



ANCHORAGE BOWL LAND USE PLAN MAP—Appendix A

Planning Factors Map Folio—Working Draft—7/5/2016 Edition



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*Maps to be added in future draft editions.

Page numbering will change as maps are added.

DISCLAIMER: The maps contained in this publication are for informational purposes and are not prepared for or suitable for legal, engineering, or surveying purposes. Users of this information should review or consult the primary data and information sources to ascertain the usability of the information. For more information on this document, the maps, and narrative information, please e-mail: landuseplanmap@muni.org.

INTRODUCTION

The **Map Folio** is an appendix to the **Anchorage Bowl Land Use Plan Map** update project (**LUPM**). The **Map Folio** is intended to provide background information on the data, analysis, and planning factors used in the **LUPM** project, that can be readily depicted through maps. These maps are found in the Buildable Lands Supply, Land Use Inventory, Community Infrastructure, Community Characteristics, Economic Trends, and Facility Impacts and Compatibility sections. The **Map Folio** also gives an overview of the Anchorage Bowl planning and development through existing plans and regulatory documentation found in the Existing Plans and Regulations section.

The **LUPM** is a data-driven plan. It is developed with inputs and analysis provided by several different Geographic Information System (GIS) data bases, some developed specifically by this project. Multiple municipal departments contributed resources to this effort. This large array of targeted data and analysis also builds on information from the *Anchorage Housing Market Analysis* (2012), *Anchorage Commercial Land Assessment* (2012), and the *Anchorage Industrial Land Assessment Update* (2015).

The mapping, data, and analysis presented in the **Map Folio** contributes to the recommendations and action items, included in the **draft—Land Use Plan Map**. The **LUPM** project will make this data available and is intended to give the general public, businesses, and developers valuable information necessary for Anchorage to work toward and achieve a sustainable future for now and decades to come.

NOTE: This is a work-in-progress document. Maps and accompanying narratives are in draft form and subject to change. **Map Folio** updates and a final version of this document will be published throughout the LUPM planning process. Please watch for updated editions of the draft **Map Folio** on our website at www.muni.org. Many of these maps are best viewed online where the viewer can access the zoom function.

BL-1. Gross Vacant Land Supply 2-29-2016 DRAFT

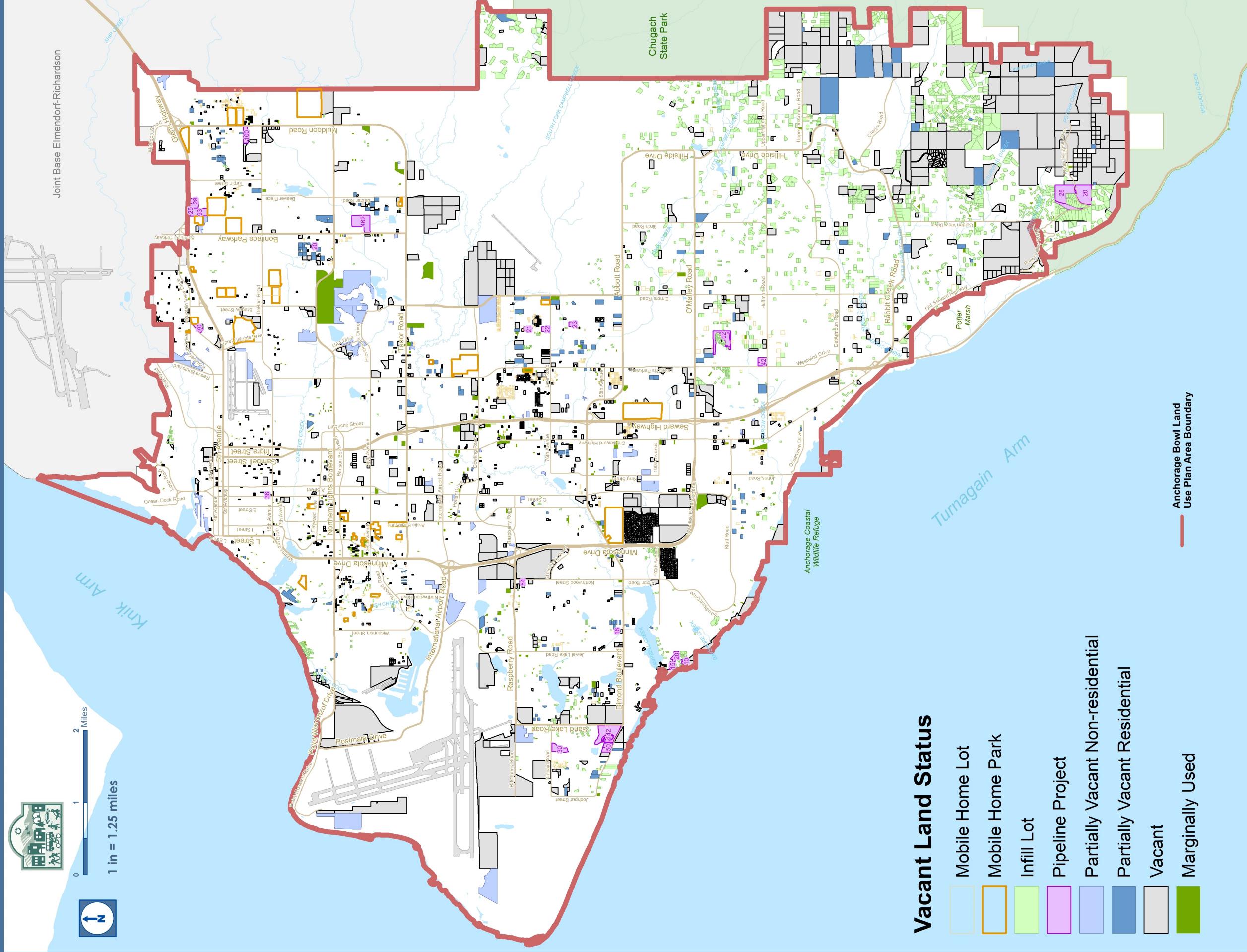
Planning Factors: Buildable Lands



1 in = 1.25 miles
2 Miles

Knik
Arm

Joint Base Elmendorf-Richardson



BL-1: Gross Vacant Land Supply

MAP DESCRIPTION/SOURCE OF DATA

This map represents the “gross” amount of residential and non-residential lands that are either vacant, partially vacant, or marginally used within the Bowl:

- * Vacant – a parcel that has little or no improvements or structures and is not tied to an adjacent site, such as a parking lot or equipment storage serving another parcel.
- * Partially vacant – a parcel that is occupied by a use on part of the lot, but contains enough unused or vacant land to be further subdivided or developed with infill.
- * Marginally used – a parcel with a very low level of development of improvement and/or is occupied solely by a temporary or marginal use located outdoors or in movable/portable structures.

This map also shows mobile home parks, for reference, although these were not counted as vacant or marginally used lands in the land supply study.

Lands described as “infill lots” are subdivided vacant parcels where the number of future dwellings is determined by the lot size. “Pipeline Projects” are parcels in which development is in the permit process; the likely number of future dwellings is known.

The source of the data for this map is a conglomeration of recent land capacity analyses conducted from 2014-2016 for residential, commercial, and industrial lands in the Bowl. This work updates the 2012 *Anchorage Housing Market Analysis*, 2012 *Anchorage Commercial Lands Analysis*, and the 2015 *Anchorage Industrial Land Assessment Update*. The capacity analyses included an extensive land use inventory that utilizes the Land Based Classification System (LBCS), a multi-dimensional system developed by the American Planning Association and ESRI Inc. to classify land uses based on their characteristics.

The LBCS model classifies land uses on each parcel of land into multiple dimensions. These include the activities, economic function, buildings and the site development characteristics found on each parcel:

- * Activity: Actual use of the land – residential, multifamily, commercial, industrial, park, etc.
- * Function: Economic function or type of establishment using the land – retail, personal services, office, manufacturing, etc.
- * Structure: The type of structure or building on the land – single family, duplex, office building, big box retail etc.
- * Site: Physical development character of the site – fully built out, partially built out, etc.

Taken as a whole, these four factors provide a snapshot of “gross” vacant lands in the Bowl.

ROLE OF THIS MAP

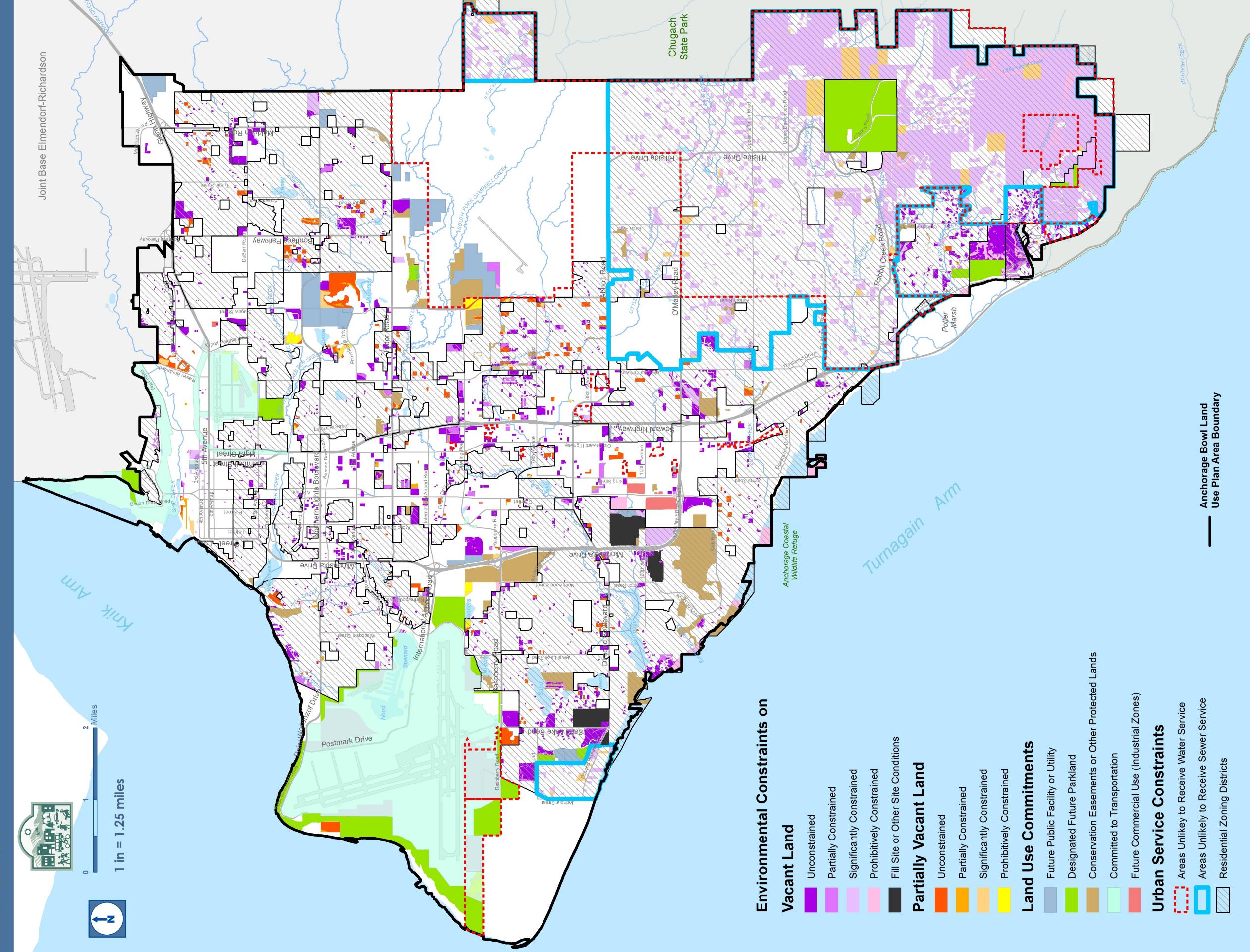
The role of this map is to provide an indication of where remaining undeveloped lands are located within the Anchorage Bowl.

USE OF THIS MAP

This map is a starting point for studying the vacant lands capacity in the Bowl to provide future additional jobs and housing. This helps determine if vacant lands can accommodate anticipated future growth NEEDS. The capacity analysis also shows which of these “gross” vacant lands may not be available.

BL-3. Net Buildable Land Supply
2-29-2016 DRAFT

Planning Factors: Buildable Lands



BL-3: Buildable Land Supply

MAP DESCRIPTION/SOURCE OF DATA

This map represents the status of the residential and non-residential lands vacant land supply after accounting for constraints to development. This map illustrates that not all vacant lands within the Bowl are developable. Factors that were accounted for include:

- * Environmental constraints such as steep slopes, wetlands, streams, lakes, seismic, etc.
- * Planned road access, water and wastewater services.
- * Future land use commitments – such as future school sites, conservation easements, designated future parks, hospital and university expansion areas, etc.

The sources of data for preparing this map are primarily derived from three studies commissioned by the Municipality. They are the *Anchorage Housing Market Analysis*, *Commercial Lands Analysis*, and the *Anchorage Industrial Land Assessment Update*. Also considered was the most current information from the Municipality's wetland, streams, topographic, and other data layers, as well as known projects in the development pipeline, in preparing this map.

ROLE OF THIS MAP

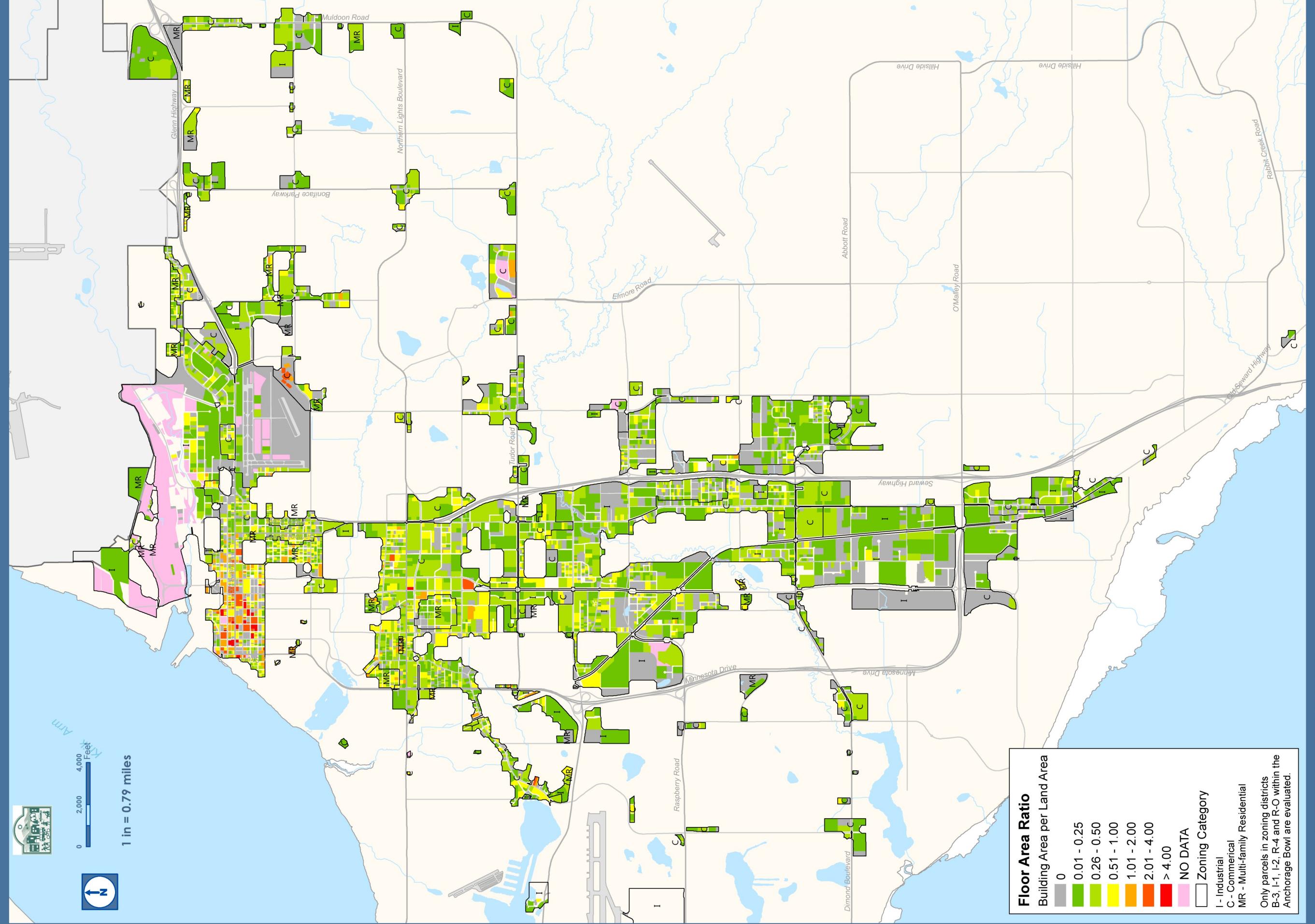
The role of this map is to provide a clearer picture of availability and usability of the vacant, partially vacant, and marginally used parcels within the Anchorage Bowl.

USE OF THIS MAP

This map is used as part of the land capacity analysis to determine the holding capacity of Anchorage's remaining land supply to accommodate future housing and employment.

LU-4. Floor Area Ratio (FAR)

Planning Factors: Land Use Inventory



LU-4: Floor Area Ratio

MAP DESCRIPTION/SOURCE OF DATA

This map depicts the existing Floor Area Ratio (FAR) of buildings located on parcels that are zoned industrial, commercial, or multifamily. The FAR is the ratio of the total gross floor area of all building(s) on a lot compared to the area of the lot.

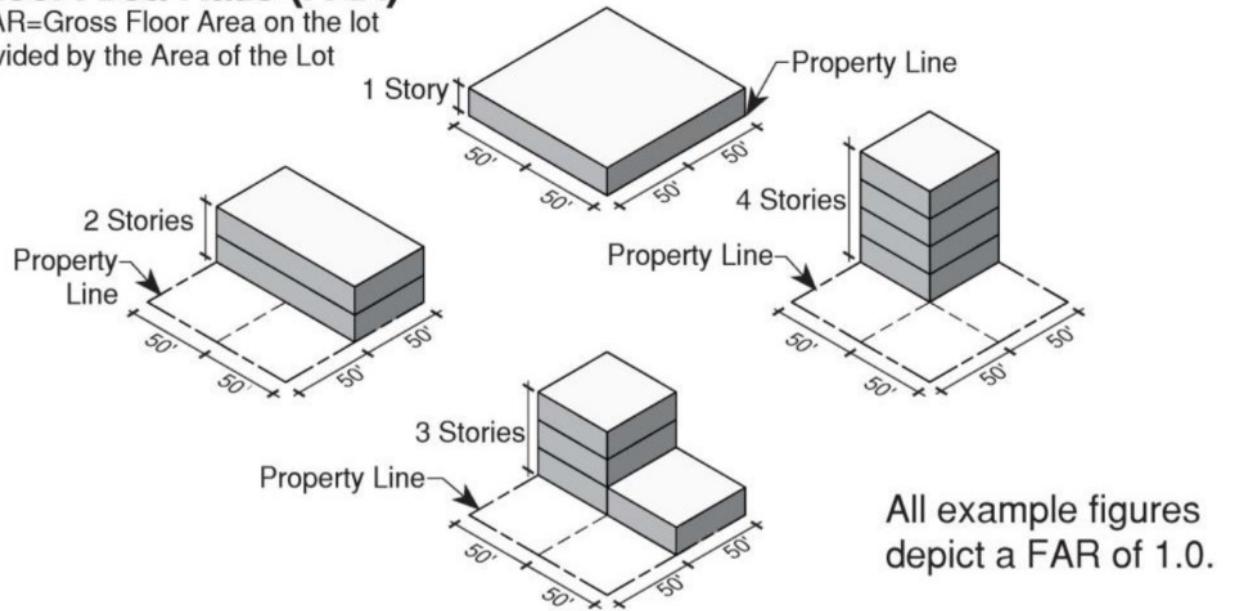
- * FAR = Gross Floor Area on the lot divided (\div) by the Area of the lot.

For example:

- ◊ 12,000 square foot building on a 12,000 square foot lot yields a FAR of 1.
- ◊ 24,000 square foot of building on a 12,000 square foot lot yields a FAR of 2

Floor Area Ratio (FAR)

FAR=Gross Floor Area on the lot
divided by the Area of the Lot



This map was developed using Municipality of Anchorage Property Appraisal data from 2014-2015.

ROLE OF THIS MAP

This map shows existing development densities in terms of building bulk on the lot. It shows that Downtown has higher intensity of developments and that outside of Downtown the built density is generally very low, reflecting many sites being taken up by surface parking.

USE OF THIS MAP

This map when viewed with the other maps in this folio will help identify areas that are more likely to accommodate infill and new development, versus those areas that will see little growth or perhaps remain status quo.

CI-1. Future Major Streets & Highways

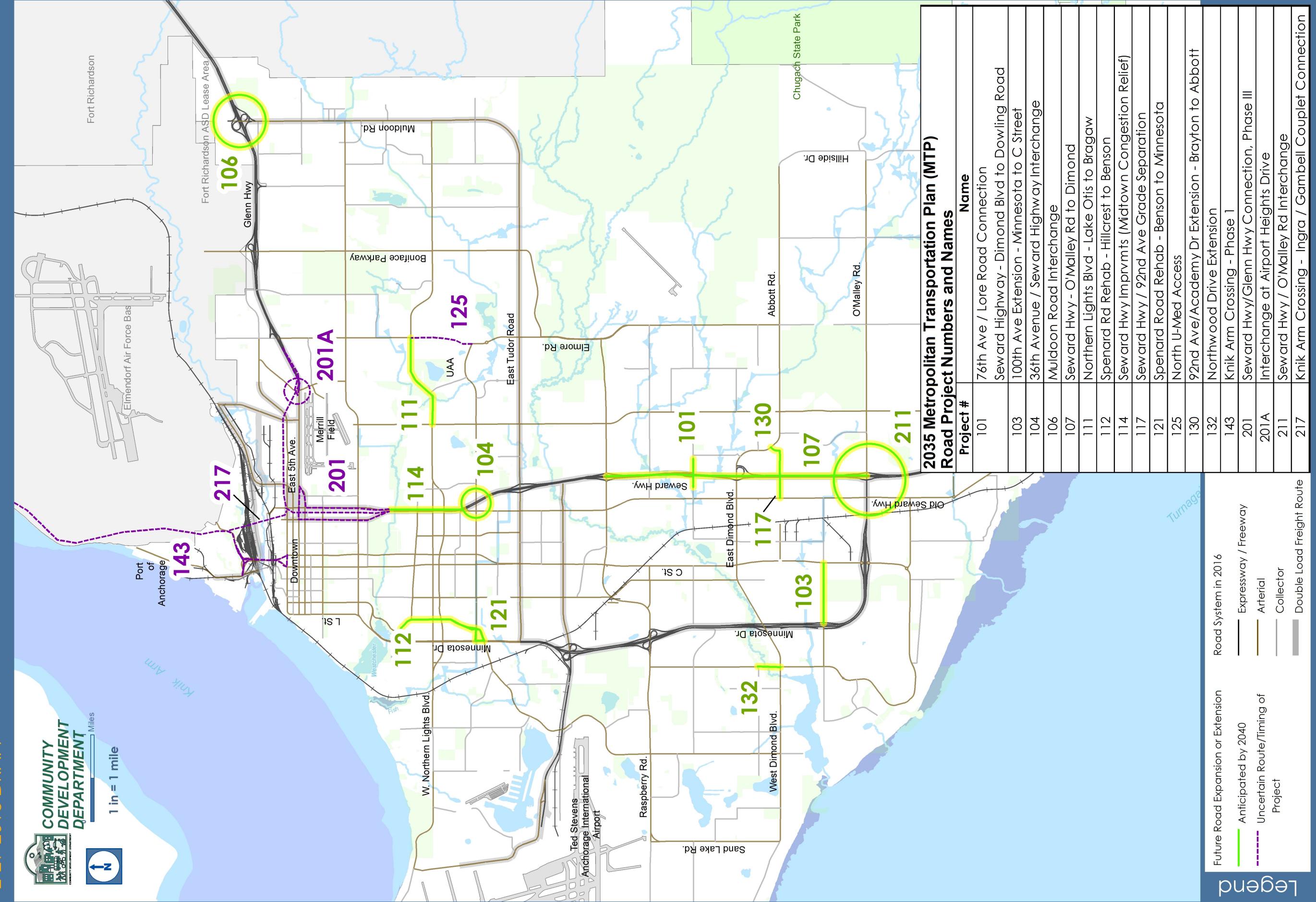
2-29-2016 DRAFT

Planning Factors: Community Infrastructure



COMMUNITY
DEVELOPMENT
DEPARTMENT

1 in = 1 mile



CI-1. Future Major Streets and Highways Map

MAP DESCRIPTION/SOURCES OF DATA

The Future Major Streets and Highways Map was developed using information from the Anchorage 2035 Metropolitan Transportation Plan (MTP), the Official Streets and Highways Plan (OS&HP), and modified with consultations with transportation planners from the Alaska Department of Transportation and Public Facilities (ADOT&PF) and the Anchorage Metropolitan Area Transportation Solutions (AMATS). The map is limited to primary and secondary streets, including collectors, minor and major arterials, expressways, and freeways. It includes double load freight routes. The map identifies road network expansion projects from the MTP that transportation planners anticipate may be created within the 2040 LUPM planning horizon.

ROLE OF THIS MAP

The Future Major Streets and Highways Map is a depiction of the future primary street network including major streets and highways projects anticipated to occur by 2040. The map and project list includes several roadway projects identified in the MTP, where there is no certain timeframe for construction, and secured funding is not identified to complete some projects. This map highlights major changes and additions to the primary street network that could occur in the 2040 time horizon.

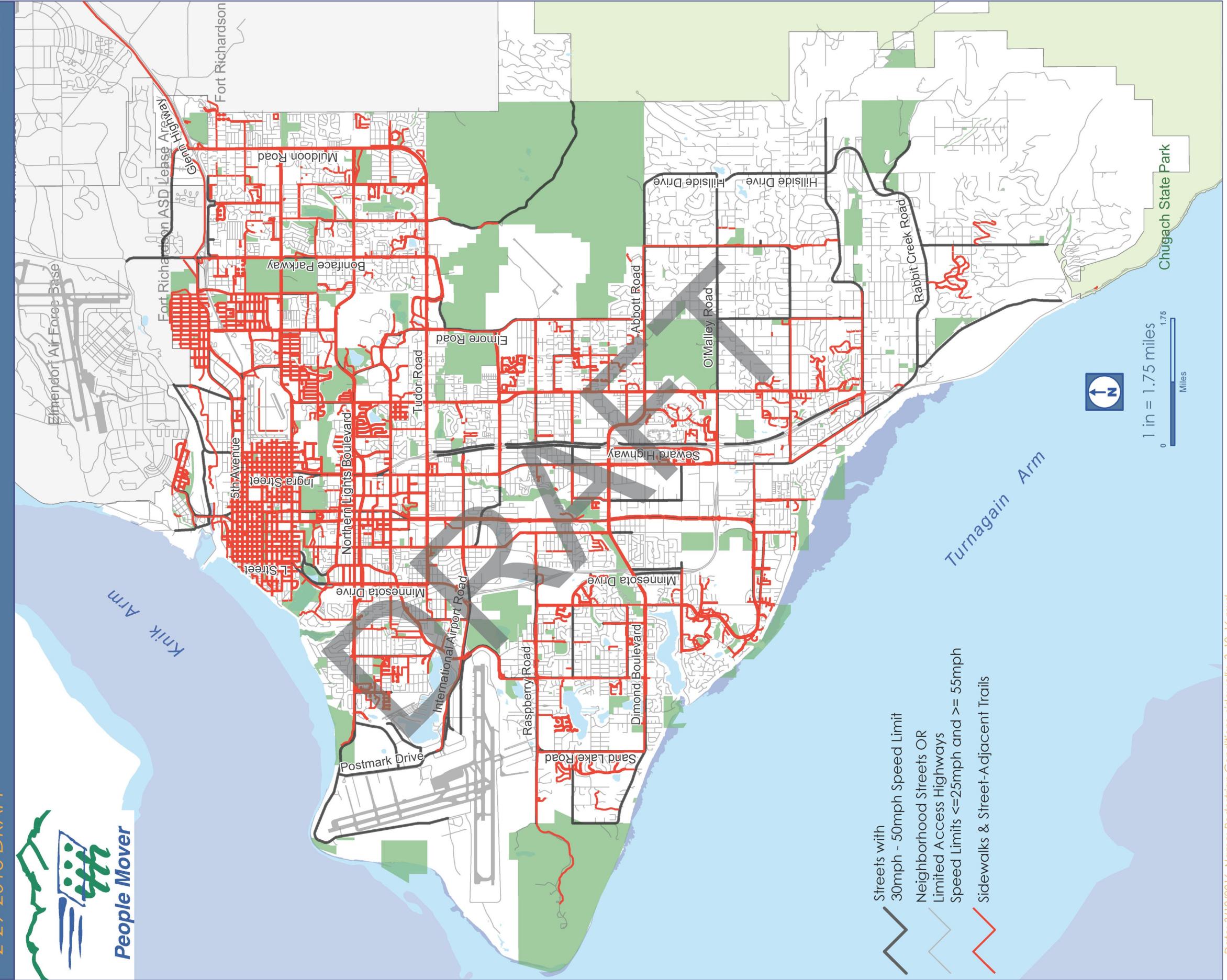
USE OF THIS MAP

This map along with other data regarding roadway capacity and service levels will help the community determine and plan for compatible and appropriate land uses adjacent to our transportation network.

Cl-4. Sidewalk Facilities

2-29-2016 DRAFT

Planning Factors: Community Infrastructure



Date: 3/10/2016 Name: Pedestrian Conditions_sidewalks_3_10_16.mxd

CI-4: Sidewalk Facilities Map

MAP DESCRIPTION/SOURCES OF DATA

The Sidewalk Facilities Map depicts existing sidewalks and street adjacent pathways throughout the Anchorage Bowl. This uses an existing municipal data layer. Sidewalks include improved surfaces within a vehicular right of way, aligned with a road constructed either adjacent to the curb or separated from the curb for the purpose of pedestrian and non-motorized use. The Sidewalk Facilities Map does not include a qualitative assessment of sidewalk conditions.

ROLE OF THIS MAP

In 2007 approximately 458 miles of sidewalks existed in the Anchorage Bowl (excluding separated multi-purpose trails). At that time, this sidewalk coverage represented roughly 13 percent of the total miles of roads in the Anchorage Bowl. A cursory review of the Sidewalk Facilities Map reveals that many neighborhoods in the Anchorage Bowl do not have sidewalk facilities. Because of past development practices, the pedestrian circulation system in the Municipality is largely incomplete and does not meet all current or future needs.

The sidewalk network in the Anchorage Bowl is addressed in the *Anchorage Pedestrian Plan (2007) (APP 2007)*. Chapter 5 of the APP 2007 includes several goals and policy recommendations to improve the walkability environment found in the Anchorage Bowl.

USE OF THIS MAP

This map depicts much of the existing sidewalk and street-adjacent pedestrian infrastructure, therefore identifying neighborhoods with a walkable environment. This is one factor to consider in determining areas within the Bowl that may be able to accept compatible housing and employment while leveraging neighborhood walkability and character to reduce the reliance on vehicle use for accessing services, shopping, and jobs. It also indicates where the character and pedestrian orientation of future development patterns should respond to and leverage the public investments in walking facilities.

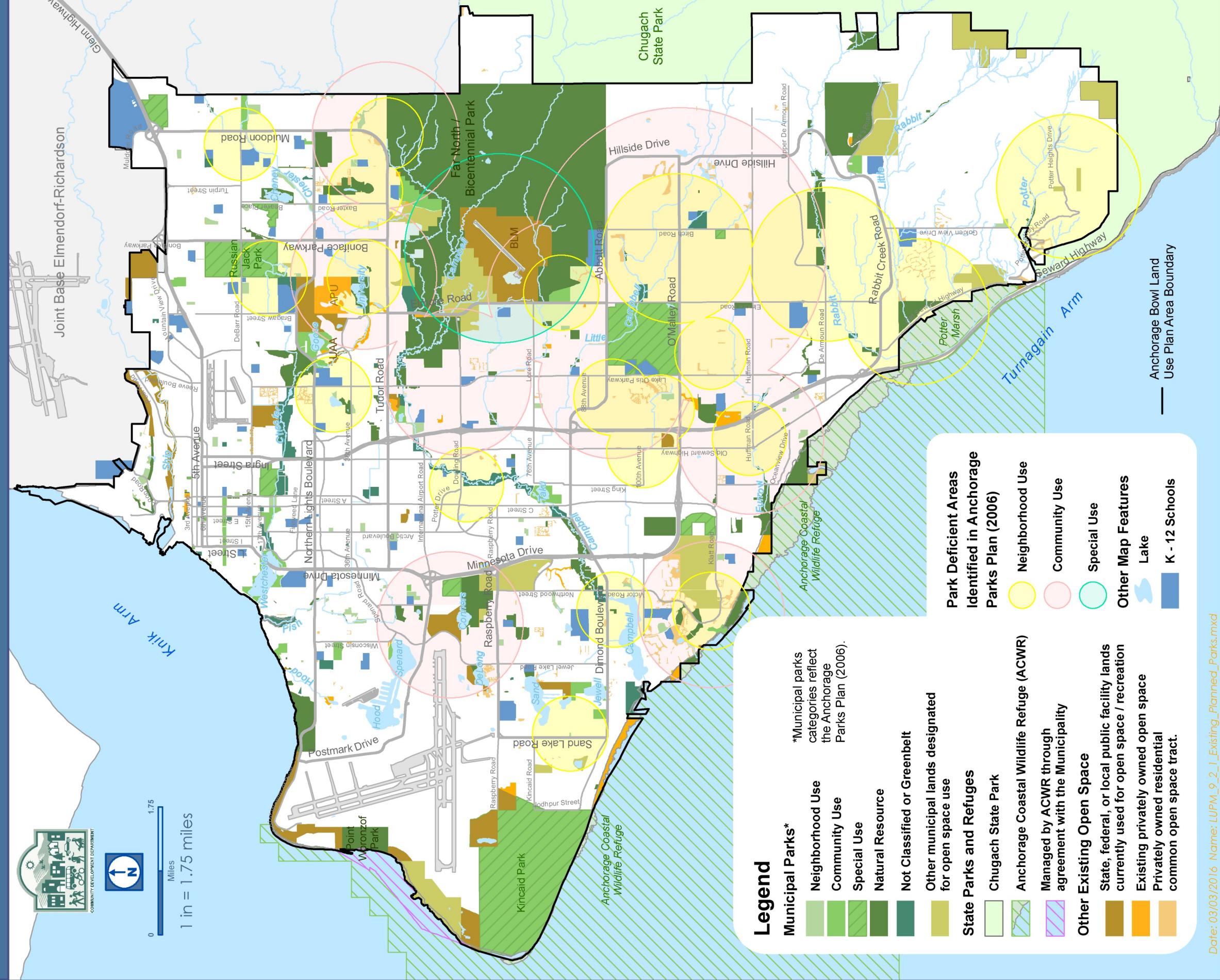
C1-6. Parks and Open Space

2-29-2016 DRAFT

Planning Factors: Community Infrastructure



0 Miles
1 in = 1.75 miles



CI-6: PARKS AND OPEN SPACE MAP

MAP DESCRIPTION/SOURCE OF DATA

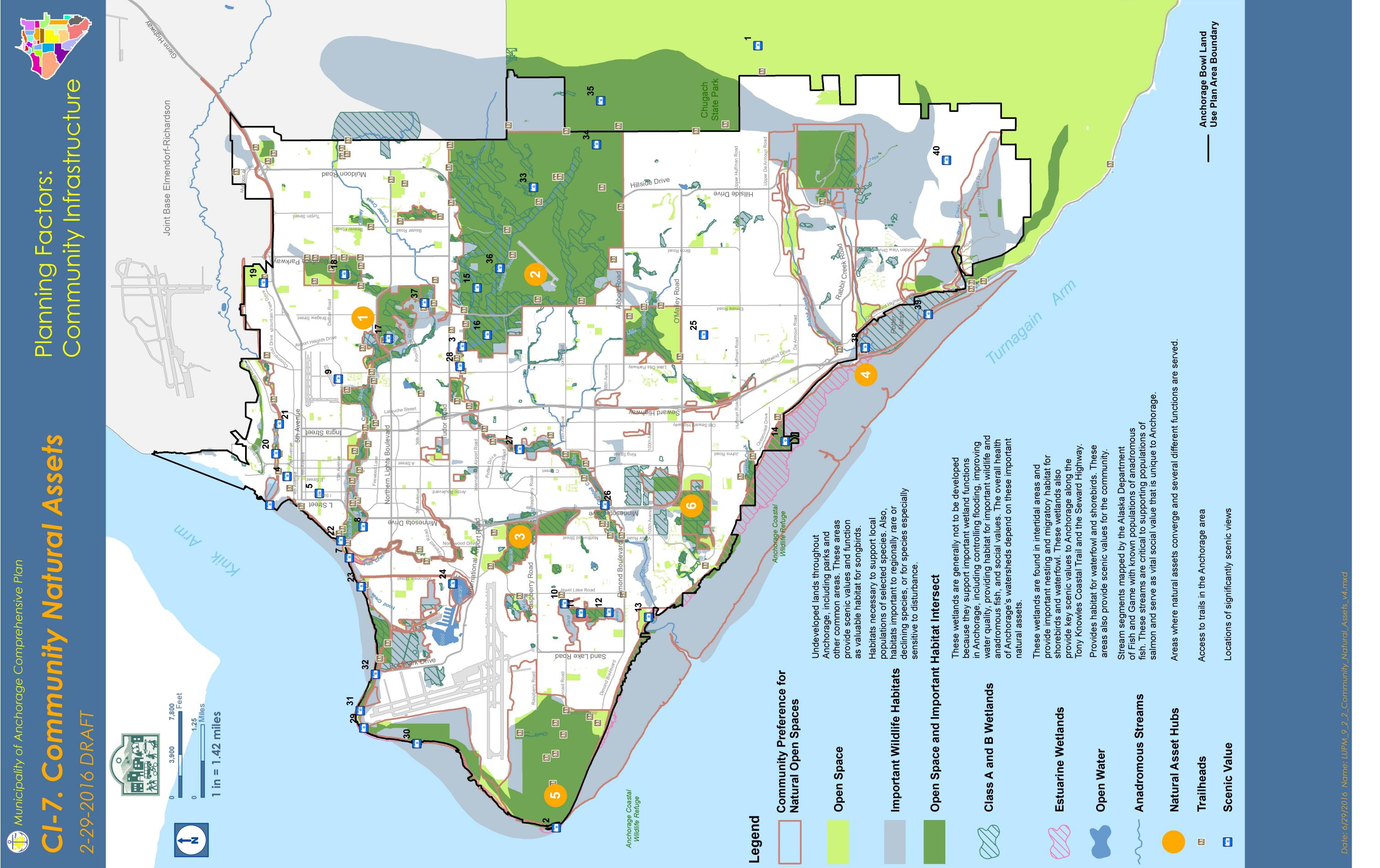
The Parks and Open Space Map presents the full inventory of Municipal parks in context with the State of Alaska's two main park units important to the community, Chugach State Park and the Anchorage Coastal Wildlife Refuge. This map also depicts areas described as Other Existing Open Spaces, which includes state or federal lands used, preserved, or specifically designated for open space/recreation, and other designated open spaces in private ownership. The source of the parks data comes from the 2006 *Anchorage Bowl Park, Natural Resource, and Recreation Facility Plan*, the Municipality's CAMA database. Anchorage Bowl LUPM lands inventory, adopted municipal plans, and data from the Real Estate Department/Heritage Land Bank and the Parks and Recreation Department. Other agencies and organizations contributed information. Municipal parks are classified into functional categories defined by size and uses in the Parks Plan. This map shows areas within the Bowl with known deficiencies in Neighborhood Use, Community Use, or Special Use parks, as determined in the Parks Plan. These deficiencies are identified by levels of service based on acreage needs and population within a park's delineated service area. Collectively, the areas highlighted on this map comprise the Anchorage Bowl's essential public spaces dedicated to park, recreation, and leisure time uses and natural habitat protection.

ROLE OF THIS MAP

Because the location and supply of active and passive recreation lands and common open spaces is an essential land use component of any city, this map's datasets play a critical role in land use designations that assign residential densities and growth areas. An area's suitability to provide for and support residential and commercial growth or redevelopment is directly tied to the accessibility of parks and open areas. The land use designations are directly tied to and informed by this relationship. At its basic level, this map played an essential role in residential designations and density determinations. The extent and distribution of these parks and open space features, made it clear where growth and redevelopment opportunities exist in the Bowl. The map specifically informed the Park or Natural Area and Other Open Space the Land Use Map designations.

USE OF THIS MAP

The Parks and Open Space Map combines all known dedicated or designated Municipal parkland and other formal open space areas in the Anchorage Bowl. Actual uses within each category are managed or overseen by Municipal, State, or federal plans and regulations. This map provides an essential planning reference for users to understand the relationship between land use designations and places that are most important to the community for parks and recreation. The inclusion of park deficiency depictions allows the user to understand areas targeted for future parkland intended to support other growth. The Municipality may over time acquire parcels in these deficiency areas. Park category definitions and additional map details can be found in the *Anchorage Bowl Park, Natural Resource, and Recreation Facility Plan*. The inclusion of this map shows that parks and open spaces are critical to the location and types of growth in the Bowl. The map specifically informed the Park or Natural Area and Other Open Space Land Use Map designations.



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CI-7: COMMUNITY NATURAL ASSETS

MAP DESCRIPTION/SOURCE OF DATA

This Community Natural Assets Map builds on an essential planning dataset first shown in the 1982 Comprehensive Plan. That Plan incorporated environmental features as a factor for guiding growth and community expansions. Mapping important environmental features and functions continued with the *Anchorage 2020 Conceptual Natural Open Space Map*. The Community Natural Assets Map evolves this environmental component and merges datasets from the *Anchorage 2020* map with additional environmental functions and new features, including popular trailheads and natural asset hubs. The focus of this map is the Bowl's natural environment, including waterbodies, streams, wetlands, and fish and wildlife habitats. Included for the first time are locations with significant scenic values. Source data for this map comes from the Municipal GIS data for wetlands, streams, and waterbodies. Wildlife habitat and community open space preference data compiled by the Great Land Trust was the basis for the *Anchorage 2020 Conceptual Natural Open Space Map*. The remaining information came from the LUPM project data analyses and updates on land status since 2000.

ROLE OF THIS MAP

This map highlights natural resources, areas, or environmental processes that will support and sustain the Anchorage Bowl as it grows through 2040. These areas have been long identified by the public for preservation for fish and wildlife habitat, as natural buffers, and important open space in an increasingly urbanizing city. This map plays an essential role in the assignment of growth areas, especially for increasing densities and commercial expansion. These areas are to be retained as much as possible or otherwise accounted for with new developments. Many of these features are confined or limited specifically to the areas mapped. The functions are sensitive to disturbances such that they factored into the land use and growth designations on the Land Use Plan Map. Even with new development, these functions will continue and the Plan calls for compatibility policies along with Title 21 regulations. This map specifically factored into the Greenway Supported Development and the Open Space and Natural Area designations. Features of this map were also used in the suitability analysis for future growth potential.

USE OF THIS MAP

This map is an essential overlay for the Land Use Plan Map project. It serves as an important reference highlighting numerous natural features and functions in one source for future growth decisions. It informs, explains, and lends visual support to some recommendations on the draft Land Use Plan Map, including:

- * That development minimize impacts to natural resources in certain areas, such as northern UMED District, or in the vicinity of the three Anchorage-area airports. This includes along the Ship and Chester Creek watersheds.
- * That all future development consider wetland and watershed impacts as identified in the *Anchorage Wetland Management Plan*, and *Chester Creek Watershed Plan*.
- * That “greenway supported development” include adding mini-greenbelts or daylighting streams to the greatest extent possible.



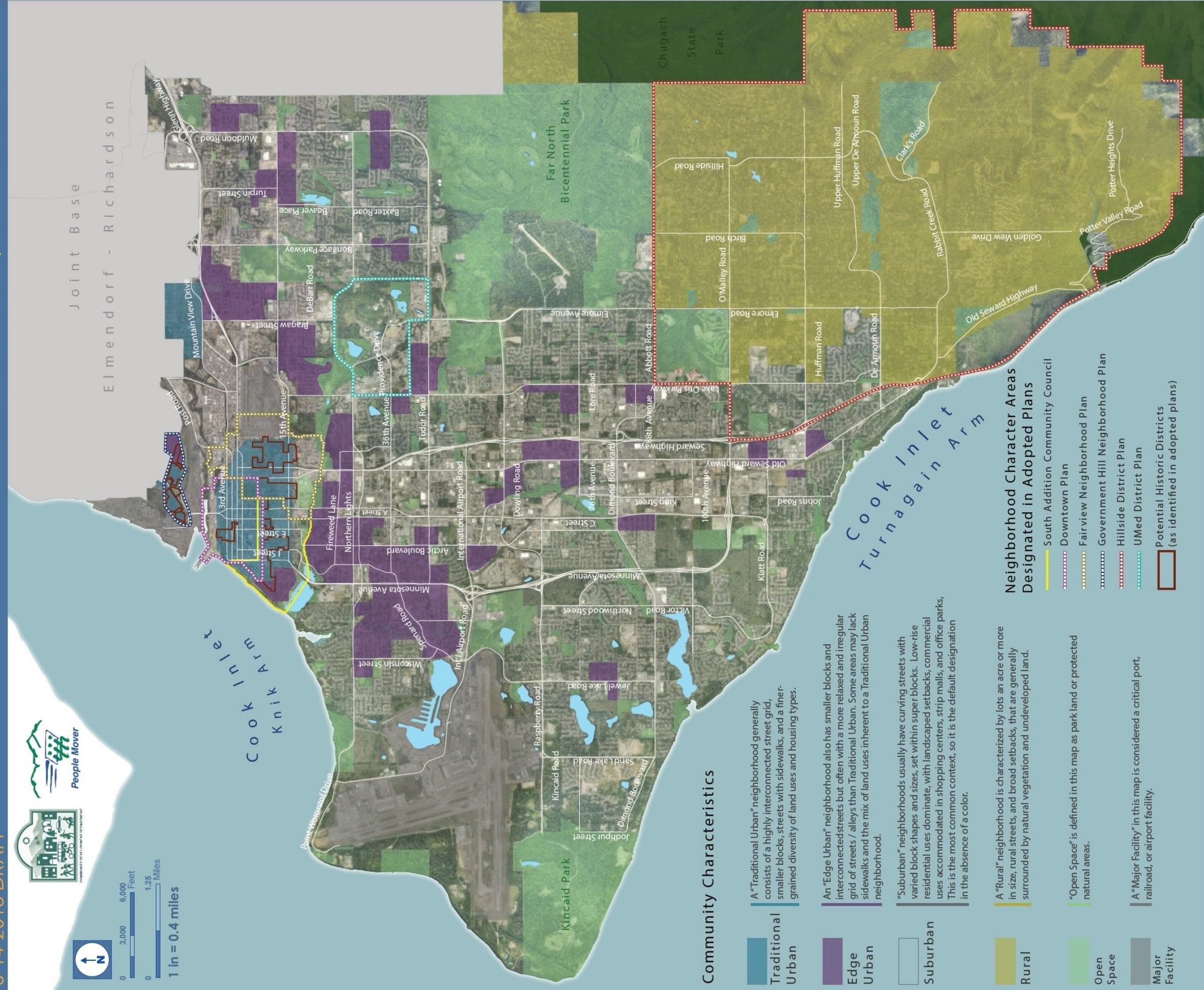
Neighborhood Contexts: Development Patterns in Anchorage

3-14-2016 DRAFT



Planning Factors: CC-1 Community Characteristics

Joint Base Elmendorf - Richardson



CC-1: Neighborhood Contexts: Development Patterns in Anchorage

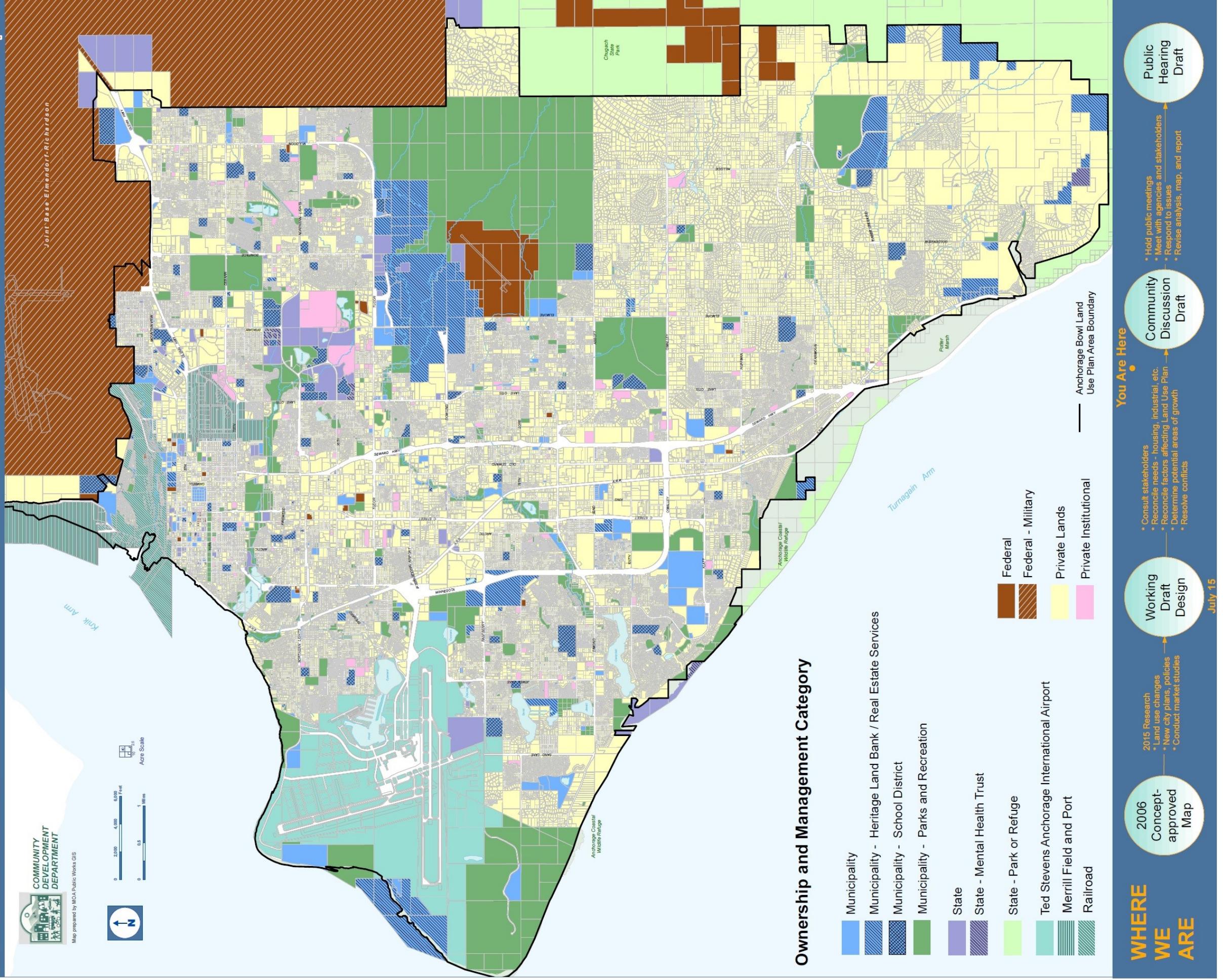
MAP DESCRIPTION/SOURCE OF DATA

ROLE OF THIS MAP

USE OF THIS MAP

CC-5. Land Ownership 2-29-2016 DRAFT

Planning Factors: Community Characteristics



CC-5: Land Ownership

MAP DESCRIPTION/SOURCES OF DATA

The Land Ownership Map comprises ownership information from data incorporated into the Municipality of Anchorage's Property Appraisal data base and other data sets. This data is reviewed by municipal planners and land managers for accuracy. The map includes two categories of privately held land (Private and Private Institutional), and 12 categories of public agency held land including federal, state, and local governments.

ROLE OF THIS MAP

This map is intended to identify the extensive private and public land holdings within the Anchorage Bowl. Roughly [] acres are shown in private ownership and [] acres are shown in some type of government ownership. Government ownership includes the airports, parks, etc. Private includes private housing, commercial, retail and industrial developed and/or zoned properties.

Much of the private property found within the Anchorage Bowl is developed and provides the taxable land base that the Municipality uses to pay for public services including police, fire, schools, libraries, parks and trails.

Conversely, public property includes the public use areas like parks and open space that will remain undeveloped to preserve critical wildlife habitat, and support the retention of watershed and wetland areas important to the ecological function of these open spaces within the Anchorage Bowl.

The Anchorage Bowl Land Use Plan Map encourages sustainable development, redevelopment and infill on private and some publicly-owned land deemed excess to public needs in order to secure adequate housing, commercial and industrial development found necessary to ensure a robust and growing Anchorage economy into 2040. It also identifies future facility needs such as New Schools.

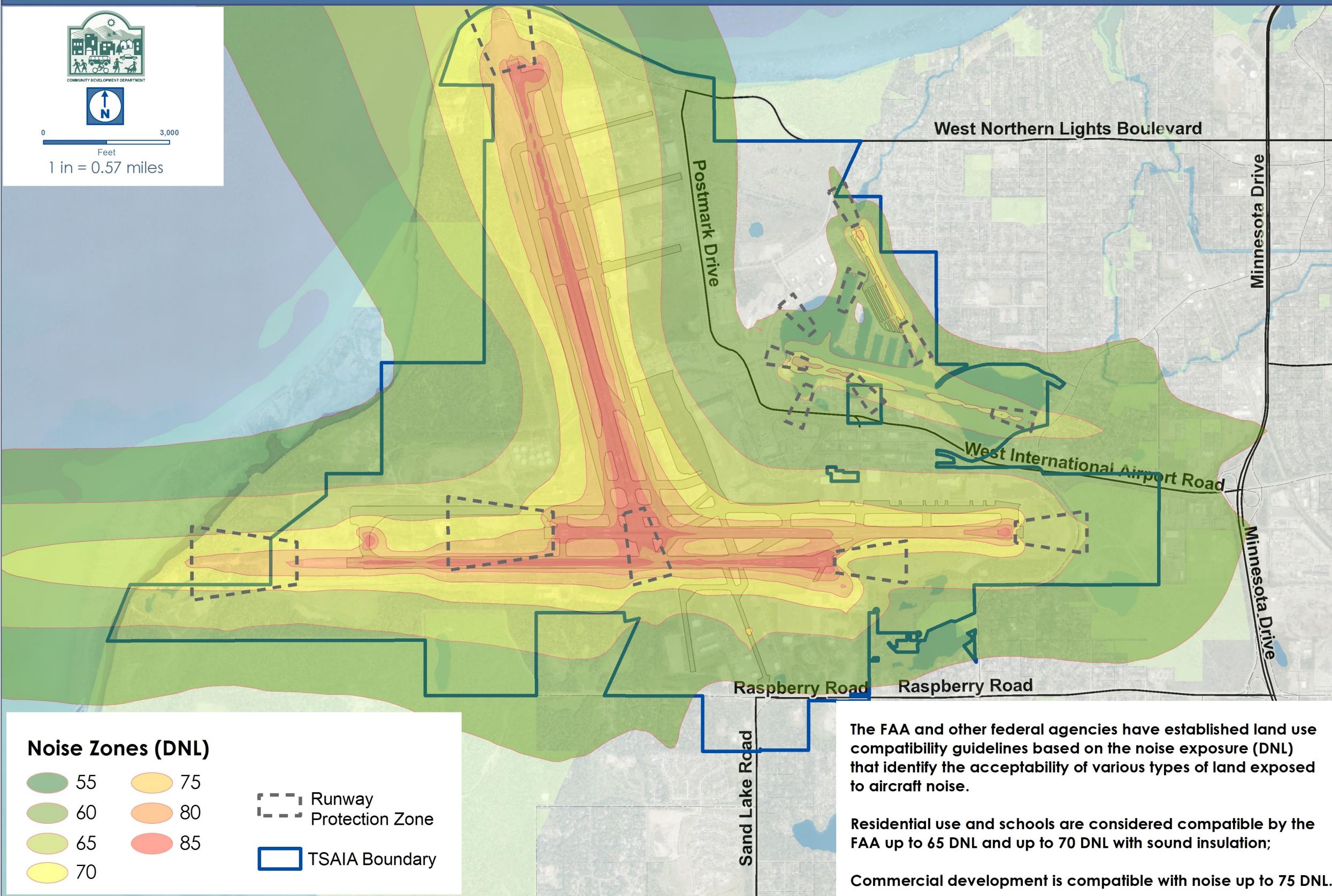
USE OF THIS MAP

Extensive research was completed to determine the buildable land supply within the Anchorage Bowl. This Ownership Map compliments the buildable land analysis by indicating the general ownership, whether public or private, and where future construction could occur.

FI-1. International Airport Influence Areas

2-29-2016 DRAFT

Planning Factors:
Facility Impacts and Compatibility



FI-1: International Airport Influence Areas

MAP DESCRIPTION/SOURCE OF DATA

The Facility Impacts and Compatibility Maps are comprised of Ted Stevens Anchorage International Airport, Merrill Field Airport, and Joint Base Elmendorf-Richardson airfields. GIS data used to prepare these maps came from the Municipality of Anchorage, consulting firms, and Federal agencies.

ROLE OF THIS MAP

Maps FI-1 through FI-3 are intended to depict noise contours and Aircraft Protection Zones (APZs) or Runway Protection Zones (RPZs) that are required under regulations promulgated by the Federal Aviation Administration (FAA). The FAA is primarily responsible for the advancement, safety and regulation of civil aviation, as well as overseeing the development of the air traffic control system.

USE OF THIS MAP

International Airport Influence Areas

Ted Stevens Anchorage International Airport (TSAIA) connects Alaska with the Lower 48 states and to international destinations. TSAIA has a Land Use Plan for on-Airport property. Land use categories were identified and defined by functional area in a 2002 Master Plan Update. As TSAIA acquired additional land, the functional areas were revisited in a 2012 Airport Layout Plan, and in the recent TSAIA 2014 Master Plan Update.

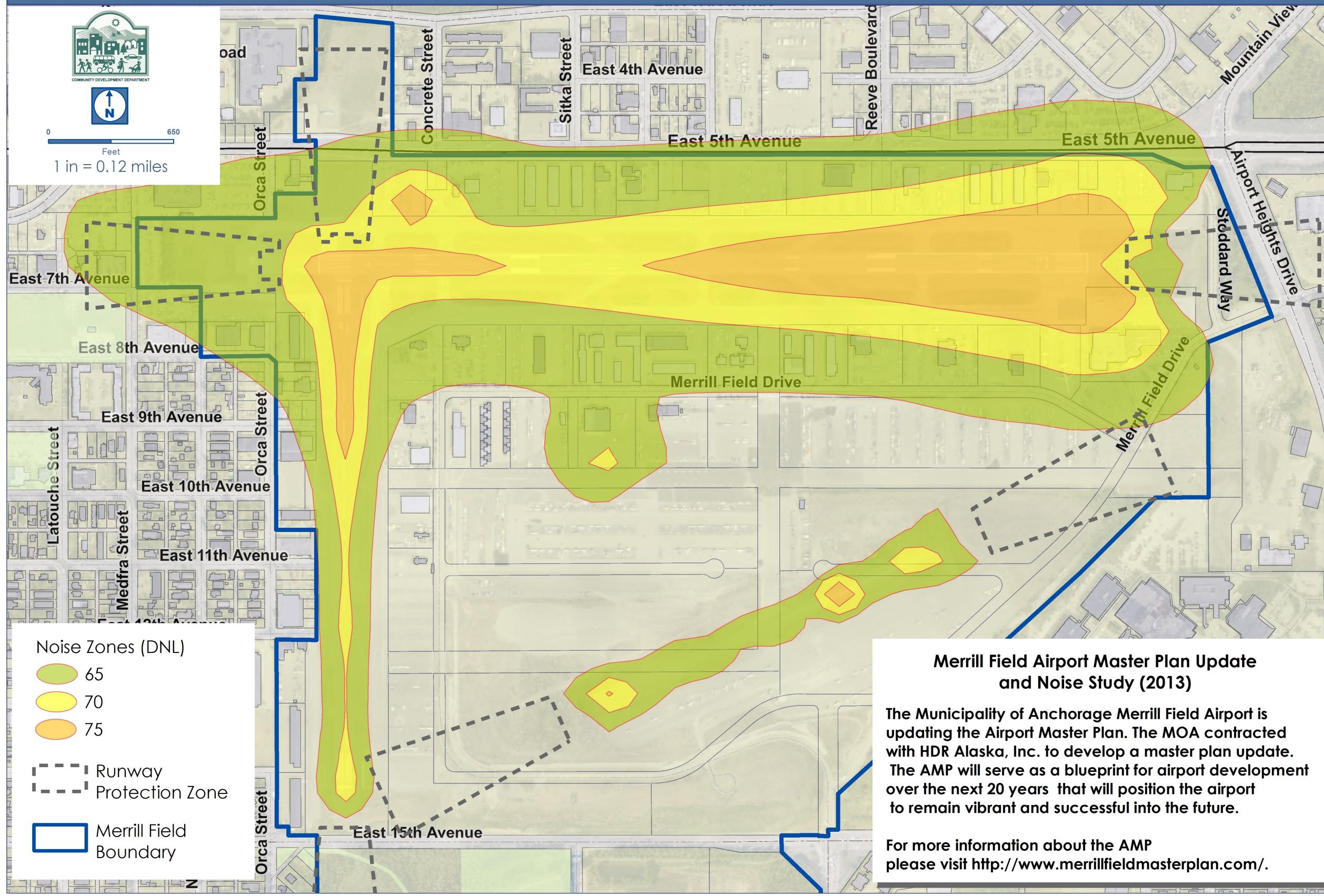
TSAIA has adopted Airport areas directly related to the landing, takeoff, and taxiing of aircraft, including runways, taxiways, Runway Protection Zones (RPZs), airfield approach zones, building and obstacle restriction areas, and certain navigational aids requiring unobstructed clearance areas. RPZs are areas at ground level prior to the threshold and beyond the runway end to enhance the safety and protection of people and property on the ground. The Day-Night Average Sound Level, or DNL, identifies noise exposure levels of various types of land exposed to aircraft noise.



FI-2. Merrill Field Influence Areas

2-29-2016 DRAFT

Planning Factors:
Facility Impacts and Compatibility



FI-2: Merrill Field Influence Areas**MAP DESCRIPTION/SOURCE OF DATA**

The Facility Impacts and Compatibility Maps comprise Ted Stevens Anchorage International Airport, Merrill Field Airport, and Joint Base Elmendorf-Richardson airfields. GIS data used to prepare these maps came from the Municipality of Anchorage, land use planning and engineering consultants, and federal agencies.

ROLE OF THIS MAP

Maps FI-1 through FI-3 are intended to depict noise contours and Aircraft Protection Zones (APZs) or Runway Protection Zones (RPZs) that are required under regulations promulgated by the Federal Aviation Administration (FAA). The FAA is primarily responsible for the advancement, safety and regulation of civil aviation, as well as overseeing the development of the air traffic control system.

USE OF THIS MAP**Merrill Field Influence Areas**

Merrill Field Airport serves as the general aviation airport for the region. The Airport prepared a Noise Exposure Map (NEM) Update in 2013. The NEM documentation describes the airport layout and operation, aircraft-related noise exposure, land uses in the airport environs, and the resulting noise/land use compatibility situation. The aircraft noise exposure is expressed in decibels (dB) in terms of the Day-Night Average Sound Level (DNL). Contours of equal DNL values, similar to topographic contours of equal elevation, form the basis for evaluating the noise exposure to the community. In simple terms, DNL is the average noise level over a 24-hour period except that noises occurring at night (defined as 10:00 p.m. to 7:00 a.m.) are artificially increased by 10 decibels or dB. This weighting is intended to reflect the added intrusiveness of nighttime noise events attributable to the fact that community background noise levels decrease at night.

Runway Protection Zones (RPZs) for each runway end have been established in accordance with FAA. Portions of all six of the RPZs extend outside of the Airport property lines. A runway protection zone (RPZ) is defined as an “area at ground level off the runway end to enhance the safety and protection of people and property on the ground.”

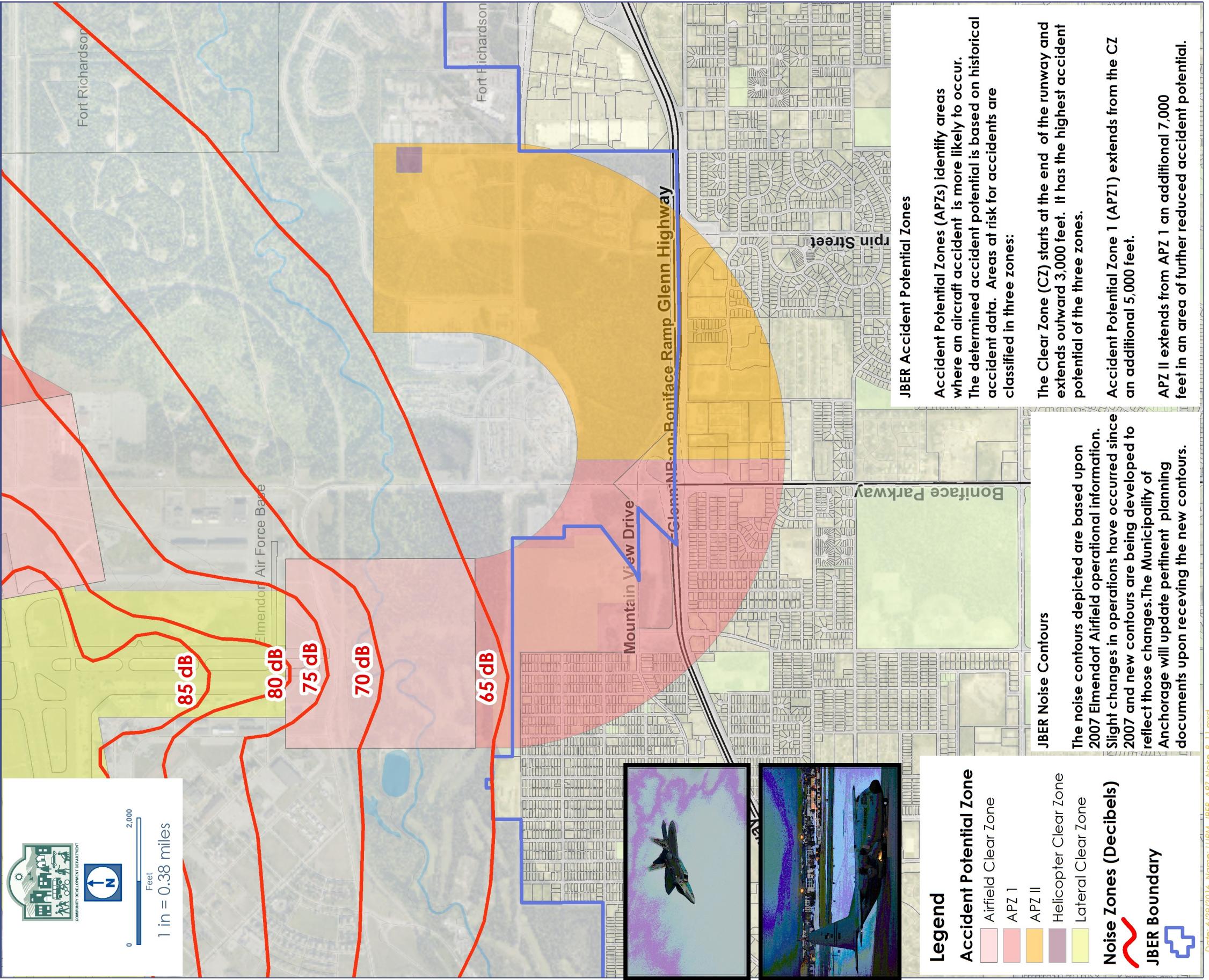
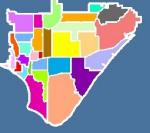
F1-3. JBER Airfield Influence Areas

3-23-2016 DRAFT



0
2,000
Feet
1 in = 0.38 miles

Planning Factors: Facility Impacts and Compatibility



FI-3: JBER Airfield Influence Areas

MAP DESCRIPTION/SOURCE OF DATA

The Facility Impacts and Compatibility Maps comprise Ted Stevens Anchorage International Airport, Merrill Field Airport, and Joint Base Elmendorf-Richardson airfields. GIS data used to prepare these maps came from the Municipality of Anchorage, land use planning and engineering consultants, and Federal agencies.

ROLE OF THIS MAP

Maps FI-1 through FI-3 are intended to depict noise contours and Aircraft Protection Zones (APZs) or Runway Protection Zones (RPZs) that are required under regulations promulgated by the Federal Aviation Administration (FAA). The FAA is primarily responsible for the advancement, safety and regulation of civil aviation, as well as overseeing the development of the air traffic control system.

USE OF THIS MAP

JBER Airfield Influence Areas

JBER is the premier military facility in the State of Alaska.

The Department of Defense (DoD) developed the Air Installations Compatible Use Zone (AICUZ) program for military airfields. This program serves to protect aircraft operational capabilities at its installations. It also assists local government officials in protecting and promoting the public health, safety, and quality of life. The goal is to promote compatible land use development around military airfields by providing information on aircraft noise exposure and accident potential. Zones are based on noise factors, accident potential zones, and training activities associated with military activity.

The AICUZ expresses noise around the military airfield using a Day-Night Average Sound Level (DNL) in a similar manner as civilian airport installations. The DNL descriptor indicates average decibels (dB) as measured over a 24-hour period.

Communities such as Anchorage near airports are exposed to the possibility of aircraft accidents, even with well-maintained aircraft and highly trained personnel. Despite stringent maintenance requirements and extensive training, the potential for aircraft accidents exists at JBER and the surrounding areas.

Accident Potential Zones (APZs) established around military airfields serve as a planning tool to the Municipality and the DoD. APZs identify areas where an aircraft accident is more likely to occur. The determined accident potential is based on historical accident data. Areas at risk for accidents are classified in three zones. The Clear Zone (CZ) is the area of highest aircraft accident potential and is located at the immediate ends of the runway. By definition, a CZ should have no buildings, structures, or other surface use that could impair takeoff and landing of aircraft. The only DoD recommended land use is agriculture, provided that a crop does not attract birds. The Accident Potential Zone I (APZ1) is less critical than the CZ but still possesses significant potential for accidents. A variety of land uses can exist safely within this area just beyond the CZ. However, uses that concentrate people in small areas, such as housing, retail stores, or public assemblies pose a conflict with the safety risks of this zone. Accident Potential Zone II (APZ II) is the least critical of the three air safety zones, but still carries a moderate potential for an accident. Compatible land uses include those of APZ I, as well as low density single-family residential, and lower intensity commercial activities. Higher-density functions raise compatibility issues.

Summary of Zoning Districts References in LUPM

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| A | The AIRPORT DISTRICT is a placeholder in section 21.04.060. of the “new” Title 21 land use regulations. The Airport district is intended to be created as identified in the West Anchorage District Plan. Until such time as the new Airport District is implemented and airport lands rezoned, all areas within the boundaries of the Ted Stevens Anchorage International Airport shall remain subject to the “old” Title 21 regulations that existed prior to the implementation of the “new” Title 21 in 2013. | I-2 | The HEAVY INDUSTRIAL DISTRICT is intended primarily for as an industrial activity area and reserve for heavy manufacturing, warehousing and distribution, equipment and materials storage, vehicle and equipment repair, major freight terminals, waste and salvage, resource extraction and process and other related uses. Limited commercial uses that are supportive or compatible to the industrial uses may be permitted or conditionally permitted. Non-industrial uses are limited to retain a preserve for industrial establishments and retain the supply of industrial lands in the Municipality. |
| AF | The ANTENNA FARM DISTRICT is intended to create areas dedicated to the erection and maintenance of communication equipment, and to encourage the concentration of such equipment in a few sites in the Municipality. | MC | The MARINE COMMERCIAL DISTRICT is intended primarily for commercial water-dependent uses with emphasis on public access to the Ship Creek waterfront. |
| B-1A | The LOCAL AND NEIGHBORHOOD BUSINESS DISTRICT is intended for small, compact commercial sites or areas within or surrounded by residential areas. This district encourages the provision of small-scale retail, office, and service uses compatible in use, scale, and character with adjacent residential uses. Centers are intended to be one-half to two acres in size. | MI | The MARINE INDUSTRIAL DISTRICT is intended primarily for a mix of marine commercial and industrial manufacturing, processing, storage, wholesale, and distribution operations that are water-dependent or –related. |
| B-1B | The COMMUNITY BUSINESS DISTRICT is intended to for consumer –oriented business uses which serve the needs of the surrounding community. These small, compact centers are to locate at or near the intersection of streets designated for collector, arterial or greater capacity per the <i>Official Streets and Highways Plan</i> . Centers are intended to be 2 to 20 acres | PCD | The PLANNED COMMUNITY DEVELOPMENT DISTRICT is intended to be used for the development of large land holdings for residential, commercial industrial or other land uses developments and activities, typically with a master plan that demonstrates how the buildup of the planned development(s) will provide substantial public benefit, is consistent with the holding capacity of the land, and conforms and enhances the policies of the comprehensive plan. |
| B-2A | The CENTRAL BUSINESS DISTRICT CORE (provided under the “old” Title 21 land use regulations) is intended to create a concentrated area of retail, financial and public institutional facilities in the core of Downtown Anchorage that is well served by transit, sidewalks, bike lanes, and other urban amenities. Base height of a structure is 9 stories with greater height permitted by the bonus point/option method. New Downtown districts are intended to be created as identified in the Anchorage Downtown Comprehensive Plan. Until the new Downtown (DT) Districts are implemented, all areas located in the B-2A, B-2B, and B-2C districts remain subject to the “old” Title 21 land use regulations that existed prior to implementation of the “new” Title 21 in 2013. | PLI | The PUBLIC LANDS AND INSTITUTIONS DISTRICT is intended primarily for major public and quasi-public civic, administrative and institutional uses and activities. |
| B-2B | The CENTRAL BUSINESS DISTRICT INTERMEDIATE (provided under the “old” Title 21 land use regulations) is intended to create financial, office and hotel areas surrounding the predominately retail and public institutional core of the central business district. Base height of a structure is 3 stories with greater height permitted by the bulk regulations and bonus point/option method. | PR | The PARKS AND RECREATION DISTRICT is intended to include municipal lands dedicated by the Anchorage Assembly as parks in accordance with AMC 25.10.080. |
| B-2C | The CENTRAL BUSINESS DISTRICT PERIPHERY (provided under the “old” Title 21 land use regulations) is intended to create financial, office, residential and hotel areas at the periphery of the central business district. The height limits of this district help to preserve views and to conform structures to the geologic characteristics of the western and northern boundaries of the district. | R-1 | The SINGLE-FAMILY RESIDENTIAL DISTRICT is intended primarily for detached single-family residential areas, with gross densities of up to five dwelling units per acre. These residential areas are intended to have well-developed infrastructure and municipal services are generally provided. |
| B-3 | The GENERAL BUSINESS DISTRICT is intended primarily for general commercial uses in commercial centers and areas exposed to heavy traffic. This district is to be applied on arterials or within major commercial centers of town, and allows a wide range of commercial, office, retail, and residential uses. | R-1A | The SINGLE-FAMILY RESIDENTIAL DISTRICT (LARGER LOT) is intended primarily for detached single-family residential area, with gross densities of up to four dwelling units per acre. Minimum lot size is somewhat larger than in the R-1 District. These residential areas are intended to have well-developed infrastructure and municipal services are generally provided. |
| D-2 | The D-2 RESIDENTIAL DEVELOPMENT DISTRICT (provided under the “old” Title 21 Regulations) is intended to be applied to substantial tracts of land which are planned for residential use and densities similar to the R-2M District but with more flexibility in site planning and building placement. This district applies in one location in the Anchorage Bowl. The area currently zoned D-2 remains subject to the “old” Title 21 land use regulations that existed prior to implementation of the “new” Title 21 in 2013, until such time as it is rezoned to a different residential zoning district. | R-2A | The TWO-FAMILY RESIDENTIAL DISTRICT (LARGER LOT) is intended primarily for single and two-family residential areas with gross densities between five and seven dwelling units per acre. These residential areas are intended to have well-developed infrastructure and full municipal services. |
| DR | The DEVELOPMENT RESERVE DISTRICT is intended to be applied to lands intended for future development, undesigned municipal owned lands, municipal and state tidelands and waters, and military lands. Joint Base Elmendorf-Richardson uses, activities and developments are not subject to the municipal land use regulations including the DR district use limitations. This district is intended to replace the Transition (TR) District in some areas. | R-2D | The TWO-FAMILY RESIDENTIAL DISTRICT is intended primarily for single and two-family residential areas with gross densities between five and eight dwelling units per acre. Minimum lot size is somewhat smaller than in the R-2A District. These residential areas are intended to have well-developed infrastructure and full municipal services. |
| DT | The DOWNTOWN DISTRICTS, DT-1, DT-2, DT-3 are placeholders in section 21.04.040. of the “new” Title 21 land use regulations. These new Downtown Anchorage districts are intended to be created as identified in the Anchorage Downtown Comprehensive Plan. Until such time as the new Downtown DT Districts are implemented, all areas located in the B-2A, B-2B, and B-2C Districts shall remain subject to the “old” Title 21 regulations that existed prior to the implementation of the “new” Title 21 in 2013. | R-2M | The R-2M MIXED RESIDENTIAL DISTRICT is intended primarily for residential areas that allow for a variety of single-family, two-family and multifamily housing, with gross densities between five and 15 dwelling units per acre. This district provides residential neighborhoods with a mix of housing types in close proximity and compatible with the single-family scale of development. These residential areas are intended to have well-developed infrastructure and full municipal services. |
| I-1 | The LIGHT INDUSTRIAL DISTRICT is intended primarily for light and general manufacturing, processing, service, storage, wholesale and distribution operations along with other uses that support and/or compatible with industrial uses. Many commercial uses are also allowed, with some limitations on intensive retail and commercial employment establishments to reduce land use and traffic conflicts. | R-3 | The R-3 MIXED RESIDENTIAL DISTRICT is intended primarily for multifamily and townhouse dwellings characterized by low-rise multi-story buildings, but also allows single family and duplex residential development. Gross development densities are intended to range from 15 and 40 dwelling units per acre. These residential areas are intended to have well-developed infrastructure and full municipal services. |
| | | R-4 | The MULTIFAMILY RESIDENTIAL DISTRICT is intended primarily for medium to high density multifamily and multi-story development but also allows single-family, duplex and townhouse development. Development scale includes low- and medium-rise multistory buildings. These residential areas are intended to have well-developed infrastructure, full municipal services and located primarily in areas well served by transit, arterial streets and near major commercial and employment centers including Downtown, Midtown, and the UMED District as designated in the Comprehensive Plan. |
| | | R-4A | The MULTIFAMILY MIXED-USE DISTRICT is intended primarily for high-density multifamily dwellings, with gross densities greater than 35 dwelling units per acre. Mixed-use commercial retail, service, and office uses are allowed with housing to create a truly mixed-use neighborhood environment. These residential areas have well-developed infrastructure and full municipal services and are located primarily in areas near city centers including Downtown and Midtown. |

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| R-5 | The LOW DENSITY RESIDENTIAL DISTRICT is intended for single- and two-family residential areas with gross densities up to five dwelling units per acre. Mobile homes on individual lots are allowed in this district. |
| R-6 | The LOW DENSITY (1 ACRE) RESIDENTIAL DISTRICT is intended for single- and two-family large-lot residential areas with gross densities of up to one dwelling unit per acre. This district is intended to protect and enhance those physical and environmental features found in large-lot residential areas such as on the Anchorage Hillside. The availability of infrastructure and municipal services is varied or limited. |
| R-7 | The SINGLE-FAMILY RESIDENTIAL (20K) DISTRICT is intended for single- and two-family residential areas with gross densities between one and two dwelling units per acre. |
| R-8 | The LOW DENSITY RESIDENTIAL (4 ACRES) DISTRICT is intended for single- and two-family large lot residential areas with gross densities less than one dwelling units per four acres, where topographic or other natural conditions are such that higher-density development would be unfeasible. |
| R-9 | The LOW DENSITY RESIDENTIAL (2 ACRES) DISTRICT is intended for single- and two-family large lot residential areas with gross densities less than one dwelling units per two acres, where public sewer and water are unlikely to be provided or where topographic or other natural conditions are such that higher-density development would be unfeasible. |
| R-10 | The LOW DENSITY RESIDENTIAL, ALPINE/SLOPE DISTRICT is intended for single family detached, large lot residential development with varying lot areas from 1.25 acres to 7.5 acres depending on average slope of the site. This district is intended for use in those areas with natural physical features and environmental factors such as slope, alpine and forest vegetation, soils, slope stability, and geologic hazards require unique and creative design for development. |
| RO | The RESIDENTIAL OFFICE DISTRICT is intended to provide areas for professional, business and medical service (outpatient) office uses, or areas with a compatible mix of office and residential uses. New RO zoned areas should be areas intended primarily for low-intensity office uses, or in locations where the development can serve to buffer residential neighborhoods from heavy volumes of traffic or more intense commercial retail activities. |
| TR | The TRANSITION DISTRICT is a holding zone for areas not expected to develop in the immediate future, and is intended to be replaced by the Development Reserve (DR) District. Parcels zoned transition (T) as of January 1, 2014, shall continue under the transition zoning provision of the title 21 land use regulations that existed prior to the implementation of the Title 21 Rewrite Project in 2013, until such time as they are rezoned to a more appropriate classification. |
| WS | The WATERSHED DISTRICT is intended to preserve and protect the potable water reserves available to the municipality in the Chugach range. |

Summary of Overlay Districts for the Anchorage Bowl

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| CCO | The COMMERCIAL CENTER OVERLAY DISTRICT, as established in the “new” Title 21 land use regulations, is intended to make the Title 21 provisions and incentives for mixed-use projects available to all uses and establishments in commercial or mixed-use centers (e.g., Town Centers) designated in the Comprehensive Plan. The provisions of the CCO aim to increase the variety of development opportunities by enabling different uses, functions, and scales of development to interact together through a shared set of mixed-use standards that improve the pedestrian environment and connectivity and cohesion among uses. |
| SGF | The SEISMIC GROUND FAILURE OVERLAY DISTRICT, currently in research-and-development, is intended to be created as indicated in the Anchorage Downtown Comprehensive Plan. The purpose of this overlay is to reduce exposure to earthquake induced ground failure, and reduce loss of life and property from future earthquakes. It will address areas highly vulnerable to seismically-induced ground failure, including areas of Downtown Anchorage that experienced destructive land sliding and ground spreading during the 1964 Great Alaska earthquake. |

ANCHORAGE BOWL LAND USE PLAN – MAP FOLIO DRAFT 7/5/16

EP-1—Existing Zoning Districts

MAP DESCRIPTION / SOURCES OF DATA

The Existing Zoning Districts Map was developed with the current zoning district information available through the Municipality’s of Anchorage’s official zoning map. Due to the complexity of showing each of the zoning district boundaries and the associated zoning district, it is recommended that viewers of this map go to <http://muniorg.maps.arcgis.com/apps/PublicInformation/index.html?appid=916ee637f26a4399afec4bf9f29d8e08> to view an interactive existing zoning map.

ROLE OF THIS MAP

The Existing Zoning Districts Map (EP-1) is intended to provide a large scale view of the existing zoning districts within the Anchorage Bowl. Due to the size and detail of this map, it is viewable through the map gallery website link mentioned above.

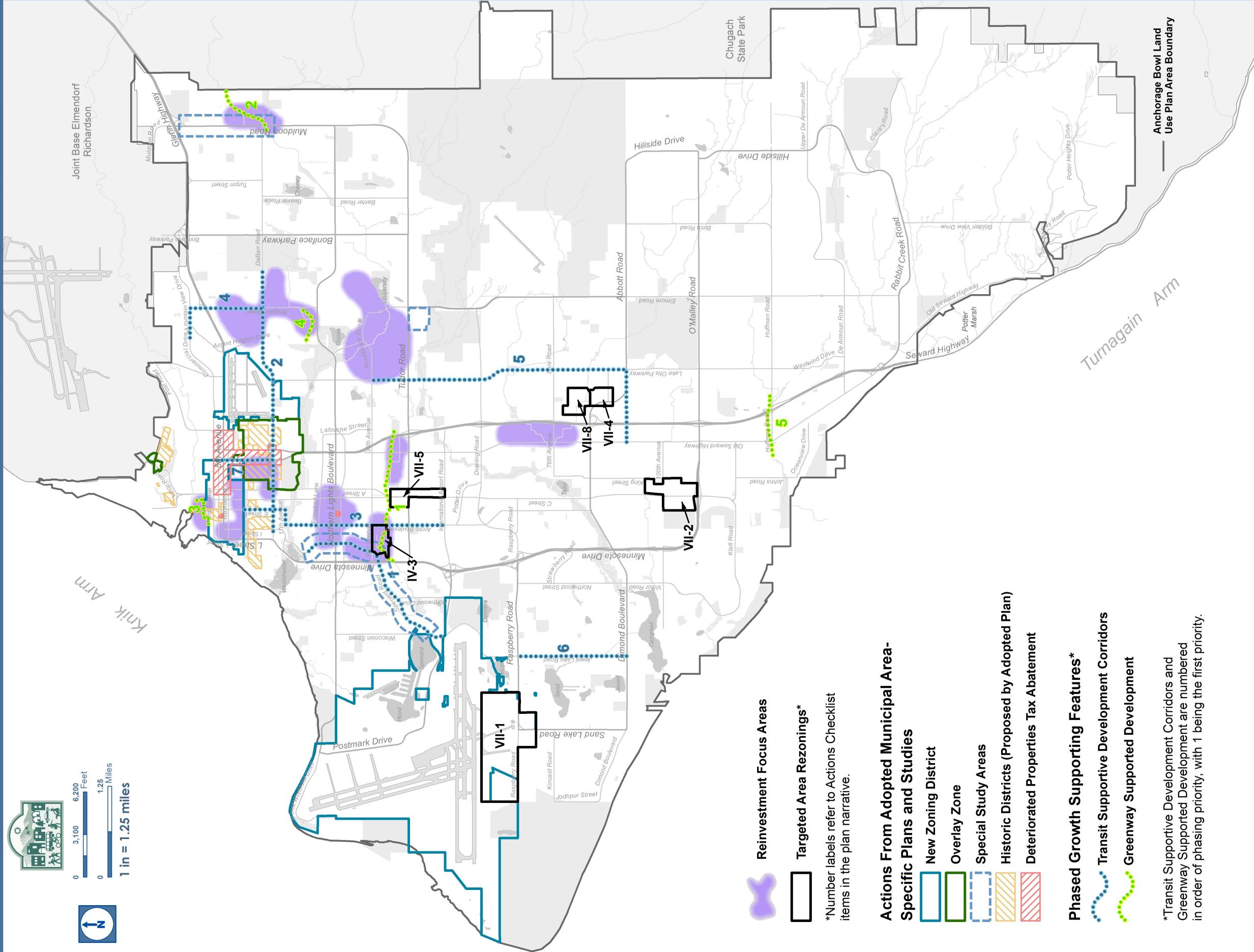
USE OF THIS MAP

This map will help inform the Municipality, property owners, developers and investors on those parcels already zoned to implement the land use plan map designations, versus those parcels that will require a rezone to actualize the land use plan map designation.

Actions Map

2-29-2016 DRAFT (released on 3-15-2016)

Anchorage Bowl Land Use Plan Map



*Number labels refer to Actions Checklist items in the plan narrative.

Actions From Adopted Municipal Area-Specific Plans and Studies

New Zoning District

Overlay Zone

Special Study Areas

Historic Districts (Proposed by Adopted Plan)

Deteriorated Properties Tax Abatement

Phased Growth Supporting Features*

Transit Supported Development Corridors

Greenway Supported Development

*Transit Supported Development Corridors and Greenway Supported Development are numbered in order of phasing priority, with 1 being the first priority.

This map is a part of Section 3, Actions Checklist, of the Land Use Plan Map narrative. See pages 42-56 of that document.

LUPM: Actions Map

MAP DESCRIPTION/SOURCES OF DATA

The February 29, 2016 draft Actions Map illustrates the locations of some key implementation actions for achieving the Anchorage Bowl Land Use Plan Map as reflected in the draft Actions Checklist.

ROLE OF THIS MAP

The Actions Map helps visualize geographic relationships among the recommended actions in the February 29 draft LUPM. The Map shows the candidate Reinvestment Focus Areas (RFAs), proposed Targeted Area Rezonings, proposed new zoning districts, and overlay zones, special study areas, historic districts, and deteriorated priorities tax abatement areas. It also prioritizes the Transit Supportive Development Corridors and Greenway Supported Development corridors proposed in the plan.

USE OF THIS MAP

This map provides a large-scale view of the various actions and evaluation of their spatial relationships. A zoom-in version is available on the LUPM Map Gallery.