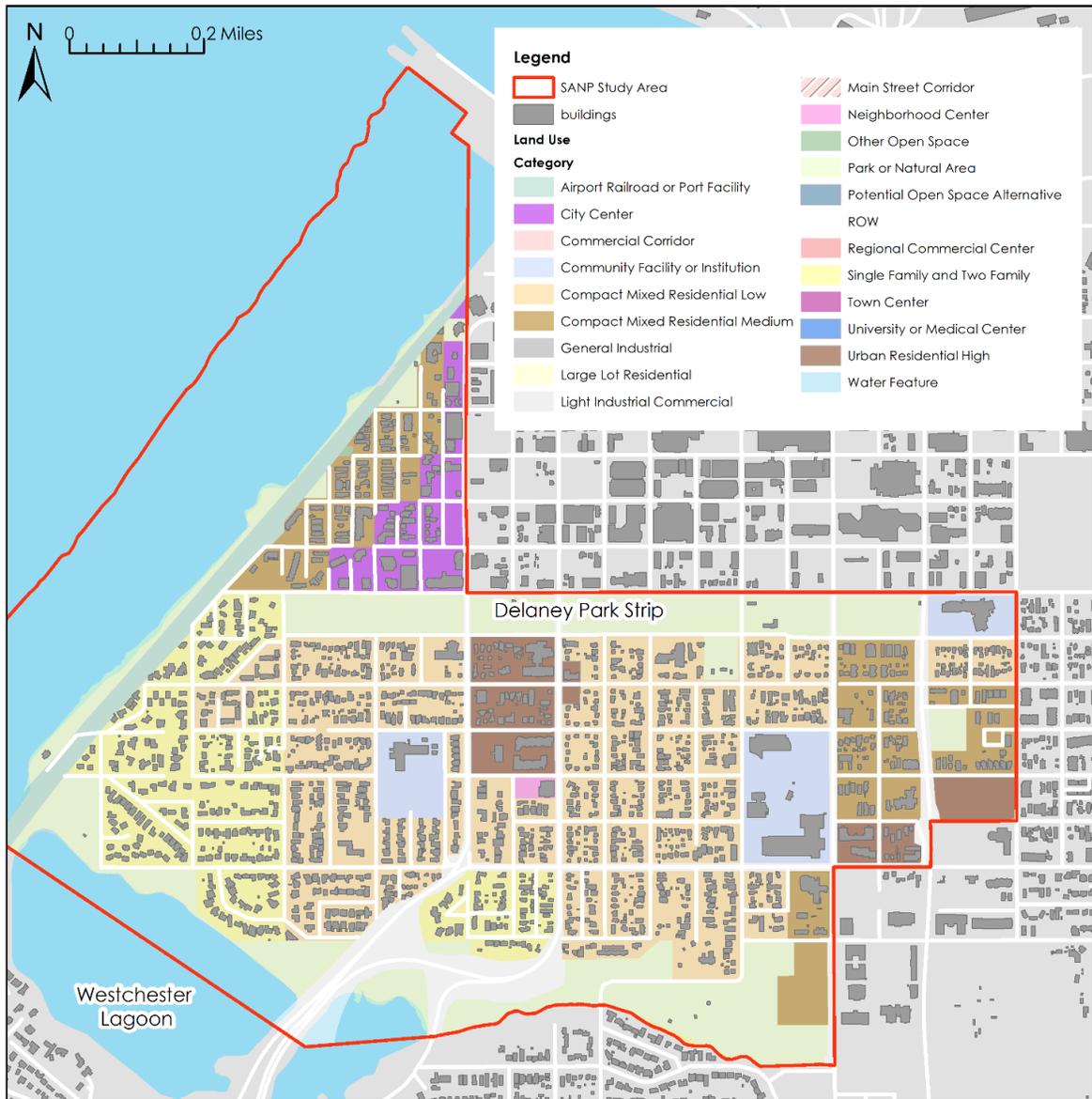
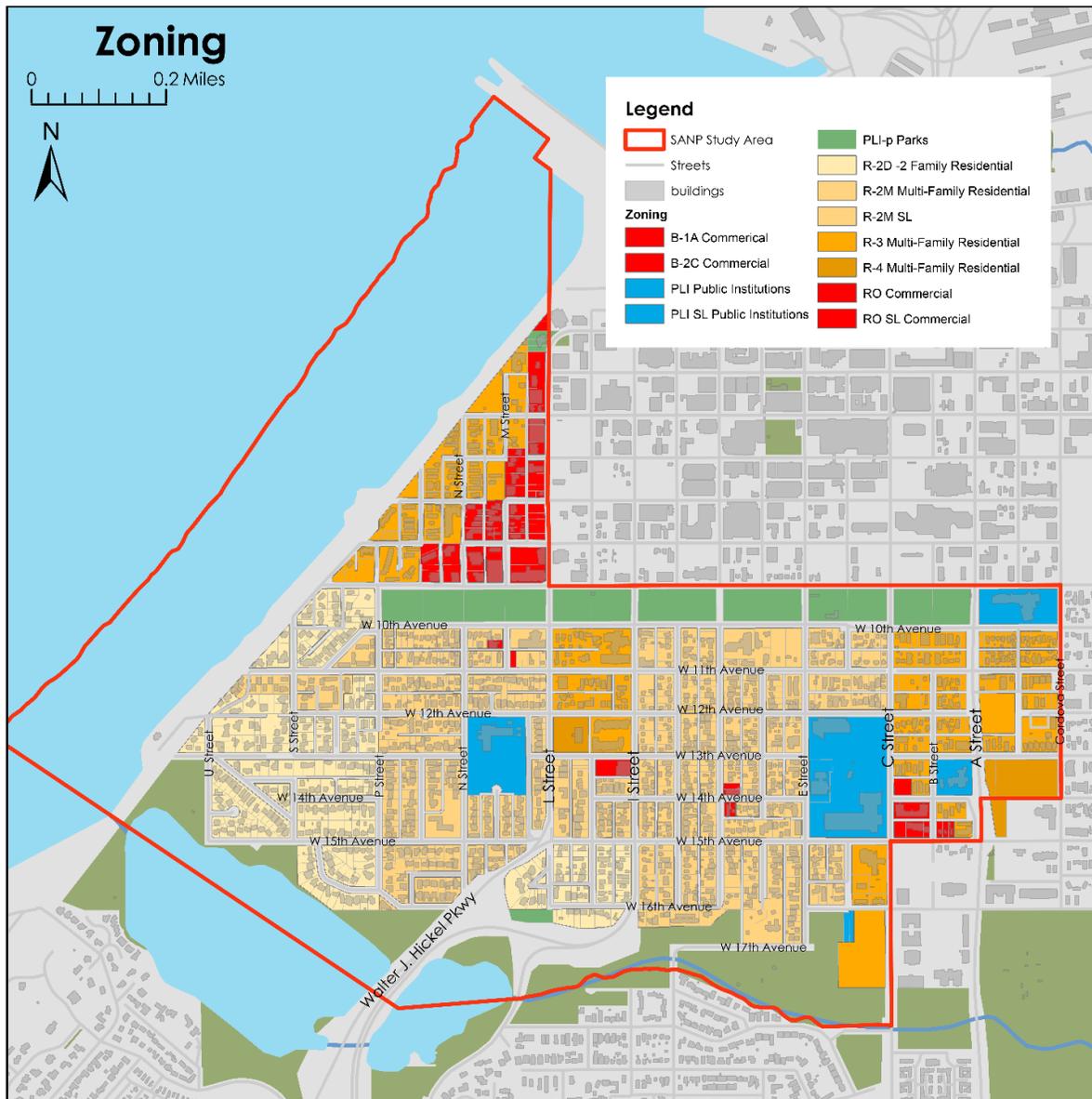
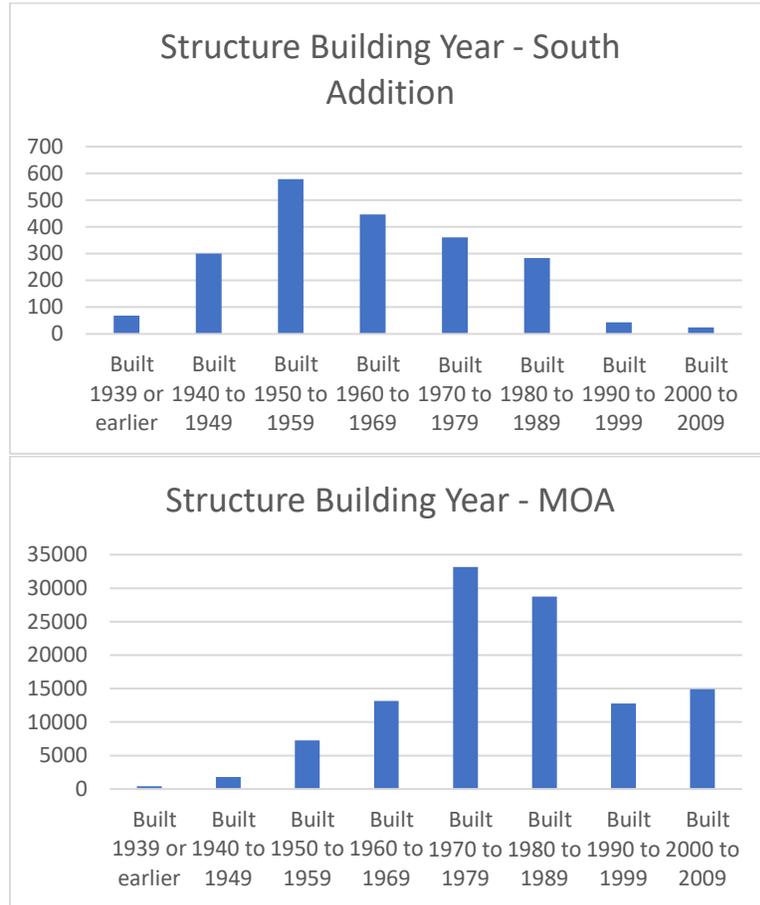


Figure 4. South Addition Zoning.

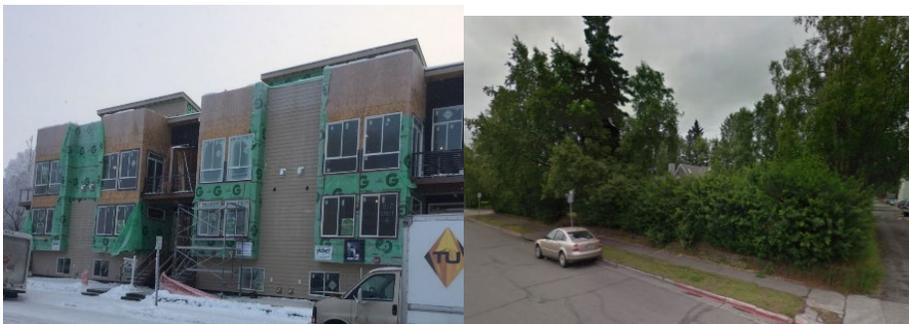


The need for housing close to employment centers like Downtown Anchorage and Midtown is exacerbated by the limited housing supply. South Addition's proximity to these centers and unique qualities of access to opportunities has contributed to it becoming a desirable neighborhood in Anchorage. Since there has been more demand for housing units in South Addition, more new development and redevelopment has occurred in recent years. Figure 5 provides a breakdown of the years of the number of structures that were built to compare the housing between the Municipality and South Addition. With most building structures built prior to the 1980s in South Addition, there has been a trend of lots being remodeled to accommodate a larger home.

Figure 5. Number of Structures Built by Year within South Addition vs. Municipality of Anchorage



Some newer construction and redevelopments have caused some conflicts between neighbors and developers with new homes not necessarily in character with other adjacent homes. Two photos below indicate the contrast between the original home and the construction which replaced the previous structure. Most homes on this street have greater setbacks from the street with trees.



A redeveloped R2 lot on W 10th Avenue and H Street along Delaney Park Strip. Unlike Bootlegger's Cove, most homes in this area are set back from the street with trees. The photo on the right features the same R2 lot on W 10th Avenue prior to development.

Ensuring that new homes and transitional areas are in character with existing homes can help reduce conflicts on design. The Anchorage 2040 Land Use Plan recommends specific Shared Infill Design Principles to ensure that new infill development, regardless of the architectural style, is compatible with more historic and established neighborhoods such as 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

Although some recent developments have gotten attention for its design compatibilities with the existing street character, it is important to note that other new redevelopments in the neighborhood have been well-suited with its surrounding area. Some recent redevelopments were conducted with these Infill Design Principles in mind, such as this

home constructed within the last five years in the Fire Island neighborhood subarea. This design uses the alley behind the house for the garage and vehicle access. The front of the building that faces the street uses large windows for the living room, kitchen and dining room to facilitate active engagement with the street. The mature trees on the lot were retained and a beautiful garden setting was created with new landscaping and enhanced with an outdoor patio. In addition, the height of the building does not overwhelm the homes next door, and the flat and level sidewalks were retained which contributes to the walkability of the neighborhood.



This contemporary redesign on H Street and West 10th Avenue matches the character of the homes on the street.

Another example of adequate placement of redevelopment is the home below. This multi-family building is located within the Bootleggers Cove subarea and matches the height, scale, and massing of other adjacent buildings which are also multi-family residential homes. The building orientation provides a welcoming walking environment with large windows that address the street and public realm.



A housing unit in Bootlegger's Cove at 8th Avenue and O Street. This area is surrounded by other buildings which are also two story multi-family residential homes, which makes it a greater fit with the rest of the street's character. Source: Google Street View.

Utilities

The Municipal Light and Power (ML&P) is the municipality-owned distributor of energy in South Addition and the Anchorage Bowl. Since 1960, ML&P has made an effort to placing new distribution lines underground.

The majority of ML&P's distribution system is already undergrounded. However, because many of the homes in South Addition were built prior to the undergrounding process, utilities remain above ground. ML&P annually develops a five-year plan which identifies the location of lines anticipated to be buried in the coming five years. Some overhead distribution lines may never be buried due to conditions such as safety, soil conditions, and/or steep terrain. Based on the 2019 ML&P 5-year plan for 2019-2023, 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.

**South Addition values
its well-lit streets**



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 has identified these projects within the South Addition Neighborhood for utility line underground overhead conductors at the following locations⁴:

- Along P Street, R Street, David Place, and W. 9th Avenue.
- Near the intersection of 10th Avenue and E Street.
- 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.

⁴ ML&P Final 2019-2023 5 Year Plan. (<https://www.mlandp.com/Portals/0/pdf/Final2019-20235-yearplan.pdf>)

Transportation

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

South Addition values
neighborhood walkability

Roads:

Major roadways in South Addition include A Street, C Street, I Street and L Street. Roadways are pivotal in shaping communities, and this applies to South Addition, where the major roadways divide the certain areas of the neighborhood and contribute to the sub-areas' unique characteristics. Beyond the major couplets in the neighborhood, nearly all neighborhood streets are owned by the Municipality of Anchorage (See Figure 8).



Heading southbound on L Street at 13th Avenue.

Annual Average Daily Traffic (AADT) provides an average of the total count of vehicles over a given road segment during one 24-hour period⁵.

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 region⁶. Although these roads are critical to the movement of freight and high productivity of the city's economy, they do limit connectivity among the subareas of the neighborhood. 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 close proximity to these high-capacity roadways. In addition, West 15th Street between A Street and C Street experiences some congestion during peak period hours⁷. Beyond these major roadways, most of the streets within South Addition experience modest levels of activity.

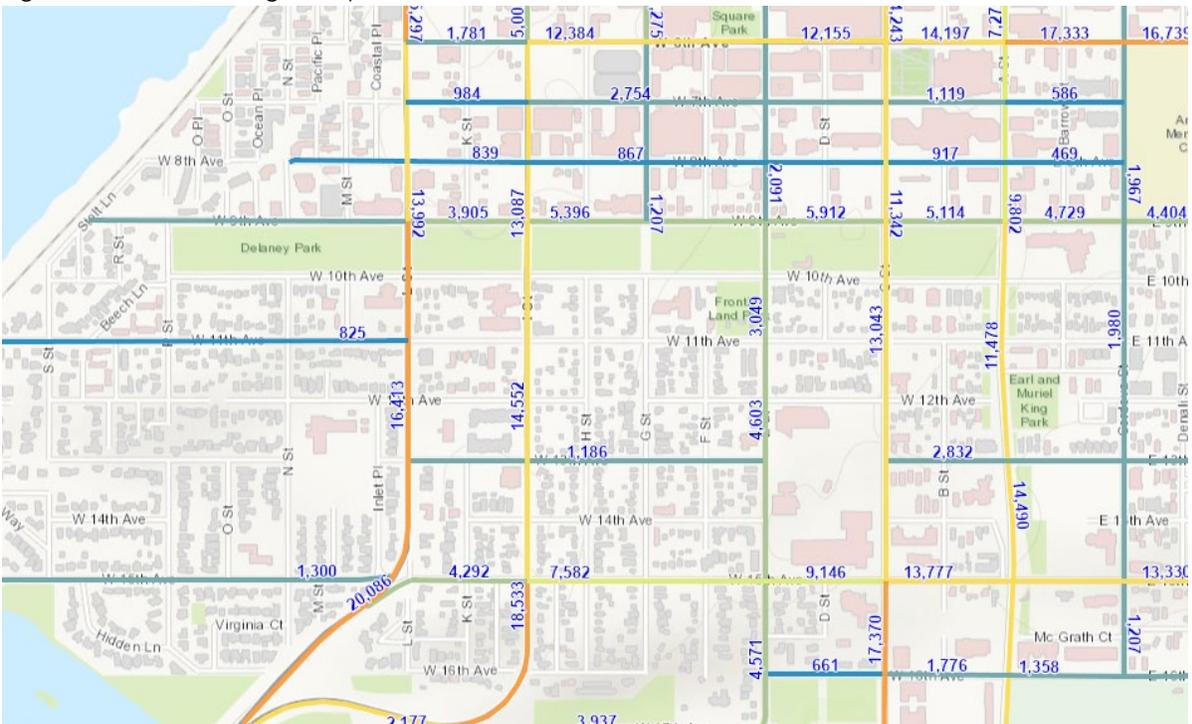
⁵ Alaska Department of Transportation & Public Facilities.

http://dot.alaska.gov/stwdp/ing/transdata/traffic_AADT_map.shtml

⁶ AMATS Freight Plan.

⁷ <http://www.mtp2040.com/assets/mtp-2040-public-review-draft-chapter-5-to-end.pdf>

Figure 6. 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

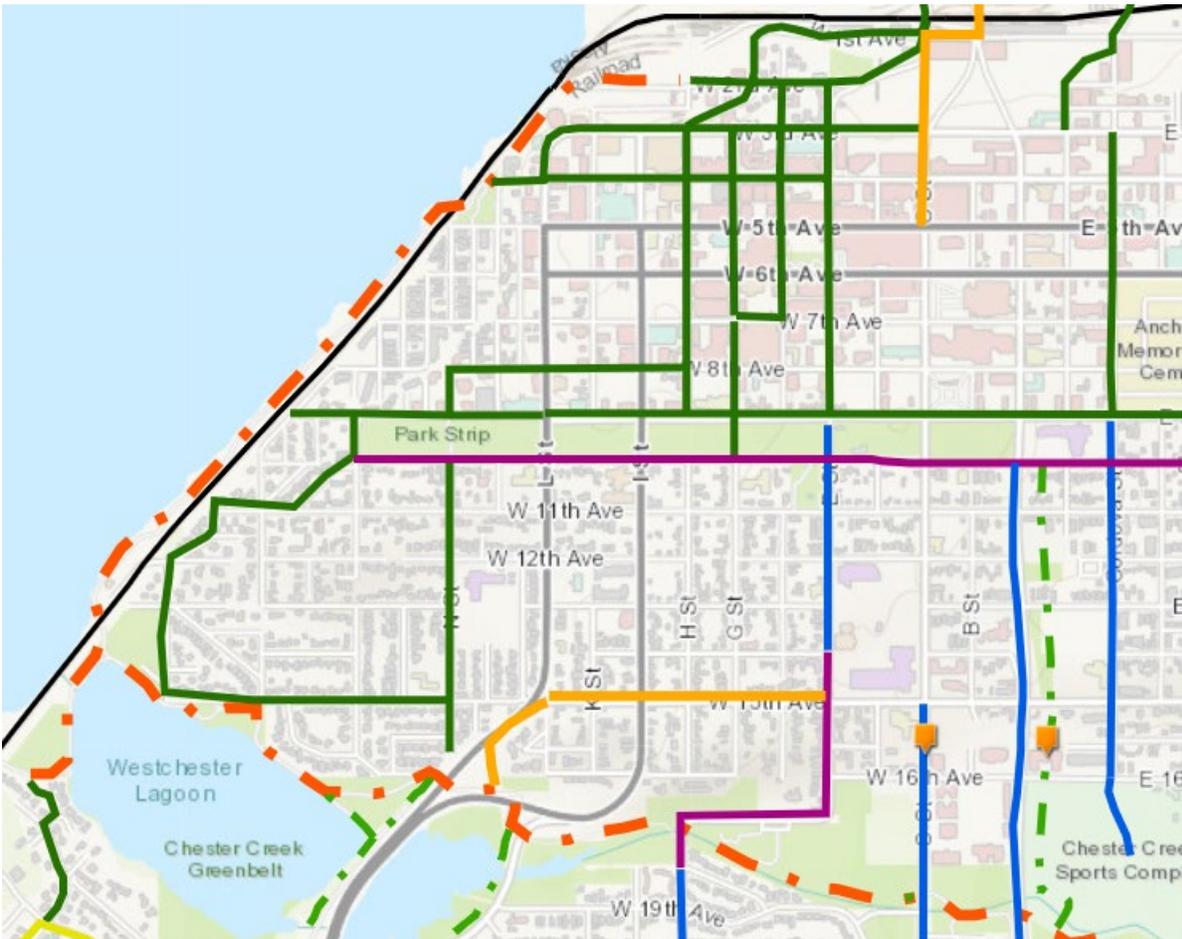
Bicycle and Pedestrian Access:

At over 120 miles, the Municipality of Anchorage has an award-winning greenbelt system, and the confluence of two major trails – the Tony Knowles Coastal Trail and Chester Creek Trail – can be found within South Addition. There are also numerous on-street bike-facilities found around South Addition. Figure 7 provides specific locations of all bike facilities. In general, older neighborhoods such as South Addition are more likely to have complete streets with sidewalks when compared to other parts of the Anchorage Bowl⁸. Walkability and the grid street system of the neighborhood is one of the most valued aspects of South Addition⁹.

⁸ Anchorage Metropolitan Transportation Plan 2040. <http://www.mtp2040.com/assets/mtp-2040-public-review-draft-cover-to-chapter-4.pdf>

⁹ 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 7. Bike and Pedestrian Access in South Addition



Source: Bike Anchorage (https://www.bikeanchorage.org/bike_map).

Transit:

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

Figure 8. Street Ownership and Transit Stops.



Source: Municipality of Anchorage, 2020.

Parks/Open Space

South Addition is flanked by a number of green spaces and trails valued by the neighborhood, Anchorage and visitors of the city. There are seven parks and green spaces located within or adjacent to the South Addition neighborhood. As mentioned in Section 4.1.2, Anchorage has more than 120 miles of multi-use trails, of which portions are greatly accessible from the South Addition neighborhood.

South Addition values
community open spaces

- **Delaney Park Strip** flanks the north boundary of South Addition. The Delaney Park Strip, once a landing area for pilots of 1915 Anchorage, was developed as open space and is an area popular for gatherings, festivals and other social events. The park strip is a natural space barrier between the residential development of South Addition and Anchorage's Downtown. During the summer time, large groups of people can be seen utilizing this park which stretches for several blocks.
- **Westchester Lagoon** was developed after the 1964 earthquake when the Municipality decided to develop part of the Chester Creek watershed 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 area was originally developed as a ski hill with three islands. The lagoon is a popular destination year-round for various activities like fat biking, ice skating, and boating, and is often accessed through South Addition on W 15th Avenue at the officially named Margaret Eagan Sullivan Park.
- **Tony Knowles Coastal Trail** is eleven miles long, starting from downtown Anchorage on 2nd Avenue and stretches to the Kincaid Chalet. The trail is popular for its views of the Cook Inlet.
- **Valley of the Moon Park** is located in the south west section of South Addition and is part of the Chester Creek greenbelt trails. The park is known in the community for its rocket ship equipment, open playfields, picnic tables and



Valley of the Moon Park provides access to the Chester Creek greenbelt.

benches, making it a desirable urban location for various communities throughout the year.

- **Earl and Muriel King Park** The park was acquired in 1985 and named after the previous property owners of the lot that donated a portion of the value to the Municipality.
- **Nulbay Park** Nulbay Park is located in South Addition on 7th Avenue and was acquired through a patent in 1965 from the Alaska Railroad. The pocket park is located next to the railroad and the Tony Knowles Coastal Trail with a sand play area and minimal playground equipment. The park also has picnic tables and benches.
- **Elderberry Park** Elderberry Park is a neighborhood Park and one of the more popular access points to the Tony Knowles 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 Tony Knowles coastal trail for heavy tourism traffic and regular recreation users.



A view of Elderberry Park connecting to the Tony Knowles Coastal Trail.

- **Coffey Park** 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.
- **Frontier Land Park** 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.
- **Resolution Park and Captain Cook Monument** Resolution Park and Captain Cook Monument is located in the northernmost point of South Addition neighborhood at the bend of West 3rd Avenue and L Street. This park is valued for its sweeping views of Cook Inlet, Sleeping Lady, and Denali on a clear day.

Historic Resources

Due to the neighborhood's pivotal role in the development of Anchorage in the early 19th century, many historic sites exist within the neighborhood of South Addition. These older homes also contribute significantly to the neighborhood's overall unique architecture and character.

Historic sites of significance are registered under the National Park Services' National Register for Historic Places (NRHP). These sites of significance must be over fifty years old, be associated with events that have made a significant contribution to history, associated with the lives of persons significant in the past, embody a distinct building characteristic, and meet other NRHP criteria. Two historic buildings in South Addition have been listed in the NRHP:

- Oscar Anderson House on 911 West 4th Avenue
- Oscar Gill House, 1344 West 10th Avenue

Although some buildings are not nationally identified as historically significant, they hold a historic and cultural significance to the neighborhood. South Addition consists of building structures which were built before Alaska's statehood in 1959. These include resources such as Mink House on 1417 w 11th Avenue and the Schonbeck House which are highly valued in the neighborhood.

The Anchorage Original Historic Neighborhoods Plan has identified critical resources in South Addition and potential opportunities for developing a historic district. This plan recommended a historic overlay zone as one solution to help reinforce existing scale and character such as historic function of alleys, historic streetscape appearance, safe sidewalks, parks and open space. Figure 9 indicates the recommendations for historic districts within South Addition and the results of this survey. This plan, in addition to the 2012 South Addition Historic Context Statement, provide a rigorous identification and evaluation of buildings and historic properties within the neighborhood. More extensive information regarding South Addition's structures and additional historic resources are provided in detail in these additional reports.

South Addition values its
pioneer history and
historic architecture

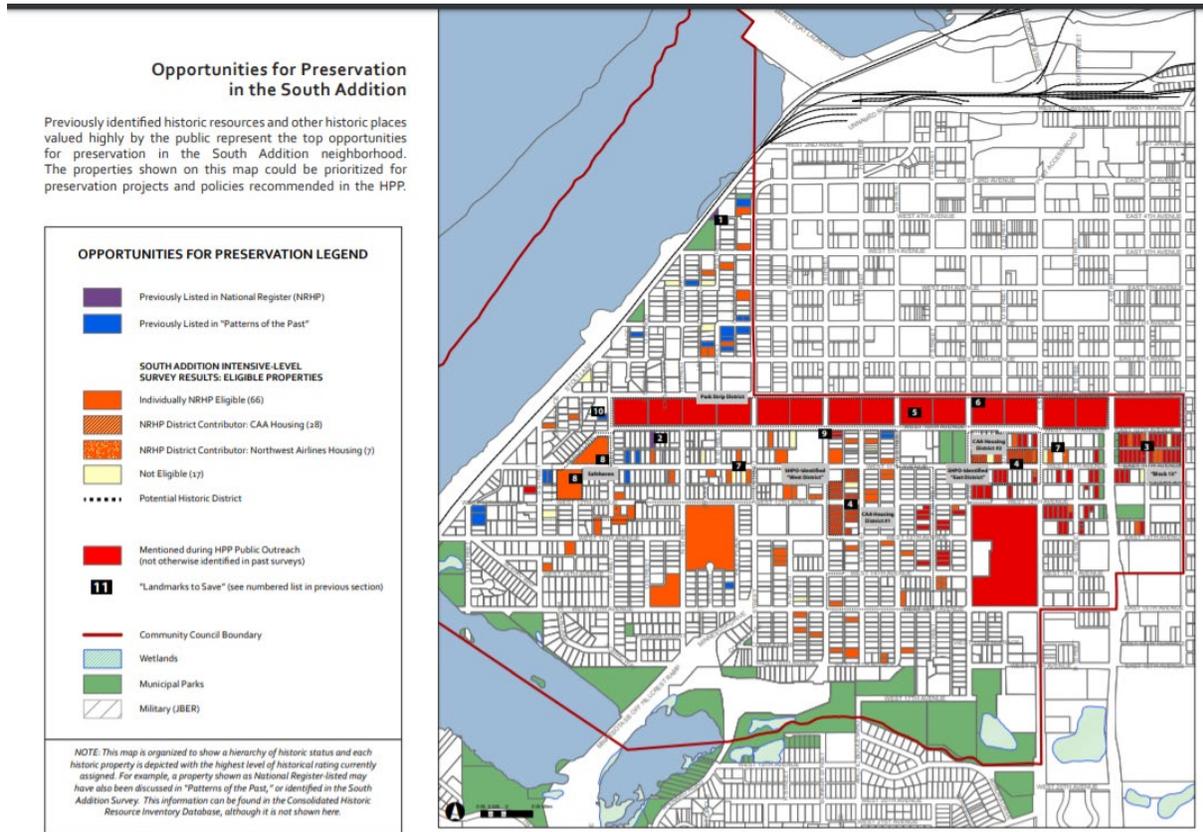
NRHP-Listed Historic Resource: The Oscar Anderson House



NRHP – Listed Historic Resource: The Oscar Gill House



Figure 9. Opportunities for Historic Districts in South Addition



Source: Anchorage Original Historic Neighborhoods Plan.

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 9th Avenue and Cordova Street.

A school efficiency and viability study conducted by the Anchorage School District¹⁰ identified that Inlet View Elementary school had the highest utilization rates in the Anchorage School District and will continue to be utilized. However, the condition of the school given Inlet View is greater than 60 years old, requires replacement of the building in the future. Central Middle School was also identified as a potential candidate for future building replacement.

**South Addition values
safe access to schools**



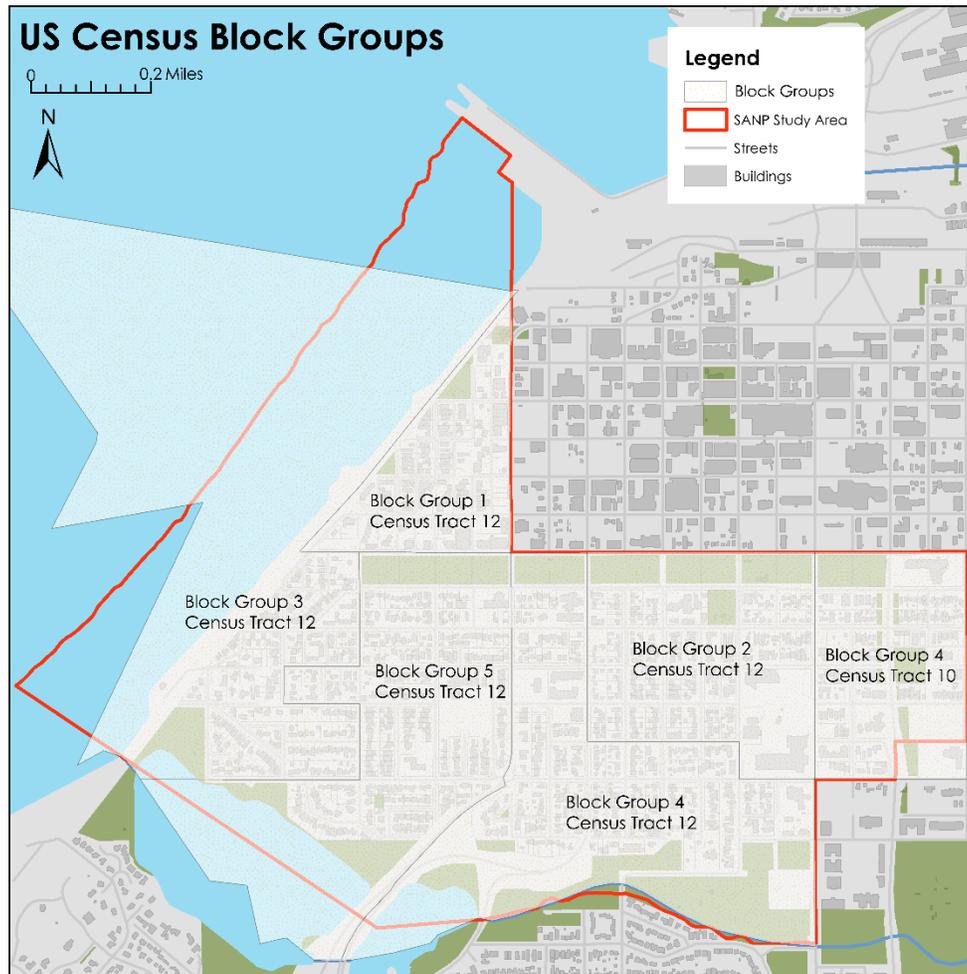
In 2018, a study indicated that Inlet View had the highest school utilization rate in the Anchorage School District at 142%, indicating its popularity as a small neighborhood school.

¹⁰ Western Demographics Inc., ASD School Efficiency and Viability Study, 2018
[https://www.boarddocs.com/ak/asdk12/Board.nsf/files/AXW33F839101/\\$file/School_Viability_Study_4_16_18_a.pdf](https://www.boarddocs.com/ak/asdk12/Board.nsf/files/AXW33F839101/$file/School_Viability_Study_4_16_18_a.pdf)

5.2. People and 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 2017 census block group level using ACS data. In total, there are six block groups that make up the neighborhood. Figure 9 indicates where the block groups are located. Since this study is being prepared in Spring 2020, the 2020 Census data is not available for use. The most readily Census data available is from 2010.

Figure 10. US Census Block Groups in South Addition



According to the 2017 ACS data, South Addition's most recent population estimate is 4,276. South Addition, generally speaking, is less diverse than the population found in the Anchorage Bowl. South Addition block groups have a minority population percentage of 8% to 32%, lower than the 41% average for the Anchorage Bowl. Table 2 provides a specific breakdown by census block group.

Table 2 Race Distribution by Census Block Group

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
Municipality of Anchorage	59.2%	5.2%	6.8%	9.2%	2.3%	0.2%	8.1%	8.9%
Block Group 4 Census Tract 10	79.5%	4.5%	11.1%	4.9%	0.0%	0.0%	0.0%	0.0%
Block Group 1 Census Tract 12	67.9%	0.0%	9.5%	5.4%	0.0%	0.0%	5.0%	12.1%
Block Group 2 Census Tract 12	83.4%	0.0%	0.0%	11.1%	0.0%	0.0%	0.0%	5.5%
Block Group 3 Census Tract 12	89.8%	4.2%	0.3%	3.9%	0.0%	0.0%	0.0%	1.8%
Block Group 4 Census Tract 12	84.1%	4.7%	3.7%	6.3%	0.0%	0.0%	1.2%	0.0%
Block Group 5 Census Tract 12	91.1%	0.0%	0.0%	2.3%	0.0%	0.0%	4.9%	1.6%
Source: 2013-2017 ACS 5-Year Estimates, Table B03002.								

The average household income in the Municipality of Anchorage is approximately \$82,000. Household income is slightly higher in South Addition, especially in Block Groups 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 groups 1 and 2 in Census Tract 12 and Block Group 4, Census Tract 10 have lower average household income (See Table 3).

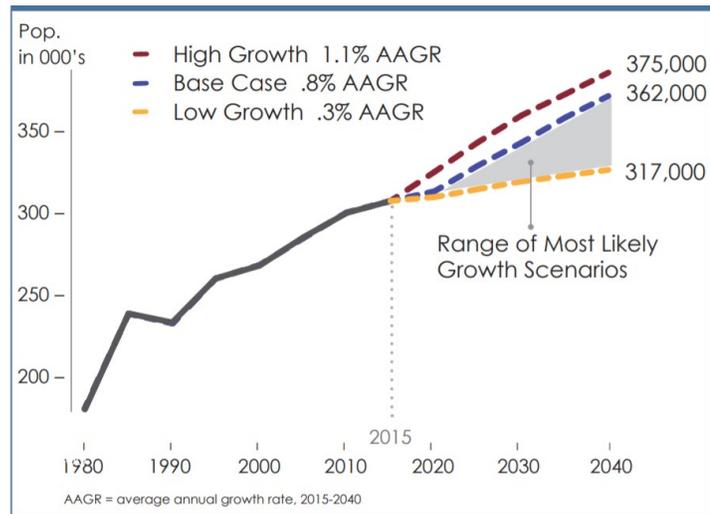
Table 3 Median Household Income in the Past 12 Months

Estimate Median Household Income in the past 12 months (in 2017 inflation-adjusted dollars)	
Geography	Income
Municipality of Anchorage	\$ 82,271.00
Block Group 4 Census Tract 10	\$ 69,485.00
Block Group 1 Census Tract 12	\$ 79,688.00
Block Group 2 Census Tract 12	\$ 77,150.00
Block Group 3 Census Tract 12	\$ 105,667.00
Block Group 4 Census Tract 12	\$ 112,500.00
Block Group 5 Census Tract 12	\$ 90,625.00

Source: 2013-2017 ACS 5-Year Estimates, Table B19013.

The Municipality of Anchorage is expecting to grow and add 64,0000 residents between 2015 and 2040. The majority of the additional residents (47,000 more people) would live in the Anchorage Bowl. It is also important to note that despite Alaska's economic downturn in the last few years, prices for single-family homes have remained relatively stable¹¹.

In the Municipality of Anchorage, there are approximately 62% owner-occupied housing and 38% renter-occupied housing. There is a large proportion (nearly 50% or more) renter-occupied housing units in Block Group 4, Census Tract 10, and Block Groups 1 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 2, 3, and 5 of Census Tract 12. Table 4 provides a breakdown of the total population in occupied housing units.



Population Growth Forecasts in the Municipality of Anchorage for 2015-2040. Source: Anchorage LUP 2040.

Table 4 Total Population in Occupied Housing Units

Total Population in Occupied Housing Units					
Geography	Total	Owner Occupied	Percent	Renter Occupied	Percent

¹¹ <http://labor.alaska.gov/trends/aug18.pdf>

Municipality of Anchorage	290,170	180,247	62.1%	109,923	37.9%
Block Group 4 Census Tract 10	488	251	51.4%	237	48.6%
Block Group 1 Census Tract 12	775	228	29.4%	547	70.6%
Block Group 2 Census Tract 12	666	413	62.0%	253	38.0%
Block Group 3 Census Tract 12	665	547	82.3%	118	17.7%
Block Group 4 Census Tract 12	994	414	41.6%	580	58.4%
Block Group 5 Census Tract 12	688	545	79.2%	143	20.8%
Source: 2013-2017 ACS 5-Year Estimates, Table B25008.					

Although the average rent in Anchorage for 2017 was approximately \$1,300, all except for two block groups in South Addition are higher than this average when compared. Lower rents are found in Block Group 2, Census Tract 12 and Block Group 4, Census Tract 10.

Table 5 Median Gross Rent

Geography	Median Gross Rent
Municipality of Anchorage	\$1,261.00
Block Group 4, Census Tract 10	\$1,147.00
Block Group 1, Census Tract 12	\$1,403.00
Block Group 2, Census Tract 12	\$1,238.00
Block Group 3, Census Tract 12	\$1,906.00
Block Group 4, Census Tract 12	\$1,359.00
Block Group 5, Census Tract 12	\$1,529.00
Source: 2013-2017 ACS 5-Year Estimates, Table B25064.	

When comparing gross rent estimates as a percentage of the household income, all block groups were below the municipal average of 28.6 percent, except for Block Group 5, Census Tract 12 which estimated that gross rent was nearly 50 percent 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 (20.8 percent).

Table 6 Median Gross Rent as Percent of Household Income

Geography	Percentage of Median Gross Rent of Household Income (Estimate)
Municipality of Anchorage	28.6 %
Block Group 4, Census Tract 10	28.6 %

Block Group 1, Census Tract 12	18.6 %
Block Group 2, Census Tract 12	23.3 %
Block Group 3, Census Tract 12	20.1 %
Block Group 4, Census Tract 12	19.2 %
Block Group 5, Census Tract 12	49.2 %

Source: 2013-2017 ACS 5-Year Estimates, Table B25071.

Table 7 indicates the Average Household size by renter or owner. In general, household sizes in South Addition are smaller for both renter-occupied homes and owner-occupied homes when compared to the Municipality of Anchorage. In general, most homes are 1-2 person households in South Addition.

Table 7 Average Household Size by Occupation Type

Geography	Total	Total: Owner occupied	Total: Renter occupied
Municipality of Anchorage	2.74	2.83	2.6
Block Group 4, Census Tract 10	1.71	2.73	1.23
Block Group 1, Census Tract 12	1.52	1.3	1.63
Block Group 2, Census Tract 12	2.16	2.47	1.78
Block Group 3, Census Tract 12	2.16	2.21	1.93
Block Group 4, Census Tract 12	2.07	1.88	2.23
Block Group 5, Census Tract 12	1.95	2.15	1.43

Source: 2013-2017 ACS 5-Year Estimates, Table B25010.

6. Public Process

6.1. Outreach Efforts

The South Addition Community Council worked closely with the Municipality of Anchorage to develop the draft plan. The South Addition Community Council performed several outreach efforts through the course of developing the plan in 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. Over XX people came to participate in the discussion. At this workshop, participants developed a list of Values and Challenges identified for the neighborhood. See Appendix X for more information of the Values and Challenges.

On November 12, 2016 the South Addition Community Council held its second plan workshop. At this second neighborhood plan workshop, participants identified Issues, Goals, Objectives and Strategies and for five key areas:

- Neighborhood Character
- Housing Development
- Traffic and Noise
- Public Safety
- Walkability

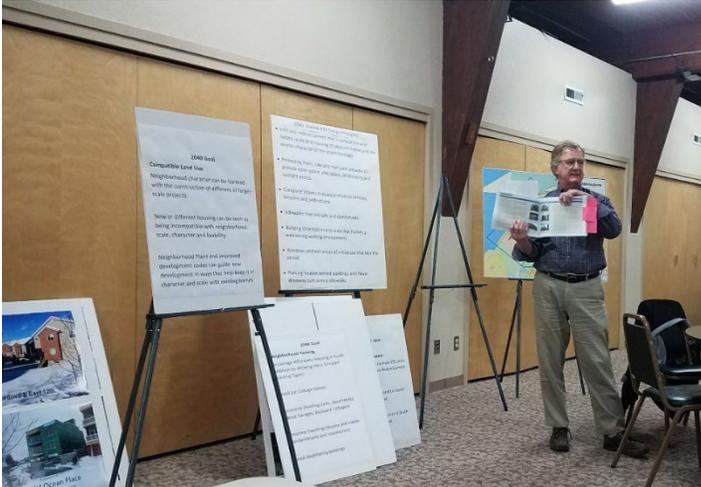
Approximately XX residents participated in the second workshop. Working groups met several times through the course of Fall 2016 to Spring 2017 to discuss in greater detail the Issues, Goals, Objectives, and Strategies and developed working group reports for each key area. The South Addition Community Council Planning Committee compiled the results



South Addition residents were frequently updated on the neighborhood plan using the website and app, Nextdoor.com. This website is widely used by residents to disseminate and share neighborhood information and issues.



Neighborhood residents participating at the November 12, 2016 workshop.



A South Addition resident presenting on form and scale regarding housing types within the neighborhood.

of the working groups and developed the South Addition Neighborhood Plan Goals and Implementation Matrix (See Section 6)¹².

In Winter 2019, the South Addition Community Council conducted an existing conditions analysis, reviewed previous plans and compiled all relevant information into this document.

The Spring 2020 South Addition Community Council meeting offered an opportunity for the public to discuss the revised plan.



A workshop dot-exercise that identified areas of the neighborhood where participants came from for the first public meeting.

¹² Federation of Community Councils, South Addition Neighborhood Plan Relevant Documents. <http://communitycouncils.org/servlet/viewfolder?id=9856>

7. Community Vision

The neighborhood of South Addition came together and developed a roadmap for what the community envisions the neighborhood to be. The purpose of this neighborhood planning process was to identify the communities needs and priorities, and develop a clear timeline for tackling these priorities. **Chapter 2: Purpose and Vision** identifies the vision and goals of the neighborhood planning process. This chapter identifies the specific action items that are recommended to help implement the South Addition Neighborhood Plan and reach community goals.



Time frames used in this chapter include the following:	
Near-Term	1-2 years to completion
Medium-Term	3-5 years to completion
Long-Term	Greater than 5 years to completion
Ongoing	Used in addition to one of the above timeframes.

Using the information and feedback compiled through the outreach efforts conducted by the South Addition Community Council described in **Chapter 5: Public Process**, objectives were further broken down into three key areas:

- Enhance Neighborhood Character
- Connect People to Places
- Maintain Green Spaces

The following tables will provide a breakdown of what these key areas entail.

7.1 Enhance Neighborhood Character

This key area is primarily focused on items that deal with neighborhood character, building and urban design, improvements to homes to promote more future compatible infill development.

Table 8 Enhance Neighborhood Character Priorities and Actions	
Priority	Action Items
<i>Near-term (1-2 years)</i>	
1.1 Develop overlay district(s)	<ul style="list-style-type: none"> • Develop and adopt design standards for overlay districts. • Create an overlay districts for multi-family developments over 4 dwellings per lot that involves community and design standards
1.2 Develop Urban Design Committee	<ul style="list-style-type: none"> • Discuss what future commercial development may look like • Develop and adopt neighborhood design standards • Develop appropriate design review process • Require conformance of development to design standards

<p>1.3 Foster mixed-use development that fits existing neighborhood form and scale</p>	<ul style="list-style-type: none"> • Review area between I St. and L St. and 10th and 13th and between A St. and C St. with additional amenities as potential area for neighborhood center • Encourage use of cost sharing or incentives to produce higher quality design standards • Identify and provide a range of housing densities,
<p><i>Mid-Term (2-5 years)</i></p>	
<p>1.4 Promote continued improvements to residential and commercial properties</p>	<ul style="list-style-type: none"> • Promote homebuyer loans for property improvement and encourage continual investment in property upkeep • Investigate possibility / source of small loans for property improvement • Distribute materials about homebuyer loans during regular SACC neighborhood door-to-door outreach • Communicate neighborhood standards for property upkeep (residential and commercial)
<p>1.5 Conduct assessment of neighborhood alleys</p>	<ul style="list-style-type: none"> • Assess and identify alleys for functionality of access, parking, trash, and overall condition • Identify priority alleys for paving • Prioritize redevelopment of poor alley condition and track opportunities for paving alleys • Consider as a possible conditional use of Transportation Improvements Funds (TIF) or tax abatement financing • Consider Capital Improvements Program (CIP) request for funding • Work with homeowners to get special assessment through homeowners
<p>1.6 Promote energy efficient building designs</p>	<ul style="list-style-type: none"> • Encourage uptake of Solarize Anchorage and use of solar panels or other alternative energy sources • Educate residents and developers on cutting edge energy efficiency building techniques
<p><i>Long Term (5+ years)</i></p>	
<p>1.7 Preserve local historic buildings and landmarks</p>	<ul style="list-style-type: none"> • Promote interpretive signage of historic buildings, e.g. Inlet Towers, Fire Island Bakery, Oscar Andersen House, Shonbeck House • As part of creation of a local register, continue to survey and document historic resources in South Addition • South Addition Stories – encourage oral history project to document neighborhood's change and development over 100 years
<p>1.8 Support facility upgrades at neighborhood schools</p>	<ul style="list-style-type: none"> • Encourage redevelopment of Inlet View Elementary • Encourage facilities upgrades at Chugach Optional, Denali Montessori, and Central Middle School • Advocate for Inlet View redevelopment to be on the ASD bonds • Support Inlet View continuing to be a neighborhood school • Encourage better use of the lawn outside Central Middle School
<p><i>Ongoing</i></p>	
<p>1.9 Promote development of Accessory Dwelling Units (ADUs)</p>	<ul style="list-style-type: none"> • Disseminate information about MOA allowances for ADUs

7.2. Connect People to Places

Neighborhood connectivity and access to commercial and neighborhood centers is highly valued by its residents. This key area primarily focuses on the preservation and improvement of trails, access to local businesses, parking. The South Addition Community Council will work with key partners such as state and local agencies (Department of Transportation and Public Facilities, AMATS, the Municipality of Anchorage) and organizations (Anchorage Park Foundation) to accomplish action items identified by the community.

Table 9 Connect People to Places Priorities and Actions	
Priority	Action Items
Near Term (1-2 years)	
2.1 Maintain a safe walking and biking experience year-round	<ul style="list-style-type: none"> • Keep sidewalks clear of ice and snow and improve maintenance of street crossings • Identify new snow removal options; request enforcement of snow removal laws to prevent accumulation on sidewalks • Develop ADA Pedestrian crossing signs and accessibility • Address current building setback requirements to promote a more pedestrian scaled walking environment and more parking to the rear with "build to" requirement
Mid-Term (2-5 years)	
2.2 Develop traffic calming measures on 15th, I Street and L Street.	<ul style="list-style-type: none"> • Reduce speeds and narrow lanes on select commercial streets • Work with MOA, legislature and others to identify funding sources to improve appearance and pedestrian safety and amenities on major neighborhood corridors
Long Term (5+ years)	
2.3 Preserve and increase capacity for bike and pedestrian movement in major neighborhood corridors	<ul style="list-style-type: none"> • Invest in safer sidewalks and bike infrastructure on major corridors (I Street, L Street, 15th Avenue, 13th Avenue) • Preserve and increase capacity for bike and pedestrian corridors at A Street, E Street, and 10th Avenue • Refine plans for transportation links e.g. a safe and attractive four-season walking route from 9th to 13th on I Street and L Street, with wider sidewalks and tree barriers between sidewalk and traffic • Identify potential funding sources for additional pedestrian amenity improvement projects • Conduct sidewalk inventory and ensure all sidewalks are ADA compliant
2.4 Work with MOA to modify Title 21 parking requirements within South Addition Neighborhood	<ul style="list-style-type: none"> • Work with MOA to reduce required on-site parking in South Addition • Encourage use of residential parking permits and develop a neighborhood residential parking permit process • Increase enforcement of residential parking permits requirements during designated hours • Turn parking spaces at 9th and Stolt Avenue into paid parking • Pave parking area and add managed trash cans at 9th and Stolt Avenue
2.5 Encourage small-scale, locally owned commercial development within the neighborhood	<ul style="list-style-type: none"> • Identify possible locations for small retail locations, especially restaurants • Conduct informal meetings / focus groups at Inlet View Elementary or local churches • Outreach events about business opportunities to residents

Ongoing

2.6 Distribute social service facilities equally throughout Anchorage

- Continue to advocate for downtown neighborhood interests; educate decision makers about the equitable distribution of facilities around Anchorage

7.3. Preserve Community Green Spaces

South Addition neighborhood values the green spaces found throughout the community. This includes green spaces from large community parks to front yard spaces on private property. South Addition Community Council will work with local and state recreation agencies, schools and local organization to achieve these actions.

Table 10 Preserve Community Green Spaces Priorities and Actions

Priority	Action Items
Near-Term (1-2 years)	
3.1 Preserve natural terrain, vegetation and drainage in public and private spaces	<ul style="list-style-type: none"> • Pervious pavers on alleys when repaving if possible • Engage with property owners on a community gardening initiative for un-built lots • Disallow invasive plantings
3.2 Preserve green spaces through urban design	<ul style="list-style-type: none"> • Require a three- to five-foot landscape buffer between sidewalks and travel lanes • Add green space requirements and connectivity for multiplexes • Add vegetation requirements to design standards applied to conditional use high-density developments
Mid-Term (2-5 years)	
3.3 Improve South Addition's urban forest landscape	<ul style="list-style-type: none"> • Inventory trees in neighborhood to add to MOA database • Increase awareness of the benefits of the urban forest • Remove invasive bird cherry trees in public parks • Link with Anchorage and Valley greenhouses and ASD to investigate option for a community-wide tree-planting event, using donated materials and local volunteers • Create edible parks throughout the neighborhood • Protect and properly maintain established trees in public areas
Long-Term (5+ years)	
3.4 Identify potential linkages to the Chester Creek and Coastal Trail to increase trail connectivity	<ul style="list-style-type: none"> • Work with Anchorage Park Foundation to develop a Greenbelt Gateway • Study connection of 9th Avenue to Coastal Trail • Study connection of Ship Creek Trail to Chester Creek Trail via E Street with signage and sheltered bike lanes (trail connection at 16th Avenue to Chester Creek Trail).
Ongoing	
3.5 Increase the safety and accessibility of local parks	<ul style="list-style-type: none"> • Improve grass in identified parks and playgrounds • Protect and maintain existing parks

8. Plan Implementation

This section delves deeper into the top neighborhood priorities identified under Section 7: Community Vision. Community members identified their top four priorities for implementation. This section provides additional guidance and next steps for the four priorities.

8.1 Develop Neighborhood Overlay District(s)

Creating overlay zones for historic or design purposes within South Addition have been identified in multiple past plans and remains a top priority for South Addition. An overlay zone or district is applied to previously established zoning and will be used to encourage specific types of developments such promoting a specific style of mixed-use development and/or protecting certain historic areas. Overlay zones would be integrated with the existing Municipality of Anchorage's zoning requirements.

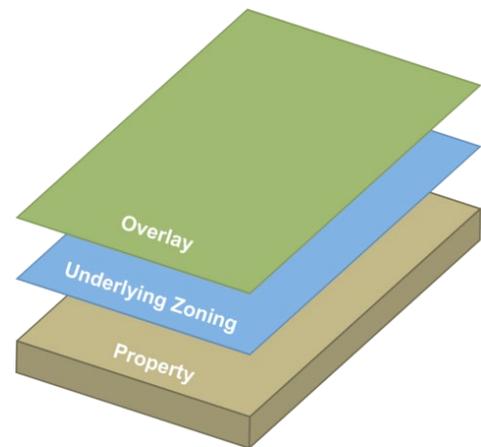
This implementation corresponds to Priorities 1.1 and 1.2 under Section 7.1: Enhance Neighborhood Character

What is an Overlay Zone?

An overlay zone is a zoning district which is applied over one or more previously established zoning districts.

What is the value of an overlay zone or district?

Establishing overlay districts may be used to protect historic areas and encourage specific types of development. The land identified within the overlay district may have design, color, or facade requirements. Overlay zones may also be used to promote specific development projects like mixed-use development or additional housing along transit corridors.



A visualization of what an overlay zoning or district would accomplish.

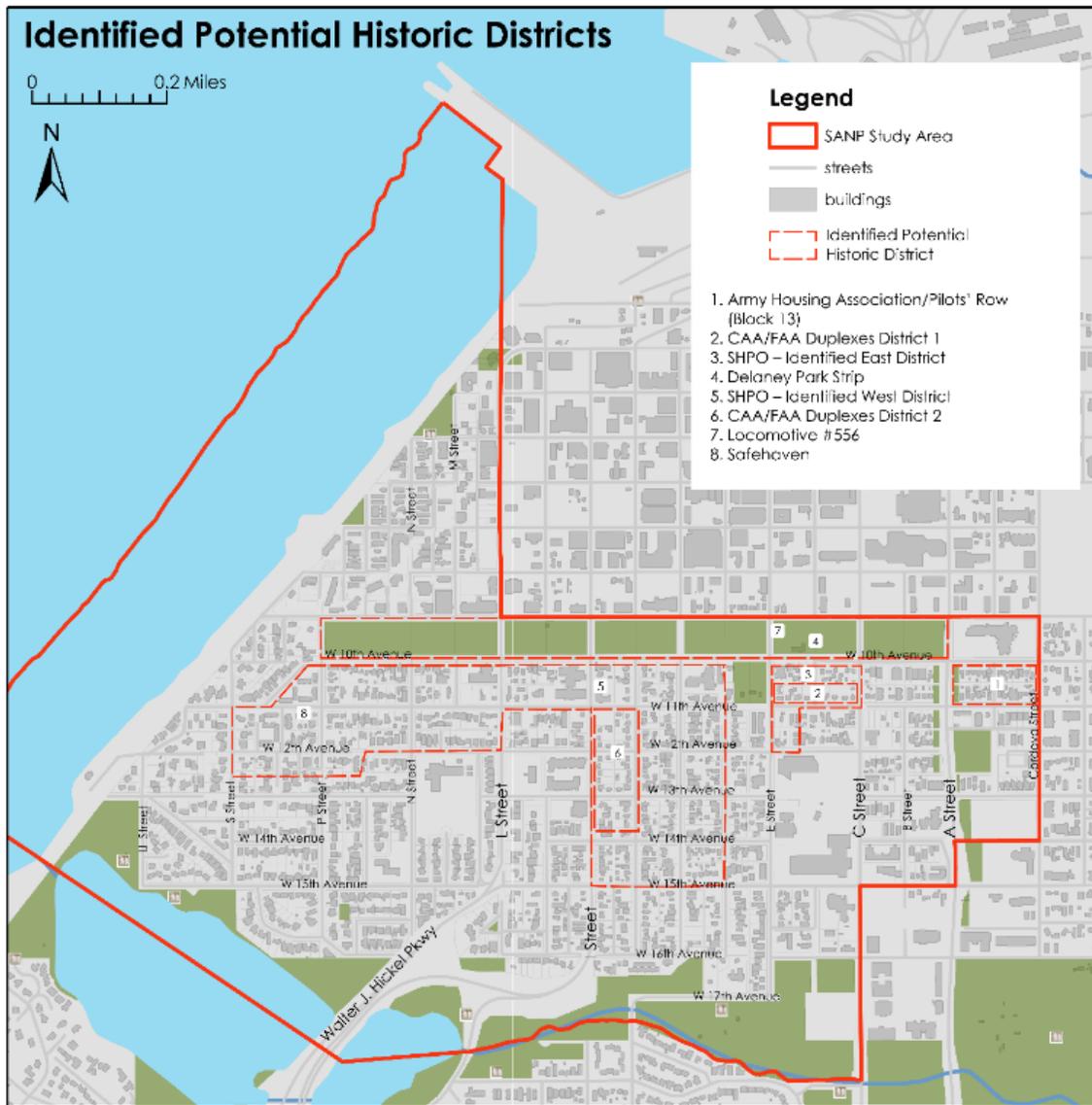
Through the Anchorage Original Neighborhood Historic Preservation Plan process, one type of overlay district, the potential of creating local historic districts, was identified. Figure 11 indicates the following buildings and sites were identified through the past public outreach process as the most valued

resources in South Addition¹³. However, these areas were determined in 2013 and may

¹⁴ <https://www.muni.org/Departments/OCPD/development/BSO/Policies/policyag37.pdf>

need to be updated to reflect most recent information and sentiments of current residents.

Figure 11. Identified Potential Historic Districts



The boundaries of potential a potential overlay zone(s) or district(s) will be left open for discussion as well as the specific character defining elements for community members and property owners. However, it is important to note that the work of the Anchorage Original Neighborhoods Preservation Plan process already identified five unique neighborhood subareas within South Addition, which was utilized in the development of Chapter 5: Existing Conditions of this document. Both the Identified Historic Districts (Figure 11) and Neighborhood Zones (Figure 12) would be good steps for defining specific areas within the neighborhood that community members can coalesce and

review more character defining elements such as mass, form, and scale that will inform future overlay districts.

Figure 12. South Addition Neighborhood Zones and Subareas



Source: Anchorage Original Neighborhoods Historic Preservation Plan.

Note* In Original Neighborhoods Historic Preservation Plan, Fire Island Subarea was known as South Addition. This subarea name was changed to Fire Island Subarea to eliminate confusion on discussion of subarea and neighborhood zones.

Incorporating urban design processes is important for South Addition so there is forethought in how future development fits and complements existing character. Establishing a neighborhood urban design committee will be a necessary step to developing overlay districts and adopting certain neighborhood design standards for South Addition neighborhood.

An urban design committee can determine specific design elements for overlay districts which would ultimately influence future development in the neighborhood, using many of the Infill Design Principles already adopted and identified by the Anchorage 2040 Land Use Plan. The urban design committee would use these Principles and dive deeper to identify specific guidelines and standards for certain neighborhood zones and subareas. The urban design committee will help ensure that future development will be more compatible with existing design found in the context of the neighborhood street.

The photos below illustrate other communities that have developments which have maintained form, scale, and mass of other existing structures, without compromising the utilization of space on the lot. In Addition, these areas have retained green spaces by preserving large trees on the lot and not eliminating or reducing the park strips along sidewalks.

Examples of Urban Design Committee Guidelines

The following are some illustrative examples Urban Design Committee could establish with regard to form, scale, and massing compatibility of future re-developments:

- Ensure that new buildings are compatible in scale, massing, style, and/or architecture materials with existing structures on the street.
- For R2M, R2D, and R3 developments, apply additional setbacks of 10-15 feet on the street front and at least 10 feet on sides abutting single family and/or R2 zoned lots.
- Layer building features to enhance scale and interest on the building façade
- Retain mature and healthy vegetation and trees when developing the site.



These four-plexes have one entrance to the property, and have enough yard space to share in Minneapolis, Minnesota.



This commercial development is located along a neighborhood street and has a two-story building set back from the main street. This helps keep to the form and scale of the neighborhood, as other buildings on the street are single-story buildings with large windows to the street.



This duplex has the same form and scale of other surrounding homes due to its similar roof line and setback on the lot.

8.2 Encourage Accessory Dwelling Units

The South Addition Community Council would like to encourage residents to construct more Accessory Dwelling Units (ADUs) in the neighborhood. In many cities, including Anchorage, the demand for affordable housing is outpacing supply. ADUs are beneficial in communities because they can add to housing supply without adversely changing the scale and character of a neighborhood. ADUs can be built to blend in with the aesthetic of the home and community.

ADUs also provide a source of income for the homeowner. In Anchorage, ADUs are allowed in all residential zoning districts¹⁴. The Municipality of Anchorage allows conversions of single-family homes to ADUs, and an attached/detached ADU. Regulations for these slightly differ. For the single-family home conversions, the gross floor area should be no greater than 900 square feet or 75% of the total floor area of the main dwelling unit. For detached ADU's, if they are taller than 15 feet, they must be setback 10 feet from a side lot line if they are abutting a zone R-1 and R1A.

The ADU must be at least ten feet behind the street facing-façade of the main dwelling. ADUs in South Addition should meet the following one of the criteria:

- ADUs must generally match the exterior architecture style, appearance, and character of the main house with similar materials, window, façade, and roof design
- Locate the ADU to minimize the visual prominence of the structure and contrast to the main building
- Complement the main house through use of materials and design of equal or better quality.

There are also many different types of configurations of ADUs. Conversion of part of an existing home, such as a basement, as well as building an attached or detached units can be considered as ADUs.

Why Build an ADU in South Addition?

- Rental income potential
- Flexible living space for multigenerational households
- Provides additional housing supply

ADUs are allowed in all Anchorage residential zoning districts

Anchorage	Max size of ADUs
Class A (Urban) R-1, R-1A, R-2A, R-2D, R-2M, R-3, R-4, R-4A, R-5	900 square feet OR 75% of the principal dwelling square footage, whichever is less

This implementation corresponds to Priority 1.9 under Section 7.1: Enhance Neighborhood Character

¹⁴ <https://www.muni.org/Departments/OCPD/development/BSA/Policies/policyag37.pdf>

The following photos provide some examples of ADUs that meet the criteria above and would fit with existing character of some South Addition neighborhood subareas such as Chester Creek, Inlet View, and Fire Island.



An ADU built on top of a garage in the rear of the lot. The ADU (bottom photo) in this example can be accessed by going through the gate (top photo) to the left of the main house's front door. Source: [Airbnb.com](https://www.airbnb.com)

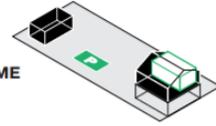


Photo credit: Candace Kramer DADU, <https://accessorydwellings.org>

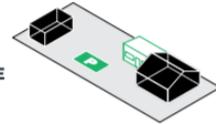
These examples both complement the main house, have minimal visual prominence compared to the main house, and generally match in exterior appearance. Source: <https://tacomapermits.org/wp-content/uploads/2019/05/2019-ADU-Design-Booklet.pdf>

TYPES OF ADU CONFIGURATIONS

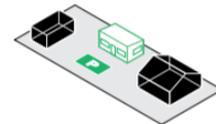
CONVERT PART OF YOUR EXISTING HOME



ADD AN ATTACHED UNIT TO YOUR HOME



ADD A DETACHED UNIT TO YOUR LOT

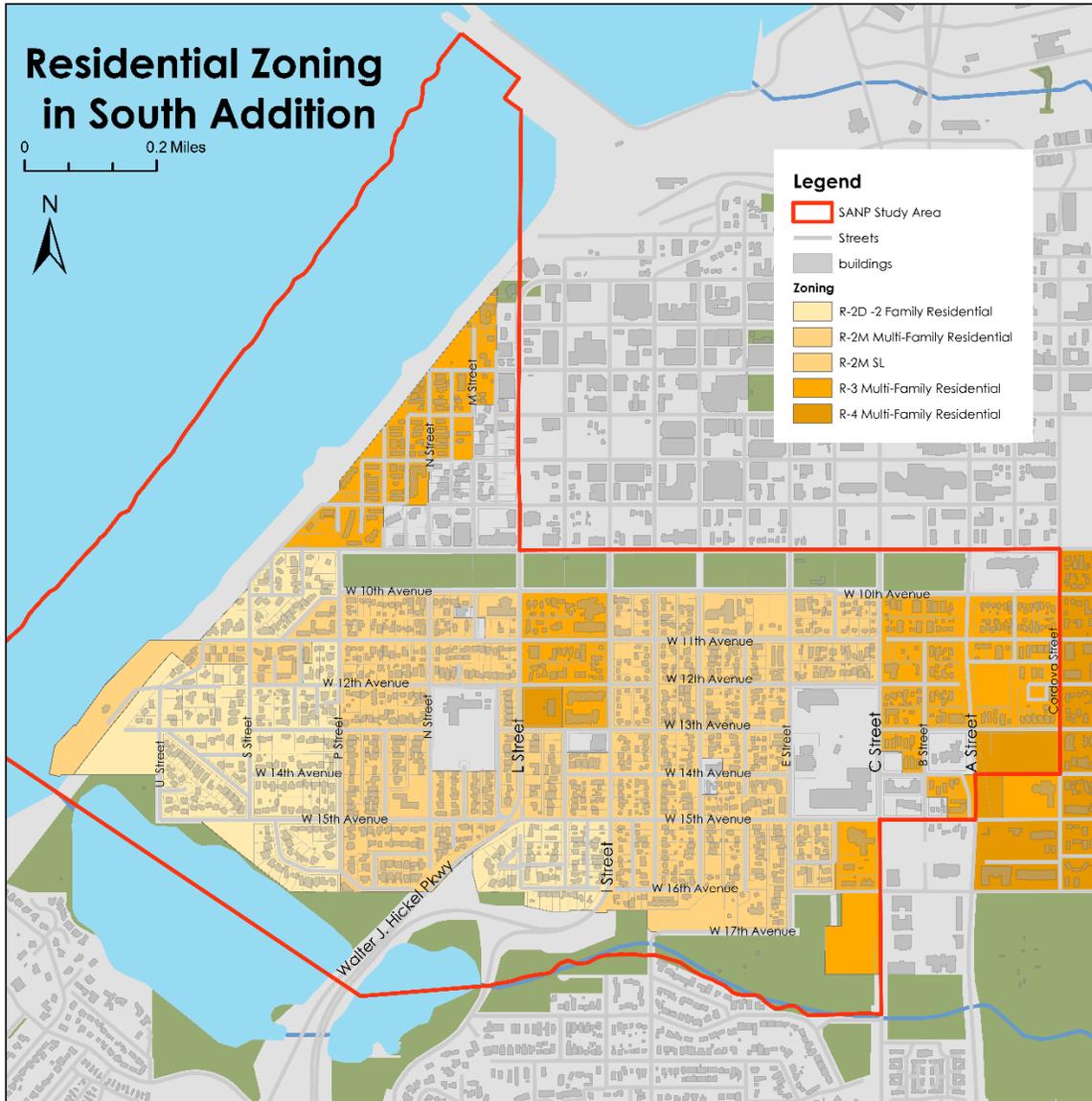


The Municipality of Anchorage allows internal, attached, and detached ADUs. Source: Salt Lake City ADU Handbook, 2019¹⁵.

¹⁵ http://www.slcdocs.com/Planning/Guides/ADU_handbook.pdf

Figure 13 provides a map of South Addition of locations which are currently zoned residential in South Addition. As mentioned, ADUs are allowed in residential zoned areas. Community members should contact the Municipality of Anchorage for additional information regarding ADUs.

Figure 13 Areas that Qualify for ADUs in South Addition



8.3 Encourage small-scale, commercial development

South Addition would like to encourage small-scale commercial development that could provide services to the neighborhood.

Neighborhood centers are small commercial areas that serve as anchors and local destinations to neighborhood residents. Local neighborhood corridors can be successful and serves the community if placed at strategic areas, with higher intensity areas and access to transit and other transportation opportunities

This implementation corresponds to Priority 2.5 under Section 7.2 Connect People to Places

Potential areas for neighborhood centers include the following sites:

- 13th Street, between A Street and Cordova
- 11th and 12th Street, between L and I Street
- North face of Park Place
- North of Lutheran Church
- North of Benihana

Additional studies shall be done to locate these centers. South Addition residents want to see businesses that provide unique service in the neighborhood including, but not limited to the following:

- Restaurants
- Coffee shops
- Ice cream shops
- Small studios

Parking is a concern and issue when small commercial activity occurs. Increasing bicycle infrastructure by installing more inviting bike racks is encouraged throughout the neighborhood and at least 50 feet from a store front.

South Addition wants to have neighborhood signs which would be installed at gateways of a neighborhood center and represent South Addition's brand and identity. Installing other items like benches, trees, public art, trash receptacles, unique lighting, and other street furniture to make spaces inviting around centers.



City Market is a grocery store and coffee shop located within the neighborhood that acts as an anchor in the community.



Spaces like Fire Island Rustic Bakeshop in South Addition is so popular mainly because the business has ample windows facing the street, vegetation, and seating available for people to linger.

Service stations for a quick tune up or to fill flat tires make it more likely people will want to ride a bike to a neighborhood center. Additionally, allowing room for curb space to provide pick up/drop off opportunities by transportation network companies (like Uber/Lyft) should be considered.

The photos below provide examples of how public spaces and future development plans for mixed-use locations within the neighborhood can be enhanced to encourage future business owners to invest in South Addition.

To attract future small-businesses in South Addition, commercial spaces built should be small store fronts with curb space trees incorporated as part of the sidewalk's amenity zone.



An example of a gateway sign for a commercial area within a neighborhood. This sign for a small commercial node in a neighborhood rebrands the series of small ice cream shops, coffee shops, and restaurants in the neighborhood.



Bike racks can serve many functions and can be incorporated in a neighborhood center in South Addition. Bike racks can serve as street art, help invite people to ride their bike, and serve as a barrier between individuals (like those sitting on a street café) and the street.



8.4. Maintain a safe walking and biking experience year-round

South Addition would like to maintain and encourage a safe walking and biking experience in, around, and through the neighborhood year-round. South Addition would like to encourage larger sidewalks and building more buffer zones between cars and pedestrians, especially along major corridors of the neighborhood. Larger sidewalk widths with space for amenities such as trees, and bike racks, encourages walkability and pedestrian use.

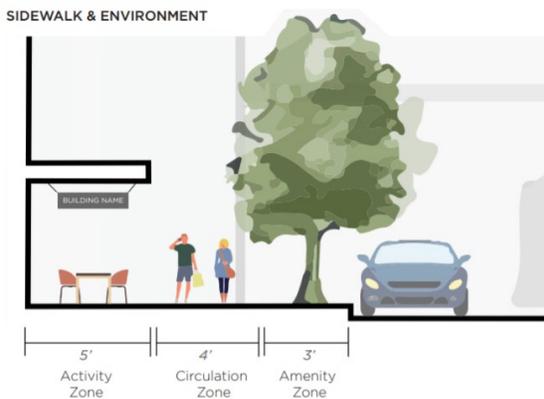
Snow removal can also be a major issue in providing safe and adequate year-round walking and biking experience. To prepare better snow removal processes, South Addition would like to encourage transportation operations and maintenance providers to reach out to the South Addition Community Council to increase communication and coordination of clearing services and expedite snow removal during winter months.

South Addition can work with the Municipality to enforce snow removal standards. In places like Albany, New York, the City gives residents sufficient time to plan ahead and gives a notice of 12 hours before enforcing parking restrictions, notify the media and provide other notifications. In the city of Madison, Wisconsin, to make public sidewalks safe for pedestrian, the owner or occupant of property immediately adjacent to public sidewalk is responsible for the removal of any snow and ice that accumulates on the sidewalk. Residents are required to clear the snow by noon of the day after snow has stopped. Similar levels of enforcement could occur specific to South Addition and developing parking guidelines for the neighborhood can occur to the ensure streets are cleared efficiently.

Sidewalk widths contribute to the enjoyment of walking along a street.

Narrow sidewalks do not support pedestrian activity.

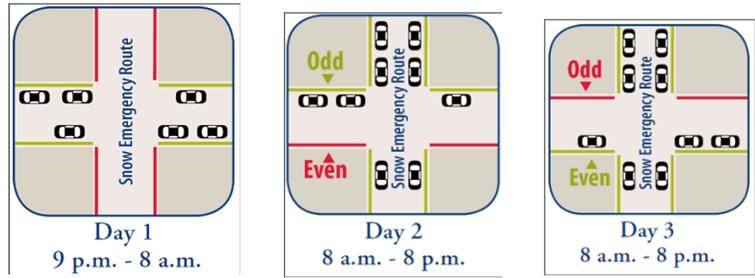
This implementation corresponds to Priorities 2.1 and 2.2 under Section 7.1: Connect People to Places



Best practices recommend a minimum 5-foot clear zone for sidewalks, and 6 feet as the preferred minimum to allow for two people to walk comfortably, side by side.

Improving mobility is not limited to pedestrian and bicycle concerns. Streets define neighborhoods and make up primary experience of the city, and the reason people want to be there because they are places to relax, meet, do business, and enjoy life. Good street design recognizes streets as an essential feature of the city, defining its physical and cultural character.

Creating safer streets and pedestrian environments is possible through many traffic calming measures. Some items such as building wider sidewalks and planting tree barriers may not occur overnight, but there are several traffic calming measures that can be incorporating to increase the experience for pedestrians and cyclists without compromising vehicle travel. Installing items such as bollards, gateway zone entrances, pedestrian priority-rapid flashing beacons, and painted bike lanes can be incorporated throughout South Addition to increase transportation links and make the experience of walking and biking year-round in the area a more attractive experience for everyone.



Cities like Minneapolis have parking restrictions during snow events to ensure that streets get cleared efficiently. The snow shoveling ordinance requires property owners to clear sidewalks after the end of a snowfall within 24 hours or four daytime hours for apartments, commercial buildings and all other properties (daytime hours begin at 8 am).



Lack of enforcement leaves around parked vehicles like this truck parked on 14th Avenue unplowed, creating smaller roadways for vehicles to pass during storm events.



Some South Addition sidewalks cleared after a storm event in Anchorage.



Bollards like those shown above, can be decorative or purely functional but help calm traffic and serve as visual barriers. Bollards like this could be installed at intersections of 13th Avenue and L Street, 15th Avenue and C Street, or 11th Avenue and I Street.



Rapid-flashing beacons with yellow indicators alert drivers and improves safety at crosswalks. In addition, pedestrian crossings can be installed between major intersections along major corridors such as C Street, L Street and 12th Avenue, and I Street and 14th Avenue. The flashing would only occur when pedestrians are using the crosswalk.



Zone entrances like those pictured above is a method of slowing cars on certain streets. These entrances can also be provided in different "gateways" of the neighborhood or subarea of the neighborhood, like 15th Avenue and C Street, 15th Avenue and L Street, 15th Avenue and A Street, and 15th Avenue and Cordova Street.

Next Steps

This document is a guide for future development for South Addition Neighborhood and should be added to regulatory checklists to ensure plans incorporate the ideas in this document and help achieve the vision laid out within its pages.

To ensure that the South Addition Neighborhood Plan continues to be a guiding document in the Municipality of Anchorage planning processes, it is important to make it widely available and visible to Municipality Administrators and the public. This document should be available on the Municipality of Anchorage website and at the front counter of the Municipal office.